FIRSTCARBONSOLUTIONS™

FINAL
Recirculated Draft
Environmental Impact Report No. 534
San Gorgonio Crossing
Riverside County, California

State Clearinghouse Number: 2014011009

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SECTION 1: INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the County of Riverside (County) has evaluated the comments received on the San Gorgonio Crossing Project Recirculated Draft Environmental Impact Report. The responses to the comments and Errata, which are included in this document, together with the Mitigation Monitoring and Reporting Program, form the Final EIR for use by the County of Riverside in its review.

This document is organized into three sections:

- **Section 1—Introduction.**
- **Section 2—Master Responses.** Provides a series of individual, comprehensive responses to similar comments about particular topics.
- **Section 3—Responses to Written Comments.** Provides a list of the agencies, organizations, and individuals who commented on the Recirculated Draft EIR. Copies of all of the letters received regarding the Recirculated Draft EIR and responses thereto are included in this section.
- **Section 4—Errata.** Includes an addendum listing refinements and clarifications on the Recirculated Draft EIR, which have been incorporated.

The Final EIR includes the following contents:

- Recirculated Draft EIR (provided under separate cover)
- Recirculated Draft EIR appendices (provided under separate cover)
- Master Responses, Responses to Written Comments on the Recirculated Draft EIR, and Errata (Sections 2, 3, and 4 of this document)
- Mitigation Monitoring and Reporting Program (provided under separate cover)

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SECTION 2: MASTER RESPONSES

Master responses address similar comments made by multiple public agencies, businesses, organizations, or individuals through written comments submitted to the County of Riverside. Master responses are provided in the order in which they are referenced in the responses in Section 3.

2.1 - List of Master Responses

- Master Response 1—Recirculation
- Master Response 2—Spot Zoning
- Master Response 3—Fast Track
- Master Response 4—Form Letter 1
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2.2 - Master Responses

Master Response 1—Recirculation

Summary of Relevant Comments

Multiple commenters expressed concerns related to the recirculation process and questioned why they had to submit written comments again; many stated that they expected their comments on both the previous Draft EIR and the Recirculated Draft EIR (RDEIR) to be addressed in the Final EIR.

Response

Pursuant to State CEQA Guidelines section 15088.5 (f)(1), when an entire EIR is recirculated prior to certification, the lead agency need only respond to those comments submitted in response to the RDEIR. The purpose of this requirement is to "avoid confusion over whether the lead agency must respond to comments which are duplicates or which are no longer pertinent due to revisions to the EIR" (State CEQA Guidelines Section 15088.5(f)). The comments submitted on the previous Draft EIR will be part of the overall administrative record for the project and will be considered by the County decision-makers when deciding whether or not to approve the project; however, because the RDEIR replaces the previous Draft EIR in its entirety, written responses are provided only to new comments submitted on this RDEIR during the RDEIR public comment period (May 26, 2017 to July 10, 2017).

As described in the RDEIR, the decision to recirculate the Draft EIR was largely driven by the comment received from Caltrans indicating that updated traffic counts should be conducted. Traffic generation has a direct relationship to the air quality, greenhouse gas, and noise impacts generated

by a project. Accordingly, the following technical studies were updated and replaced in their entirety:

- Traffic Impact Analysis. April 14, 2017 (RDEIR Appendix I.1);
- Supplemental Expanded Freeway Segment Analysis (RDEIR Appendix I.2);
- Supplemental Traffic Analysis-Future Beckwith Avenue (RDEIR Appendix I.5);
- San Gorgonio Crossing Alternatives Trip Generation Evaluation (RDEIR Appendix I.4);
- Air Quality, Health Risk, and Greenhouse Gas Analysis Report (RDEIR Appendix B); and
- Noise Impact Analysis (RDEIR Appendix H)

The above updated technical studies resulted in significant changes to EIR sections 3.3 (Air Quality), 3.12 (Noise) and 3.16 (Transportation). Other public comments related to aesthetics, biological resources, cultural resources, hydrology and water quality, land use, public services, utilities, alternatives and cumulative impacts were also addressed within the RDEIR. Some commenters suggested that the decision to recirculate the Draft EIR was made in an attempt to evade the requirement to provide written responses to comments or otherwise thwart public review and involvement—this is not the case. The comments submitted on the prior Draft EIR were taken into consideration when preparing the RDEIR, and information was added to address pertinent comments received involving CEQA-related issues.

In addition, certain other regional plans were updated since the Draft EIR was prepared, and the RDEIR was updated to reflect the following changes and ensure the most current available information was used for the environmental analysis:

- 2015 San Bernardino Valley Regional Urban Water Management Plan (adopted June 21, 2016);
- 2016 SCAQMD Air Quality Management Plan (adopted March 3, 2017); and
- 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April 7, 2016.

A recirculated draft EIR is required to provide only a summary of the changes made to the previous Draft EIR (State CEQA Guidelines Section 15088.5(g)). A list of the updated technical studies was provided in Section 1, Introduction of the RDEIR, as well as an explanation that every section of the document was being recirculated. A lead agency is not required to provide a "redline" or side-by-side comparison of the previous draft EIR and the recirculated draft EIR. To do so in the case of an EIR that is being recirculated in its entirety would result in an overly voluminous and potentially confusing document.

In summary, the RDEIR complied with all noticing and procedural requirements set forth by State CEQA Guidelines Section 15088.5 for recirculation. The decision to recirculate was made in an effort to fully comply with the requirements of CEQA and to address comments received in connection with the Draft EIR, rather than for any improper purpose.

Master Response 2—Spot Zoning

Summary of Relevant Comments

Several comments to the RDEIR alleged that approval of the General Plan Amendment (GPA) and Change of Zone that are proposed as part of the project would result in impermissible "spot zoning."

Response

Neither the proposed GPA nor the proposed Change of Zone constitutes impermissible spot zoning. Changing a property's land use designation and zoning classification are legislative actions by the County's Board of Supervisors. The proposed GPA is changing the project site's General Plan land use designation; it is not changing the site's zoning. Additionally, with regard to the GPA, the legislative body of a County may amend all or part of a General Plan, subject only to the limitation that a mandatory element of a General Plan may not be amended more than four times per each calendar year (see Cal. Govt. Code § 65358(b)). Amendments are permitted, specifically because a county's needs and vision may change because of growth or other factors; thus, a General Plan is not intended to be a static document that is not subject to change. Therefore, amending a General Plan in connection with a particular development project does not constitute spot zoning.

Spot zoning occurs where a favor or disfavor is conferred upon the owner or occupant of a small parcel that his or her neighbors do not experience, thereby creating an "island" of zoning in the middle of a larger area devoted to other uses. Spot zoning is permissible where a rational reason in the public benefit exists for the zoning.

The project's site has a Community Development Foundation Component, which is identified as an area appropriate for urban or suburban development, including areas for single-family and multiple-family residential uses, commercial, industrial, business parks, public facilities, and a mix of uses. The proposed GPA would not require an amendment to the General Plan Community Development Foundation Component, but instead is proposing an amendment to change the Land Use designation from Rural Mountainous (RM) and Very Low Density Residential (VLDR) to RM, Open Space Recreation (OS-R), Public Facility (PF), and Light Industrial (LI). This kind of amendment may be approved by the County provided that certain findings can be made. Specifically, a County Board of Supervisor's resolution approving an entitlement/policy amendment shall include the first two findings listed below and any one or more of the subsequent findings listed below:

a) The proposed change does not involve a change in or conflict with: the Riverside County Vision; any general planning principle set forth in general plan Appendix B; or any foundation component designation in the general plan;
b) The proposed amendment would either contribute to the purposes of the general plan or, at a minimum, would not be detrimental to them;

and any one or more of the following:

c) Special circumstances or conditions have emerged that were unanticipated in preparing the general plan;

d) A change in policy is required to conform to changes in state or federal law or applicable findings of a court of law;

e) An amendment is required to comply with an update of the housing element or change in state housing element law;

f) An amendment is required to expand basic employment job opportunities (jobs that contribute directly to the county's economic base) and that would improve the ratio of jobs-to-workers in the county; or

g) An amendment is required to address changes in ownership of land or land not under the land use authority of the board of supervisors.

(Riverside County Zoning Code § 17.08.040).

Requiring the above findings ensures that improper land use changes do not occur. The County Board of Supervisors retains ultimate discretion over whether the above findings can be made.

As discussed in the RDEIR in Sections 3.10 (Land Use) and Section 4 (Cumulative Impacts), concentrations of commercial and large lot residential uses are scattered throughout the community, and are especially focused along Beaumont Avenue near the center of the Cherry Valley Community. There is also an ongoing trend toward urbanization along this part of Cherry Valley Boulevard. In addition, it is a logical extension of urban type uses already occurring to the west and the south of the project and along the I-10 Freeway corridor. The proposed change in land use designation to RM, Open Space Recreation (OS-R), Public Facility (PF) and Light Industrial (LI), and the proposed change in zoning to Industrial Park (IP) are consistent with the development trend being seen in and envisioned for this area of the County.

The proposed land use changes are appropriate and consistent with this setting because of this ongoing trend and the clear orientation of the project site to the I-10 Freeway corridor (approximately one-third mile from the I-10 Freeway), and would not result in an "island" of zoning. Additionally, the proposed entitlements would serve to allow feasible development on the project site in accordance with the General Plan's Community Development Foundation Component and, in doing so, further the goals already set forth in the General Plan. Therefore, if the change of zone were considered spot zoning it would be permissible spot zoning.

Master Response 3—Fast Track

Summary of Relevant Comments

A number of commenters had questions about the project's "fast track" status through the Riverside County Economic Development Agency (EDA), and stated that the project should be subject to Planning Commission review prior to being considered by the County Board of Supervisors.

Response

To qualify for Fast Track Program consideration, a project must meet **one** of the following criteria:

- Create a minimum of 40 permanent, full-time jobs
- Invest a total of at least $5 million in land, buildings and/or equipment
- Produce $12.5 million in taxable annual sales

The proposed project meets the first two criteria. First, it will create an estimated 817 permanent, full-time-equivalent new jobs. Second, in addition to the project's direct investment in land and development of the project buildings, it will also contribute more than $1 million in impact fees that will be used towards schools, fire protection and fire-related infrastructure, police protection services, and necessary traffic improvements within the community. Although the project is not a commercial use and will not directly generate taxable annual sales, it will result in increased property tax revenues to the County.

"Fast Track Status" means:

- Qualified commercial and industrial projects can go to public hearing in as few as 60 days; and
- Grading and building plan checks can be reviewed in as few as 14 days

Anheuser-Busch, Nestle Food Company, Millard Refrigerated Services, Meldisco Corporation, Spacemasters Corporation, Home Express, and Cutler-Hammer are just a few examples of projects that have used the Riverside County EDA Fast Track Program.

The County of Riverside Board of Supervisors retains ultimate discretionary authority regarding consideration of the project. These comments will be provided to the Board of Supervisors, who will make the decision whether to approve, deny, or request Planning Commission review of the project.

Master Response 4—Form Letter 1

Summary of Relevant Comments

More than 100 comment cards were submitted to Riverside County Planning, in which commenters could check a box regarding potential environmental impacts that were of concern to them and/or briefly state their reasons for concern.

The areas of concern included:

- Air quality
- Health impacts
- Traffic congestion
- Noise
- Water Quality
- Property value
- Cumulative impacts
- Lighting
- Changing of zoning
- 24-hour operations

Response

With the exception of impacts to property values (which are not an environmental impact within the purview of CEQA or the RDEIR), each of these impacts are addressed in the RDEIR as follows:

- Air Quality: RDEIR Section 3.3 and RDEIR Appendix B.1;
- Health impacts: RDEIR Section 3.3 and RDEIR Appendix B.1;

- Traffic congestion: RDEIR Section 3.16 and RDEIR Appendices I.1 to I.5;
- Noise: RDEIR Section 3.12 and RDEIR Appendix H;
- Water Quality: RDEIR Section 3.9 and RDEIR Appendices G.1 to G.5;
- Cumulative impacts: RDEIR Section 4;
- Lighting: Aesthetics, RDEIR Section 3.1;
- Changing of zoning: RDEIR Section 3.10; and
- The potential for 24-hour operations is accounted for throughout the RDEIR for all impact areas that could be affected, including aesthetics, biological resources, noise, public services, and transportation and traffic.

The project was found to result in significant and unavoidable impacts to air quality and transportation. All other impact areas can be mitigated to below a level of significance. Responses to specific written comments concerning these issues are also provided in this Final EIR in response to public agency, organization and individual comments. All comments will be provided to the County decision-makers for their review and consideration in determining whether to approve the project.

Master Response 5—Form Letter 2

Summary of Relevant Comments

More than one dozen commenters submitted a letter addressed to the Riverside County Board of Supervisors expressing concern regarding the proposed project. Specifically, the letter expressed concern regarding the volume of truck trips, proximity to schools and senior communities, air pollution and traffic congestion, and a drop in residential property values. The comment also claims that to allow the proposed land use changes would amount to "spot zoning." The letter concludes by asking the Board of Supervisors to vote "no" on the project.

Response

Although this letter was directed towards the Riverside County Board of Supervisors and did not specifically comment on the RDEIR, the letter did generally reference environmental concerns that are addressed in the RDEIR.

Specifically, truck trip generation rates for the project are provided in RDEIR Table 3.16-11. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project (see RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including seniors and children (see RDEIR at 3.3-54 to 3.3-59). CEQA requires analysis of potential hazardous materials impacts to schools within one-quarter mile of a proposed project. There are no schools in such proximity to the project site, as discussed on RDEIR page 3.8-13.

The RDEIR discloses that the project would result in significant and unavoidable air quality and traffic impacts, despite the incorporation of all feasible mitigation measures.

CEQA is limited to analysis of potential physical, environmental impacts. Potential impacts to property values, while important to the commenters, are not within the purview of CEQA or within the range of subjects required to be included within the RDEIR.

With regard to the assertion that the requested land use changes would amount to "spot zoning," please refer to Master Response #2.

These comments will be provided to the County decision-makers for their review and consideration in determining whether to approve the project.

Master Response 6—Form Letter 3

Summary of Relevant Comments

More than one dozen letters were submitted containing the following identical statements:

- The traffic study in the RDEIR is very confusing and needs clarification.
- Also, the air pollution section AQ9 makes it clear that this project makes an already bad situation worse. You need further mitigation measures.
- All the comments and questions concerning the environment issues in my previous attached letter remain pertinent and relevant to this RDEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and will expect comments from both letters to be answered and included in the Final EIR.

Response

The commenters do not elaborate on what portions of the traffic study need clarification or what the points of confusion are; therefore, a more detailed response is not possible. However, the RDEIR disclosed that the project will result in a significant and unavoidable traffic impact to the following facilities under cumulative conditions:

Opening Year (2018) Existing Plus Ambient Plus Project Plus Cumulative

1A. Roberts Road/Cherry Valley Boulevard (AM and PM Peak Hours) LOS F
3. Calimesa Boulevard/Cherry Valley Boulevard (AM and PM peak hours) LOS F
8. Nancy Avenue/Cherry Valley Boulevard (AM Peak Hour only) LOS E

Horizon Year (2040)

Additionally, the project would result in a cumulatively considerable contribution to the existing cumulatively significant impacts at the following intersections, which are anticipated to operate at an unacceptable LOS under Horizon Year (2040) without and with Project conditions:

1A. Roberts Road/Cherry Valley Boulevard—LOS F AM and PM Peak Hours
1. I-10 Eastbound Ramps/Cherry Valley Boulevard—LOS F AM and PM Peak Hours
2. I-10 Westbound Ramps/Cherry Valley Boulevard—LOS F AM and PM Peak Hours
3. Calimesa Boulevard/Cherry Valley Boulevard—LOS F AM and PM Peak Hours
7. Union Street/Cherry Valley Boulevard—LOS F AM and PM Peak Hours

8. Nancy Avenue/Cherry Valley Boulevard—LOS F AM and PM Peak Hours
9. Beaumont Avenue/Cherry Valley Boulevard—LOS F AM and PM Peak Hours

The project would install new traffic signals and other improvements that would significantly increase the capacity of the I-10 at Cherry Valley interchange ramp intersections, such that even with the addition of project traffic, delay and level service will be improved to better than current conditions. However, mitigation may not fully mitigate these impacts, because the County of Riverside and the project applicant have no control over Caltrans right-of-way or City of Calimesa intersection, and the County has no control over the provision or timing of the improvements specified in the necessary mitigation measures.

In addition, there are 19 freeway mainline segments that are currently operating at an unacceptable LOS under Existing traffic conditions and are anticipated to continue to operate at unacceptable LOS through Horizon Year (2040) traffic conditions. As the project is expected to contribute peak-hour trips to the existing deficiencies on the regional state highway system, the project's incremental contribution is considered cumulatively significant and unavoidable. All other transportation-related impacts of the proposed project would be less than significant, or less than significant with mitigation.

The RDEIR also discloses that the project would result in a significant and unavoidable air quality impact. Specifically, even with mitigation, the project emissions would exceed SCAQMD regional thresholds for NO_x and ROG during operations. The project would also obstruct implementation of the AQMP, because its emissions would exceed the SCAQMD regional significance thresholds, and would thus impede the timely attainment of ambient air quality standards. The project would also result in a cumulatively considerable net increase in ozone, a criteria pollutant, because regional significance thresholds for ROG and NO_x (both ozone precursors), are exceeded.

Commenter's reference to "AQ9" is unclear, as there is no such section within the RDEIR. All other air quality impacts, including those related to health impacts to sensitive receptors and odors, would be less than significant.

With regard to commenters' statements that they are re-submitting comments to the DEIR and expect both letters to be addressed in the Final EIR, please refer to Master Response #1.

Master Response 7—Form Letter 4

Summary of Relevant Comments

More than three dozen letters were submitted containing only the following identical language:

> I am commenting on the Recirculated DEIR, #534, issued May 26, 2017. All the comments and questions concerning the environment issues in my previous attached letter remain pertinent and relevant to this RDEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and will expect comments from both letters to be answered and included in the Final EIR.

Response

Please refer to Master Response #1, Recirculation.

Master Response 8—Form Letter 5

Summary of Relevant Comments

Nearly one dozen commenters submitted an identical letter with the following text:

> We moved to Beaumont to get away from the congestion of heavy traffic. Nowhere in the master plan did it indicate a massive warehouse. Now the Shopoff Groups want to "spot zone" a rural area with a massive warehouse with 600+ trucks a day.
>
> This massive warehouse will not only bring down our property values but more importantly the congestion and even more importantly the air pollution will be unacceptable for the people and animals. The freeway system around this area is only three lanes of traffic in each direction and heavy with trucks.
>
> We elected officials like you to watch our backs and not let "spot zoning" occur.
>
> When Marion Ashley was interviewed by Joel Grover, he was asked if he would want the mega-warehouse built in his backyard . . . he responded, "no, I would not" . . . so why does he think it is OK to put it in mine?
>
> Please stop this madness. If this illegal rezone is inevitable, put something that is more appropriate for the area, but a warehouse has no benefit to the area. It will only bring pollution, congestion and the negative things that come along with truck stops.

Response

With regard to commenters assertions concerning "spot zoning," please refer to Master Response #2.

With regard to potential air quality and traffic impacts, please refer to Master Response to Form Letter #3.

CEQA is limited to analysis of potential physical, environmental impacts. Potential impacts to property values, while important to the commenters, are not within the purview of CEQA or within the range of subjects required to be included within the RDEIR.

Likewise, statements made by public or elected officials and the County's decision-making process are not within the purview of CEQA or the RDEIR; however, these comments will be provided to the County decision-makers for their review and consideration in determining whether to approve the project.

With regard to the commenter's assertion that the project would have no benefit to the area, the project will result in several benefits, including more efficient movement of goods, and the creation of new jobs and additional tax revenue to the County.

Master Response 9—Form Letter 6

Summary of Relevant Comments

Several commenters submitted identical letter claiming that (1) the RDEIR was not substantially revised as compared to the previous DEIR; that the project applicant did not follow instructions and the nearly 600 comment letters previously submitted should be responded to; (2) that the original concerns stated in the previous letter included health, traffic and rural character of Cherry Valley, which have not been addressed by the RDEIR and must be addressed in accordance with State CEQA Guidelines Section 15088.5; and (3) that all comments to the previous DEIR remain pertinent to the RDEIR, and, therefore, the commenter is resubmitting the original letter along with new comments to the RDEIR and expects both letters to be addressed in the Final EIR.

Response

With regard to commenter's assertions regarding the revisions made in the RDEIR, previous comments to the DEIR or the recirculation process in general, please refer to Master Response #1.

With regard to general concerns about health impacts and traffic, please refer to Master Responses to Form Letters #2 and #3.

With regard to the rural character of Cherry Valley, the project's compatibility with the rural character of Cherry Valley is discussed in detail in RDEIR Sections 3.1, Aesthetics, and 3.10, Land Use and Planning. Approximately 84.8 acres of the project site, primarily running along the northern property line (in the rural mountainous and open space zone areas), will be preserved as natural open space, protecting habitat and ridge-line equestrian trails running through the site.

The clustering of the development footprint will help preserve the rural character of the area, and will provide a substantial buffer for any future developments to the north. The project will preserve community uses and access to an informal equestrian and pedestrian trail network running throughout the undeveloped northern section of the site. The project will also be set back from the street and landscaped in such a manner as to be visually unobtrusive, thereby espousing the rural character of the surrounding environment consistent with the Cherry Valley Gateway Policy Area.

Specifically, the two project buildings will be located up to 48.3 feet below grade, and will rise only 41 feet in height, ensuring an unobstructed view towards the foothills located north of the project site. Additionally, the project's setback from the mountain ridge and the street will also protect the scenic values of the ridgeline and the landscape, providing continued natural visual relief to the nearby communities. Project buildings would be set back approximately 300 to 575 feet from Cherry Valley Boulevard, approximately 300 feet from the east project boundary, and approximately 400 feet from the west project boundary, allowing for generous buffers with extensive landscaping, a berm, a meandering equestrian and pedestrian trail, and a three-railed fence. (See RDEIR Exhibits 3.1-4a to 3.1-4e for line-of-sight simulations, and Exhibits 3.1-2a to 3.1-2d for architectural elevations.)

Additionally, the project's architecture is purposefully and thoughtfully designed to evoke a rural character, with earth-tone colors and ranch-inspired architectural features. Landscape architecture features will further soften the project's impact by shielding the site with meandering, ranch-inspired

fencing, shrubs, and trees along the site's western, southern, and eastern elevations and a decorative barn and water tower in recognition of the area's long history of agricultural and equestrian uses. The decorative barn and water tower features would not be functional, but they would screen views of the project site and provide a focal point to viewers along local roadways, while maintaining and enhancing the rural character of the area (see RDEIR Exhibit 3.1-2a to Exhibit 3.1-2d). In addition, the barn will serve as a shade structure and trail head for the equestrian and recreation trails. Combined with the project's overall rural theme featuring western and agricultural architectural elements, these two monuments serve as a visible focal point and welcoming gateway to the Cherry Valley community.

The project would feature on-site trails that connect with existing trails in the northern portion of the site to contribute to the development of the City of Calimesa's trail system. A trailhead would also be constructed in the southwest corner of the site near the water tower and barn, which ties into the trails. The trail along the western margin of the project site would consist of decomposed granite to accommodate hikers and equestrians, and would connect to the existing trails in the northern portion of the project site. As a result, the project will help enhance the County's Conservation and Open Space Resource System, which seeks to preserve a multi-purpose open space system for habitat protection and recreational purposes. The extensive landscaping will soften the project's look and minimize the visual appearance of the buildings. Specifically, the project will feature extensive native and drought-tolerant landscaping, including shrubs and trees along the project site's western, southern, and eastern elevations. The landscaping is designed with pockets, rolling terrain, and irregularity to mimic the site's natural setting.

The RDEIR fully complies with the requirements of State CEQA Guidelines Section 15088.5. These comments will be provided to the County decision-makers for their review and consideration in determining whether to approve the project.

Master Response 10—Form Letter 7

Summary of Relevant Comments

Several commenters submitted identical letters with the following text:

> I am commenting on the Recirculated RDEIR, #534, issued May 26, 2017. The warehouse is going to be placed right on the entrance to rural Cherry Valley near it's welcoming sign off the 10. There will be a four lane, if not more lanes highway with two to four stoplights, perhaps a-round-about exit off the 10, huge trucks constantly trying to exit and enter a mega sized warehouse. There is no way this fits into the General Plan for a rural Cherry Valley. You also are calling for rezoning, light industrial, it doesn't fit light industrial and will cause major traffic problems along with poor air quality. On page LU-18 of the general Plan it states that: In order to efficiently use land, growth must be focused into strategically located centers or into existing developed areas, thus minimizing development pressures on rural, agricultural and open space areas. This will also help to preserve the unique rural character of the county and its rich open spaces. All the comments and questions concerning the environmental issues in my previous and attached letter remains pertinent and relevant to this Recirculated DEIR, Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR.

Response

With regard to the placement of the project near the entrance to Cherry Valley, please refer to RDEIR pages 3.10-33 to 3.10-35 for information about how the project's architecture, buffer, and landscaping features will help to ensure Cherry Valley Boulevard continues to function as a community separator between Calimesa and Beaumont, and as a scenic gateway or "approach" to the Cherry Valley community.

Cherry Valley Boulevard will be widened to its ultimate half-section width as an Arterial Highway (128-foot right-of-way) consistent with the County of Riverside General Plan Circulation Element. While ultimate improvement plans have not yet been finalized for the I-10 interchange at Cherry Valley Boulevard, a roundabout concept is being proposed by the City of Calimesa. The California Highway Design Manual states that roundabout intersections on the state highway system must be developed in accordance with National Cooperative Highway Research Program (NCHRP) Report 672 entitled "Roundabouts: An Informational Guide, 2nd ed.," dated October 2010 (NCHRP Guide 2). The NCHRP Guide provides geometric design guidelines to accommodate large vehicles such as semitrailer combinations. The NCHRP Guide 2 provides design techniques to accommodate large trucks while maintaining low design speeds to ensure effective and safe operation for all modes of travel. Thus, any future roundabout design for the I-10/Cherry Valley Boulevard interchange will be required to include geometric design elements consistent with NCHRP Guide 2 to accommodate the desired design vehicle and ensure overall safety for all road users. The roundabout concept is only preliminary; if pursued, it would not be part of the project, although the project would contribute its fair share toward the improvements that are ultimately selected for this location.

With regard to the project's consistency with the General Plan, please refer to RDEIR Section 3.10, as well as Responses to CVAN-7 to CVAN-12. With regard to the General Plan Amendment and Change of Zone, the County Board of Supervisors will make a decision based on all information contained within the record for the project, including the RDEIR, public comments, and whether the requisite findings can be made.

Master Response 11—Previous Comments to Draft EIR

Summary of Relevant Comments

Many commenters included nearly identical statements that their previous comments to the Draft EIR remained pertinent or that their previous comments were not addressed, and requested that their comments to both the Draft EIR and the RDEIR be addressed in the Final EIR.

Response

Written responses to comments on a previous EIR are not required under CEQA when an EIR is completely recirculated, as the previous EIR is no longer the operative document (see State CEQA Guidelines Section 15088.5 (f)(1)). As outlined in Master Response 1, comments to the previous Draft EIR were either addressed by changes to the RDEIR, or rendered moot by one of the new technical studies prepared for the RDEIR or one of the new regional plans that went into effect between the time the previous Draft EIR and the RDEIR were prepared.

To the extent that a commenter identified an issue raised in their previous comments to the Draft EIR that they believe was not addressed in the RDEIR, these comments are treated as a new comment on the RDEIR and are fully addressed in Section 3, Responses to Written Comments of this Final EIR. However, most commenters who claimed that their previous comments to the Draft EIR remain pertinent or were not addressed did not further elaborate or provide examples to allow for a more detailed response. A blanket statement that "all previous comments remain pertinent" or that "none of my prior comments were addressed," without more detail about the perceived deficiencies, does not warrant the preparation of a written response to comments on a previous Draft EIR when full recirculation has occurred pursuant to State CEQA Guidelines Section 15088.5.

All public comments on the RDEIR (and by extension, the previous Draft EIR) have been fully addressed within this Final EIR consistent with the requirements of CEQA. Nonetheless, in an effort to promote full disclosure of information, the following summary matrix contains a summary of previous comments to the Draft EIR, organized by environmental issue area, and where or how those comments were addressed by the RDEIR, associated technical studies, or one of the responses contained within this Final EIR. The previous comment letters to the Draft EIR are not included within the Final EIR, but they are part of the overall administrative record for the project and are available for public review at the County at the following location:

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Table 2-1: Previous Draft EIR Comments

Environmental Issue Area	Summary of Previous 2016 DEIR Comments	Where/How Previous Comments Are Addressed
Project Description	Comments were provided regarding the adequacy of the project description, including the need to distinguish between industrial and high-cube warehouse uses; the approvals necessary for infrastructure improvements within the City of Calimesa; clarification regarding the proposed potential future Yucaipa Valley Water District (YVWD) tanks; clarification regarding the width of proposed trail sections; and requesting additional clarification regarding the surrounding land uses and general plan/zoning designations.	Information was added to RDEIR pages 2-9, 2-10, 2-19, 2-20, 2-22, 2-23, and 2-25 responsive to these issues. Refer also to Response to CALIMESA-10 to Response to CALIMESA-12 in Section 3 of this Final EIR, as well as page 4-1 of this Final EIR for a discussion of changes made to the Project Description. Information was also added to RDEIR pages 3.10-1 to 3.10-2 regarding surrounding land uses.
Aesthetics	Commenters expressed general concerns and opposition to the project based on aesthetic impacts and changes to the visual character of the site. These comments have been noted and are included in the overall administrative record for the project. Specific substantive and technical comments included:	

Table 2-1 (cont.): Previous Draft EIR Comments

Environmental Issue Area	Summary of Previous 2016 DEIR Comments	Where/How Previous Comments Are Addressed
	• The need to address aesthetic impacts of potential future YVWD storage tanks	This issue is addressed at RDEIR page 3.1-30.
	• The need to augment MM AES-4 regarding the photometric plan	Mitigation Measure AES-4 was revised to refer to compliance with County Ordinance No. 655; see RDEIR at page 3.1-32.
	• The need to correct inconsistencies in proposed building height (41 feet vs. 47 feet)	Typographical errors regarding building height were corrected within the RDEIR; see also Section 4 of this Final EIR.
	• The need for new visual simulations from multiple vantage points were requested to be produced	Please refer to RDEIR Exhibits 3.1-3a to 3.1-3m and 3.1-4a to 3.1-4b for visual simulations. Refer also to Response to Comment BEAUMONT-13 in Section 3 of this Final EIR.
	• Commenters raised concerns that aesthetic impacts would be significant from the vantage of Cherry Valley Boulevard before landscaping fully matures.	See Response to SIERRA-9 in Section 3 of this Final EIR; new Mitigation Measure AES-3 has been added to the Final EIR to address this concern (see Section 4 of this Final EIR).
	• The need to address lighting impacts from vehicle headlights from traffic generated by the project	This issue is addressed at RDEIR pages 3.1-30 to 3.1-31. Refer also to Response to SIERRA-11 in Section 3 of this Final EIR.
	• The need to address aesthetic impacts from vehicular truck traffic generated by the project	Refer to Response to CVAN-15 in Section 3 of this Final EIR.
Agricultural Resources	Commenters expressed concerns regarding the potential loss of farmland and agricultural resources.	These issues are addressed at RDEIR pages 3.2-11 to 3.2-12. Please also refer to Response to CVAN-17 in Section 3 of this Final EIR.
Air Quality	Commenters expressed general concerns and opposition to the project related to air quality impacts and health risks from diesel particulate emissions. Specific substantive and technical comments included:	The Air Quality, Health Risk, and Greenhouse Gas Analysis Report was updated and replaced in its entirety (RDEIR Appendix B). In addition, the analysis was revised to reflect the new 2016 SCAQMD Air Quality Management Plan (adopted March 3, 2017); and the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April 7, 2016. Therefore, most previous technical or substantive comments related to the air quality or health risk analyses contained in the Draft EIR are no longer

Table 2-1 (cont.): Previous Draft EIR Comments

Environmental Issue Area	Summary of Previous 2016 DEIR Comments	Where/How Previous Comments Are Addressed
		applicable, except as identified below. The overall conclusions of significant and unavoidable air quality impacts remained the same in the RDEIR as were stated in the previous EIR. General comments or opposition to the project related to air quality or health concerns have been noted, and they are included in the overall administrative record for the project.
	• Commenters requested that additional air quality mitigation measures be imposed, including a trip cap, reducing the number of loading docks, additional electric vehicle charging stations, accelerated phase-in of non-diesel trucks and "Rule 9510" indirect source rule mitigation.	The reasons for deeming such measures infeasible are discussed at RDEIR pages 3.3-40 to 3.3-41. Refer also to Response to SCAQMD-11 in Section 3 of this Final EIR.
	• Commenters questioned whether analysis accounted for refrigerated warehouse uses.	Refer to Response to SIERRA-19 in Section 3 of this Final EIR.
	• Commenters requested clarification as to how the project will comply with SCAQMD Rules 403 and 1113.	Refer to RDEIR at pages 3.3-13 to 3.3-14.
	• Commenters raised concerns and requested clarification regarding cumulative health risk from toxic air contaminants.	The Air Quality, Health Risk, and Greenhouse Gas Analysis Report was updated and replaced in its entirety (RDEIR Appendix B). Refer to RDEIR pages 3.3-54 to 3.3-59 for updated discussion of the results of this analysis.
	• Commenters requested revisions to Mitigation Measure AQ-1h.	This mitigation measure has been revised; refer to page 4-3 of this Final EIR.
	• Commenters questioned analysis of maximum construction emissions.	The Air Quality, Health Risk, and Greenhouse Gas Analysis Report was updated and replaced in its entirety (RDEIR Appendix B). Clarification was added to RDEIR Table 3.3-7, footnote 1. The maximum daily emissions in the RDEIR refer to the maximum emissions that would occur in one day; it was assumed that the site preparation and grading activities do not occur at the same time as the other construction activities; therefore, their emissions are not summed; the maximum daily

Table 2-1 (cont.): Previous Draft EIR Comments

Environmental Issue Area	Summary of Previous 2016 DEIR Comments	Where/How Previous Comments Are Addressed
		emissions would occur during the overlapping of the building construction, tenant improvements, and paving construction activities for all other pollutants during 2018 (see RDEIR at page 3.3-48). Updated criteria air pollutant emissions (unmitigated and mitigated) are provided in RDEIR Tables 3.3-11 to 3.3-16.
	• Commenters questioned whether the Health Risk Assessment (HRA) accounted for low-speed travel.	The Air Quality, Health Risk, and Greenhouse Gas Analysis Report was updated and replaced in its entirety (RDEIR Appendix B). Refer also to Response to SCAQMD-8 and Response to SIERRA-23 in Section 3 of this Final EIR.
	• Commenters expressed concerns regarding the project's proximity to schools and senior communities.	The analysis contained at RDEIR pages 3.3-54 to 3.3-59 demonstrates that the project would not result in health risks to sensitive receptors, including nearby senior communities or schools. With regard to general concerns about hazards to local schools, please refer to Response to Comment LANDA-6. With regard to health risks to children, please refer to Response to Comment SIERRA-22, both contained in Section 3 of this Final EIR.
	• Commenters expressed concerns regarding the current non-attainment status of the local air basin.	The current attainment designations for the South Coast Air Basin are shown in RDEIR Table 3.3-4. The RDEIR discusses existing air quality in the Inland Empire region and evaluates the project's contribution to existing air quality problems. Unmitigated and mitigated regional construction air pollutant emissions were revised and are included in RDEIR Tables 3.3-11 and 3.3-14, respectively.
Biological Resources	Commenters questioned whether impacts to burrowing owl and raptors were adequately addressed.	Refer to RDEIR Table 3.4-4 and RDEIR 3.4-30. Mitigation Measures BIO-1a and BIO-1b were refined based on written communication from CDFW dated January 18, 2017. Also refer to response to CVAN-34 in Section 3 of this Final EIR.

Table 2-1 (cont.): Previous Draft EIR Comments

Environmental Issue Area	Summary of Previous 2016 DEIR Comments	Where/How Previous Comments Are Addressed
	Comments regarding need to discuss "edge effects" as defined by the MSHCP	This issue is addressed at RDEIR page 3.4-30.
	Commenters provided lists of additional species that have potential to occur on-site.	An expanded list of additional potentially occurring special-status animal species was added to RDEIR Table 3.4-4.
	Commenters requested that revisions be made to address consistency with Section 6.1.2 of the MSHCP.	Additional information was added to RDEIR page 3.4-45. In addition, Mitigation Measures BIO-5b to BIO-5c (related to riparian/riverine resources) were developed and included, based on written communication from CDFW dated January 18, 2017.
	Commenters requested that potential vehicular impacts/mortality to species be addressed.	This issue is addressed at RDEIR page 3.4-37. Refer also to Response to KAPP-4 in Section 3 of this Final EIR.
	Commenters expressed concerns regarding light pollution impacts to wildlife.	The project does not abut areas that are either targeted or already conserved as open space under the MSHCP, and under Section 6.1.4 of the MSHCP lighting impacts would only be considered significant if the light source was directly abutting open space. The project does not contain any light sources that will directly abut open space, as shown on RDEIR Exhibits 3.1-5a and 3.1-5b. Also refer to Response to CVAN-28, contained in Section 3 of this Final EIR.
	Commenters expressed concerns regarding wildlife movement and impacts to migratory wildlife corridors.	RDEIR Appendix C: July 16, 2015 MSHCP Consistency Analysis, Figure 5, shows that the project site is not located within a wildlife corridor or linkage as identified by the MSHCP. Refer also to Responses to KRANTZ-6 to KRANTZ-11, contained in Section 3 of this Final EIR.
Cultural Resources/ Tribal Cultural Resources	Commenters expressed general concerns regarding undiscovered cultural and tribal resources.	Mitigation Measure CUL-1b has been revised in consultation with the Soboba Band of Luiseno Indians to require mitigation related to the curation of any tribal artifacts in a manner that is acceptable to the tribe; refer to Section 4 of this Final EIR.

Table 2-1 (cont.): Previous Draft EIR Comments

Environmental Issue Area	Summary of Previous 2016 DEIR Comments	Where/How Previous Comments Are Addressed
Geology and Soils	Commenters questioned the volumes of cut and fill that would be required for the project, as well as stated concerns regarding potentially steep slopes.	The difference in soil volumes is accounted for by bulk and/or shrinkage and subsidence. The final grades can be adjusted to balance the site (within County substantial conformance standards). Therefore, there is no requirement to move or dispose any soils as the grading will be balanced on-site. Refer to Response to SIERRA-13 contained in Section 3 of this Final EIR. As stated in RDEIR Section 3.6.1, the northern portion of the project site contains foothills and steep slopes. The northern portion of the site is not being developed and is being retained as natural open space.
Greenhouse Gas Emissions	Commenters expressed general concerns and opposition to the project due to its anticipated greenhouse gas emissions.	The Air Quality, Health Risk, and Greenhouse Gas Analysis Report was updated and replaced in its entirety (RDEIR Appendix B). Therefore, most previous technical or substantive comments related to the greenhouse gas emissions analysis contained in the Draft EIR are no longer applicable, except as identified below. General comments or opposition to the project related to greenhouse gas emissions have been noted, and are included in the overall administrative record for the project.
	Comment regarding need to discuss consistency with Executive Order S-3-05	Please refer to Response to BEAUMONT-8 contained in Section 3 of this Final EIR.
	Commenters questioned emissions reductions credits taken for use of solar.	Previous misstatements in the Draft EIR which suggested that solar panels would only be installed at the option of future tenants have been removed (such as on Draft EIR p. 3.1-31), and the RDEIR reflects the fact that the Project will, in fact include solar panels.
	Commenters discussed the need to address impacts from black carbon.	Black carbon is addressed at RDEIR page 3.7-4; refer also to Response to CVAN-23 in Section 3 of this Final EIR.
	Commenters discussed the need to discuss emissions from manufacturing and transport	Upstream emission sources are addressed at RDEIR page 3.7-33; also

Table 2-1 (cont.): Previous Draft EIR Comments

Environmental Issue Area	Summary of Previous 2016 DEIR Comments	Where/How Previous Comments Are Addressed
	of construction materials, as well as operational goods for the project.	refer to Response to CVAN-23 in Section 3 of this Final EIR.
Hydrology and Water Quality	Commenters requested that applicability of, and consistency with, Sustainable Groundwater Management Act provisions be discussed.	This discussion was added to RDEIR page 3.9-10 to 3.9-11. Please also refer to Response to BEAUMONT-15 contained in Section 3 of this Final EIR.
	Commenters stated concerns related to the drought and use of groundwater.	Information related to drought and groundwater conditions was added to RDEIR pages 3.9-22 to 3.9-23. In addition, refer to Response to SIERRA-54 contained in Section 3 of this Final EIR.
	Commenters questioned the accuracy of the hydrology calculations.	All volumes and calculations were verified for accuracy within RDEIR Section 3.9.
	Commenters expressed concerns related to potential water quality impacts from trucks accessing the project, such as fuels and oils.	These issues are addressed at RDEIR pages 3.9-19 to 3.9-21. Refer also to Response to HUFFMAN-1, contained in Section 3 of this Final EIR.
Land Use and Planning	Commenters made statements related to the need to further address distinction between Rural Foundation Component and Community Development Foundation Component of the County General Plan	Additional information was added to RDEIR page 3.10-1. Refer also to Response to CVAN-12, contained in Section 3 of this Final EIR.
	Commenters expressed general opposition to the project related to perceived land use inconsistencies or conflicts, as well as concerns regarding the project's consistency with the General Plan, Zoning, Pass Area Plan and the Cherry Valley Gateway Policy Area.	Refer to Responses to CVAN-7 to CVAN-12 and SIERRA-33, contained in Section 3 of this Final EIR.
	Commenters requested clarification regarding the 16 acres of the project site that are located within the City of Calimesa.	Refer to Responses to CALIMESA-10 and CALIMESA-12, contained in Section 3 of this Final EIR. Also refer to clarifications made to the Project Description, as shown in Section 4, Errata of this Final EIR.
	Commenters suggested additional various County General Plan policies that should be discussed and included in consistency determination.	RDEIR Table 3.10-3 was revised to include discussion of all relevant policies. Discussion of policies 21.3, 21.6 and 21.7 have been added to Section 4 of this Final EIR.

Table 2-1 (cont.): Previous Draft EIR Comments

Environmental Issue Area	Summary of Previous 2016 DEIR Comments	Where/How Previous Comments Are Addressed
	Commenters made statements regarding alleged spot zoning.	Please refer to Master Response 2.
	Commenters made statements regarding the need to discuss consistency with the City of Calimesa General Plan.	Table 3.10-4 was added to the RDEIR to discuss policies from the City of Calimesa General Plan that are relevant to the drainage/water quality facilities that would be installed on the parcels located within the City of Calimesa.
	Commenters made statements regarding the need to update discussion to refer to 2016 RTP/SCS.	RDEIR Table 3.10-6 was updated to reflect the most current goals.
	Commenters expressed concerns related to the "fast track" approval process for the project.	Refer to Master Response 3 contained in Section 2 of this Final EIR.
Noise	Commenters expressed general concerns and opposition to the project due to potential noise impacts; commenters questioned enforceability of mitigation measures and impact conclusions regarding short-term construction noise, transportation noise and long-term operational noise sources such as noise from loading docks.	The Noise Impact Analysis was updated and replaced in its entirety (RDEIR Appendix H). Therefore, previous technical or substantive comments related to the noise analysis contained in the Draft EIR are no longer applicable. General comments or opposition to the project related to noise concerns have been noted, and are included in the overall administrative record for the project. Please also refer to Responses to SIERRA 37-44 and CVAN 36-37, contained in Section 3 of this Final EIR.
Public Services	Commenters expressed concerns related to provision of fire protection services and the project's demand on fire protection facilities, services and response times.	Additional information was added to RDEIR pages 3.14-10 to 3.14-12. Please also refer to Responses to VANROOIJEN-13 and C. MORAN-6, contained in Section 3 of this Final EIR.
Recreation	Commenters expressed concerns regarding potential improper deferral due to future dedication of trails to qualified conservation entity (then yet to be determined.	Refer to Response to SIERRA-46, contained in Section 3 of this Final EIR.
	Commenters requested corrections to inconsistencies in description of the width of the proposed granite trail (10 feet vs. 12 feet).	Information on RDEIR pages 2-10, 2-20, and 3.15-6 to ensure internal consistency.

Table 2-1 (cont.): Previous Draft EIR Comments

Environmental Issue Area	Summary of Previous 2016 DEIR Comments	Where/How Previous Comments Are Addressed
Transportation	Commenters expressed general concerns and opposition to the project, due to potential transportation impacts, including impacts to freeway ramps, freeway mainline segments, and local intersections.	The following transportation studies were updated and replaced in their entirety, and RDEIR Section 3.16 was completely revised to reflect the information contained in these new analyses: • Traffic Impact Analysis. April 14, 2017 (RDEIR Appendix I.1) • Supplemental Expanded Freeway Segment Analysis (RDEIR Appendix I.2) • Supplemental Traffic Analysis-Future Beckwith Avenue (RDEIR Appendix I.5) • San Gorgonio Crossing Alternatives Trip Generation Evaluation (RDEIR Appendix I.4). Therefore, most previous technical or substantive comments related to the transportation analyses contained in the Draft EIR are no longer applicable, except as indicated below. The overall conclusions of significant and unavoidable transportation impacts remained the same in the RDEIR as were stated in the previous EIR. General comments or opposition to the project related to traffic concerns have been noted, and are included in the overall administrative record for the project.
	Commenters stated the need to discuss potential impacts to bike and public transit use.	Information related to this issue was added to RDEIR page 3.16-105.
	Commenters questioned adequacy of construction traffic management plan under MM TRAN-5 and whether access would be provided to residents at all times.	Significant revisions were made to Mitigation Measure TRAN-5 in the RDEIR at page 3.16-104. Further revisions were also made to this measure at pages 4-6 to 4-7 of this Final EIR to include the timing of construction trips.
	Commenters requested analysis of transportation impacts pursuant to SB 743 (vehicle miles traveled analysis).	Information related to SB 743 was added to RDEIR page 3.16-27; also refer to Response to BEAUMONT-7, contained in Section 3 of this Final EIR.

Table 2-1 (cont.): Previous Draft EIR Comments

Environmental Issue Area	Summary of Previous 2016 DEIR Comments	Where/How Previous Comments Are Addressed
	Commenters expressed concerns regarding a potential roundabout design for the I-10/ Cherry Valley Boulevard freeway ramps.	Further information was added to RDEIR pages 3.16-58 to 3.16-59 to address this issue.
	Commenters expressed concerns related to traffic delays of greater than 100 seconds.	An explanatory footnote was added for clarification to RDEIR Table 3.16-4.
Utilities	Commenters stated that the updated 2015 San Bernardino Valley Regional Urban Water Management Plan should be used for the analysis.	RDEIR Sections 3.9 (Hydrology and Water Quality) and Section 3.17 were updated to reflect the adoption of the 2015 San Bernardino Valley Regional Urban Water Management Plan.
	Commenters stated that recent severe drought and watering restrictions must be addressed.	Drought, groundwater and water supply information was added to RDEIR pages 3.9-22 to 3.9-23, 3.17-2 to 3.17-7, and 3.17-25 to 3.17-26.
	Commenters requested clarification regarding the approval agency for infrastructure improvements within the City of Calimesa.	Revisions were made to RDEIR pages 2-19 and 2-22 to provide further clarification.
	Commenters discussed the need to include the Water Supply Assessment as an appendix to the EIR.	The Water Supply Assessment is contained at RDEIR Appendix G.4.
	Commenters noted inconsistencies in volumes of anticipated recycled water usage.	This information was verified and corrected as necessary throughout RDEIR Section 3.17.
	Commenters noted inconsistencies in volumes of overall projected water usage.	This information was verified and corrected as necessary throughout RDEIR Section 3.17. Also refer to Response to CVAN-32, contained in Section 3 of this Final EIR.
Cumulative Impacts	Commenters stated that various other projects should be included in the list of cumulative projects.	One potential cumulative project, the "Cherry Valley Plaza Project" included subdividing an existing 20-acre parcel into nine (9) parcels for development of a 183,394-square-foot shopping center. The City of Calimesa Planning Commission approved various entitlements for this project on February 11, 2008, and a tentative tract map was thereafter recorded. Because development plans were never submitted, the project's Conditional Use Permit expired on February 8, 2009 and the Development Plan Review expired on February 8,

Table 2-1 (cont.): Previous Draft EIR Comments

Environmental Issue Area	Summary of Previous 2016 DEIR Comments	Where/How Previous Comments Are Addressed
		2010. Based on discussion with the City of Calimesa Planning Department, there are no plans on file for this site. Thus, since the land use permits expired, the Cherry Valley Plaza Project was not included in RDEIR Table 4-1. However, the RDEIR's traffic projections under near-term and long-term growth scenarios accounted for development within the underlying Specific Plan within which the Cherry Valley Plaza Project would be located. All other cumulative projects were appropriately included within RDEIR Table 4-1. Please also refer to Response to Comment CVAN-39, contained in Section 3 of this Final EIR.
Alternatives	Commenter questioned whether each of the project alternatives would utilize the 16 acres located within the City of Calimesa.	This information was added to RDEIR pages 6-17, 6-29, and 6-41. Further clarification has also been added to page 4-7 to 4-8 of this Final EIR. Also refer to Response to CALIMESA-9, contained in Section 3 of this Final EIR.
	Commenters expressed general comments related to the range of alternatives, and stated that an alternative site location should have been considered.	A full and adequate range of alternatives is analyzed in RDEIR Section 6. Refer also to Response to CVAN-41, contained in Section 3 of this Final EIR.
Other CEQA Considerations/Other Comments	Commenters raised questions regarding the potential growth-inducing aspects of the project, including the inclusion of the future potential YVWD water storage tanks.	Growth-inducing impacts are evaluated at RDEIR Section 5.2; also refer to Responses to Comments CVAN-38 and SIERRA-57.
	Commenters questioned whether various responsible agencies had been properly consulted.	All responsible agencies were properly notified and consulted as part of both the previous Draft EIR and RDEIR preparation. Also refer to Response to VANROOIJEN-24, contained in Section 3 of this Final EIR.

Master Response 12—Responses to Late Comments

Fifteen comment letters were received after the close of the public comment period on July 10, 2017. Under Public Resource Code Section 21091, a lead agency may, but is not required to, consider or prepare written responses to comments received after the comment deadline.

A review of the late comments indicated that they did not raise any new issues that were not already addressed by other commenters and within the written responses contained in this Final EIR, Section 3. A summary of the late comments follows:

- One late comment was a letter in support of the project prepared by Lozeau Drury on behalf of Laborers International Union of North America, Local Union No. 1184 and its members, stating that their previous comments on the Draft EIR were addressed by the RDEIR, and urging the County to approve the project;
- Six of the late comments consisted of comment cards, as addressed by Master Response 4; and
- Eight comments expressed general opposition to the project, due to concerns related to air quality, health impacts, traffic, biological resources and water quality, as well as changes to rural character and lifestyle.
  - Each impact area is addressed in the RDEIR as follows:
    - Air Quality: RDEIR Section 3.3 and RDEIR Appendix B.1;
    - Health impacts: RDEIR Section 3.3 and RDEIR Appendix B.1;
    - Biological Resources: RDEIR Section 3.4 and RDEIR Appendix C;
    - Land Use: RDEIR Section 3.10;
    - Water Quality: RDEIR Section 3.9 and RDEIR Appendices G.1 to G.5; and
    - Traffic congestion: RDEIR Section 3.16 and RDEIR Appendices I.1 to I.5.

The project was found to result in significant and unavoidable impacts to air quality and transportation. All other impact areas can be mitigated to below a level of significance. Responses to specific written comments concerning these issues are also provided in this Final EIR in response to various public agency, organization, and individual comments, contained in Section 3 of this Final EIR. All comments will be provided to the County decision-makers for their review and consideration in determining whether to approve the project.

Sample Form Letters

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Dear Riverside Planning Dept:

My concern, EIR info on San Gorgonio Crossings and impact on community: EACH CHECKED

a) __air quality b)__TRAFFIC CONGESTION
c)__water quality d)X NOISE e)__health impact
f)__property value g)__cumulative impact h)__changing zoning
i)__lighting j)X 24 hour/7 days a week trips

Reasons for concern

My backyard faces the property in question. I have trouble enough sleeping.

Signature

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✓ COB MISC

ATTENTION RIVERSIDE COUNTY SUPERVISORS!

June 10, 2017

To Supervisors:

Kevin Jeffries	John F Tavaglione	Chuck Washington	V Manuel Perez	Marian Ashley
1st District	2nd District	3rd District	4th District	5th District

County of Riverside Administrative Center
4080 Lemon Street, 5th Floor
Riverside, CA 92501

Dear Supervisors:

We am very concerned about a proposal before the Board of Supervisors to rezone property in unincorporated Cherry Valley from rural/residential to industrial in order to build a 1.8 million sq. ft. logistics warehouse complex called Gateway/San Gorgonio Crossing.

The Gateway/San Gorgonio site is located a mile or less from four senior communities and less than three miles from four public schools. A recent study by the South Coast Air Quality Management District found that a logistics warehouse of this size would attract a estimated 1600, 18-wheel diesel truck trips a day.

In addition to the pollution and traffic congestion this warehouse would bring, a panel of local realtors recently estimated that residential property values in the surrounding area would drop by 10 percent or more if the warehouse were built. That would represent a total loss of in home values of more than $100 million.

Most concerning to me is the horrible precedent this "spot zoning" would set. ***If you can ignore our county's own General Plan and drop an industrial warehouse into residential Cherry Valley, you can do it anywhere in Riverside County.*** How would you feel if this was happening in your neighborhood?

We am a strong supporter of continued economic growth in our county, and I believe that logistics warehouses can and should be part of that growth when built in appropriate locations. But surely we can create new jobs without dumping warehouses in residential areas. An advisory committee appointed by Supervisor Ashley and thousands of Riverside citizens agree that Cherry Valley's residential zoned property is not a appropriate place for a warehouse.

We urge all of you to vote NO on the Gateway/San Gorgonio Crossing rezoning. Thank You.

Sincerely,

Patrick M. Rafter
Brenda C. Rafter

2017-6-136021

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July 3, 2017
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing RDEIR #534

Dear Mr Brett Dawson

I am commenting on the Recirculated DEIR #534 issued May 26, 2017.
We must protect our beloved Cherry Valley rural area.

The traffic study in the RDEIR is very confusing and needs clarification.

Also, the air pollution section AQ9 makes it clear that this project makes an already bad situation worse. You need further mitigation measures.

All the comments and questions concerning the environment issues in my previous and attached letter remain pertinent and relevant to this RDEIR.
Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and will expect comments from both letters to be answered and included in the final EIR.

Sincerely,
Susan Stillerman
1571 Summerlin Court
Beaumont, Ca. 92223

Print Name and Address

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DATE: 7/5/17

COUNTY OF RIVERSIDE PLANNING DEPARTMENT

4080 LEMON STREET, 12th FLOOR

RIVERSIDE, CA 92502

RE: SAN GORGONIO CROSSING RDEIR #534

DEAR BRETT DAWSON:

I AM COMMENTING ON THE RECIRCULATED DEIR, #534, ISSUED MAY 26, 2017.

ALL COMMENTS AND QUESTIONS CONCERNING THE ENVIRONMENTAL ISSUES IN MY PREVIOUS AND ATTACHED LETTER REMAIN PERTINENT AND RELEVANT TO THIS RECIRCULATED DEIR. THEREFORE, I AM RESUBMITTING MY ORIGINAL LETTER ALONG WITH THESE ADDITIONAL COMMENTS CONCERNING THE RDEIR AND I WILL EXPECT COMMENTS FROM BOTH LETTERS TO BE ANSWERED AND INCLUDED IN THE FINAL EIR.

SINCERELY YOURS, Charles Parker
Pamela Parker

CHARLES AND PAM PARKER
10320 CALIMESA BLVD# 37
CALIMESA, CA 92320-2313

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July 1, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, CA 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson:

We moved to Beaumont to get away from the congestion of heavy traffic. Nowhere in the master plan did it indicate a massive warehouse. Now the Shopoff Groups want to "spot zone" a rural area with a massive warehouse with 600+ trucks a day.

This massive warehouse will not only bring down our property values but more importantly the congestion and even more importantly the air pollution will be unacceptable for the people and animals. The freeway system around this area is only three lanes of traffic in each direction and heavy with trucks.

We elected officials like you to watch our backs and not let "spot zoning" occur.

When Marion Ashley was interviewed by Joel Grover, he was asked if he would want the mega-warehouse built in his backyard...he responded "no, I would not"... so why does he think it is OK to put it in mine?

Please stop this madness. If this illegal rezone is inevitable, put something that is more appropriate for the area, but a warehouse has no benefit to the area. It will only bring pollution, congestion and the negative things that come along with truck stops.

Sincerely, Dorothy Cochran
Dean Cochran

DOROTHY & DEAN COCHRAN
1554 SHOMMERLIN CT
BEAUMONT CA 92223

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June 8, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attention: Mr. Brett Dawson, Project Planner

Re: San Gorgonio Crossing Recirculated DEIR, #534, issued May 26, 2017.

Dear Mr. Dawson:

I am commenting on the Recirculated DEIR, #534. There is very little change to the RDEIR and it does not appear to fill the requirement of "substantially revised". It appears that the developer has failed to follow instructions. Almost 600 residents took their time to write these letters, and to simply ignore them and file the Recirculated DEIR without it being "substantially revised" is a lack of respect for the process by the developer. Please address these concerns.

The environmental issues I listed in my original letter have not been resolved in the Recirculated DEIR and remain issues to be addressed by the developer. Since the CEQA Guidelines Section (15088.5) says that, "in no case shall the lead agency fail to respond to pertinent comments on significant environmental issues" I expect them to be answered.

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with the additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR.

Sincerely,

Linda L Check

Linda Check
40246 Grand Avenue
Cherry Valley, CA 92223

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June 9,2017

Riverside County Planning Department
4080 Lemon Street, 12th floor
Riverside, CA 92501
Atten: Mr. Brett Dawson, Project Planner

RE:San Gorgonio Crossing RDEIR #534

Dear Mr. Dawson:
I am commenting on the Recirculated RDEIR, #534, issued May 26, 2017. The warehouse is going to be placed right on the entrance to rural Cherry Valley near it's welcoming sign off the 10. There will be a four lane, if not more lanes highway with two to four stoplights, perhaps a-round -about exit off the 10, huge trucks constantly trying to exit and enter a mega sized warehouse. There is no way this fits into the General Plan for a rural Cherry Valley. You also are calling for rezoning, light industrial, it doesn't fit light industrial and will cause major traffic problems along with poor air quality.
On page LU-l8 of the General Plan it states that: ***In order to efficiently use land, growth must be focused into strategically located centers or into existing developed areas, thus minimizing development pressures on rural, agricultural and open space areas. This will also help to preserve the unique rural character of the county and its rich open spaces.***

All the comments and questions concerning the environmental issues in my previous and attached letter remains pertinent and relevant to this Recirculated DEIR, Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR.

Teresa G Cappello

Teresa G. Cappello
10145 Donner Trail,
Cherry Valley, CA
951-845-5442 jtcapp@live.com

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SECTION 3: RESPONSES TO WRITTEN COMMENTS

3.1 - List of Authors

A list of public agencies, organizations, and individuals that provided comments on the Draft EIR is presented below. Each comment has been assigned a code. Individual comments within each communication have been numbered so comments can be crossed-referenced with responses. Following this list, the text of the communication is reprinted and followed by the corresponding response.

Author **Author Code**

State Agencies

California Department of Transportation ..... CALTRANS
State Clearinghouse ..... SCH

Local Agencies

City of Calimesa ..... CALIMESA
Local Agency Formation Commission ..... LAFCO
South Coast Air Quality Management District ..... SCAQMD
City of Beaumont ..... BEAUMONT

Tribal Governments

Soboba Band of Luiseño Indians ..... SOBOBA

Organizations

Solera Oak Valley Greens Association Board of Directors ..... SOLERA
University of Redlands ..... KRANTZ
Johnson, Smith & Foy (representing the Sierra Club) ..... SIERRA
Cherry Valley Pass Acres and Neighbors ..... CVAN
Sierra Club ..... HAGUE

Individuals

David Larson ..... LARSON
Charles and Susan Jennings ..... JENNINGS
Denise Featherstone ..... FEATHERSTONE
Dick Bechtholdt ..... D. BECHTHOLDT
Harry and Andrea Henderson ..... HENDERSON
Dorothy Hoffecker ..... D. HOFFECKER
George Seymour ..... G. SEYMOUR
Lester and Rhonda Breeden ..... BREEDEN
Helen Cortez ..... CORTEZ
Bonnie Landa ..... LANDA

Jordan Castles ..... CASTLES
Jon Heberling ..... HEBERLING
Barbara Otte..... B. OTTE
Warde and Nancy Miller ..... W. MILLER
Pat Beeson ..... BEESON
Annette Malnar ..... MALNAR
Barry Morgan ..... B. MORGAN
Craig Henderson..... HENDERSON
Joan Perucca ..... PERUCCA
Dolores Dominguez..... .D. DOMINGUEZ-1
John Gray..... GRAY
Roman Dominguez ..... R. DOMINGUEZ-1
Ann Bechtholdt ..... A. BECHTHOLDT
Ronald and Diane ..... HUFFMAN
Pamela Smyth ..... SMYTH
Owen Nickolas..... NICKOLAS
Patricia Parker ..... PATRICIA PARKER
Marsha LaDam ..... LADAM
Mary Porter..... PORTER
Mike and Jan Sandberg ..... SANDBERG
Debra Torbitt ..... TORBITT
Cheryl Fosberg ..... FOSBERG
Carey Chenoski-Wilson ..... CHENOSKI-WILSON
Dennis Partain ..... D. PARTAIN
Thomas Hameria ..... HAMERIA
Dianne Wood ..... WOOD
Gene Tamplin ..... TAMPLIN
George Konrad ..... KONRAD
Georgia Coleman..... G. COLEMAN
Gerald and Linda Nursement ..... NURSEMENT
Carolyn Sutton..... SUTTON
Keith Moddling..... MODDLING
Phyllis and Les Kovalcik ..... KOVALCIK
Richard Crowe ..... CROWE
Robert Dyskant..... DYSKANT
Robert Hoffecker ..... HOFFECKER
William Haase ..... HAASE
Barbara Brown ..... B. BROWN
Beverly Wilson ..... B. WILSON
Carol Belden ..... BELDEN
Sheryn Beck..... S. BECK
Roman Dominguez ..... R. DOMINGUEZ-2
Steven Street..... STREET
Roz McDonald ..... MCDONALD

Susan Diamond ..... DIAMOND
Matthew West ..... WEST
Wendy Nielsen ..... NIELSEN
Robert and Carol Jensen ..... JENSEN
Victor Chavez ..... V. CHAVEZ
Geoffrey Wilson ..... G. WILSON
Jack and Kathleen Hannemann ..... HANNEMANN
Jeff Elser ..... ELSER
Jerry Monahan ..... MONAHAN
John Parrish ..... J. PARRISH
Michael Eichner ..... EICHNER
Judy Ferguson ..... J. FERGUSON
Helen Messrah ..... MESSRAH
Lorene Sponsler ..... SPONSLER
Maria Jacquez ..... JACQUEZ
Richard Amos ..... AMOS
Minh Nguyen ..... NGUYEN
Rachel Lyon and Robert Radabaugh ..... RADABAUGH
Unknown ..... UNKNOWN
Charles and Pamela Parker ..... PAMELA PARKER
Gladnie Bender ..... BENDER
Nick and Linda Gercis ..... GERCIS
Bob and Joan Patsky ..... PATSKY
Dennis Fesler (2) FESLER-2
Dennis Fesler FESLER-1
Steven Mehlman ..... S. MEHLMAN
Mary Shelly ..... SHELLY
Steven and Jacquelyn Feaster ..... FEASTER
Richard Hobson and Carol Mansell ..... HOBSON
Jay and Nancy Honeyfield ..... HONEYFIELD
Mary Daniel ..... DANIEL
Martha Van Rooijen ..... VAN ROOIJEN
Nancy and Barry Brunick ..... BRUNICK
James Krausz ..... KRAUSZ
Elaine Morgan ..... MORGAN
Libi Uremovic ..... UREMOVIC
Ron Roy (1) ROY-1
Ron Roy (2) ROY-2
Ron Roy (3) ROY-3
Ron Roy (4) ROY-4
Ron Roy (5) ROY-5
Ron Roy (6) ROY-6
Erik F. Sahl ..... SAHL
Iqbal Pittalwala ..... PITTALWALA

Jeffrey Espinoza ..... J. ESPINOZA
Morine and Frank Martuga ..... MARTUGA
Paige Wilson ..... P. WILSON
Dale Lundberg ..... LUNDBERG
Nelly Alcocer ..... ALCOCER
Nona Bradd ..... N. BRADD
Odos Clanin ..... CLANIN
Patricia Grana ..... GRANA
Pat Doherty ..... DOHERTY
Patsy Reeley ..... REELEY
Patricia Shearer ..... SHEARER
Patti Cheebuck ..... CHEEBUCK
Nancy Carroll ..... N. CARROLL
Michael Reveles ..... M. REVELES
Michael Coehull ..... COEHULL
Michael Sagerester ..... SAGERESTER
Michael Scott ..... SCOTT
Michele Seymour ..... M. SEYMOUR
Michelle Delph ..... DELPH
Michelle Mahdavi ..... MAHDAVI
Mike Simon ..... SIMON
Monika Donisthorpe ..... DONISTHORPE
Morgan Crawford ..... CRAWFORD
Moule ..... MOULE
Michael and Pam Alps ..... ALPS
Meredith Brinegar ..... BRINEGAR
Michelle Ashford ..... ASHFORD
Marsha LaDam LADAM-2
Marlene Doyle ..... DOYLE
Martha Saeng ..... SAENG
Mary Bignesa ..... BIGNESA
Mary Mehlman ..... M. MEHLMAN
Mary Watson ..... WATSON
Maureen Jognia ..... JOGNIA
Mel and Cecilia Irwin ..... IRWIN
Maureen Pujols ..... PUJOLS
Mark Beck ..... M. BECK
Marla Walton ..... WALTON
Marlene Davis ..... M. DAVIS
Marc Sanders ..... SANDERS
Marc Sanders SANDERS-2
Margaret Fuge ..... FUGE
Lynette Espinoza ..... L. ESPINOZA
Margaret Marinis ..... M. MARINIS

Maria Carroll ..... M. CARROLL
Marinello Di Rado ..... M. DIRADO
Maria Velazquez ..... VELAZQUEZ
Maggie Kapp ..... KAPP
Nancy Friedman ..... FRIEDMAN
Margaret Coleman ..... M. COLEMAN
Lois Ingham ..... INGHAM
Linda Martinez ..... MARTINEZ
Lorinda Cornell ..... CORNELL
Lynette Simonson SIMONSON-2
Lynn Jenkins ..... JENKINS
Lynette Simonson ..... SIMONSON
Leticia Resendez ..... RESENDEZ
Leeann and LeRoy Weiskopf ..... WEISKOPF
Linda King ..... KING
Lane Joel ..... JOEL
Larry Spence ..... L. SPENCE
Larry Taylor ..... L. TAYLOR
Larry Oswald ..... OSWALD
Kenneth Ott ..... OTT
John and Sharyn Krauch ..... KRAUCH
Kai Palenscar ..... PALENSCAR
Leigh Stewart STEWART-2
Leigh Stewart STEWART-3
Leigh Stewart ..... STEWART
Annette and Lance Adams ..... ADAMS
Laura Cunningham ..... CUNNINGHAM
Larry James ..... JAMES
Judy Bendel ..... BENDEL
Kay Lindler ..... LINDLER
Thomas Lee ..... LEE
Timothy Pavlian ..... PAVLIAN
Tina Soeten ..... SOETEN
Charles Souder ..... C. SOUDER
Wayne Otte ..... W. OTTE
Thomas Sylva ..... T. SYLVA
Tim Wendell WENDELL-2
Tim Wendell ..... WENDELL
Steve McAdams ..... S. MCADAMS
Sue Miller ..... S. MILLER
Susan Gagnon ..... GAGNON
Susan Kirkhart ..... KIRKHART
Cynthia Schwinn ..... SCHWINN
Susan Whittington ..... WHITTINGTON

Tanya Guy ..... GUY
Theresa Lantz ..... T. LANTZ
Stan Kuran ..... S. KURAN
Stan Torres ..... S. TORRES
Seward Richardson ..... RICHARDSON
Sharon Haig ..... HAIG
Sharon Solis ..... SOLIS
Shirley Ferguson ..... S. FERGUSON
Sherri Andervich ..... ANDERVICH
Sondra Gunnerson ..... GUNNERSON
Stan Knox ..... S. KNOX
Sharon Sylva ..... S. SYLVA
Sheila Wines ..... WINES
Ronald Sims ..... SIMS
Roy Barendt ..... BARENDT
Sal Giuliano ..... GIULIANO
Mike Miller ..... M. MILLER
Sandra Buckner ..... BUCKNER
Diane and Seamus O'Connor ..... OCONNOR
Sandy Berry ..... BERRY
Robin Harris ..... HARRIS
Ronnie Zacker ..... ZACKER
Rosemary Burton ..... BURTON
Richard Brown ..... R. BROWN
Michael Morales ..... M. MORALES
Richard and Brenda Teeman ..... TEEMAN
Robert DeCoster ..... DECOSTER
Robert Hoffecker ..... R. HOFFECKER
Robert Jolly ..... JOLLY
Robert Martus ..... R. MARTUS
Robin Coppage ..... COPPAGE
Richard Amos ..... AMOS
Peggy Baldwin ..... BALDWIN
Paula Berger ..... BERGER
Penny Wyckoff ..... WYCKOFF
Priscilla Clasen ..... CLASEN
Randa Little ..... LITTLE
Ray Windham ..... WINDHAM
Raquel Torres ..... R. TORRES
Regina Tierney ..... TIERNEY
Paul Fogal ..... P. FOGAL
Jayne Chavez-Scales ..... CHAVEZ-SCALES
Jeanette Harbauer ..... HARBAUER
Jim Marinis ..... J. MARINIS

Janet McAdams ..... J. MCADAMS
Janet Wright ..... JANET. WRIGHT
Jay Collins ..... COLLINS
James Morales ..... J. MORALES
James MacDonald ..... MACDONALD
James Carter ..... CARTER
James Krausz KRAUSZ-2
James Wright ..... JAMES. WRIGHT
Gary Stoh ..... STOH
Gene De Fouw ..... DEFOUW
Gerald Erickson ..... G. ERICKSON
Glen Dye DYE-1
Glen Dye DYE-2
Greg D'Angelo ..... D'ANGELO
Glenn Bradd ..... G. BRADD
Hazel Parrish ..... H. PARRISH
Harry Lewis ..... LEWIS
Herbert Schwarz ..... SCHWARZ
Helen Messrah MESSRAH-2
Frederick Stohle ..... STOHLE
Frances Flanders FLANDERS-3
George Eldridge ..... ELDRIDGE
Ruthann Barshop ..... BARSHOP
Ana Kraft ..... KRAFT
Ann Hasbargen ..... HASBARGEN
Colleen Partain ..... C. PARTAIN
Collette Moran ..... C. MORAN
James Moran ..... J. MORAN
Carol Sheppard ..... SHEPPARD
Carol Mee ..... MEE
Catherine Frates ..... FRATES
Carol Jasnosz ..... JASNOSZ
Charles Davis ..... C. DAVIS
Charles Kraeger ..... KRAEGER
Chuck Wagner ..... WAGNER
Carol Campbell ..... CAMPBELL
Carol Gaubay ..... GAUBAY
Bonnie Shoaff ..... SHOAFF
Brenda Brazeal ..... BRAZEAL
Brian Washburn ..... WASHBURN
Bruce Byers ..... BYERS
Bruce Czacherski ..... CZACHERSKI
Bud Charlick ..... B. CHARLICK
Carla Brachen ..... BRACHEN

Carmen Pedroza ..... PEDROZA
Carol Brown ..... C. BROWN
Carol Fogal ..... C. FOGAL
Beverly McLaughlin ..... MCLAUGHLIN
Andrea Hart ..... HART
Alice Lantz ..... A. LANTZ
Gary and Vesla Cooper ..... COOPER
Cynthia Kuran ..... C. KURAN
Erika Birky ..... BIRKY
Merele and Frances Chapman ..... CHAPMAN
Terri and Debi Elliott ..... ELLIOTT
Donna P. Ingalls ..... D. INGALLS
Earl Batdorf ..... BATDORF
Edgar and Laura Perez ..... PEREZ
Elaine Hernandez ..... HERNANDEZ
Ernestina Souder ..... E. SOUDER
Ernest and Kathryn Stromme ..... STROMME
Diane Tepper ..... TEPPER
Donita Knox ..... D. KNOX
Dennis Grimmerson ..... GRIMMERSON
John and Diane Franklin ..... FRANKLIN
Diane Calderez ..... CALDEREZ
Diane Haring ..... HARING
Dolores Dominguez ..... D. DOMINGUEZ-2
Dona Ambs ..... AMBS
Debi Lystra ..... LYSTRA
Deborah Chamberlain ..... CHAMBERLAIN
Dale Van Camp ..... VAN CAMP
Wilfried Noll ..... NOLL
William Gary ..... GARY
William Lufkin ..... LUFKIN
William Velasquez ..... VELASQUEZ
William (last name illegible) ..... WILLIAM
Zenaida Concepcion ..... CONCEPCION
Willa Steiner ..... STEINER
William and Jane Ashton ..... ASHTON
Frances Flanders FLANDERS-2
Kara Duncan ..... DUNCAN
Kate Taylor ..... K. TAYLOR
Katharina Walter ..... WALTER
Katherine Talkington ..... TALKINGTON
Dan and Kathryn Uruh ..... URUH
Judith Fouladi ..... FOULADI
Judy Morgan ..... J. MORGAN

Julie Baker ..... BAKER
Katherine Chavez ..... K. CHAVEZ
John and Norma Coronado ..... CORONADO
John Carroll ..... J. CARROLL
Jon Harmon ..... HARMON
John Reveles ..... J. REVELES
Wanda Joyce Bartholomew ..... BARTHOLOMEW
Judith Charlick ..... J. CHARLICK-2
Judith Charlick ..... J. CHARLICK
Jean Di Rado ..... J. DIRADO
Janice Bowman ..... BOWMAN
Joe Ingalls ..... J. INGALLS
Jan Martus ..... J. MARTUS
James Stytle ..... STYTLE
Janet Gudgell and Patricia Peters ..... GUDGELL
Joan Boskovitch ..... BOSKOVITCH
Geoffrey Wilson ..... WILSON
Frances Flanders ..... FLANDERS
Frances Germana ..... GERMANA
Gary and Kathleen Frisbie ..... FRISBIE
Dianne Rothberg ..... ROTHBERG
Dale Hayes ..... HAYES
Dean Meulenkamp ..... MEULENKAMP
Debbie Clayton ..... CLAYTON
Debra Le Long ..... LE LONG
Carol Fleming ..... FLEMING
Barbara Reed ..... REED
Barbara Spence ..... B. SPENCE
Bettie Erickson ..... B. ERICKSON
Betty Freeman ..... FREEMAN
Betty O'Connor ..... O'CONNOR
Barbara Gillis ..... GILLIS
Arthur Wallace ..... WALLACE
Angela Shaddix ..... SHADDIX
Adele Sokowitz ..... SOKOWITZ
Susan Pratt ..... PRATT
Al Everley ..... EVERLEY
Barbara Kelly ..... KELLY
Mary Daniel DANIEL-2

3.2 - Responses to Comments

3.2.1 - Introduction

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the County of Riverside, as the lead agency, evaluated the comments received on the Draft EIR (State Clearinghouse No. 2014011009) for the San Gorgonio Crossing Project, and has prepared the following responses to the comments received. This Response to Comments document becomes part of the Final EIR for the project in accordance with State CEQA Guidelines section 15132.

3.2.2 - Comment Letters and Responses

The comment letters reproduced in the following pages follow the same organization as used in the List of Authors.

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
PLANNING (MS 722)
464 WEST 4th STREET, 6th Floor
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-4557
FAX (909) 383-5936
TTY (909) 383-6300
www.dot.ca.gov/dist8

Make Conservation
A California Way of Life.

June 29, 2017

County of Riverside
Planning Department
Brett Dawson
Project Planner
4080 Lemon Street, 8th Floor
Riverside, CA 92501

General Plan amendment No.1079, Plot Plan No.25337, Parcel Map No.36564, Change of Zone No. 7799, (RIV 10 PM R3.08)

CALTRANS

Mr. Dawson,

We have completed our review for the Revised and Recirculated Draft Environmental Impact Report. Proposal to construct an industrial distribution facility consisting of two industrial buildings totaling 1,823,760 square feet with 306 bay doors. The project identifies components, mitigation measures and project alternatives that would avoid, reduce or eliminate significant impacts. The project is located northerly of Cherry Valley Boulevard, easterly of Interstate-10 and westerly of Vineland Street. 1

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. Under the California Environmental Quality Act (CEQA), we are required to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the County of Riverside due to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS. 2

To address their impacts to the Cherry Valley Interchange. The applicant has proposed certain improvements at the interchange in order to further assess the proposed improvements.
We need the following.

Traffic Impact Analysis dated April 14, 2017 3

- Submit the CD Synchro files and a full package of TIA for review.
- Table 6-7 on Page 90, provide the queues length along Cherry Valley Blvd including the intersection of Calimesa Blvd and Cherry Valley Blvd.
- Restripe to provide eastbound and westbound left turn pockets within the existing width of the Cherry Valley Blvd bridge it may not accommodate large trucks. Please check and provide truck-turning templates for all movements at I-10 EB and WB ramp intersections.

CALTRANS

- Evaluate the proposed new traffic signal at Cherry Valley Blvd and I-10 ramp intersections in accordance with the Intersection Control Evaluation (ICE) process per Caltrans Traffic Operations Policy Directive (TOPD) 13-02 and the ICE Process Information Guide.

3 CONT

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Talvin Dennis at (909) 806-3957 or myself at (909) 383-4557 for assistance.

4

Sincerely,

MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning

State Agencies

California Department of Transportation (CALTRANS)

Comment CALTRANS-1
The comment provides introductory remarks to open the letter and a brief summary of the project.

Response to CALTRANS-1
No response is necessary.

Comment CALTRANS-2
The comment outlines Caltrans' jurisdiction over the state highway system and its responsibilities under CEQA.

Response to CALTRANS-2
Comment noted.

Comment CALTRANS-3
The commenter requests additional information relative to the April 14, 2017 Traffic Impact Analysis (TIA).

Response to CALTRANS-3
This comment is noted. A CD with Synchro files and electronic copies of the TIA report and appendices will be submitted to Caltrans.

Table 6-7 in the TIA shows that the off-ramp queues are not anticipated to backup into the Freeway mainline. The ramp intersections are anticipated to operate at acceptable LOS (i.e., LOS "D" or better) with the recommended improvements. Detailed queuing analysis along Cherry Valley Boulevard, including the intersection of Calimesa Boulevard and Cherry Valley Boulevard under near-term conditions with improvements, is provided in the San Gorgonio Crossings Supplemental Traffic Analysis letter (April 18, 2017) and the results are included in Table 3.16-23 (Page 3.16-68) of the RDEIR. As shown on the Table 2 of the Supplemental Traffic Analysis letter (included below), 95th percentile queues can be accommodated within the available stacking under near-term (2022) plus Sunny-Cal traffic conditions with recommended improvements.

Table 2: Peak Hour Queuing Summary With Interim Improvements

Intersection	Movement	Available Stacking Distance (Feet)	EAP (2018)				Near Term (2022)				Near Term (2022) plus Sunny-Cal			
			95th Percentile Queue (Feet)		Acceptable?[1]		95th Percentile Queue (Feet)		Acceptable?[1]		95th Percentile Queue (Feet)		Acceptable?[1]	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
I-10 EB Ramps/Cherry Valley Bl.	WBL	**150**	80	132	Yes	Yes	89	100	Yes	Yes	110	155	Yes	Yes[2]
	WBT	560	8	96	Yes	Yes	8	103	Yes	Yes	10	142	Yes	Yes
	SBL/T	1,145	206	310	Yes	Yes	202	334	Yes	Yes	249	496	Yes	Yes
	SBR	**350**	91	217	Yes	Yes	81	272	Yes	Yes	107	332	Yes	Yes
I-10 WB Ramps/Cherry Valley Bl.	EBL	**250**	213	171	Yes	Yes	241	167	Yes	Yes	257	176	Yes[2]	Yes
	EBT	560	50	76	Yes	Yes	64	72	Yes	Yes	69	151	Yes	Yes
	NBL/T/R	1,030	137	145	Yes	Yes	163	144	Yes	Yes	246	164	Yes	Yes
	WBT	545	101	103	Yes	Yes	103	79	Yes	Yes	209	145	Yes	Yes
	WBR	**375**	231	101	Yes	Yes	304	110	Yes	Yes	354	123	Yes	Yes
Calimesa Boulevard/Cherry Valley Bl.	EBL	**300**	39	34	Yes	Yes	45	40	Yes	Yes	43	43	Yes	Yes

Notes:
[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.
[2] It should be noted that the additional 15 feet could be accommodated in the turn pocket transition.

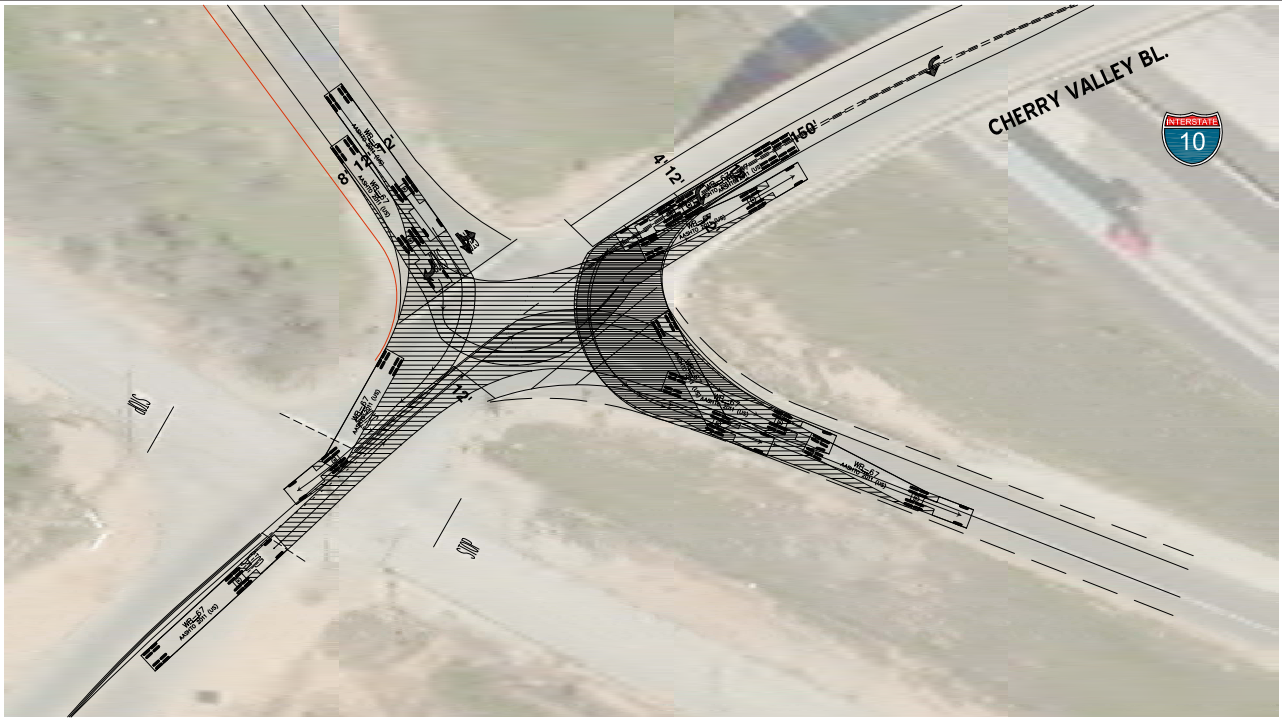
The truck-turning template based conceptual design is shown on Exhibit 3-1. The turn-templates show that turning maneuvers can be accomplished for all movements at I-10 EB and WB ramp intersections with the exception of southbound left turn from I-10 EB ramps to eastbound Cherry Valley Boulevard, which may encroach on the westbound left turn pocket. It is recommended that when final design of the roadway improvements and striping plan is done, the limit line striping for westbound left turn pocket be moved back such that there is adequate space for southbound left turn movement by large trucks. This will be added to Mitigation Measure MM TRAN-1a (b) to ensure that trucks can be safely accommodated. Note that the concept provided in Exhibit CALTRANS-3 is for the purpose of discussion with stakeholders, and a more detailed survey will be prepared during final design.

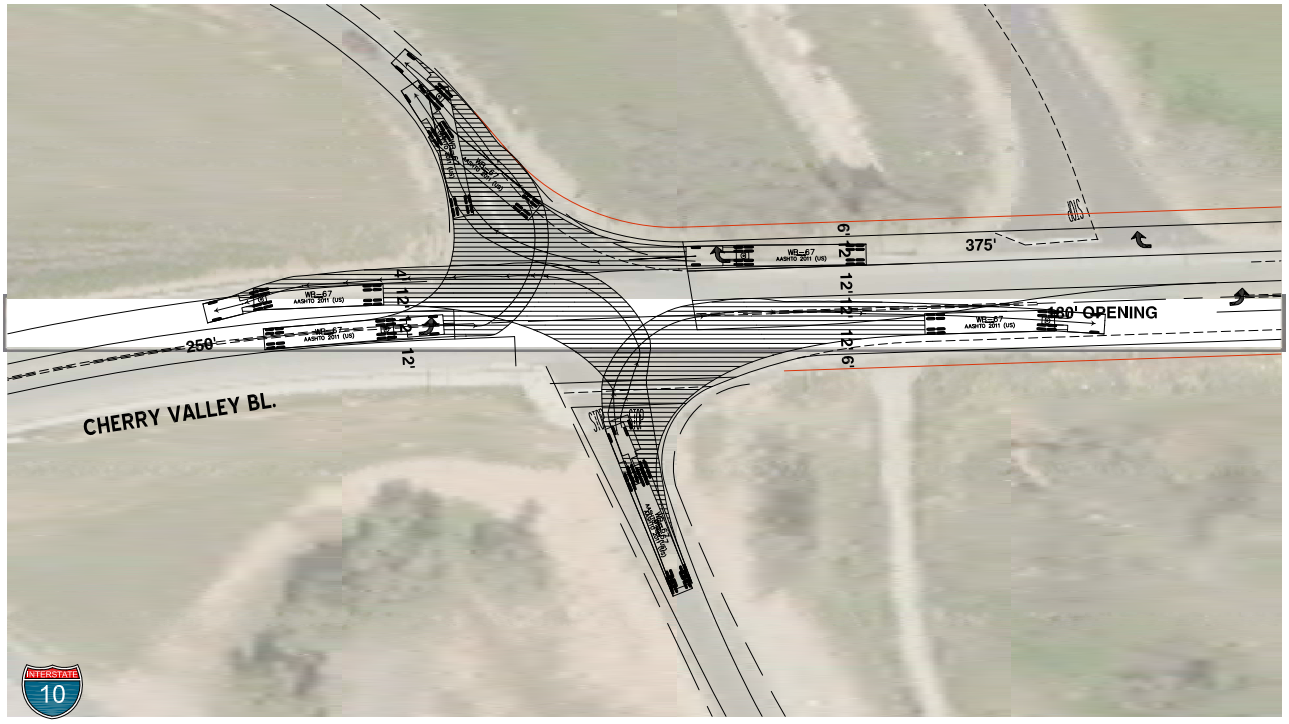
The proposed new traffic signals at Cherry Valley Boulevard and I-10 ramp intersections have been evaluated in the TIA for CEQA purposes (Section 3.6 Existing Traffic Signal Warrant Analysis and Section 5.3 Existing plus Project Traffic Signal Warrant Analysis in the TIA). Signal warrant analysis in the TIA demonstrates that the intersections meet peak hour volume based warrants under Existing plus Project traffic conditions. The City of Calimesa and Caltrans are considering Roundabouts at these intersections as part of long-term improvements. As such, a Roundabout alternative has also been analyzed in the TIA (Section 7.8 Recommended Improvements for Horizon Year (2040) Conditions). The formal Intersection Control Evaluation (ICE) process will be completed before the implementation of the mitigation measures, along with the Caltrans Encroachment Permit process.

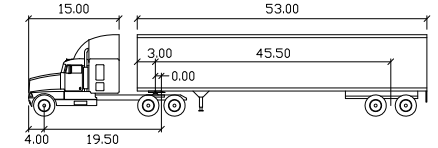
Comment CALTRANS-4
The comment provides concluding remarks to close the letter and includes staff contact information for further correspondence.

Response to CALTRANS-4
Comment noted.

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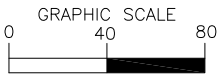






WB-67 feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



Source: Urban Crossroads, 2017.

FirstCarbon® SOLUTIONS

Exhibit 3-1: Response to CALTRANS-3 Truck Turn Template

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STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

July 11, 2017

Brett Dawson
Riverside County
4080 Lemon Street, 12th Floor
P.O. Box 1409
Riverside, CA 92502-1409

Subject: San Gorgonio Crossing - Recirculated Draft Environmental Impact Report (RDEIR No. 534)
General Plan Amendment (GPA No. 1079), Change of Zone (CZ No. 7799),
SCH#: 2014011009

SCH

Dear Brett Dawson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on July 10, 2017, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Document Details Report
State Clearinghouse Data Base

SCH#	**2014011009**
Project Title	San Gorgonio Crossing - Recirculated Draft Environmental Impact Report (RDEIR No. 534) General Plan Amendment (GPA No. 1079), Change of Zone (CZ No. 7799),
Lead Agency	Riverside County

Type	**EIR** Draft EIR
Description	Note: Recirculated

The county of Riverside planning department will serve as the lead agency under CEQA and will coordinate the public review of an EIR that will evaluate the potential significant environmental impacts that may result from the proposed project. TSG Cherry Valley, LP (project proponent) is proposing to process the above referrenced entitlement actions through Riverside county in order to develop PP 25337 which is an industrial distribution facility consisting of two industrial buildings totaling 1,823,760 sf, with 300 bay doors, located on 230 gross acres, of which approximately 144 acres would be developed. The proposed GPA would revise the land use designation from community development: very low density residential and rural: rural mountainous to community development: light industrial community development: public facility and open space: open space recreation and rural: rural mountainous. The change of zone proposes to change the existing zoning from controlled development areas to industrial park. The parcel map proposes to subdivide 228 gross acres into four parcels. The property is located northerly of Cherry Valley Blvd, easterly of I-10 and westerly of Vineland St, within the Cherry Valley Policy Area, Cherry Valley Gateway Policy Area and the Pass Area Plan. APNs 407-220-004, 007, 008, 009, 014, 016, 017 and APNs 407-270-012, 407-270-013 are not part of the project, but are part of improvements related to the project.

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Lead Agency Contact

Name	Brett Dawson
Agency	Riverside County
Phone	951 955 0972 *Fax*
email	
Address	4080 Lemon Street, 12th Floor P.O. Box 1409
City	Riverside *State* CA *Zip* 92502-1409

Project Location

County	Riverside
City	
Region	
Lat / Long	33° 58' 20.30" N / 117° 1' 17.69" W
Cross Streets	Northerly of Cherry Valley Blvd, easterly of I-10 freeway, westerly of Vineland Street
Parcel No.	Various
Township	2S *Range* 1W *Section* 30 *Base* SBB&M

Proximity to:

Highways	I-10
Airports	
Railways	
Waterways	
Schools	Various
Land Use	Vacant/Controlled Development Areas (W-2)/Community Development

Project Issues Agricultural Land; Air Quality; Noise; Recreation/Parks; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Landuse; Other Issues

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; Caltrans, District 8; Regional Water Quality Control Board, Region 7; Air Resources Board, Major Industrial Projects; Native American Heritage Commission

Date Received 05/26/2017 *Start of Review* 05/26/2017 *End of Review* 07/10/2017

Note: Blanks in data fields result from insufficient information provided by lead agency.

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State Clearinghouse (SCH)

Comment SCH-1

This comment states that the State Clearinghouse did not receive any comments from state agencies by the close of the public comment period, and that the RDEIR complies with State Clearinghouse requirements pursuant to CEQA.

Response to SCH-1

Comment noted; no response is necessary.

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City of Calimesa

July 10, 2017

By Electronic Mail to BDawson@rctlma.org
and Overnight Mail

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501
ATTN: Mr. Brett Dawson

Re: Recirculated Draft Environmental Impact Report No. 534 (RDEIR) for San Gorgonio Crossings, including Change of Zone (CZ) No. 7799, General Plan Amendment (GPA) No. 1079, Plot Plan (PP) No. 25337, and Parcel Map (PM) No. 36564 (EA42179, SCH#20140110009)

Dear Mr. Dawson:

CALIMESA

The City of Calimesa (the "City") hereby submits its comments on the above-referenced Recirculated Draft Environmental Impact Report (State Clearing House No. 2014011009), dated May 26, 2017, ("RDEIR"), which was prepared for TSG-Cherry Valley L.P.'s proposal to develop an industrial park for regional warehouse distribution and logistics tenants on approximately 229 acres in unincorporated Riverside County (hereinafter the "Project"). Approximately 16 acres of the Project are located in the City of Calimesa. In accordance with your prior statement that submittal of comments by email is acceptable, we are submitting these comments by email to you at the above email address. We are also concurrently sending the original letter to you by overnight mail. 1

This letter supplements the City's prior comment letter dated January 18, 2017, with respect to the original Draft Environmental Impact Report for the Project, and incorporates all of the City's comments contained therein. The City looks forward to receiving responses to the comments contained in this letter, continuing the productive dialogue the City and the Developer have had thus far, as well as working with the County and the Developer to resolve any outstanding issues. 2

The City appreciates that a portion of our prior comments were addressed in the RDEIR such as Hydrology and Water Quality. However, there are other areas such as transportation and traffic, aesthetic impacts, air quality analysis, and noise, the most significant of which is Transportation and Traffic, that have not fully been addressed. 3

CALIMESA

As outlined in the City's prior comment letter, the majority of the Project site is located directly south and southeast of the City, with 16 acres of the proposed development to be located within the City. As such, the City's interests in this matter include ensuring that the Project does not adversely impact the City of Calimesa, and its residents, businesses, or visitors, in accordance with the requirements of the California Environmental Quality Act (Pub. Res. Code § 21000, et seq.), and the State of California Guidelines for the California Environmental Quality Act (14 Cal. Code Regs. § et seq.).[1] 4

The City of Calimesa provides the following comments to the RDEIR and proposed mitigation measures contained therein.

A. Transportation and Traffic

The RDEIR addresses transportation and traffic in Section 3.16. The City is concerned about the mitigation measures outlined in the RDEIR, as the RDEIR does not address all feasible alternative mitigation measures that would reduce the potential significant impacts to a level of insignificance.

CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible. Guidelines § 15021(a)(2). If an EIR identifies one or more significant environmental effects of the project, a public agency cannot certify the EIR unless the agency makes certain findings, including that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. See CEQA Guideline § 15091(a). Under CEQA, mitigations include:

> "(a) Avoiding the impact altogether by not taking a certain action or parts of an action; (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action. (e) Compensating for the impact by replacing or providing substitute resources or environments." 5

CEQA Guidelines § 15370.

The RDEIR states that "Project mitigation may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements, or a combination of these approaches." (RDEIR, p. Page 3.16-29) The RDEIR also states "If full funding of future cumulative improvements is not reasonably assured or is outside the control of the lead agency, a temporary unmitigated cumulative impact may occur until the needed improvement is fully funded and constructed." (RDEIR, p. 3.16-24) In addition, the RDEIR identifies potential unavoidable adverse impacts because improvements are outside the scope of the Project or the responsibility of other agencies such as Caltrans or the City of Calimesa. (RDEIR, pp. 3.16-66, 3.16-93 - 3.16-94)

[1] The California Environmental Quality Act and the State Guidelines are collectively referred to as "CEQA", and the State Guidelines are referred to as the "CEQA Guidelines."

CALIMESA

Payment of fees does not, by itself, mitigate significant environmental impacts of proposed development. In order to rely upon payment of fees pursuant to a fee program, the environmental impacts of the fee program must have been analyzed, and the feasibility and efficacy of the fee program in mitigating the impacts of the Project must also be analyzed. See *California Native Plant Society v. County of El Dorado* (2009) 170 Cal.App.4th 1026. 5 CONT

As the City indicated in its prior comment letter, there is no definite or established source of funding by either the City or any other public agency for the proposed Cherry Valley interchange improvements that would ensure its completion. In contrast, the City proposes mitigation measures that are feasible and would mitigate the impacts of the Project, as follows:

1. Page ES-37 refers to a "fair share contribution program". The City of Calimesa "has not developed and does not intend to develop a fair share contribution program" and no such program has been established for any of the proposed mitigation improvements and therefore MM TRAN-1a(a) and MM TRAN-1b(a) are not applicable. As stated above, payment of TUMF fees, by itself, does not ensure that TUMF fees would be used for the construction of these improvements.

   The City intends to serve as the lead agency for construction of the interchange improvements and related improvements together with all project related property acquisitions. The City again requests that MM TRAN-1a and 1b be replaced with the following:

   MM TRAN-1a: (a) To mitigate traffic impacts created by the project, Developer shall either participate in construction of ultimate Cherry Valley Boulevard Interchange improvements with the City Calimesa and the County, or construct interim interchange improvements and participate with the City of Calimesa and the County to construct ultimate improvements. Proposed ultimate interchange improvements, subject to approval by the County, the State of California, Department of Transportation (Caltrans) and Calimesa, are presented in MM TRAN-1b and will include bridge reconstruction and ramp improvements, potentially including roundabouts, together with realignment of Calimesa Boulevard. The City and County intend to construct these improvements in 3 phases (Phase I - Calimesa Boulevard realignment, Phase 2 - Freeway Ramp construction, and Phase 3 - Bridge reconstruction). If Caltrans issues ultimate interchange project approval prior to issuance of building permits, Developer shall collaborate with the City/County to build ultimate interchange improvements. Developer participation, limited by eligible County DIF and TUMF obligations, in the ultimate improvements project shall include: 6

   (i) Caltrans approval processing for all project phases.
   (ii) Preparation of plans, specifications, and estimates for all phases.
   (iii) Right-of-way acquisitions necessary for construction and operations of the ultimate interchange improvements.
   (iv) Construction of the realign Calimesa Boulevard approximately 550 feet east of the I-10 westbound ramps.

CALIMESA

(v) Construction of the eastbound left turn lane at the intersection of Calimesa Boulevard and Cherry Valley Boulevard.
(vi) Other County DIF and TUMF credit eligible improvements as funding limits permit.

If Caltrans approval has not been acquired at the time of issuance of building permits, Developer may proceed with interim/ultimate interchange improvements that include:

(i) Install traffic signals traffic signal at 1-10 eastbound and westbound ramp intersections at Cherry Valley Boulevard (interim);
(ii) Restripe to provide eastbound and westbound left turn pockets within the existing width of the Cherry Valley Boulevard bridge (interim);
(iii) Add a southbound right turn lane on the off ramp at the intersection of I-10 eastbound ramps at Cherry Valley Boulevard (interim);
(iv) Add a westbound right turn lane at the intersection of 1-10 westbound ramps at Cherry Valley Boulevard (interim);
(v) Realign Calimesa Boulevard approximately 550 feet east of the 1¬10 westbound ramps (ultimate); and
(vi) Construct an eastbound left turn lane at the intersection of Calimesa Boulevard and Cherry Valley Boulevard (ultimate)."

6 CONT

2. The City again also proposes that MM TRAN-1c on pages ES-39, 40, and 41 be re-numbered as MM TRAN-1b and the mitigation measure be amended to read as follows:

"Prior to the issuance of building permits. the project applicant shall participate in the County's DIF and WRCOG's TUMF Fee programs as applicable for the following improvements: Applicant shall participate with the County, the City of Calimesa, and WRCOG in implementing fee credit agreements for eligible improvements under the County's DIF and WRCOG's TUMF fee programs. In addition, if the ultimate project approval has been obtained from Caltrans prior to the issuance of building permits, ineligible DIF and TUMF amounts to be expended on the interim project shall be provided to ultimate project improvements. The description of ultimate improvements at the I-10 ramps shall be revised to reference roundabouts or other Caltrans approved interchange improvements.

7

I-10 Eastbound Ramps/Cherry Valley Boulevard

- Construct roundabout or Caltrans approved improvements (which could include install a traffic signal; construct a westbound left turn lane; construct a southbound right turn lane; modify the intersection to provide free flow movement for the southbound right turn lane; construct a second eastbound though lane; construct an eastbound right turn lane; construct a second westbound through lane).

CALIMESA

I-10 Westbound Ramps/Cherry Valley Boulevard

- Construct roundabout or Caltrans approved improvements (which could include install a traffic signal; construct an eastbound left turn lane; construct a westbound right turn lane; construct a northbound left turn lane; construct a second eastbound left turn lane; construct a second eastbound through turn lane; construct a second westbound through lane; construct a westbound right turn lane). 7 CONT

[continue with list of improvements starting on page ES-40 beginning with **Calimesa Boulevard/Cherry Valley Boulevard**]."

3. The RDEIR also concludes that the County and the Developer cannot control the timing or development of certain improvements. For example, interim interchanges improvements will be located within Caltrans right-of-way. In addition, the City of Calimesa will be the lead agency on the realignment of Calimesa Boulevard. The City desires to cooperate and collaborate, perhaps through a cooperative agreement with the Developer, the County of Riverside and Caltrans, as applicable, to ensure completion of the improvement. 8

   The RDEIR also concludes that there would be a significant unavoidable impact at local intersections, including the I-10 Freeway Ramps, even if the interim improvements identified in TRAN 1-a and TRAN 1-b, as proposed by the RDEIR, were implemented. (RDEIR, pp. 3.16-93 – 3.16-94 [Horizon Year (2040) – Local Intersection]) If the Project incorporates the above mitigation measures as suggested by the City, the impact at the Cherry Valley interchange will be mitigated to less than significant.

B. Alternatives Analysis.

The RDEIR contains an analysis of several alternatives to the Project, but none of the Project alternatives use the 16 acres within the City of Calimesa. As noted in the City's prior comments, the RDEIR should analyze and answer the following questions: 9

1. Does this mean that there will be less impacts to the City with each of the listed alternatives?

2. Does this mean that the project can be redesigned to not use any lands within the City's jurisdiction?

C. Project Description and Land Use Sections.

According to the CEQA Guidelines, the description of the project shall contain the "precise location and boundaries of the proposed project shall be shown on a detailed map, preferably topographic." The location of the project shall also appear on a regional map. Guidelines § 15124. An EIR "must include a description of the environment in the vicinity of the project, as it exists before the commencement of the project, both from a local and regional perspective. 10

The description shall be no longer than is necessary to gain an understanding of the significant effects of the proposed project and its alternatives." CEQA Guidelines § 15125.

The RDEIR does not contain a complete description of the Project, as several portions of text describe the Project as including 16 acres of land within the City which would be used for off-site drainage and flood improvements. For example, the "Proposed Project" section of the Executive Summary of the RDEIR states only that the City of Calimesa is located directly west and northwest of the site and that the project site is located within the community of Cherry Valley in unincorporated Riverside County, and does not identify the 16 acres within the City of Calimesa that are needed for these off-site drainage and flood improvements. (RDEIR, Executive Summary, p. ES-1, ¶ 3) The General Plan land use and zoning designations listed on page ES-2 of the Executive Summary refer only to General Plan land use and zoning designations of Riverside County, and do not identify any of the City's General Plan land use or zoning designations, and the Executive Summary does not summarize the impact or compatibility of the project on the City's zoning or General Plan goals. 10 CONT

In addition, Section 2.2, Existing Conditions (RDEIR, pp. 2-1 through 2-9), states throughout the text that the project site is bordered by the City of Calimesa to the west and southwest, and does not clarify that the 16 acres in Calimesa are part of the project, thereby rendering the remainder of text hard to follow. For example, Section 2.1, Project Location and Section 2.2, Existing Conditions, do not clearly identify whether those 16 acres in Calimesa are subject to the Cherry Valley Policy Area (CVPA). (RDEIR, p. 2-1) The discussion of the surrounding land uses does not clearly indicate which current uses are within the City and which are in the County (RDEIR, Section 2.2.2, p. 2-2). The Land Use Designations listed in Section 2.2.3 do not identify the current land use designations of the 16 acres of the Project located in the City. (RDEIR, p. 2-2) The 16 acres are designated as RL - Residential Low (2-4 DU/AC) under the City's General Plan/zoning designation. This fact is not clearly identified or discussed in the RDEIR, including Section 2.00. 11

Section 2.2.3 includes the 16 acres in the City as part of the "surrounding areas" rather than as part of the Project, and does not clearly indicate what General Plan and zoning designations for those 16 acres separate from any other nearby land that is within the City of Calimesa but outside the project:

> "**Surrounding Areas**
>
> ....
>
> The areas directly west of the project site located within the City of Calimesa are zoned and designated by the General Plan as Commercial Regional, Residential Low (2 to 4 dwellings per acre), and Residential Low Medium (4 to 7 dwellings per acre). The area within the City of Calimesa that lies to the north and northwest of the project site is zoned/designated as Rural Residential (RR) (0 to 2 dwellings per acre). Two exhibits illustrate the designations of the surrounding areas: Exhibit 2-4 shows the land use designations of the project site and surrounding areas; and Exhibit 2-5 shows the zoning classifications of the project site and surrounding areas." (RDEIR, p. 2-9)

12

CALIMESA

Section 2.3.3, Land Use Designation and Zoning Classification of the RDEIR does not discuss the land use designation and zoning classification for the 16 acres in the City. (RDEIR, pp. 2-21 – 2-22)

All of these referenced sections must be revised to accurately describe the 16 acres of property and Cherry Valley right-of-way within the jurisdiction of the City, as well as their existing land uses and General Plan/zoning designations under City laws. 12 CONT

In addition to the foregoing, the RDEIR still does not discuss or evaluate the impacts of the Project on the 16 acres or the City's land uses. The 16 acres are designated as RL - Residential Low (2-4 DU/AC) under the City's General Plan/zoning designation. Because the Project proposes to use these 16 acres of property for landscaping and water quality features, therefore rendering any future development of the 16 acres undevelopable for residential uses, thereby reducing the amount of land in Calimesa available for residential uses. It should be recognized that land taken out of potential development within the City of Calimesa means that there will be a loss of Development Impact Fees to the City. Each potential residence represents a DIF payment of approximately $21,000 / unit. At a median density of 3 du/ac in this zone, that represents a loss to the City of approximately $1,000,000 in DIF. 13

Also, the RDEIR does not recognize or evaluate that the City of Calimesa will be the reviewing and approval authority for any activities within its jurisdiction, including road improvements, landscape plans, flood control measures, etc. 14

The RDEIR also does not include sufficient information to evaluate the impacts of the Project or the proposed mitigation measures. As outlined in the City's January 18, 2017 letter, the City requests the RDEIR be modified to include the following:

1. A technical Site Plan, Floor Plan, and Landscape Plan should be in this section so that readers can verify the information presented in the RDEIR. It is not possible to evaluate proposed mitigation measures throughout the RDEIR as the RDEIR does not include those types of plans.

2. The RDEIR should have a complete reference to approved yet unbuilt projects in the City, and should address them. Surrounding entitlements in the City are not mentioned or discussed on page 2-2 of the RDEIR. 15

3. Sections 2.3.1 and 2.4.2 were modified to state that the required approvals include approval of ministerial permits from the City of Calimesa for off-site drainage and flood control improvements and work within City of Calimesa right-of-way. This statement is misleading, because the City retains full discretion whether or not to allow improvements within the City's right-of-way, and any necessary permits to allow improvements on public or private land within the City's jurisdiction are not ministerial. .

The RDEIR should be revised to contain a complete Project description, Calimesa General Plan land use and zoning designations, and necessary City approvals, in order to fully evaluate the Project impacts. 16

CALIMESA

Written Request for Notices

Pursuant to Public Resources Code § 21167(f) the City of Calimesa intends that this letter serve as a written request for a copy of any notices regarding environmental documents, public hearing notices, or notice of determination that may be filed related to this Project or any part or component thereof. As such, please mail a copy of any such notice of determination to my attention on behalf of the City. 17

Conclusion

The City of Calimesa further reserves the right to submit additional comments based on further review of this application and all documents submitted in connection with the RDEIR and Project. The City looks forward to the opportunity to meet and discuss the items presented above. Should you have any questions, please do not hesitate to contact me. 18

Sincerely,

Bonnie Johnson
City Manager

cc: Honorable Mayor and Members of the City Council, City of Calimesa
Kevin G. Ennis, City Attorney, City of Calimesa
Amy Greyson, Assistant City Attorney, City of Calimesa
Michael P. Thornton, P.E., P.L.S., TKE Engineering, Inc.
Keith Gardner, Community Development Director, City of Calimesa

Local Agencies

City of Calimesa (CALIMESA)

Comment CALIMESA-1
This comment provides introductory remarks to open the letter.

Response to CALIMESA-1
No response is necessary.

Comment CALIMESA-2
This comment states that the comment letter is provided as a supplement to the City's original comment letter dated January 18, 2017, and incorporates all of the City's comments contained therein; the comment states that the City looks forward to receiving responses, as well as to continuing the productive dialogue with the project developer and County to resolve any outstanding issues.

Response to CALIMESA-2
Comment noted. With regard to the legal requirements for responding to public comments submitted on the previous Draft EIR, please refer to Master Response #1, Recirculation and Master Response #11, Previous Comments to Draft EIR.

Comment CALIMESA-3
This comment states that the City appreciates that a portion of its previous comments related to Hydrology and Water Quality were addressed in the RDEIR, but states that certain other comments related to aesthetics, air quality, noise and transportation that have not been fully addressed.

Response to CALIMESA-3
Please refer to responses to CALIMESA-5 to CALIMESA-18.

Comment CALIMESA-4
This comment states that the majority of the project site is located directly south and southeast of the City, with 16 acres of the project site to be located within the City; as such, the City has an interest in ensuring that the project does not adversely impact the City, its residents or visitors, in accordance with the requirements of CEQA.

Response to CALIMESA-4
Comment noted. With regard to the City's specific comments related to environmental concerns, please refer to responses to CALIMESA-5 to CALIMESA-18.

Comment CALIMESA-5
This comment states that the City is concerned that the transportation mitigation measures contained within the RDEIR do not include all feasible alternative mitigation measures that would reduce the potentially significant impacts to a level of insignificance. The comment also provides a summary of CEQA statutory guidance related to mitigation, and states that payment of fees does not, by itself mitigate significant environmental impacts of proposed development; and that in order to rely on payment of fees pursuant to a fee program as mitigation, the environmental impacts of the fee program must have been analyzed, and the efficacy of the fee program must be analyzed.

Response to CALIMESA-5

Comment noted. With regard to specific traffic comments, please refer to responses to CALIMESA-6 to CALIMESA-8. The RDEIR's mitigation measures were developed in accordance with State CEQA requirements regarding adequacy and enforceability. Where mitigation measures would not fully reduce the potentially significant traffic impact or where implementation/timing is uncertain, a significant and unavoidable impact was identified within the RDEIR. (*See* RDEIR at 3.16-95). Payment of fair-share fees has long been recognized under CEQA as appropriate mitigation for a project's contribution to cumulative impacts. (See *Save Our Peninsula Committee v. Monterey County Board of Supervisors* (2001) 87 Cal.App.4th 99; *Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173). However, an agency is not required to impose a fair-share mitigation fee to fund extraterritorial improvements that are not under its control and that are not included in an established mitigation program identifying specific improvements to be undertaken and plans for their funding. (See *Tracy First v. City of Tracy* (2009) 177 Cal.App.4th 912, 938).

The project's significant transportation impacts would not be caused by the project itself, but by the project in combination with ambient growth and cumulative development. The RDEIR specifically identifies which intersections and improvements are either included within the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program or are a County of Riverside Development Impact Fee (DIF) facility (see RDEIR at 3.16-89 to 3.16-92). Where the necessary improvements are not fully within either of these fee programs and the improvements are outside of the control of the applicant or the jurisdiction of the County, the RDEIR discloses the significant and unavoidable impact that would occur. (See RDEIR at 3.16-88 to 3.16-95).

Comment CALIMESA-6

The comment states that MM TRAN-1a and MM TRAN-1b as proposed in the RDEIR will not result in adequate mitigation because the City of Calimesa has not developed, and does not intend to develop, a fair share contribution program for the proposed mitigation improvements for the ultimate I-10 Freeway at Cherry Valley Boulevard Interchange or Calimesa Boulevard at Cherry Valley realignment. Because of this, the comment further states that payment of TUMF fees, by itself, does not ensure that the fees would be used for the construction of the subject improvements. As a result, the comment requests that MM TRAN-1a and 1b be replaced with language that would require the following:

1. If Caltrans approves the ultimate I-10 Freeway at Cherry Valley Boulevard Interchange improvements prior to the issuance of building permits for the project, the project applicant shall participate in the construction of a specified list of ultimate Cherry Valley Boulevard Interchange Improvements in collaboration with the City and County, limited by eligible County DIF and TUMF obligations; or
2. If Caltrans has not approved the ultimate I-10 Freeway at Cherry Valley Boulevard Interchange improvements prior to issuance of building permits for the project, the project applicant shall (a) construct a specified list of proposed interim improvements, and (b) participate in the construction of the ultimate Cherry Valley Boulevard Interchange, limited by eligible DIF and TUMF obligations, as described in 1 above.

Scope of Ultimate I-10 Freeway at Cherry Valley Boulevard Interchange Improvements

The comment's proposed mitigation further states that the ultimate I-10 Freeway at Cherry Valley Boulevard Interchange improvements, subject to approval by the County, Caltrans and City of Calimesa, are presented in proposed MM TRAN-1b of the Calimesa comment and include bridge reconstruction and ramp improvements, potentially including roundabouts, together with the realignment of Calimesa Boulevard. The comment further describes that the applicant's payment of eligible DIF and TUMF fees shall include Caltrans processing and approval, preparation of plans, specifications, and estimates, right-of-way acquisitions necessary for the I-10 Freeway at Cherry Valley Boulevard Interchange improvements and realignment of Calimesa Boulevard.

Scope of Interim Interchange Improvements

The comment further describes that the proposed interim improvements mitigation should include the same improvements as currently described in RDEIR MM TRAN-1a(b) and TRAN-1b(b).

Response to CALIMESA-6

With respect to the I-10 Eastbound Ramps/Cherry Valley Boulevard and I-10 Westbound Ramps/Cherry Valley Boulevard as well as the Cherry Valley Boulevard/Calimesa Boulevard intersection, the RDEIR determined that: (1) the project by itself would not cause a significant traffic impact; but that (2) the project in combination with ambient growth and/or future cumulative development would cause significant traffic impacts under 2018 and Horizon Year 2040 scenarios. (RDEIR at 3.16-83–95). The project's contribution to this significant cumulative impact was determined to be 5.8% at the I-10 Eastbound Ramps/Cherry Valley Boulevard, 10.1% at the I-10 Westbound Ramps/Cherry Valley Boulevard and 11.7% at the Cherry Valley Boulevard/Calimesa Boulevard intersection. (RDEIR at 3.16-89–90). The RDEIR identifies the improvements necessary to mitigate this impact in MM TRAN-1a and MM TRAN-1b, and also describes that the City of Calimesa and Caltrans are considering a roundabout concept for the ultimate I-10 Freeway at Cherry Valley Boulevard Interchange Improvements, although plans have not been finalized. (RDEIR at 3.16-58–59). MM TRAN-1b does not refer to bridge reconstruction, although that may be part of the ultimate plans.

However, as described in the RDEIR, the identified improvements are: (1) located within Caltrans and the City of Calimesa's jurisdiction, and not the County; (2) not part of an established fair share contribution program that provides for their funding and construction; and (3) not fully programmed into the TUMF. (RDEIR at 3.16-89–90, 93–94). Thus, neither the County nor the applicant can control the timing or implementation of these improvements. For example, the County cannot control when or whether WRCOG and/or the City of Calimesa establishes the Fair Share Contribution Program (under TRAN-1a and TRAN-1b, Option 1), nor can the County grant the requisite permits for construction of the improvements that would be constructed on Caltrans' and Calimesa's property (under TRAN-1a, and TRAN-1b Option 2). Thus, even though the project attempts to fully mitigate its impact to the greatest extent feasible as required by CEQA, the mitigation is technically infeasible because the County of Riverside cannot control the timing or implementation of the improvements. Accordingly, the RDEIR appropriately determined that the project's contribution to this cumulative impact was significant and unavoidable. (Id.)

Notwithstanding, RDEIR MM TRAN-1a(a) and TRAN-1b(a) require the project to pay into an established fair share contribution program for the ultimate I-10 Freeway at Cherry Valley Boulevard Interchange Improvements, should the City of Calimesa or Caltrans establish one in the future. The comment states that the City of Calimesa "does not intend to develop a fair share contribution program." This comment is noted. Nevertheless, the City of Calimesa's decision on whether or not to develop a fair contribution program is not within the County or applicant's control. The RDEIR requires the project to pay into such a program should the City of Calimesa reconsider.

In addition, RDEIR MM TRAN-1c is already consistent with the City of Calimesa's proposed TRAN-1a by requiring that the project applicant participate in the County's DIF and TUMF fee programs prior to the issuance of occupancy permits. Specifically, if Caltrans approves the ultimate I-10 Freeway at Cherry Valley Boulevard Interchange improvements, and such improvements are accordingly programmed into the County DIF and/or TUMF prior to the issuance of project occupancy permits, the applicant's payment obligation into the County DIF and/or TUMF necessarily would cover its share of the construction of the ultimate I-10 Freeway at Cherry Valley Boulevard Interchange improvements.

Finally, RDEIR MM TRAN-1a(b) and TRAN-1b(b) provide that, in the event a fair share program has not been established, then the project applicant is required to construct the interim improvements to mitigate the project's cumulative impacts, provided Caltrans and the City of Calimesa authorize such improvements and sufficient land can be acquired. (RDEIR at 3.16-59, -84–86). The installation of these interim improvements contemplated in TRAN-1a(b) and TRAN-1b(b) would mitigate project impacts to less than significant levels, significantly increasing the capacity of the I-10 at Cherry Valley interchange ramp intersections, such that even with the addition of project traffic, delay and level of service will be improved to better than current conditions. (RDEIR at 3.16-94). Again, however, such improvements are not within the control of the County or the applicant and are not otherwise covered by a fair share program or TUMF. Thus, because the improvements are under the control of another governing agency, the RDEIR must conclude that such impacts are significant and unavoidable.

The RDEIR goes significantly beyond State CEQA requirements by requiring the project to construct the interim improvements in an effort to mitigate its cumulative impact.

TUMF Program

The RDEIR describes that the TUMF is administered by WRCOG. As administrator, WRCOG receives all fees generated from the TUMF as collected by the local jurisdictions. TUMF funds are programmed by WRCOG's partner agencies, which are responsible for prioritizing projects and overseeing their development. Under the TUMF program, Western Riverside County is divided into five zones, with the project located in the "Pass" zone. The TUMF program uses six categories of land uses: two residential categories (single-family and multi-family) and four non-residential categories. Non-residential uses are industrial, retail, service commercial, and high-cube warehouse, with fees assessed at different rates depending on the category. The project's logistics center use would fall into the "high-cube" category of non-residential development. At this fee level, the project would pay approximately $1.25 million into the TUMF.

TUMF revenues are collected when a development reaches the building permit stage. Once collected, and administrative costs are accounted for, TUMF revenues are allocated as follows:

- **Zones:** 46.39 percent is allocated to the five geographic zones for programming improvements to the Regional System of Highways and Arterials as determined by the respective Zone Committees. The amount of TUMF funds allocated to each Zone shall be proportionate to the amount of TUMF revenue generated from the Zone. Project prioritization and programming are determined by the WRCOG Executive Committee with input from the Zone Committee and the Zone Technical Advisory Committee. The Zone Committee includes one elected official from each jurisdiction within the Zone. The Zone Technical Advisory Committee includes the City Manager, the County Executive Office and the Public Works Directors from each jurisdiction within the Zone.
- **Regionally Significant Transportation Improvements.** 46.39 percent is allocated to the Riverside County Transportation Commission (RCTC) pursuant to a Memorandum of Understanding with WRCOG for programming improvements to the arterials of regional significance on the Regional System of Highways and Arterials.
- **Regional Transit Improvements:** 1.64 percent is allocated for regional transit projects. WRCOG administers the funds on behalf of the Riverside Transit Agency (RTA) which prioritizes and programs capital transit projects.
- **MSHCP:** 1.59 percent is allocated to the Riverside Conservation Authority to purchase habitat for the Multiple Species Habitat Conservation Plan.

The RDEIR describes the TUMF-eligible intersections in Table 3.16-28 on pages 3.16-89 to 3.16-92. Specific to the I-10 Freeway at Cherry Valley Boulevard Interchange Improvements, the RDEIR identifies that the TUMF program includes the recommended improvements to the I-10 Eastbound and Westbound ramps at Cherry Valley Boulevard and partially includes the recommended improvements for the Cherry Valley Boulevard and Calimesa Boulevard intersection. (RDEIR at 3.16-89-90). Further, the 2017 Pass Zone 5-Year Transportation Improvement Program (TIP) currently identifies that approximately $1 million for administrative costs, $1.9 million for engineering, $1.1 million for acquisition of right-of-way and $3.45 million for construction has been programmed for the Cherry Valley Boulevard/I-10 interchange. However, funding for a project programmed on Zone 5-Year TIPs is not considered obligated by WRCOG until the local jurisdiction undertakes certain additional steps.

Scope of Ultimate I-10 Freeway at Cherry Valley Boulevard Interchange Improvements

With regard to the City of Calimesa's proposed scope of the ultimate I-10 Freeway at Chery Valley Boulevard interchange improvements to be included in the TUMF program, neither the applicant nor the County can determine or otherwise control the scope of physical improvements and expenses that will ultimately be included in the TUMF program, including with respect to the bridge widening and/or the construction of roundabouts at I-10 Eastbound Ramps/Cherry Valley Boulevard and I-10 Westbound Ramps/Cherry Valley Boulevard. Specifically, the improvements would have to be approved by the WRCOG Executive Committee based on input from the Zone Committee and the

Zone Technical Advisory Committee. As such, the County cannot require the particular scope of physical improvements to be included in the mitigation measures for a particular project. Notwithstanding, WRCOG will determine the scope of the improvements, and should they be included in the TUMF program prior to the project certificate of occupancy, the project will be required to pay its TUMF fees to cover its fair share of such improvements.

Scope of Interim Interchange Improvements

With regard to the City of Calimesa's proposed scope of the interim improvements, such scope is consistent with the list of improvements described in the RDEIR. Thus, no changes are necessary.

Comment CALIMESA-7
The comment states that RDEIR MM TRAN-1c should be renumbered to MM TRAN-1b and amended as follows:

1. Prior to the issuance of building permits, the project applicant shall participate in the County's DIF and TUMF fee programs as applicable for the following improvements:
   I-10 Eastbound Ramps/Cherry Valley Boulevard

   Construct roundabout or Caltrans approved improvements which could include:

   - Install a traffic signal.
   - Construct a westbound left turn lane.
   - Construct a southbound right turn lane.
   - Modify the intersection to provide free flow movement for the southbound right turn lane.
   - Construct a second eastbound through lane.
   - Construct an eastbound right turn lane.
   - Construct a second westbound through lane.

   I-10 Westbound Ramps/Cherry Valley Boulevard

   Construct roundabout or Caltrans approved improvements which could include:

   - Install a traffic signal.
   - Construct an eastbound left turn lane.
   - Construct a westbound right turn lane.
   - Construct a northbound left turn lane.
   - Construct a second eastbound left turn lane.
   - Construct a second eastbound through turn lane.
   - Construct a second westbound through lane.
   - Construct a westbound right turn lane.

[Continue with list of improvements in RDEIR MM TRAN-1c beginning with "Calimesa Boulevard/Cherry Valley Boulevard"]

2. The project applicant shall participate with the County, City of Calimesa and WRCOG in implementing fee credit agreements for eligible improvements under the County DIF and WRCOG TUMF fee programs.

3. If Caltrans approves the ultimate Cherry Valley Boulevard Interchange Improvement project, ineligible DIF and TUMF amounts that would have otherwise been expended on the interim improvements shall instead be provided to the ultimate Cherry Valley Boulevard Interchange Improvement project.

Response to CALIMESA-7
Please see Response to CALIMESA-6 regarding including the roundabouts under I-10 Eastbound and Westbound Ramps/Cherry Valley Boulevard in the list of improvements for the TUMF program. The remaining improvements identified in the City of Calimesa's list are already included in MM TRAN-1c.

With respect to implementing fee credit agreements, the project has met its obligations under CEQA through the mitigation measures set forth in MM TRAN-1a, MM TRAN-1b and MM TRAN-1c. Further, given the existing funding and allocation structure described above in CALIMESA-6, neither the applicant nor the County has the authority to direct through a fee credit or other form of agreement that the project's DIF and TUMF fees go to the City of Calimesa's ultimate interchange project. Nevertheless, the comment is noted and will be forwarded to the decision-makers for further consideration.

With respect to paying ineligible DIF and TUMF amounts that would have otherwise been expended on the proposed interim improvements to the City of Calimesa for the ultimate Cherry Valley Boulevard Interchange Improvement project, the project has committed to construct the interim improvements to mitigate its traffic impacts. No further mitigation is required pursuant to CEQA.

Comment CALIMESA-8
With respect to the interim improvements, the comment states that the City desires to cooperate and collaborate with Caltrans, the County and the applicant, perhaps through a cooperative agreement, to ensure completion of the improvements. The comment also suggests that, if the project incorporates the City of Calimesa's suggested amendments to the RDEIR traffic mitigation, the impact at the Cherry Valley Boulevard interchange will be mitigated to less than significant.

Response to CALIMESA-8
With respect to the cooperative agreement, the comment is noted and will be forwarded to the decision-makers for further consideration.

The comment is incorrect with respect to the level of significance under CEQA. As described above in CALIMESA-6, the impact at the Cherry Valley interchange is significant and unavoidable because the necessary mitigation improvements are outside the control of the County and the applicant and are not otherwise included in a fair share program or the TUMF. Thus, neither the County nor the applicant can control the timing or implementation of these improvements. This would not change with the City of Calimesa's proposed amendments to the mitigation: the interchange would continue to be outside the jurisdictional control of the County, and there continues to be no fair share contribution plan or program in place that would result in actual mitigation of the project's cumulative impact.

Comment CALIMESA-9
The commenter states that none of the project alternatives analyzed in the RDEIR use the 16 acres within the City of Calimesa. As noted in the City's prior comments, the RDEIR should analyze and answer the following questions:

1. Does this mean that there will be less impacts to the City with each of the listed alternatives?
2. Does this mean that the project can be redesigned to not use any lands within the City's jurisdiction?

Response to CALIMESA-9
With regard to commenter's statement that none of the project alternatives would utilize the 16 acres within the City of Calimesa, this is incorrect. The RDEIR discussed the parcels within the City of Calimesa in the context of the alternatives. For example, RDEIR Page 6-17 states:

> The No Project—CVGPA SP Alternative would be expected to construct similar improvements to drainage channels and related drainage structures as would occur under the proposed project, to ensure that the residential uses are not subject to flooding. These improvements ***would likely be constructed in the same location as proposed by the project, on the parcels located within the City of Calimesa***. (Emphasis added).

RDEIR page 6-29 states:

> Similar drainage and flood control improvements would likely be required for development of the Residential Alternative, which ***would likely be constructed in the same location as proposed by the project, on the parcels located within the City of Calimesa***. (Emphasis added).

RDEIR page 6-41 states:

> Impacts to Hydrology and Water Quality would be less than significant for both the project and the Reduced Intensity Alternative, as all drainage and water quality issues would be fully addressed under each scenario with the installation of stormwater and drainage improvements, ***which would likely be installed in the same location as proposed by the project, on the parcels located within the City of Calimesa. Although the 30 percent reduction in the size of the Reduced Intensity Alternative would likely result in less impervious surfaces and less surface runoff, impacts to hydrology and water quality would be less than significant under both the Reduced Intensity Alternative and the project***. (Emphasis added).

It appears that this information was omitted from the RDEIR's discussion of the Mixed Use/Business Park Alternative; therefore, this clarification is added to Section 4, Errata, of this Final EIR.

The Calimesa parcels would be used for storm drainage infrastructure only. No changes to the land use designations of the parcels located within the City of Calimesa are proposed. Therefore,

hydrology and water quality impacts are the relevant considerations for purposes of discussing how the parcels located within the City of Calimesa may be impacted by each of the alternatives as compared to the proposed project. The following responds to each of commenter's questions above:

1. The only alternative that would result in less impacts to the City of Calimesa parcels than the proposed project is the No Project Alternative. As discussed above, all other alternatives would result in similar impacts related to hydrology and water quality, which would be less than significant with mitigation.
2. The project has been thoughtfully designed to avoid areas of sensitive biological habitat and to maximize the preservation of open space. (See RDEIR pages 1-2, 3.4-3, and 3.4-34). Furthermore, there are no sensitive biological areas located within the Calimesa parcels, which are currently zoned for residential use; therefore, use of these parcels for drainage improvements allows for greater preservation of open space areas elsewhere within the project site. Due to these considerations as well as site topographical constraints, the project applicant has determined that the 16 acres located within the City of Calimesa is the most appropriate location for the drainage improvements. As discussed above, impacts related to hydrology and water quality would be less than significant with mitigation overall, and specifically with respect to the parcels located within the City of Calimesa. Therefore, given the main purpose of an EIR's discussion of alternatives is to identify ways to reduce or avoid significant environmental impacts (see State CEQA Guidelines section 15126.6), further analysis of an alternative to a component of the project that does not offer significant environmental advantages in comparison with the project or the alternatives is not warranted.

Comment CALIMESA-10
This comment provides a summary of CEQA statutory guidelines regarding the adequacy of a project description, and states that the RDEIR project description contained in the Executive Summary section of the RDEIR is inadequate to reflect the 16 acres of the project site that are located within the City boundaries and the general plan and zoning designations of that property, as well as consistency with the City's general plan and zoning goals.

Response to CALIMESA-10
The RDEIR contains a complete description of the project. Project Description, Section 2 of the RDEIR, clearly describes that the project includes approximately 16 acres located within the City of Calimesa that would be used for drainage infrastructure purposes. (*See* e.g., page 2-1: "Approximately 16 acres of the western portion of the project site are located within the City of Calimesa;" page 2-19 "Additionally, the project would utilize approximately 16 acres within the City of Calimesa for off-site drainage and flooding improvements. Improvements within the City of Calimesa are composed of drainage channels and appurtenances such as a concrete trap channel, a concrete box culvert, two concrete outlet structures, and rip rap rock energy dissipaters. The Applicant has also agreed to construct a rock-lined berm to protect the adjacent property owners. Potential environmental impacts associated with these improvements are analyzed within this EIR, and separate issuance of ministerial permits for these improvements will be required by the City of Calimesa.")

Like the Project Description, the Executive Summary also clearly describes that the project includes approximately 16 acres located within the City of Calimesa that would be used for drainage infrastructure (See e.g., page ES-1 "[t]he project site totals approximately 229 acres, of which approximately 16 acres are located within the City of Calimesa. Off-site property located within the City of Calimesa would be utilized solely for drainage and flooding improvements.")

Regarding location, both the Executive Summary and Project Description accurately describe the general location of the project, including that the City of Calimesa is located west and northwest of the site. However, the RDEIR has been further clarified to provide the City of Calimesa's general plan and zoning designations for this property (RL-Residential Low, 2-4 DU/AC). These changes are shown as underline text in the Errata, Section 4 of this Final EIR. With respect to consistency with the City of Calimesa's General Plan, applicable City of Calimesa policies are discussed in RDEIR Table 3.10-4. A general plan/zoning consistency analysis is not typically contained within the Executive Summary section of an EIR. None of these proposed changes or additions represent significant new information requiring recirculation of the RDEIR pursuant to State CEQA Guidelines section 15088.5.

Comment CALIMESA-11
This comment states that the Project Description, Section 2 of the RDEIR does not adequately reflect the 16 acres of the project site that are located within the City boundaries.

Response to CALIMESA-11
See Response to CALIMESA-10. The Project Description section of the RDEIR has been further clarified to provide the City's general plan and zoning designations for this property (RL-Residential Low, 2-4 DU/AC). These changes are shown as underline text in the Errata, Section 4 of this Final EIR. In addition, the portion of the project site located within the City of Calimesa is specifically discussed at RDEIR pages 3.10-21, 3.10-23, 3.10-26, and Table 3.10-1.

Comment CALIMESA-12
This comment states that the Project Description, Section 2 of the RDEIR, inaccurately describes the 16 acres of the project site located within the City of Calimesa as part of the "surrounding areas" rather than part of the project, and does not identify the general plan and zoning designations for this property.

Response to CALIMESA-12
Changes to the Project Description of the RDEIR are shown as underline text in the Errata, Section 4 of this Final EIR.

Comment CALIMESA-13
This comment states that because the project proposes to use the 16 acres located within the City of Calimesa only for water quality and landscape features, thereby precluding the possibility of future residential development in accordance with the current general plan/zoning designation, the RDEIR must analyze the fiscal impact to the City due to the loss of Development Impact Fees.

Response to CALIMESA-13
The potential environmental impacts associated with the proposed improvements located within Calimesa are fully analyzed within the RDEIR. Purely fiscal impacts, such as the loss of development

impact fees (which are intended only to offset impacts caused by development, not to generate revenue for a municipality) or tax revenue are not physical environmental impacts within the purview of CEQA or the RDEIR.

Comment CALIMESA-14
This comment states that the RDEIR does not recognize that the City of Calimesa will be the review and approval authority for any activities within its jurisdiction, including road improvements, landscape plans, flood control measures, etc.

Response to CALIMESA-14
This comment is inaccurate. The RDEIR specifically refers to the City of Calimesa's approval authority with regard to the above-referenced actions at pages ES-3, 2-19, 2-22, 2-25, Table 3.10-4, and 3.10-26. Mitigation Measures TRANS-1a and TRANS-1b also expressly recognize that the City of Calimesa has jurisdictional control over its roadways.

Comment CALIMESA-15
The commenter claims that the RDEIR does not include sufficient information to evaluate the impacts of the project or the proposed mitigation measures. As outlined in the City of Calimesa's January 18, 2017 letter, the City of Calimesa requests the RDEIR be modified as follows:

1. A technical Site Plan, Floor Plan, and Landscape Plan should be in this section so that readers can verify the information presented in the RDEIR. It is not possible to evaluate proposed mitigation measures throughout the RDEIR as the RDEIR does not include those types of plans.
2. The RDEIR should have complete reference to approved yet unbuilt projects in the City, and should address them. Surrounding entitlements in the City are not mentioned or discussed on page 2-2 of the RDEIR.
3. Sections 2.3.1 and 2.4.2 were modified to state that the required approvals include approval of ministerial permits from the City of Calimesa for off-site drainage and flood control improvements and work within City of Calimesa right-of-way. This statement is misleading, because the City retains full discretion whether or not to allow improvements within the City's right-of-way, and any necessary permits to allow improvements on public or private land within the City's jurisdiction are not ministerial.

Response to CALIMESA-15
1. Exhibit 2-6 in the RDEIR shows the current site plan for the proposed project. Detailed floor plans and landscape plans have not yet been prepared, but will be prepared prior to submitting for building permits from Riverside County. Floor plans and landscape plans are not necessary to evaluate the impacts of the proposed project or the proposed mitigation measures pursuant to CEQA. All building energy and water efficiency measures and drought-tolerant landscape requirements are incorporated by reference into the Mitigation Monitoring and Reporting Program (MMRP) for the project, and will be verified by the County during the permitting process to ensure implementation.

2. Table 4-1, which includes the list of cumulative projects in the vicinity of the project site and Exhibit 4-1, which depicts the location of cumulative projects, contains all "related" projects as required by State CEQA Guidelines section 15130(b)(1)(A). The list of cumulative projects was developed in consultation with the County of Riverside planning staff, and included development projects that were obtained from adjacent jurisdictions, including the City of Calimesa. As the commenter has not provided a list of those approved yet unbuilt projects that are missing from Table 4-1, no further response is available.

3. With regard to commenter's assertion that the City retains full discretion whether or not to allow improvements within the City's right of way, this comment is noted. The RDEIR recognizes the City of Calimesa's authority in this regard (see RDEIR at 2-22). With regard to whether the necessary permits from the City of Calimesa are ministerial, this statement was included within the RDEIR for the purpose of distinguishing between ministerial and discretionary approvals under CEQA. As defined under State CEQA Guidelines section 15357, "Discretionary project" means a project which requires the exercise of judgment or deliberation when the public agency or body decides to approve or disapprove a particular activity, as distinguished from situations where the public agency or body merely has to determine whether there has been conformity with applicable statutes, ordinances, or regulations (as is typically the case with building permits, grading permits, or encroachment permits). Nonetheless, the project will fully comply with any applicable City of Calimesa permitting requirements whether they are deemed ministerial or discretionary, and this distinction does not affect the analysis or conclusions as they relate to physical environmental impacts within the RDEIR.

Comment CALIMESA-16
This comment reiterates that the RDEIR should be revised to contain a complete Project Description, Calimesa general plan and zoning designations, and necessary City approvals.

Response to CALIMESA-16
These comments are addressed by Responses to CALIMESA-11 to CALIMESA-15.

Comment CALIMESA-17
The commenter requests written notices of actions concerning the project pursuant to Public Resource Code Section 21167(f).

Response to CALIMESA-17
Comment noted.

Comment CALIMESA-18
The commenter provides closing remarks to conclude the letter.

Response to CALIMESA-18
No response is necessary.

From: George Spiliotis [mailto:gspiliotis@lafco.org]
Sent: Monday, June 26, 2017 10:04 AM
To: Dawson, Brett <BDawson@RIVCO.ORG>
Subject: San Gorgonio Crossings Recirc. DEIR

LAFCO

Mr. Dawson,
We were recently notified that the subject DEIR includes a statement indicating that the annexation to the City of Beaumont of the Sunny Cal Specific Plan property, located immediately south of the San Gorgonio Crossings project, has been approved and completed. As of this date, that statement is not accurate. A public hearing on this annexation was conducted by the Local Agency Formation Commission (LAFCO) on June 22, 2017. Due to an insufficient number of affirmative votes needed to carry a motion, the annexation vote was automatically adjourned to the next LAFCO meeting on July 27th. Unless and until an annexation is approved by LAFCO, required protest proceedings are conducted, required terms and conditions satisfied and a Certificate of Completion is recorded, annexation cannot be considered complete. Please feel free to contact our office regarding the status of this annexation following our July 27th meeting.

1

George Spiliotis, Executive Officer
Local Agency Formation Commission
3850 Vine Street, Suite 240
Riverside, CA 92507
Ph. (951)369-0631
www.lafco.org

Please note: This office is closed every other Friday. Please check our LAFCO website homepage for our office schedule. On regular business days office hours are Monday through Friday, 8:00 a.m. to 5:30 p.m. On occasion, the office will be closed during the noon hour or during meetings of the Commission. Please call ahead.

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Local Agency Formation Commission (LAFCO)

Comment LAFCO-1

The comment provides clarification that the annexation of the Sunny Cal Specific Plan property to the City of Beaumont has not yet been completed.

Response to LAFCO-1

Comment noted. This clarification has been added to the Errata, Section 4 of this Final EIR.

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South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
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SENT VIA USPS AND E-MAIL:
bdawson@rivco.org
Mr. Brett Dawson, Project Planner
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4080 Lemon Street, 12th Floor
P.O. Box 1409
Riverside, CA 92502-1409

July 6, 2017

Recirculated Draft Environmental Impact Report (RDEIR) for the Proposed San Gorgonio Crossings Project ("Proposed Project") (SCH No.: 2014011009)

SCAQMD

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final EIR.

SCAQMD staff understands that one of the project objectives is to reduce air pollution by providing local employment and economic opportunities and by locating the proposed project near existing roadways and freeway[1]. SCAQMD staff supports the County of Riverside's (County or Lead Agency) commitment to reducing air pollution while achieving economic prosperity. 1

On March 3, 2017, the SCAQMD's Governing Board adopted the 2016 Air Quality Management Plan (2016 AQMP), which was later approved by the California Air Resources Board of Directors on March 23rd. The 2016 AQMP[2] is a regional blueprint for achieving air quality standards and healthful air in the South Coast Air Basin (Basin). Built upon the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP provides a regional perspective on air quality and lays out the challenges facing the Basin. The most significant air quality challenge in the Basin is to achieve an additional 45 percent reduction in nitrogen oxide (NOx) emissions in 2023 and an additional 55 percent NOx reduction beyond 2031 levels for ozone attainment.

Project Background

The Lead Agency circulated the DEIR for the proposed project for a 45-day public review and comment period on November 29, 2016[3]. SCAQMD staff provided timely comments on the DEIR on January 18, 2017[4]. After a review of the comments on the DEIR, the Lead Agency elected to recirculate the DEIR in its entirety pursuant to CEQA Guidelines Section 15088.5 2

[1] RDEIR. Section 2, *Project Description*. Page 2-24.
[2] South Coast Air Quality Management District. March 3, 2017. *2016 Air Quality Management Plan*. Accessed at: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan.
[3] RDEIR. Section 1, *Introduction*. Page 1-1.
[4] SCAQMD staff comments on the DEIR. January 18, 2017. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/DEIRsangorgcross011817.pdf.

SCAQMD

(f)(1)[5]. SCAQMD staff understands that although the comments submitted on the DEIR will be part of the overall administrative record for the proposed project, the Lead Agency will prepare proposed response to comments on this RDEIR in accordance with the California Public Resources Section 21092.5 and CEQA Guidelines Section 15088. 2 CONT

Project Description

The Lead Agency proposes to construct two industrial buildings totaling 1,823,760 square feet (sf) within the 140.23-acre portion of 229 acres. The remaining 84.8 acres would be preserved for open space. Building 1 will have 136 dock doors, and Building 2 will have 170 dock doors. Both buildings will be operated for 24 hours a day and seven days a week. Most of the areas surrounding the proposed project are undeveloped with four single-family residences approximately 290 to 700 feet to the north, a planned community development with 560 residential units at buildout to the south, the Interstate 10 Freeway (I-10) approximately 0.35 miles to the southwest, and a mobile home park approximately 0.26 miles to the west[6]. The proposed project will generate approximately 3,126 total daily vehicle trips, including 1,191 diesel trucks[7]. Construction is planned for one single phase starting in 2017 with building occupancy planned approximately in late 2017[8]. 3

Air Quality and Health Risk Assessment (HRA) Analyses

In the Air Quality Section, the Lead Agency quantified the proposed project's construction and operational emissions and compared them to SCAQMD's regional and localized air quality CEQA significance thresholds. The Lead Agency found that regional and localized construction emissions would be less than significant after incorporating construction mitigation measures MM AQ-1a through MM AQ-1h[9]. However, the proposed project's mitigated operational emissions would continue to exceed SCAQMD's regional thresholds for ROG and NOx and would be significant and unavoidable after mitigation[10]. Additionally, the Lead Agency performed a HRA and found that the Maximum Cancer Risk is 6.0 in one million which is below SCAQMD's CEQA significance threshold of 10 in one million[11]. 4

SCAQMD staff has concerns about the HRA analysis in the RDEIR. The analysis utilized assumptions which have likely led to an under-estimation of the proposed project's health risk impacts. Details are included in the attachment. Moreover, as described in the 2016 AQMP, achieving NOx emission reductions in a timely manner is critical to attaining the National Ambient Air Quality Standard (NAAQS) for ozone before the 2023 and 2031 deadlines. SCAQMD is committed to attaining the ozone NAAQS as expeditiously as practicable, and the proposed project plays an important role in supporting SCAQMD's commitment. As such, the attachment includes a discussion of the existing construction mitigation measures for air quality and additional operational mitigation measures to further reduce NOx emissions. Please see the attachment for more information. 5

[5] RDEIR. Section 1, *Introduction*. Page 1-1.
[6] RDEIR. Section 2.0, *Project Description*. Pages 2-2 and 2-21.
[7] *Ibid.* Section 3.16, *Transportation and Traffic*. Page 3.16-22.
[8] *Ibid*. Page 2-20.
[9] *Ibid.* Section 3.3, *Air Quality*. Pages 3.3-37 to 39 and Page 3.3-52.
[10] *Ibid*. Page 3.3-53.
[11] *Ibid*. Page 3.3-59.

SCAQMD

Pursuant to the California Public Resources Code Section 21092.5 and the CEQA Guidelines Section 15088, SCAQMD staff requests that the Lead Agency provide the SCAQMD with written responses to all comments contained herein prior to the certification of the Final EIR. 6

SCAQMD staff is available to work with the Lead Agency to address the issues raised in this letter and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist, CEQA-IGR Section, at (909) 396-3302, if you have any questions regarding the enclosed comments. 7

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

Attachment
JW:LS:JC/GM
RVC170609-02
Control Number

ATTACHMENT

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Health Risk Assessment (HRA)

1. Based on a review of the HRA, SCAQMD staff found that the HRA utilized the 2015 revised OEHHA guidelines to estimate the health risks to sensitive receptors in the proposed project's vicinity and that the AERMOD dispersion model was used to estimate diesel particulate matter (DPM) concentrations. SCAQMD staff recommends that the Lead Agency revise the HRA based on the following comments.

    a. Sources 1-11 (Truck Idling, On-site Truck Route, and Off-site Truck Route) parameters are inconsistent throughout the air dispersion modeling. Plume heights range from 6 feet to 20.4 feet, and release heights range from 10 feet to 12 feet. SCAQMD staff recommends revising the HRA with consistent plume heights and release heights throughout the Final EIR and technical appendices. 8

    b. Sources 1-9 (On-site and Off-site Truck Routes) have a plume height of 20.4 feet. Plume height should be based on a heavy duty truck height, which typically ranges from 9 to 12 feet. By using a higher plume height during truck travel, the HRA has likely underestimated health risks. SCAQMD staff recommends using a plume height more representative of a heavy duty truck profile or providing additional information justifying the plume height.

    c. Sources 9-11 (Truck Idling) has a plume height of 6 feet and a release height of 12 feet. Plume height during truck idling should be based on a heavy duty truck height, which typically ranges from 9 to 12 feet. Furthermore, the release should be located within the plume. Therefore, SCAQMD staff recommends using a line volume source with a plume height that is more representative of a heavy duty truck profile.

Siting Warehouses Near Residences

2. Based on the project description, the nearest sensitive receptors are within 300 feet to the north of the proposed project. While SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions, there are concerns about the proximity of a warehouse to the existing residences and the potential long-term air quality impacts to the people living near the warehouse and along the truck routes as a result of increased truck activities. SCAQMD staff recommends that the Lead Agency use the California Air Resources Board's (CARB) Air Quality and Land Use Handbook as a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land-use decision making process. In CARB's Air Quality and Land Use Handbook, CARB recommends a buffer of at least 1,000 feet between land uses that will have 100 or more trucks per day[12]. 9

[12] CARB Air Quality and Land Use Handbook: http://www.arb.ca.gov/ch/handbook.pdf. Guidance is for siting new sensitive land uses within 1,000 feet of a distribution center, Page 4. The buffer is a neutral mitigation measure provided to minimize truck activity emission impacts to sensitive receptors. Additionally, in April 2017, ARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement ARB's Air Quality and Land Use Handbook: A Community Health Perspective. This Technical Advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and

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Enforceability of Existing Mitigation Measures (MMs) AQ-1a and AQ-1b

3. CEQA requires that mitigation measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments (Public Resources Code Section 21081.6 (b) and CEQA Guidelines Section 15126.4 (a)(2)). Based on a review of the Air Quality section and Appendix B, *Air Quality and Greenhouses Gases*, SCAQMD staff found that the Lead Agency is committed to meeting the U.S. EPA Tier 3 off-road emission standards for all off-road diesel powered construction equipment greater than 50 horsepower to (MM AQ-1a), and the 2007 model year for all heavy-heavy duty haul trucks accessing the project site (MM AQ-1b). Based on these commitments, the proposed project's construction emission, particularly from NOx, would be mitigated to less than significant. SCAQMD staff recommends that the Lead Agency provides more details in the Final EIR to ensure that both MM AQ-1a and MM AQ-1b are fully enforceable during construction. In the event that MM AQ-1a and MM AQ-1b are found or proved to be infeasible during construction, this constitutes substantial changes that require a new environmental assessment by the Lead Agency to determine if the proposed project's construction air quality impacts will become a new significant environmental effect triggering the preparation of a supplement to the EIR (CEQA Guidelines Sections 15162 and 15163). 10

Additional Mitigation Measures for Operational Air Quality Impacts (Mobile Sources)

4. CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant impacts. In the event that the Lead Agency, after revising the HRA based on the comments provided above, finds that the proposed project would result in significant health risk impacts, SCAQMD staff recommends incorporating the following on-road mobile-source truck related mitigation measures in the Final EIR. For more information on potential mitigation measures as guidance to the Lead Agency, please visit SCAQMD's CEQA Air Quality Handbook website[13].

    a. Require the use of 2010 and newer haul trucks (e.g., material delivery trucks and soil import/export). In the event that that 2010 model year or newer diesel haul trucks cannot be obtained, provide documentation as information becomes available and use trucks that meet EPA 2007 model year NOx emissions requirements[14], at a minimum. Additionally, consider other measures such as incentives, phase-in schedules for clean trucks, etc. 11
    b. Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.
    c. Limit the daily number of trucks allowed at each facility to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the project through CEQA prior to allowing this higher activity level.

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decision-making in order to protect public health and promote equity and environmental justice. Available at: https://www.arb.ca.gov/ch/landuse.htm

[13] South Coast Air Quality Management District. http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook.

[14] Based on a review of the California Air Resources Board's diesel truck regulations, 2010 model year diesel haul trucks should have already been available and can be obtained in a successful manner for the project construction California Air Resources Board. March 2016. Available at: http://www.truckload.org/tca/files/ccLibraryFiles/Filename/000000003422/California-Clean-Truck-and-Trailer-Update.pdf (See slide #23).

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d. Promote clean truck incentive programs (see the discussion above regarding Cleaner Operating Truck Incentive Programs).
e. Provide electric vehicle (EV) Charging Stations (see the discussion below regarding EV charging stations).
f. Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NOx impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy[15]. It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment on-site is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, SCAQMD staff recommends the Lead Agency require the proposed project include the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in in addition to the two electric vehicle-charging stations for automobiles and light-duty trucks at each of the two buildings that the Lead Agency is committed in MM AQ-1h (b)[16]. 11 CONT
g. Accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today. Natural gas trucks can provide a substantial reduction in health risks, and may be more financially feasible today due to reduced fuel costs compared to diesel. In the Final EIR, the Lead Agency should include a phase-in schedule for these cleaner operating trucks to reduce project impacts. SCAQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency and project applicant.

Additional Mitigation Measures for Operational Air Quality Impacts (Other Area Sources)

5. In addition to the mobile source mitigation measures identified above, the Lead Agency should incorporate the following onsite area source mitigation measures below to further reduce the proposed project's significant operational air quality impacts.
    a. Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the Project site to generate solar energy for the facility.
    b. Maximize the planting of trees in landscaping and parking lots. 12
    c. Use light colored paving and roofing materials.
    d. Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
    e. Install light colored "cool" roofs and cool pavements.
    f. Require use of electric or alternatively fueled sweepers with HEPA filters.
    g. Use of water-based or low VOC cleaning products.

Compliance with SCAQMD Rule 403(e) for Large Operations

6. In the Regulatory Setting section of Section 3.3, *Air Quality*, of the RDEIR, the Lead Agency discussed SCAQMD Rule 403(e)[17]. The proposed project is a large operation on the 140.23- 13

[15]Southern California Association of Governments. Adopted April 7, 2016. Accessed at: http://scagrtpscs.net/Pages/default.aspx.
[16] RDEIR. Section 3.3, *Air Quality*. Page 3.3-39.
[17] *Ibid*. Page 3.3-13.

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acre portion of a 229-acre site (50-acre sites or more of disturbed surface area; or daily earth-moving operations of 3,850 cubic yards or more on three days in any year) in the Basin. The Lead Agency is required to comply with SCAQMD Rule 403(e) – Additional Requirements for Large Operations[18]. The requirements may include, but are not limited to, Large Operation Notification (Form 403 N), appropriate signage, additional dust control measures, and employment of a dust control supervisor that has successfully completed the Dust Control in the South Coast Air Basin training class[19]. SCAQMD staff recommends that the Lead Agency include a discussion to demonstrate compliance with SCAQMD Rule 403(e) as a requirement for the proposed project in the Final EIR. 13 CONT

Other Comment

7. Based on a review of Section 2, *Project Description*, Section 3.3, *Air Quality*, and the supporting Appendix B, *Air Quality Analysis and Greenhouse Gases*, SCAQMD staff found that there were inconsistencies in the construction schedule. In Section 2, the Lead Agency stated that construction would start in 2017 with building occupancy planned approximately in late 2017[20]. However, in Section 3.3 and Appendix B, the Lead Agency stated that construction would take approximately two years and that the proposed project was assumed to commence operation in 2018[21]. Moreover, the CalEEMod calculation sheets showed that the proposed project's construction would occur over a year and half from January 2017 to June 2018. Therefore, SCAQMD staff recommends that the Lead Agency revise the air quality and HRA analyses based on one construction schedule consistent throughout the Final EIR and technical appendices. 14

[18] SCAQMD Rule 403. Last amended June 3, 2005. Available at: http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf?sfvrsn=4.

[19] SCAQMD Compliance and Enforcement Staff Contact Information for Rule 403(e) Large Operations is (909) 396-2608 or by e-mail at dustcontrol@aqmd.gov.

[20] RDEIR. Section 2, *Project Description*. Page 2-20.

[21] *Ibid*. Section 3.3, *Air Quality*. Page 3.3-55. Appendix B. Page 112.

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South Coast Air Quality Management District (SCAQMD)

Comment SCAQMD-1
This comment provides introductory remarks to open the letter and provides an update regarding SCAQMD's recent adoption of the 2016 Air Quality Management Plan (AQMP) in March 2017.

Response to SCAQMD-1
Comment noted. The RDEIR was updated to reflect the adoption of the 2016 AQMP.

Comment SCAQMD-2
This comment provides an overview of the project history and previous comments submitted by SCAQMD.

Response to SCAQMD-2
No response is necessary.

Comment SCAQMD-3
This comment provides a summary of the project description.

Response to SCAQMD-3
No response is necessary; however, please note that project occupancy is anticipated to occur in 2018, as is described and analyzed in the RDEIR impact sections. The typographical error in the Project Description referencing a 2017 occupancy has been corrected to 2018, as shown in the Errata, Section 4 of this Final EIR.

Comment SCAQMD-4
The comment provides a summary of the results of the air quality and health risk analyses; namely, that regional and localized construction emissions would be less than significant after incorporating construction mitigation measures MM AQ-1a through MM AQ-1h, but that the project's mitigated operational emissions would continue to exceed SCAQMD's regional thresholds for ROG and NO_x even after mitigation. Additionally, the health risk assessment (HRA) found that the Maximum Cancer Risk is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million.

Response to SCAQMD-4
These comments are an accurate summary of the RDEIR's conclusions. No response is necessary.

Comment SCAQMD-5
The comment indicates that the RDEIR likely led to an under-estimation of the proposed project's health risk impacts. The comment also identified additional mitigation measures to reduce construction and operational impacts from the project

Response to SCAQMD-5
The health risk assessment prepared for the RDEIR employed methods and assumptions recommended by the SCAQMD. See Response to Comment SCAQMD-8 below. A discussion of the additional mitigation measures recommended for construction and operation are provided in Response to Comments SCAQMD-10 through 12, below.

Comment SCAQMD-6
The comment requests that written responses be provided to the comments.

Response to SCAQMD-6
Comment noted; written responses to all public comments received are provided in this Final EIR.

Comment SCAQMD-7
The comment provides closing remarks to conclude the letter and provides staff contact information for further correspondence.

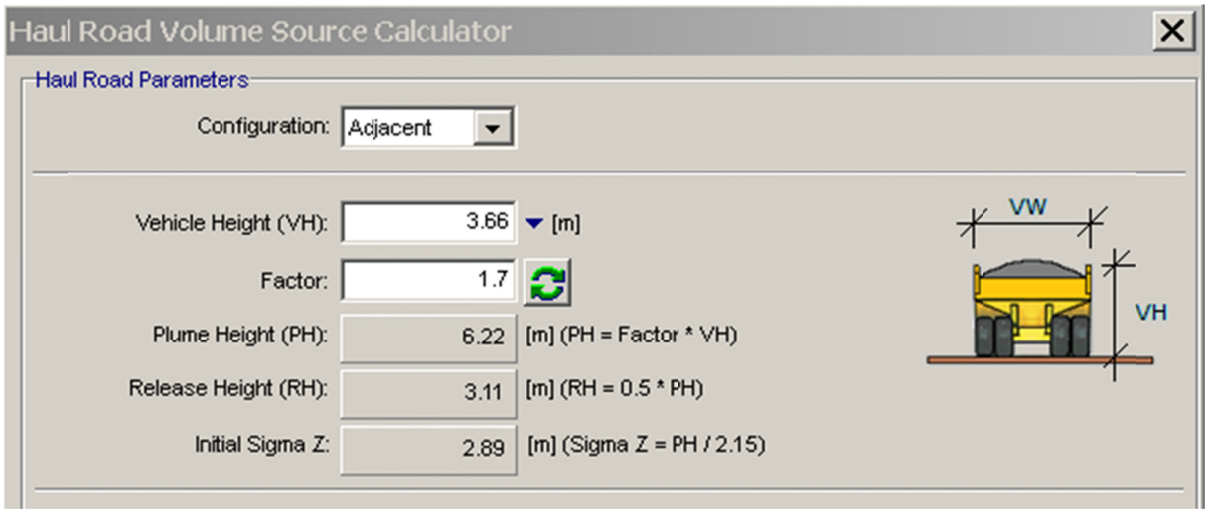
Response to SCAQMD-7
Comment noted.

Comment SCAQMD-8
The comment discusses apparent inconsistencies in the estimates of plume and release heights used in the HRA, indicating that the heights range from 6 feet to 20.4 feet. The comment recommends using a plume height more representative of a heavy-duty truck profile; alternatively, the comment suggests that the RDEIR should provide additional information justifying the plume height.

Response to SCAQMD-8
The SCAQMD's previous comments on the DEIR[1,2] recommended following the United States Environmental Protection Agency's (USEPA's) haul road methodology when modeling on-site and off-site truck movement.[3] The USEPA methodology was in fact used in characterizing plume heights in the RDEIR. The value of 20.4 feet for moving vehicles is consistent with the USEPA Haul Truck guidance that the SCAQMD has previously recommended. Pursuant to this guidance, the health risk assessment (HRA) prepared for the RDEIR calculated the following based on the haul truck calculator contained in the Lakes Environmental AERMOD View air dispersion modeling software system that analyzes emission plume characteristics:

[1] SCAQMD: CEQA Comment Letter on the DEIR for the Proposed San Gorgonio Crossings Project. Attachment A, Comment 1c). http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/DEIRsangorgcross011817.pdf?sfvrsn=5. January 18, 2017
[2] http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/december/HRAsycamorecanyon.pdf
[3] https://www3.epa.gov/scram001/reports/Haul_Road_Workgroup-Final_Report_Package-20120302.pd

Figure 3-1: Haul Road Volume Source Calculator Inputs



Height of the vehicle: 12 feet (or 3.66 meters) typical height profile for a large multi-axle heavy duty haul truck)

Haul truck Height Factor: 1.7

Plume height: Factor x vehicle height = **20.4 feet (or 6.22 meters)**

Release Height = Plume Height x 0.5 = **10.2 feet (or 3.11 meters)**

The latter two values were the heights that were used in the RDEIR to characterize emission plume conditions from moving vehicles, including on-site vehicles and off-site vehicles.

Note that the USEPA Haul Truck guidance was developed to characterize re-entrained road dust emissions from **moving** haul trucks. In the case of idling trucks, the trucks are stationary while located at the building loading docks. Therefore, the assumption contained in the RDEIR for idling trucks was to assume a haul truck factor of 1.0 to account for the stationary nature of the idling emissions. As a result, the estimated plume height during idling is equal to the height of the vehicle (**12 feet or 3.66 meters**) and a release height of **6 feet or 1.63 meters** (0.5 x vehicle height) for **idling haul** trucks.

The plume parameters contained in the RDEIR are consistent with the USEPA and SCAQMD-recommended haul truck guidance.

Several HRA sensitivity runs were made to assess the relative effect on the project's health risks when changing the plume heights to those recommended by the SCAQMD (a plume height of 12 feet). The results of these sensitivity runs indicated that there was no change in the health risks using the SCAQMD plume height assumption of 12 feet compared to the health risks provided in RDEIR Tables 3.3-16 and 3.3-17. Table 3-1 compares the estimated maximum 70-year average cancer risks using the emission plume heights contained in the RDEIR and the emission plume heights recommended by the SCAQMD. As noted therein, the estimated cancer risks in the RDEIR

and the HRA sensitivity runs were found to be less than the SCAQMD significance threshold for cancer risk.

Table 3-1: Comparison of Maximum 70-year Average Cancer Risks

Receptor	Maximum Cancer Risks (risk per million)[1]		SCAQMD Significance Threshold	Exceeds Threshold?
	RDEIR Assumption[2],[3]	SCAQMD Assumption[4]		
Maximum Impacted Sensitive Receptor	1.1	1.1	10	No

Note:
[1] Cancer risks are based on the current SCAQMD CEQA guidance that assumes an exposure duration of 70 years.
[2] RDEIR Table 3.3-17
[3] Emission plume heights derived from the USEPA Haul Truck assumptions
[4] Emission plume height based on the SCAQMD-recommended height of 12 feet
Source: see attached air dispersion model output.

Finally, it should be noted that the estimates of cancer risk with the application of the California Office of Environmental Health Hazard Assessment (OEHHA) that comprised the Supplemental Cancer Risk Assessment (Page 3.3-58 of the RDEIR) indicated no difference in estimated cancer risks applying the plume heights employed in the RDEIR and risks applying the SCAQMD's assumption. The supplemental assessment included diesel emissions during both construction and operations. This is shown in Table 3-2. In both cases, the maximum cancer risk was 6.0 in one million, less than the SCAQMD's cancer risk significance threshold of 10 in one million.

Table 3-2: Comparison of Maximum Cancer Risks—OEHHA Guidance

Receptor	Maximum Cancer Risks (risk per million)[1]		SCAQMD Significance Threshold	Exceeds Threshold?
	RDEIR Assumption[2],[3]	SCAQMD Assumption[4]		
Maximum Impacted Sensitive Receptor	6.0	6.0	10	No

Note:
[1] Cancer risks are based on the OEHHA cancer risk guidance that assumes an exposure duration of 30 years.
[2] RDEIR Table 3.3-18
[3] Emission plume heights derived from the USEPA Haul Truck assumptions
[4] Emission plume height based on the SCAQMD-recommended height of 12 feet

In addition, in direct response to the previous SCAQMD Comment Letter of January 18, 2017, the RDEIR included the following revisions to the air quality and health risk impact assessments:

- On-site vehicle speeds were revised to 5 mph

- On-site and off-site source parameters in terms of emission plume widths were updated to reflect the width of the roadways traveled by the project's vehicles, with the proviso that the locations of the air dispersion model receptors were at the property lines of the sensitive receptors and that the receptors were not located within the zone of exclusion of the line volume sources that are used to represent the roadway emissions from the project.

Comment SCAQMD-9
The comment references the California Air Resources Board's (CARB) Air Quality and Land Use Handbook ("Handbook") as a general reference guide for siting new emission sources near sensitive receptors and recommends a buffer of at least 1,000 feet between land uses that will have 100 or more trucks per day, which the project would have.

Response to SCAQMD-9
The Handbook provides advisory recommendations for siting sensitive receptors near existing sources of air emissions. These recommendations have also been applied in reverse, that is, the siting of new sources of emissions near existing sensitive receptors. The Handbook also provides an important consideration in terms of applying these generic recommendations to the siting of any specific project.

Page ES-3 of the Handbook states: "These recommendations are advisory and should not be interpreted as defined 'buffer zones.' We recognize the opportunity for more detailed site-specific analyses always exists, and that there is no 'one size fits all' solution to land use planning."

The purpose of the HRA and air quality impact assessments contained in the RDEIR was to develop a more detailed site-specific analysis that includes considerations such as emission source geometry and quantity, local terrain, receptor location, and meteorological conditions representative of the project environment. Based on the use of detailed air quality modeling of the project with site-specific information, all air pollutant concentrations and health risks were found to be less than significant (see RDEIR Tables 3.3-8, 3.3-9, 3.3-10, 3.3-17, and 3.3-18). Thus, as shown in Table 3.3-17 and Table 3.3-18, the RDEIR demonstrates that siting the project within 1,000 feet from the nearest sensitive receptor will not significantly impact the long term air quality of people living near the project or along the truck route, and therefore, it addresses SCAQMD's stated concern, consistent with the Handbook.

Comment SCAQMD-10
The comment recommends that the Lead Agency provide more details in the Final EIR to ensure that both Mitigation Measure AQ-1a (use off-road construction equipment meeting Tier 3 off-road emission standards) and Mitigation Measure AQ-1b (use of 2007 model year for all haul trucks accessing the project site during construction) are fully enforceable during construction.

Response to SCAQMD-10
Enforceability of these mitigation measures will be accomplished through the Mitigation Monitoring and Reporting Program (MMRP) prepared for the project. The County would enforce Mitigation Measure AQ-1 by requiring the construction contractor to present the equipment registration certification under the California Air Resources Board's In-Use Off-Road Diesel Fueled Fleets Regulation or the SCAQMD's Surplus Off-Road Opt-In for NO_x program for the construction

equipment to be used. The enforcement of Mitigation Measure AQ-1b will be accomplished through requirements for the construction contractor to provide construction haul trucks that display the appropriate emission control labels required under the California Truck and Bus Rule. These requirements will be subject to inspection, verification and enforcement by the County of Riverside during the construction period. Such enforcement methods are typical under CEQA in order to ensure compliance with the required mitigation measures and no further commitments or requirements are necessary.

Comment SCAQMD-11
The comment identifies additional emission mitigation measures should the Lead Agency find that the HRA results in significant impacts based on Comment SCAQMD-8 above.

Response to SCAQMD-11
As noted in response to SCAQMD-8 above, health risk sensitivity runs made to assess the effects of differing emission plume heights on health risks resulted in no change in the estimated health risks from the estimated risks contained in the RDEIR which were found to be less than significant. Therefore, no additional mitigation measures are required for project operations for mobile sources based on the SCAQMD HRA comments. However, to ensure a complete response to the SCAQMD comment, the following responses are provided to address each suggested mitigation measure identified by the SCAQMD:

- Model Year 2007 haul trucks: Model Year 2007 trucks are already required under Mitigation Measure AQ-1b. A phase-in schedule for cleaner trucks would not be feasible since the project construction would last for only about one and one-half years
- Truck routes marked with trailblazer signs: This measure will be incorporated under Mitigation Measure AQ-1d with the preparation of a traffic control plan to minimize traffic congestion during construction, and implementation of Mitigation Measures AQ-1f, AQ-1g(g) and MM AQ-1g(h) during operation.
- Limit the number of daily trucks allowed at the facility: Imposing a “trip cap” on the number of trucks that may access the site in a given day would also be infeasible to enforce, and would not avoid or substantially lessen the estimated NO_x emissions; in fact, if trucks were turned away for exceeding a trip cap, this measure could result in the unintended adverse effect of trucks queuing on surrounding streets in the vicinity of the project until midnight of the following day.
- Promote clean truck incentive programs: Mitigation Measure AQ-1g(c) already requires trucks accessing the project to comply with Model Year 2010 engine standards, which are the cleanest trucks under the current regulations. Incentive programs are generally the purview of either very large emission sources such as ports, or governmental agencies with substantial financial resources to provide the incentives. Mitigation Measure AQ-1g(f) does require the facility operator to incorporate incentives such that the maximum feasible number of truck trips will be carried by SmartWay carriers. The SmartWay Transport Program is an innovative collaboration between EPA and various industries designed to improve energy efficiency, reduce greenhouse gas and air pollutant emissions, and improve energy security.

- Provide electric vehicle charging stations: Mitigation Measure AQ-1h(b) sets aside a minimum of two electric vehicle charging stations for automobiles or light duty trucks at each building. The provision of additional electric vehicle charging stations and infrastructure that would be needed for future increase in the use of electrical and hybrid vehicles would likely not result in any demonstrable, quantifiable reduction in NO_x emissions, and would therefore not avoid or substantially lessen the significant impact. Providing more extensive electric vehicle charging facilities for trucks, based on the assumption that commercial electrical trucks will be in common use in the future, is speculative because technology for commercial electrical trucks is not currently available on a widespread basis. It is possible that electrical infrastructure installed now would not support future, presently unknown technology for commercial electrical trucks. No mid- or long-range parking for trucks will be provided on the project site, as trucks are expected to spend only a minimal amount of time on-site (enough time to unload/load their trailer and complete any necessary administrative tasks). It is not anticipated that trucks will spend enough time on-site to connect to a charging station and recharge a battery. Given the level of current existing technology, this is an infeasible and unrealistic requirement.
- Trucks operating on electricity: See response above regarding electric vehicle charging stations.
- Accelerated phase-in for non-diesel powered trucks: Future development of the project will comply with vehicle fleet fuel requirements at the time of development approval. However, the project will support a variety of future users that are unknown at this time; accordingly, it is not possible to specify or require future users to have zero emission or alternative fuel fleets, since most logistics companies use independent contractors and truck drivers rather than maintain their own fleets. Further, assuming that the costs of the trucks, costs of fueling, fuel consumption efficiencies, and fueling infrastructure become competitive with diesel trucks, fleet operators will naturally move towards the alternative fueled natural gas trucks in the future. In this regard, a mitigation measure has been added (new subpart (g) for Mitigation Measure AIR-1h) to encourage tenants to apply for incentive funding (such as the Voucher Incentive Program [VIP], Carl Moyer, etc.) to upgrade their fleets. In addition, future truck emissions will decline further beyond the CARB Truck and Bus Rule emission reductions due to compliance with federal and state rules on greenhouse gas emission and fuel efficiency standards.

Amended Mitigation Measure MM-AIR-1h shall be revised in Errata, Section 4 of this Final EIR, as follows to add a new subpart (g):

g) Tenants shall be encouraged to apply for incentive funding (such as the Voucher Incentive Program [VIP], Carl Moyer, etc.) to upgrade their fleet.

- Note that the above responses also address the comments raised in the previous SCAQMD Comment Letter of January 18, 2017 with regard to Attachment, Page 5, Comment 5 (Operational Mitigation Measures—Mobile Sources).

Comment SCAQMD-12
The comment relates to the inclusion of additional area source mitigation measures.

Response to SCAQMD-12
In response to the additional measures noted in the comment, we note the following:

- Solar Energy: Table 3.7-4 (Feature E6.A.1) of the RDEIR stipulates that the project would provide solar voltaic panels to supply a minimum of 23 percent of the electrical power needs of the project. The project has also committed to attaining LEED Silver Certification or implementing necessary measures to meet the equivalent of such certification.
- a. Tree Planting: Table 3.7-4 (Feature W1.C1) of the RDEIR incorporates the planting of water efficient landscaping that would eliminate turf and only provide drought tolerant plants. The project's final landscape plan will include to the maximum extent feasible the planting of trees. Additionally, the project has been designed to preserve 84.5 acres in the northerly part of the project site as natural open space which will not be irrigated.
- The following new measures will be added to Table 3.7-4, as shown in Errata, Section 4 of this Final EIR:
  - Use light colored paving and roofing materials: Feature E5.A.3 Cool Roofs will be added to Table 3.7-4 to guide the installation of cool roofs in the final project design.
  - Use only Energy Star equipment: Feature E5.B.7 Appliances will be added to Table 3.7-4 to insure the use of Energy Star appliances.
- Cool roofs: See response above; cool roofs will be added to Table 3.7-4.
- Alternatively-fueled sweepers: The project is required to comply under Mitigation Measure AQ-1e(g) with SCAQMD Rules 1181 and 1181.1, which require the use of alternatively-fueled sweepers.
- Use of water-based or low VOC cleaning products: Mitigation Measure MM AQ-1c already requires the use of low VOC-cleaning solvents.
- In response to the SCAQMD January 18, 2017 comment letter, Page 4, Comment 3, Mitigation Measure AQ-1c(a) requires the use of paints with a VOC content of 50 grams per liter or lower for both interior and exterior surfaces, if painted.

Comment SCAQMD-13
The comment states that because of the size of the project area to be disturbed during construction, the project must comply with Rule 403(e) for Large Operations.

Response to SCAQMD-13
The RDEIR, at page 3.3-13 addresses the requirements to comply with Rule 403(e)[4]. The requirements for Rule 403, including those for Rule 403(e) will be included in the MMRP for the project. This response also addresses the comment raised in the SCAQMD January 18, 2017 comment letter, Attachment, Page 4, Comment 2.

[4] SCAQMD 2005. Rule 403. Fugitive Dust. Webpage: http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf

Comment SCAQMD-14

The SCAQMD notes an apparent inconsistency in construction and operational schedules internal to the document.

Response to SCAQMD-14

The operational date of 2018 is consistent with the traffic study, and RDEIR Section 3.16 which examined traffic impacts during "Opening Year 2018." Therefore, it was assumed in estimating the project's operational emissions that the project would commence operation in 2018. The construction schedule used to estimate the construction emissions was based on a merging of information provided by the applicant (for site preparation) and default construction assumptions contained in the CalEEMod land use emission model with a construction start in January 2017 and a duration of approximately 18 months. The reference to the operational year 2017 contained in the Project Description was a typographical error, will be amended in the Errata, Section 4 of this Final EIR, to read 2018.

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CITY OF BEAUMONT

JUNE 20, 2017

RIVERSIDE COUNTY PLANNING DEPARTMENT
Attn: Brett Dawson, Project Planner
4080 Lemon Street, 12th Floor
Riverside CA 92502-1409
Sent Via Email: bdawson@rctlma.org

SUBJECT: COMMENTS SAN GORGONIO CROSSING RECIRCULATED ENVIRONMENTAL IMPACT REPORT 534 (SCH 20140110009)

Dear Brett Dawson,

BEAUMONT

On May 26th, 2017, the County of San Bernardino (County) published a Recirculated Draft Environmental Impact Report (RDEIR). We have reviewed the RDEIR and provided revised comments that are tailored to the RDEIR. Additionally, it is recommended that the City include the original comment letter as an attachment to the RDEIR comment letter so as to ensure those comments be incorporated into the administrative record. Please see the following text to be included in the comment letter to be prepared by the City. This review focused on issues related to compliance with the California Environmental Quality Act (CEQA) and should be supplemented with language the City has written regarding the inherent incompatibility of the project.

The County of Riverside Planning Department is serving as the Lead Agency under CEQA and has coordinated the public review of an Environmental Impact Report (EIR) that purportedly evaluated the potential significant environmental impacts that would result from the proposed project. Environmental Impact Report No. 534 (the County EIR reference number) provides an environmental analysis of the potential impacts of the project, which includes the following components: General Plan No. 1079 (an entitlement/policy amendment), Change of Zone No. 7799, Tentative Parcel Map No. 36564, and Plot Plan No. 25337. The San Gorgonio Crossing Project site totals approximately 229 acres. The project includes an additional 16 acres located within the City of Calimesa that would be used for project infrastructure purposes. Approximately 140.23 acres would be included within the developed portion of the project, and 84.8 acres would remain as natural open space (approximately 36 percent of the project site). The project consists of two high-cube warehouse buildings that would be designed to be eligible for Leadership in Energy and Environmental Design (LEED) Silver Certification. Building 1 would cover approximately 811,000 square feet and Building 2 would cover approximately 1,012,760 square feet, for a total of approximately 1,823,760 square feet of floor area. The two warehouses would include approximately 30,000 square feet of office space. 1

A review of the RDEIR revealed the following inadequacies in the analysis:

- Traffic/Transportation: the EIR does not address compliance with Senate Bill 743 (SB 743). While the guidelines produced by OPR are still in draft form, the CEQA document should, at minimum, address the legislation and provide a quantitative analysis of how the project would comply with SB 743. 2

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- Greenhouse Gasses: the EIR does not offer any evidence describing how the project is consistent with Executive Order S-3-05 (EO S-3-05), rather it only states that the project's emissions in 2050 cannot be reliably predicted. This level of analysis is not adequate to comply with CEQA and does not demonstrate compliance with the Executive Order. 3
- Aesthetics: EIR concludes no impact to change in visual character. This an absurd conclusion as the shift to large-scale industrial development represents not only a large change in visual character but a significant degradation of the existing visual character. 4
- Hydrology / Water Quality: the EIR does not address compliance with the Sustainable Groundwater Management Act. Analysis is required to show how the project would comply with this recent legislation. 5

Each of these issues are described in detail below. In addition to the technical inadequacies described above, the RDEIR has a significant procedural error. According to CEQA Guidelines Section 15088.5(g) "When recirculating a revised EIR, either in whole or in part, the lead agency shall, in the revised EIR or by an attachment to the revised EIR, summarize the revisions made to the previously circulated Draft EIR. After a thorough review of the RDEIR, no such summary of the revisions made is presented. This error is exacerbated by the fact that the DEIR is no longer available on the County's website. Please prepare and recirculate the RDEIR to include this mandated summary of the revisions made to the previously circulated Draft EIR. 6

TRAFFIC/TRANSPORTATION

Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013), which creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to Level of Service (LOS) for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (New Public Resources Code Section 21099(b)(1).) Measurements of transportation impacts may include "vehicle miles traveled (VMT), vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." (Ibid.)

While the RDEIR was revised to include a brief discussion of SB 743, the RDEIR incorrectly concludes that "Because guidance for complying with SB 743 has not yet been finalized and a vehicle miles traveled analysis is not required under CEQA at this point in time, this RDEIR's transportation analysis utilizes the current CEQA Guidelines Appendix G thresholds and the County of Riverside CEQA thresholds to analyze the significance of the project's traffic impacts." Not only was this analysis incorrect, it inadequately discusses potential impacts caused by the amount of VMT that the project will induce. Although the update to the guidelines has not been finalized, an analysis consistent with the intent of the legislation could and should be presented to the public in order to fully disclose transportation/traffic impacts. VMT is a type of analysis routine used in CEQA documentation and in fact appears to be used in calculating the project's emission of greenhouse gasses. As such, and in order to fully comply with all laws, ordinances, policies and procedures, it is requested that the Project's VMT's be analyzed and disclosed. Because of the nature of the proposed project, the project would be expected to generate automobile trips and/or VMT at a rate that would likely be considered significant. Therefore, this impact would require application of all feasible mitigation. 7

Please revise and recirculate the RDEIR to include the following:

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- A corrected discussion of SB 743
- A traffic/transportation analysis consistent with SB 743 and Guidelines distributed by OPR
- An analysis of the project's VMT
- Proposed mitigation to reduce impacts from the project to a level less than significant

7 CONT

GREENHOUSE GASSES

Recent court case *Cleveland National Forest Foundation v. San Diego Association of Governments* (Nov. 24, 2014) 231 Cal.App.4th 1056 created a framework for addressing compliance with EO S-3-05 and impacts from greenhouse gasses (GHG). Specifically, the Court noted that EO S-03-05 was enacted in 2005, predating AB 32 and SB 375. In the Court's view, EO S-3-05, including its 2050 goal, was "effectively endorsed" by the adoption of AB 32 and SB 375. Therefore, SANDAG was obligated to address whether the increase in GHG emissions after 2020 "conflicted with the Executive Order, or would impair or impede the achievement of the Executive Order's goal." The Executive Order establishes goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

8

In order to analyze whether the project would conflict with this executive order, the EIR would need to establish an analysis of what GHG emissions impacts would be from development of the project. The Draft EIR states that "Due to the technological shifts required and the unknown parameters of the regulatory framework in 2030 and 2050, quantitatively analyzing the project's impacts further relative to the 2030 and 2050 goals is speculative for purposes of CEQA." However, the Cleveland National Forest Foundation Decision addressed this uncertainty. In summary, the Court ruled that the lack of regulatory parameters does not preclude an EIR from performing a meaningful consistency analysis:

> "Drafting an EIR ... necessarily involves some degree of forecasting. While foreseeing the unforeseeable is not possible, an agency must use its best efforts to find out and disclose all that it reasonably can." (Guidelines, § 15144.) Although SANDAG may not know precisely what future emissions reduction targets the transportation plan will be required to meet, it knows from the information in its own Climate Action Strategy the theoretical emissions reduction targets necessary for the region to meet its share of the Executive Order's goals. It also knows state climate policy, as reflected in the Executive Order and AB 32, requires a continual *decrease* in the state's greenhouse gas emissions and the transportation plan after 2020 produces a continual *increase* in greenhouse gas emissions. With this knowledge, SANDAG could have reasonably analyzed whether the transportation plan was consistent with, or whether it would impair or impede, state climate policy."

9

Similar to the Cleveland National Forest Foundation Decision, it is known that the project would produce a continual increase in GHG emissions in 2020 and beyond. The technology and analytical tools are available to produce such a quantitative analysis. Therefore, the EIR must analyze and disclose, specifically, if the project is consistent with, or whether it would impair or impede state climate policy, specifically EO S-3-05. If the project is found to be inconsistent with EO S-3-05, mitigation will be required to be included in the EIR to minimize impacts from this noncompliance with state climate policy.

10

The RDEIR relies on assessing the project's consistency with the Riverside County Climate Action Plan (CAP) assess the significance of impacts from GHG emissions. However, the RDEIR acknowledges that the CAP addresses specific reduction measures only through 2020 and that a "new plan will include a

11

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specific target for GHG reductions for 2035 and 2050. The targets will be consistent with broader state and federal reduction targets and with the scientific understanding of the needed reductions by 2050. The CAP includes analysis that includes the conceptual reductions required to achieve the percent reductions that would be required to achieve the levels needed to achieve the 2050 target outlined in Executive Order S-3-05, but the CAP does not include a comprehensive strategy to achieve the later targets pending adoption of a statewide strategy for those later years." 11 CONT

Please revise and recirculate the EIR to include the following:

- A quantitative GHG analysis consistent with EO S-3-05 and the Cleveland National Forest Foundation Decision
- A determination of the project's compliance with EO S-3-05
- Proposed mitigation to reduce impacts from the project to a level less than significant and ensure compliance with EO S-3-05 12

AESTHETICS

The RDEIR did not address the comments previously made on the Draft EIR. As such, it is requested that

The RDEIR concludes "As shown in these visual simulations, implementation of the project would substantially change the existing undeveloped visual character of the site but would not degrade it. The proposed logistic warehouse buildings will generally incorporate similar architectural elements, including a neutral, complementary color palette and a variety of building materials." This is a ridiculous conclusion considering that the order of magnitude of the proposed development, described later in the EIR as having a "relatively large size" are completely inconsistent with the size and scale of the existing development in the project area. The EIR relies on visual simulations provided that conclude that the project would not be visible from nearby residences. However, the EIR does not include a simulation from residences north and east of the project site. Further, the EIR provides only simulated views and not existing views of the project site. Standard best practice for visual resources analysis requires the comparison of the existing view and proposed view. Finally, the simulations provided show mature trees but there are no mitigation measures nor other requirements that the landscaping be conducted with mature trees. It could, therefore take years or even decades for views of the Project site to even come close to looking like the simulated views, thus rendering the impact assessment and conclusions in the REIR a significant underestimate of the impacts that sensitive viewers would experience. 13

Please revise and recirculate the RDEIR to include the following:

- Simulation showing the view of the project site from residences north of the project site
- Existing views that correspond with each of the simulated views
- Line of sight diagrams
- An analysis of impacts to aesthetics, particularly the change in visual character, that accounts for the additional information requested
- Proposed mitigation to reduce expected significant impacts from the project to a level less than significant
- Either a requirement to use mature trees in project landscaping or revised simulations showing the types of trees that would actually be planted. 14

BEAUMONT

HYDROLOGY/WATER QUALITY

The Sustainable Groundwater Management Act (SGMA) is a three-bill package signed into California state law by Governor Jerry Brown in September 2014. Governor Brown presented the Sustainable Groundwater Management Act of 2014 to call for a better local and regional management of groundwater use. The goal for this to have a sustainable management of groundwater by the year 2042 in California. The Sustainable Groundwater Management Act incorporate three bills (AB 1793, SB 1319 and SB 1168) that focus on managing groundwater basins at a local scale where it would prove most effective. Under the Sustainable Groundwater Management Act, California's groundwater basins are to be categorized relating to priority and Groundwater Sustainability Agencies (GSA's) will be formed by both local and regional authorities to manage the basins holding higher priority. Groundwater Sustainability Agencies will be in charge of implementing local Groundwater Sustainability Plans formed with the three Sustainable Groundwater Management Act bills. 15

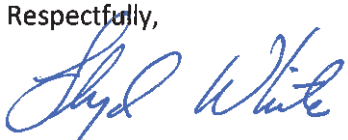
While the RDEIR added a discussion of SGMA, there is no analysis regarding the project's consistency with this enacted legislation. Further, the RDEIR concludes "Implementation of the project will increase the amount of impervious surfaces on-site. The conversion of permeable land to impervious surfaces could reduce groundwater recharge." In order to reduce this impact, the EIR discusses hypothetical Best Management Practices but includes no enforcement mechanism to ensure these BMPs are implemented. Therefore, it cannot be reasonably concluded that the impacts discussed in the EIR are in fact going to be reduced to a level less than significant like the EIR claims. Further, the EIR does not include substantive analysis of whether this reduction in groundwater recharge is compliance with the SGMA.

Please revise and recirculate the RDEIR to include the following:

- Discussion of the SGMA and an analysis of the project's compliance with this enacted legislation
- Enforceable mitigation measures to reduce impacts to groundwater to a level less than significant 16

The City of Beaumont would like to be notified of all Public Hearings.

Respectfully,



City of Beaumont
Mayor Lloyd White

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City of Beaumont (BEAUMONT)

Comment BEAUMONT-1
The commenter provides introductory remarks to open the letter and provides a summary of the project.

Response to BEAUMONT-1
No response is necessary. It should be noted that the letter erroneously states in the first paragraph that the County of San Bernardino published the RDEIR; the County of Riverside is the CEQA lead agency, as stated in the next paragraph of the letter.

Comments BEAUMONT-2 to BEAUMONT-5
The commenter states that the RDEIR has inadequacies in the areas of traffic/transportation, greenhouse gases, aesthetics, and hydrology/water quality and provides a brief summary of each.

Response to BEAUMONT-2 to BEAUMONT-5
Please refer to Responses to Comments BEAUMONT-7 to BEAUMONT-16, below for more detailed responses to each of these general impact categories.

Comment BEAUMONT-6
The commenter states that a procedural error was made because the RDEIR does not contain a summary of revisions in accordance with State CEQA Guidelines section 15088.5.

Response to BEAUMONT-6
Please refer to Master Response #1. As stated in the Master Response, the RDEIR was only required to provide a summary of the changes made to the previous Draft EIR pursuant to State CEQA Guidelines section 15088.5(g)). A list of the updated technical studies was provided in Section 1, Introduction of the RDEIR, as well as an explanation that every section of the document was being recirculated. Please also refer to Master Response #11, Previous Comments to Draft EIR, for a summary of previous comments and revisions made to the RDEIR or how the previous comments were otherwise addressed.

Comment BEAUMONT-7
The commenter states that the traffic analysis contained in the RDEIR should have included a vehicle miles traveled (VMT) analysis in accordance with Senate Bill 743.

Response to BEAUMONT-7
The information contained in the RDEIR at page 3.16-27 concerning Senate Bill 743 remains accurate and is adequate to address this issue. Because guidance for complying with SB 743 has not yet been finalized and a vehicle miles traveled analysis is not required under CEQA at this point in time, this RDEIR's transportation analysis utilizes the current State CEQA Guidelines Appendix G thresholds and the County of Riverside CEQA thresholds to analyze the significance of the project's traffic impacts. (RDEIR p. 3.16-27). No further analysis is warranted; the assessment of the project's traffic impacts is adequate and fully complies with current State CEQA requirements.

Comment BEAUMONT-8
The commenter discusses the court decision in Cleveland National Forest Foundation v. San Diego Association of Governments and Executive Order S-3-05.

Response to BEAUMONT-8
Please refer to Response to SIERRA-25. On July 13, 2017, several weeks after the City of Beaumont's comments were received, the California Supreme Court issued a ruling regarding the adequacy of the GHG emissions impacts analysis in the EIR for the 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP) adopted by the San Diego Association of Governments (SANDAG) in 2011. Specifically, the Supreme Court determined that CEQA did not require SANDAG to engage in a consistency analysis comparing the RTP's projected 2050 GHG emissions with the long-term reduction goals presented in Executive Order No. S-3-05. As such, the analysis in the RDEIR with respect to consistency with S-3-05 is appropriate and no changes are required.

Comment BEAUMONT-9
The commenter states that in order to analyze whether the project would comply with Executive Order S-3-05, the EIR must establish an analysis of what GHG emissions would be from development of the project, which is required under the *Cleveland National Forest* case.

Response to BEAUMONT-9
Please refer to Response to BEAUMONT-8, above, as well as Response to ROY (4)-14 and SIERRA-25, which address the RDEIR's discussion as it relates to EO S-3-05.

Comment BEAUMONT-10
The commenter states that similar to the decision in *Cleveland National Forest,* the project would involve a continual increase in GHG emissions in 2020 and beyond, and that the technology and tools are available to produce a quantitative analysis. Therefore, the EIR must analyze disclose its consistency with EO S-3-05, and provide mitigation if found to be inconsistent.

Response to BEAUMONT-10
Please refer to Response to BEAUMONT-8, above. The commenter is incorrect in their statement that such an evaluation is required at this time. Furthermore, the project complies with the County of Riverside's detailed Climate Action Plan, which provides extensive mitigation through the CAP's Screening Tables. See Response to SIERRA-25 for additional detail.

Comment BEAUMONT-11
The commenter states that the RDEIR relies upon the County's Climate Action Plan (CAP), but that the CAP addresses specific reduction measures only through 2020, not 2035-2050 as outlined under Executive Order EO S-3-05.

Response to BEAUMONT-11
Please refer to Response to BEAUMONT-8 and SIERRA-25.

Comment BEAUMONT-12
The commenter requests that the EIR be recirculated to include a quantitative GHG analysis consistent with EO S-3-05 and the *Cleveland National Forest* decision; a determination of the project's compliance with EO S-3-05, and proposed mitigation to reduce impacts from the project to a level of less than significant and ensure compliance with EO S-3-05.

Response to BEAUMONT-12
Please refer to Responses to BEAUMONT-8 to BEAUMONT-11, above. No revisions are necessary based on the above responses, and therefore no recirculation is necessary.

Comment BEAUMONT-13
The commenter expresses disagreement with the RDEIR's conclusion that the project would not substantially degrade the current visual character of the site. The comment states that the RDEIR does not provide view simulations from residences north and east of the site, or show existing views of the site. The commenter also claims that the simulations show mature trees, but in the absence of mitigation measures it could take years or decades for landscaping to appear as shown in the simulations, thereby underestimating the impacts that sensitive viewers would experience.

Response to BEAUMONT-13
CEQA makes a distinction between public and private views. Private views are those views seen from privately-owned land, including views from private residences, and are typically enjoyed by individuals. Public views are experienced by the collective public. Generally, while a project's interference with public scenic views from public vantage points will be considered to be an adverse aesthetic effect on the environment, the obstruction of individual landowners' views from private property is not considered to be a significant environmental impact under CEQA. This is because the purpose of CEQA is to evaluate the impacts of a project on the environment in general, not the impacts of a project on particular individuals. (*See Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477; *Bowman v. City of Berkeley* (2004) 122 Cal. App. 4th 572). Therefore, additional simulations showing the view of the project site from the residences to the north are not warranted. Nevertheless, the project site would not be visible from the residents located north of the site due to the building height (41 feet); see RDEIR Exhibits 3.1-4a and 3.1-4b and RDEIR at 3.1-29.

The visual simulations are presented from the viewpoint of those who would be traveling on Cherry Valley Boulevard from the south or the west of the project or from other public vantage points. All visual impacts from these public vantage points were determined to be less than significant. The range of visual simulations provided in the RDEIR is adequate.

Existing views of the project site are provided at RDEIR Exhibits 3.1-1a to 3.1-1e. Line of sight diagrams are provided in RDEIR Exhibits 3.1-4a to 3.1-4b.

With regard to the maturation of landscaping, Mitigation Measure AES-3 has been added to the Errata, Section 4 of this Final EIR, which will require the project applicant to install all landscape plantings along the Cherry Valley Boulevard frontage prior to the issuance of building permits. This will allow for maturation of the landscaping during the construction period rather than waiting until just prior to occupancy to install the plantings.

Comment BEAUMONT-14
The commenter requests that the RDEIR be revised and recirculated to include simulations showing the view of the project site from residences north of the project site, existing views that correspond with each of the simulated views, line of sight diagrams, an analysis of impacts to aesthetics and visual character that accounts for the additional information requested, proposed mitigation to

reduce expected significant impacts from the project to a level of less than significant, and either a requirement to use mature trees in project landscaping or revised simulations showing the types of trees that would actually be planted.

Response to BEAUMONT-14
Please see Response to BEAUMONT-13, above.

Comment BEAUMONT-15
The commenter discusses the Sustainable Groundwater Management Act (SGMA) and states that the RDEIR does not contain an analysis of the project's consistency with this legislation. The commenter also claims that the RDEIR has no enforcement mechanism to ensure that best management practices related to groundwater recharge will be implemented. Further, the commenter claims that the RDEIR does not include a substantive analysis of whether a reduction in groundwater recharge due to new impervious surface on the site is in compliance with the SGMA.

Response to BEAUMONT-15
The Sustainable Groundwater Management Act (SGMA) established a new structure for managing California's groundwater resources at a local level by local agencies. The SGMA required, by June 30, 2017, the formation of locally-controlled groundwater sustainability agencies (GSAs) in the State's high- and medium-priority groundwater basins and subbasins (basins). A GSA is responsible for developing and implementing a groundwater sustainability plan (GSP) to meet the sustainability goal of the basin to ensure that it is operated within its sustainable yield, without causing undesirable results. The applicable GSA (for the Yucaipa Basin) was only very recently formed on June 22, 2017, after the RDEIR had already been released for public review. Therefore, it was not possible to include detailed information related to the Yucaipa Basin GSA at that time. Current information is now available here:

http://sgma.water.ca.gov/portal/gsa/print/349.

The GSA for the Yucaipa Basin is a multi-agency GSA consisting of San Bernardino Valley Municipal Water District (Valley District), the Yucaipa Valley Water District (which would serve the project site) and the San Gorgonio Pass Water Agency. Each of these districts are party to the 2015 San Bernardino Valley Regional Urban Water Management Plan ("2015 RUWMP"), which was utilized for the analysis contained in the RDEIR. Before SGMA became law, the Valley District organized the retail water agencies in the Yucaipa area and began to take the steps toward a groundwater management plan, now termed a Groundwater Sustainability Plan (GSP) under SGMA. Therefore, these efforts were accounted for within the 2015 RUWMP.

None of this information would change any of the significance conclusions contained in the RDEIR, and therefore recirculation is not warranted. As discussed in the RDEIR, the Yucaipa Valley Water District has initiated an annual groundwater monitoring program that calculates the change in storage of the seven primary subbasins in the Yucaipa Groundwater Basin. The groundwater levels have increased in the Crafton Subbasin, Gateway Subbasin, and Wilson Creek Subbasin by 32,280 acre-feet when comparing groundwater conditions of 2005 with groundwater conditions in 2015. During the same period of time, the change in storage of the Calimesa Subbasin, Oak Glen Subbasin,

Triple Falls Creek Subbasin and the Western Heights Subbasin decreased by 9,349 acre-feet. Therefore, comparing the groundwater conditions of 2005 with those of 2015, the subbasins of the Yucaipa Groundwater Basin have improved, with a net increase in groundwater storage of 22,931 acre-feet (RDEIR at 3.9-23).

The Water Supply Assessment (WSA) prepared for the project concluded that there would be sufficient water resources (of which 51 percent is groundwater, according to the 2012 Water Source Portfolio in the WSA prepared by the Yucaipa Valley Water District) to support the proposed project in addition to existing and projected demands. (RDEIR at 3.9-22). The project's permanent structural and operational best management practices to promote groundwater recharge will be fully enforceable as part of a county-approved Water Quality Management Plan (WQMP) or Stormwater Pollution Prevention Program (SWPPP) and are also included as part of the project design, and therefore are not required to be included as mitigation. (See RDEIR at 3.9-30). There is adequate support for the RDEIR's conclusion that the project would not interfere with groundwater recharge. (RDEIR at 3.9-23).

Please also refer to Responses to CVAN-33 for additional information related to Yucaipa Valley Water District's use of recycled water for groundwater recharge.

Comment BEAUMONT-16
The commenter requests that the RDEIR be revised and recirculated to include a discussion of the SGMA and an analysis of the project's compliance with this enacted legislation, and enforceable mitigation to reduce impacts to groundwater to a level less than significant. The City of Beaumont would like to be notified of all public hearings concerning the project.

Response to BEAUMONT-16
Comment noted; please refer to Response to BEAUMONT-15, above. No further response is necessary.

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July 10, 2017

Attn: Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

RE: San Gorgonio Crossings (Recirculated Draft Environmental Impact No. 534, State Clearinghouse No. 2014011009) – General Plan Amendment No. 1079, Change of Zone No. 7799, Plot Plan No. 25337, Parcel Map No. 36564

SOBOBA

The Soboba Band of Luiseño Indians has received the Recirculated Draft EIR for the San Gorgonio Crossing Project. After review I have generated the following comments to the Recirculated Draft EIR:

MM CUL-1B. 2 (Treatment and Disposition of Cultural Resources)

MM CUL-1B .2 addresses steps for onsite reburial under (a.) and curation in a facility under (b.). It is our request that the following language be included as one of the measures for purposes of conflict resolution. 1

> **c.** For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default;

Currently these are the only non-tribal institutions with the county that are accepting collections. For previous projects, the County archaeologist has also included this language. It is our hopes that you can accommodate this request so that we may stay concurrent with measures that have worked effectively in the past. I look forward to a response from you soon. For any specific questions or concerns, I am available 24hrs a day via email or cell phone listed below. 2

Sincerely,

Joseph Ontiveros
Director of Cultural Resources
Soboba Band of Luiseño Indians
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137
Cell (951) 663-5279
jontiveros@soboba-nsn.gov

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Tribal Governments

Soboba Band of Luiseño Indians (SOBOBA)

Comment SOBOBA-1
The comment requests that additional mitigation language be added to Mitigation Measure CUL-1b regarding curation of any discovered cultural resources at either Western Science Center or Riverside

Metropolitan Museum, in order to avoid potential future conflict.

Response to SOBOBA-1
Comment noted. The requested language has been added to Mitigation Measure CUL-1b.2.b within the Errata, Section 4 of this Final EIR.

Comment SOBOBA-2
This comment states that the above institutions are currently the only non-tribal institutions within the County that are accepting contributions, and provides closing remarks and contact information to conclude the letter.

Response to SOBOBA-2
Comment noted.

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Solera
OAK VALLEY GREENS ASSOCIATION

1615 Fairway Drive
Beaumont, CA 92223
(951) 769-7598
Fax: (951) 769-7736

June 22, 2017

Brett Dawson, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

RE: San Gorgonio Crossing (recirculated Draft EIR #534)

Dear Mr. Dawson:

SOLERA

The Solera Oak Valley Greens Association Board of Directors, representing some 2,000 Riverside County senior homeowners, has adopted a resolution opposing the proposed Gateway/San Gorgonio Crossing industrial warehouse that would be located only a mile from our community.

1

The resolution (attached) spells out our serious concerns and questions about this project. We ask that it be responded to and included as part of the final EIR that will be submitted to the Riverside County Board of Supervisors.

Sincerely,

Pat King
Secretary
Solera Oak Valley Greens Association Board of Directors

SOLERA

RESOLUTION

By the Board of Directors of the Solera Oak Valley Greens Homeowners Association (Solera) opposing the proposed Rezoning for the proposed I-10 Gateway/San Gorgonio Crossing Project

WHEREAS, the County of Riverside Planning Department's revised draft Environmental Impact Report (EIR) #534, dated May 26, 2017, provides a description of this proposed project: two warehouse-logistics buildings totaling 1,823,760 square feet, with 306 bay doors on 229 acres, to be developed by TSG-Cherry Valley, L.P care of Shopoff Group, L.P. on Cherry Valley Blvd east of the 1-10 interchange.

WHEREAS, the proposed approval sought includes the project as well as 1) a change in the Riverside County General Plan (Plan) from Very Low Density Residential and Rural to Community Development Light Industrial, 2) removal of the project site from the Cherry Valley Gateway Policy Area, and 3) a change of zoning from Controlled Development Areas (W-2) to Industrial Park (I-P); and

WHEREAS, the proposal to change the zoning in this way may be considered illegal spot zoning; and

2

WHEREAS, the general area is a mixture of open space, rural residential housing, and large gated communities with several thousand homes; and

WHEREAS, the residents in this area came here for the rural/open spaces lifestyle and are fearful that light industrial development could 1) adversely impact said lifestyle and open space, 2) bring down home values, and 3) create additional impacts such as traffic congestion and environmental problems; and

WHEREAS, Solera, a 55+ gated community of 1290 homes and about 2000 residents, is located only one mile from the proposed project; and

WHEREAS, given the history of such amendments to general plans and changes in zoning, the approval and construction of an initial light industry project often opens the door to such projects in the future and a compounding of the impacts and distresses described above; and

WHEREAS, the Riverside County General Plan is an exhaustive effort involving considerable data, public and local government involvement, that should continue to be the guiding blueprint for orderly and predictive land use decisions and should be respected and supported by the Riverside County Board of Supervisors; and

SOLERA

WHEREAS, the Solera Board of Directors is aware that many of its HOA members oppose this rezoning proposal because of concern about these and other potential impacts;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of Solera Oak Valley Greens Homeowners Association opposes the rezoning of the above noted area because it violates the County's General Plan and may be considered illegal spot zoning; and

2
CONT

BE IT FURTHER RESOLVED that the Board of Directors of Solera Oak Valley Greens Homeowners Association urges the Board of Supervisors to require that the County Planning Commission fully review and make a recommendation on this project before it is considered for approval by the Supervisors.

MOVED, PASSED, and ADOPTED this 21st day of June, 2017.

SOLERA BOARD OF DIRECTORS

By _____

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Organizations

Solera Oak Valley Greens Association Board of Directors (SOLERA)

Comment SOLERA-1
This comment expresses general opposition to the project and refers to an attached resolution adopted by the Solera Oak Valley Greens Association Board of Directors that sets forth their concerns regarding the project.

Response to SOLERA-1
Comment noted.

Comment SOLERA-2
This comment consists of a resolution adopted by the Solera Oak Valley Greens Association Board of Directors regarding the project, including concerns regarding illegal spot zoning, loss of open space, detrimental effects on property values, traffic congestion and environmental problems, and urging the Board of Supervisors to require Planning Commission review prior to consideration by the Board of Supervisors.

Response to SOLERA-2
With regard to the statement that approval of the project may be considered illegal spot zoning, please refer to Master Response #2, Spot Zoning. Traffic impacts of the proposed project were addressed in detail within RDEIR Section 3.16. Where feasible, mitigation is proposed, and for impacts where no feasible mitigation exists, the potentially significant and unavoidable traffic impacts of the project are disclosed. The project has been designed to preserve 84.5 acres in the northerly part of the project site as natural open space. This comment does not raise any additional environmental issues with enough specificity to allow a further detailed response. The County of Riverside retains ultimate authority to make decisions regarding the level of review required for development projects within its jurisdiction, as well as the decision whether to approve individual projects. This comment has been noted and will be provided to the County decision-makers for their consideration.

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UNIVERSITY OF Redlands

June 26, 2017

ATTN: Mr. Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon St., 12th Floor
Riverside, CA 92501

RE: San Gorgonio Crossings, Recirculated Draft Environmental Impact Report No. 534, General Plan Amendment No. 1079, Change of Zone No. 7799, Plot Plan No. 25337, Parcel Map No. 36564 (State Clearinghouse Number 2014011009)

KRANTZ

Dear Mr. Dawson:

Please accept these comments ***again*** in response to the San Gorgonio Crossings Recirculated Draft Environmental Impact Report (RDEIR). First of all, in my 40 years of experience as a County Planning Commissioner myself (San Bernardino County, 1982-1988) and as an environmental consultant, I have never seen a RDEIR that did not identify why the RDEIR was being recirculated and what were the changes to the project and/or previous DEIR that required its recirculation. As far as I can determine, there have been no substantive changes to the project or to the DEIR whatsoever. If this is the case, then the recirculation of the original DEIR, without any consideration of the comments previously submitted in these regards, would seem to represent an unnecessary and perhaps purposeful administrative step in the review process to obfuscate and hinder public input on the project. In fact, the recirculation of the DEIR without warrant is a violation of the California Environmental Quality Act (CEQA) and its requirement for fair and transparent environmental review. (§ 21003.1. Environmental effects of projects; comments from public and public agencies to Lead Agencies; availability of information.) 1

That said, I am resubmitting these comments in their entirety. I have added a graphic illustrating the location of the wildlife corridors that my comments address. I fully expect these comments to be incorporated into the body of the 600 or so other comment letters and testimony submitted by the concerned public; and the County must respond to each of these comments in the Final EIR, if the project proceeds to that stage of review. Failure to respond to these comments will represent another violation of the CEQA. 2

Sincerely,

Dr. Timothy Krantz
Professor of Environmental Science
University of Redlands
tim_krantz@redlands.edu

ORIGINAL COMMENTS SUBMITTED ON January 18, 2017

ATTN: Mr. Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon St., 12th Floor
Riverside, CA 92501

RE: Comments on the Draft Environmental Impact Report No. 534 (DEIR) for the San Gorgonio Crossings Project

KRANTZ

Dear Mr. Dawson:

Please accept these comments regarding the San Gorgonio Crossings (SGC) proposal to construct 1,823,760 square feet of industrial distribution facilities on 230 acres, situated on the north side of Cherry Valley Boulevard, east of Interstate 10. My comments focus on potential impacts of the project on the regional wildlife corridor that runs through the site. 3

I am a professor of Environmental Science at the University of Redlands. I have been working in the environmental consulting industry and teaching Environmental Impact Assessment for forty years—almost since the inception of those major state and federal policies—including comprehensive overviews of California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance requirements. 4

More germane to the San Gorgonio Crossings (SGC) application, I originally led the opposition to the Oak Valley New Town—a proposed subdivision of what would have involved 16,000 residential units, commercial and other uses. In settlement negotiations with the San Bernardino Valley Audubon Society, the Center for Biological Diversity and other environmental organizations, the applicant, Oak Valley Partners, and Audubon reached a settlement agreement in which Oak Valley was allowed to move forward with their first phase, which exists today around the golf course, but they agreed to sell/vacate an additional 1,200 acres of the later phases of the project. Working together with the Riverside Land Conservancy and the State Wildlife Conservation Board, the 1,200-acre preserve was established as part of a regional preserve system along San Timoteo Creek. From there, the 1,200-acre preserve area extends east to the Interstate 10 along two wildlife corridors: along Garden Air Creek, intersecting the I-10 opposite the Calimesa Golf Course and extending through several subdivisions to Singleton Canyon, Wildwood Canyon and ultimately to the San Bernardino Mountains; and from San Timoteo Creek toward the Cherry Valley Road/I-10 intersection, including a 400-acre area with a large coast live oak woodland—an important ecological area supporting a wide range of wildlife (See attached Figures from the Summerwind Ranch Specific Plan). 5

Just northwest of the Cherry Valley Road/I-10 interchange, the corridor narrows to two large culverts that would be easy for even large wildlife to navigate, and there is another smaller culvert several hundred meters west of Cherry Valley interchange that could also serve as a branch of a wildlife corridor, were these under-crossings improved to better support wildlife. 6

Although the extension of the wildlife corridor east of the I-10 is not yet determined, the SGC project site is situated squarely in the way of any wildlife that would be following the

UNIVERSITY OF Redlands

KRANTZ

alluvial creek bed that runs to the east directly through the project site and then to the northeast, connecting to the headwaters of Singleton Canyon. 6 CONT

The DEIR fails to address the regional wildlife corridor through the property.

The DEIR is incorrect when it states: 7

Impact BIO- 3: The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No mitigation measures are required. No impact.

The DEIR is correct, however, when it states:

According to the State CEQA Guidelines Appendix G Thresholds, to determine whether impacts to biological resources are significant environmental effects, the following questions are analyzed and evaluated. Would the project: 8

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

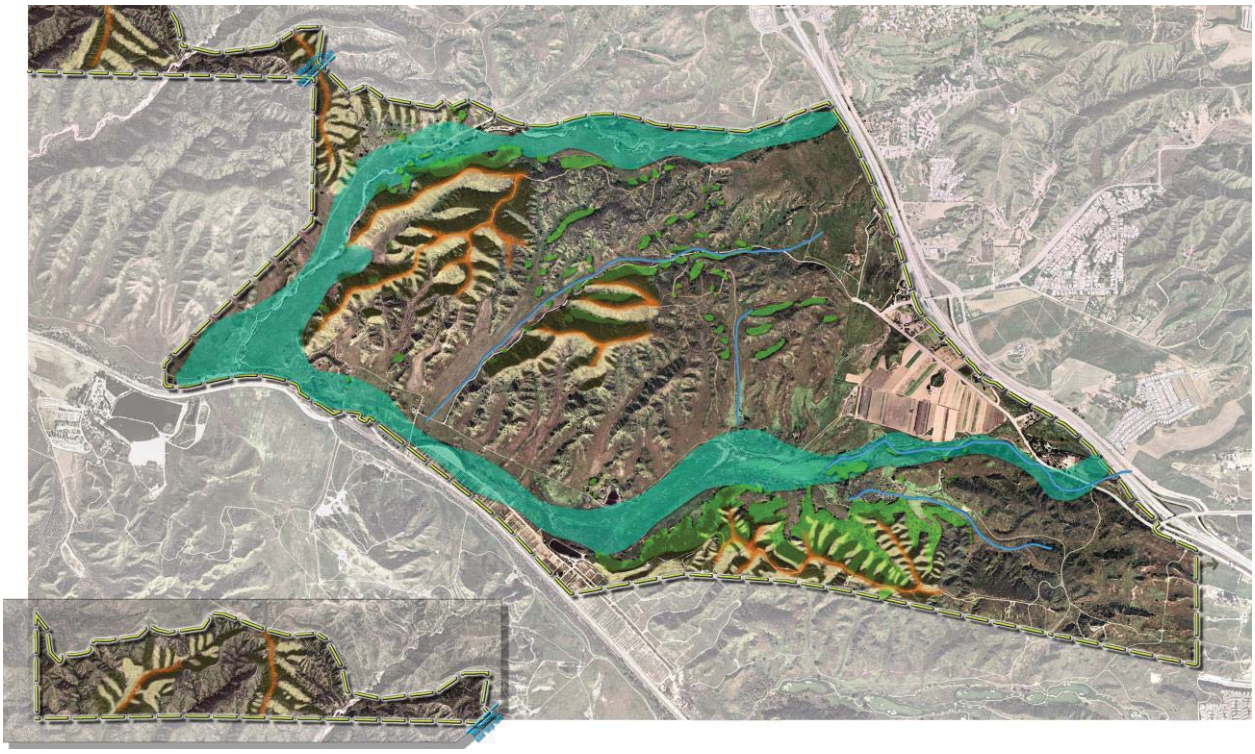
I have added the red highlighting to the paragraph. Clearly, the DEIR must conclude that, in fact, ***the potential impacts of the SGC project on biological resources are Significant*** according to the Mandatory Findings provisions of the CEQA. 9

I would be glad to answer any further questions in these regards. Thank you for this opportunity to provide comments on the San Gorgonio Crossings Draft EIR. 10

Respectfully submitted,



Dr. Timothy Krantz
Professor of Environmental Science
University of Redlands
tim_krantz@redlands.edu



11

Figure 1. Natural Open Space on the Summerwind Ranch Specific Plan property. Summerwind Ranch lies along the west side of the I-10. The Cherry Valley-I-10 interchange is at the lower right hand side of the image. Note the wildlife corridors indicated by translucent pale blue on the plan map, and the green indicating native coast live oak woodlands. A 1,200-acre area, including the entire wildlife corridor and the live oak woodlands at the southern portion of the plan area, was purchased with funding from the State Wildlife Conservation Board and conveyed to the Riverside Land Conservancy, with the intent of ultimately connecting under the I-10 to the Singleton Canyon open space property immediately north of the San Gorgonio Crossings project site.

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University of Redlands (KRANTZ)

Comment KRANTZ-1
The commenter states that he has never seen a recirculated EIR that did not identify why the EIR was being recirculated and what the changes to the project and/or previous DEIR were that required its recirculation; and that the recirculation of this EIR appears to be unwarranted as he cannot determine that there have been any substantive changes to the project or to the DEIR.

Response to KRANTZ-1
The RDEIR describes that revisions were made to the Draft EIR and identifies that changes were made to several underlying technical studies, largely based on the inclusion of an updated traffic study. Please refer to Master Response #1 for a complete list of technical studies that were updated and replaced. Other public comments related to aesthetics, biological resources, cultural resources, hydrology and water quality, land use, public services, utilities, alternatives and cumulative impacts were also addressed within the RDEIR.

Comment KRANTZ-2
The commenter states that he is resubmitting his comments in their entirety and that he has added a graphic illustrating the location of the wildlife corridors that his comments address. The commenter states that he expects these comments to be incorporated into the body of the 600 or so other comment letters and testimony submitted by the concerned public; he further asks that the County respond to each of these comments in the Final EIR, if the project proceeds to that stage of review. Failure to respond to these comments will represent another violation of CEQA.

Response to KRANTZ-2
With regard to the provision of written responses to comments where an entire EIR is recirculated prior to certification, please refer to Master Response #1. Written responses will be provided to the comment letters submitted in connection with the Final EIR. With regard to the graphic provided by commenter, please refer to Response to KRANTZ-11. The Final EIR and the written responses to comments contained herein comply with CEQA in all respects. All substantive comments were either incorporated in the RDEIR as part of the recirculation process or responded to as appropriate in the FEIR. Please also refer to Master Response #11, Previous Comments to Draft EIR.

Comment KRANTZ-3
The commenter provides introductory remarks to open the letter and states that his comments focus on potential impacts of the project on the regional wildlife corridor that runs through the site.

Response to KRANTZ-3
Comment noted. Please refer to Responses to KRANTZ-6, KRANTZ-7, KRANTZ-9 and KRANTZ-11.

Comment KRANTZ-4
The commenter provides an overview of his backgrounds and qualifications as a professor of Environmental Science.

Response to KRANTZ-4
Comment noted.

Comment KRANTZ-5
The commenter explains his previous involvement with opposition to the Oak Valley New Town project, which led to the establishment of a 1,200-acre preserve as part of a regional preserve system along San Timoteo Creek.

Response to KRANTZ-5
Comment noted. Please see RDEIR Appendix C: July 16, 2015 MSHCP Consistency Analysis, Figure 5, which shows that the project site is not located within a wildlife corridor or linkage as identified by the MSHCP.

Comment KRANTZ-6
The commenter states that just northwest of the Cherry Valley Boulevard/I-10 interchange, the corridor narrows to two large culverts that would be easy for even large wildlife to navigate, and there is another smaller culvert several hundred meters west of the Cherry Valley interchange that would also serve as a branch of a wildlife corridor, if these under crossings were better improved to support wildlife. The commenter states that while the extension of the wildlife corridor east of the I-10 is not yet determined, the SGC project site is situated squarely in the way of any wildlife that would be following the alluvial creek bed that runs to the east directly through the project site and then to the northeast, connecting to the headwaters of Singleton Canyon.

Response to KRANTZ-6
The Multiple Species Habitat Conservation Plan (MSHCP) was developed in coordination with the County, U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), multiple cities, and multiple conservation organizations to provide conservation planning across western Riverside County on a regional scale. One of the specific goals of the MSHCP was to identify wildlife corridors and linkages, and to ensure that wildlife connectivity was maintained through these corridors and linkages. Identified corridors and linkages were included in Criteria Cells with specific conservation goals for each Criteria Cell. The project does not occur within a corridor or linkage as identified by the MSHCP, and the project site is not located in any Criteria Cells under the MSHCP. The MSHCP does identify Proposed Constrained Linkage 23 approximately 2,500 feet to the north of the project, but does not identify any portion of the site as a linkage or corridor. The project has gone through the MSHCP review process with the County, Western Riverside Regional Conservation Authority (RCA), USFWS, and CDFW, and was found to be consistent with the MSHCP. Regional wildlife connectivity is being addressed through implementation of the MSHCP.

The comment identifies culverts under I-10 that could provide for wildlife movement east and west under the I-10, and a smaller culvert east of I-10 and west of the project that, if "improved," could also serve as a branch of a wildlife corridor. The comment incorrectly notes that "the extension of the wildlife corridor east of the I-10 is not yet determined." As noted above, the regional corridors have been fully vetted through the MSHCP process and it has been determined that a wildlife corridor in this location is not required under the MSHCP. The project development boundary lies approximately 2,700 feet east of this I-10 undercrossing and the project has no direct impact on this crossing.

The comment states that the project lies within the alluvial wash that wildlife would likely use to eventually connect with the headwaters of the Singleton Canyon. The wash, however, does not

actually connect with the headwaters of Singleton Canyon, which lies north of the project within the MSHCP Proposed Constrained Linkage 23 noted above. Additionally, the wash has limited cover for wildlife movement and essentially completely disappears some distance upstream of the site. Thus, while the wash may provide some wildlife movement functionality, the primary focus for regional wildlife movement under the MSHCP is Proposed Constrained Linkage 23 well north of the project.

Although additional open space corridors are not a requirement of the project, approximately 84 acres of the site (35 percent) is being retained as open space in the northern third of the site. These acreages would provide upland and limited wash habitat for wildlife movement from the I-10 undercrossing to the north of the project site referenced by the comment and up into already conserved lands in Proposed Constrained Linkage 23 (Exhibit 3-2).

Comment KRANTZ-7
The commenter claims that the DEIR is incorrect regarding its conclusion of significance for Impact BIO-3.

Response to KRANTZ-7
As noted in Response to KRANTZ-6, the project lies outside of any identified wildlife corridors and linkages, and the statement in Impact BIO-3 is correct.

Comment KRANTZ-8
The commenter cites and provides the State CEQA Guidelines Appendix G thresholds related to biological resources impacts. The commenter also emphasizes threshold d), (shown in red text in the comment) which pertains to whether the project would: "Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?"

Response to KRANTZ-8
Comment noted. With respect to the CEQA threshold emphasized by commenter concerning impacts to native wildlife movement, corridors, or nursery sites, the project will not result in any impact in this regard; please refer to RDEIR pages 3.4-37 to 3.4-38 and to Responses to KRANTZ 5, 6, 7, 9 and 11.

Comment KRANTZ-9
The commenter claims that the EIR must conclude that the potential impacts of the project on biological resources are significant according to the mandatory findings provisions of CEQA.

Response to KRANTZ-9
As noted in Response to KRANTZ-6, the project lies outside of any identified wildlife corridors and linkages, and there are no significant impacts to wildlife movement.

Comment KRANTZ-10
The commenter provides closing remarks to conclude the letter.

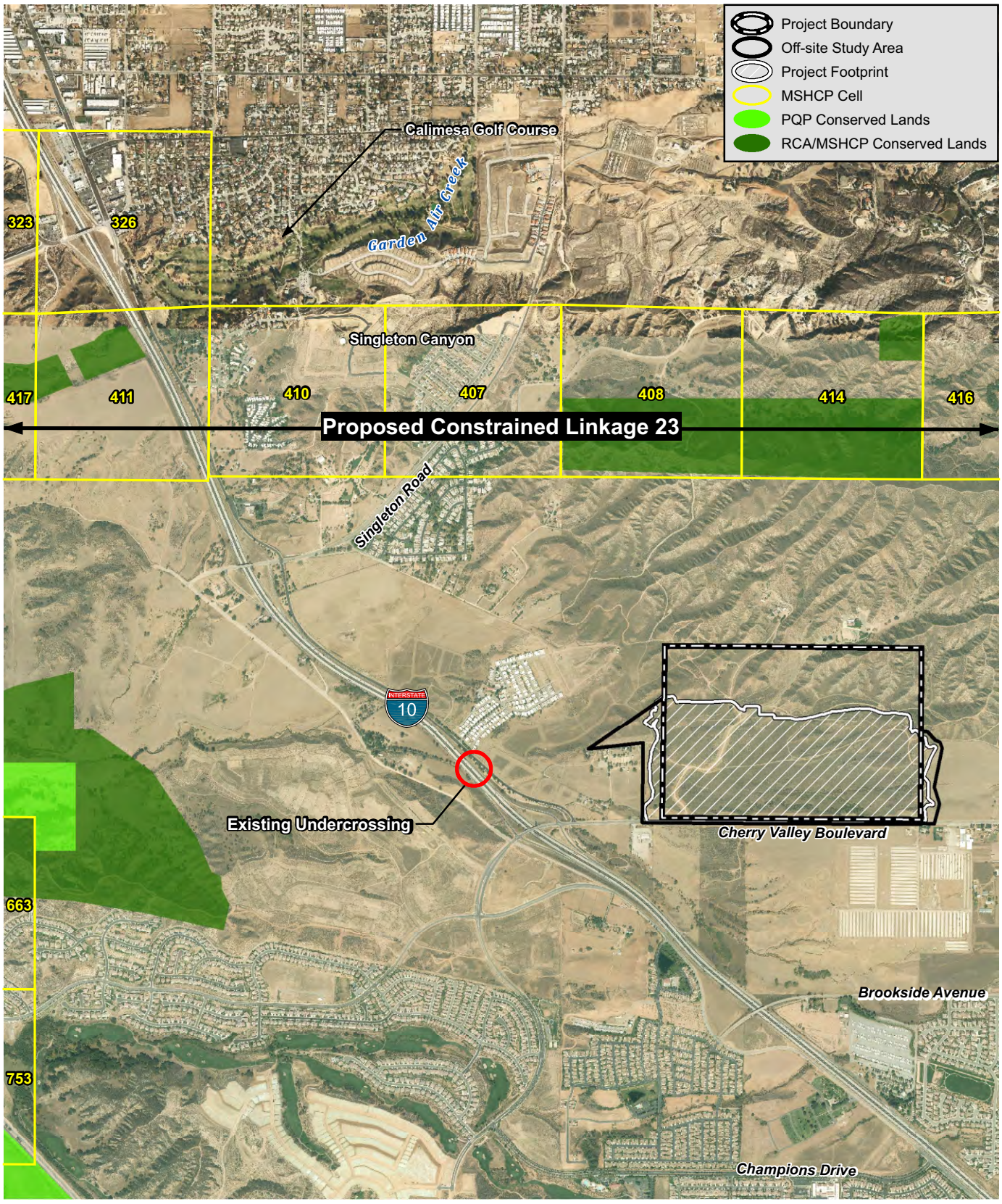
Response to KRANTZ-10
No response is necessary.

Comment KRANTZ-11

The commenter includes a figure depicting natural open space in the Summerwind Ranch Specific Plan property, which the commenter states depicts wildlife corridors, one of which was intended to ultimately connect to the open space property north of the project site.

Response to KRANTZ-11

The figure provided by commenter correctly identifies the approximate location of Proposed Constrained Linkage 23, which is located approximately 2,500 feet to the north of the project. Figure 3.2 of the MSHCP, Schematic Cores and Linkages Map, identifies the key core area (Core 3), which includes areas along Oak Valley Parkway identified on Figure 1 of the comment, as well as Proposed Constrained Linkage 23. Proposed Constrained Linkage 22 is also shown on Figure 3.2 of the MSHCP as occurring well south of the potential wildlife corridor identified by the comment. The MSHCP does not identify any portion of the site nor the potential corridor identified by the comment as a linkage or corridor. No corridor or linkage is required to be conserved across the site under the MSHCP. As noted in Response to KRANTZ-6, although additional open space corridors are not a requirement of the project, approximately 84 acres of the site is being retained as open space in the northern third of the site that would provide upland and limited wash habitat for wildlife movement from the I-10 undercrossing noted by the comment to the north of the project site and up into already conserved lands in Proposed Constrained Linkage 23 (Exhibit KRANTZ-6). The project will not preclude wildlife from moving under I-10, through undeveloped lands west of the project, and then through project open space and ultimately Proposed Constrained Linkage 23 and Singleton Canyon.



Source: Urban Crossroads, 2017.

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Exhibit 3-2: Response to KRANTZ-6
Proposed Constrained Linkage 23

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Johnson, Smith & Foy
ATTORNEYS at LAW

P.O. Box 1029, Temecula, CA 92593

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Facsimile: (951) 506-9725

VIA E-MAIL

July 10, 2017

Mr. Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon St., 12th Floor
Riverside, CA 92501
bdawson@rivco.org

Re: Public Comments on San Gorgonio Crossings Revised Draft EIR No. 534

To the County of Riverside:

SIERRA

Please accept these comments on behalf of the Sierra Club regarding the Revised Draft Environmental Impact Report ("RDEIR") for the San Gorgonio Crossings Project. This letter references and incorporates Sierra Club's letter regarding the Draft EIR (Exhibit "A" hereto). The entire letter is referenced and incorporated because, unfortunately, the Revised EIR does not indicate what sections or portions of the document were revised. 1

General Comments

The San Gorgonio Crossings Project is a proposal for the construction and operation of a massive industrial warehouse distribution complex on a vacant site in a largely undeveloped area of the County of Riverside. The RDEIR asserts the proposed Project is consistent with surrounding uses and applicable land use plans but this is a fallacy—in reality, the Project will be the first of its kind in the area. The Project, therefore, fundamentally conflicts with existing land uses as well as applicable land use plans, and the impacts that will result from inconsistent uses are not resolved through the proposed land use amendments. The County's decision to fundamentally change the character of an area typified by open space, rural, and single-family, large-lot development should be considered carefully as should the decision to change adopted land use plans in favor of the Project. 2

In fact, Sierra Club can see no reason for the proposed land use at the particular location. The nearest uses are predominately *residential* – either existing or planned. The Project, on the other hand, proposes the 24-hour, seven-day-a-week operation of two vast warehouse facilities with 3,126 *daily* vehicle trips including 1,191 truck trips. Exposing local residents to the harmful effects of the Project, including significant air emissions and relentless noise, should be avoided. For instance, the California Air Resources Board's *"Air Quality and Land Use Handbook: A* 3

Community Health Perspective (2005)" recommends that distribution centers like the proposed Project should not be within 1000 feet of residences[1]. Here, surrounding uses include[2]:

37303 Cherry Valley Boulevard	0.73 mile east	Existing Residential
37345 Cherry Valley Boulevard	0.84 miles east	Existing Residential
37321 Cherry Valley Boulevard	0.75 mile east	Existing Residential
9865 Roberts Street	0.57 mile northeast	Existing Residential
9975 Roberts Street	0.64 mile northeast	Existing Residential
Sunny Cal Specific Plan	0.02 mile south	Future Residential (457 single-family units)
Holbert Ranch	0.34 mile north	Future Residential (131 single-family units)
Tournament Hills Elementary School	1.1 miles south	School
Brookside Elementary School	2.30 miles southeast	School
Beaumont High School	2.51 miles southeast	School
Bornstine Property	0.02 miles east	Future Residential (209 single family units)
Sunset Ranch	0.4 miles northwest	Future Residential (231 single family units)

3 CONT

Thus approval of this Project would put persons including sensitive receptors directly in harm's way.

For the reasons outlined below, the RDEIR's analyses and conclusions are unsupported and inadequate under CEQA.

[1] https://www.arb.ca.gov/ch/handbook.pdf
This hyperlink and all hyperlinks cited herein, and their relevant contents, are fully incorporated herein by reference.
[2] In addition to those within the chart, there are the existing residential communities of Rancho Calimesa Mobile Home Park (senior), Singleton Road, Stetson, Solera (senior), Oak Valley Greens, Hannon, Fairway Canyon, Tournament Hills, Oak Valley II, Ryland, Heartland, Three Rings Ranch, the aforementioned communities with a population of over 25,000 residents, all which are less than 2 miles from the site, many less than ½ mile from the site.

Project Objectives SIERRA

The Project Objectives are outlined in such a way that only development of an industrial project would satisfy "basic" project objectives. (*See*, State CEQA Guidelines § 15126.6 (a).) In turn, the lead agency may easily reject alternatives that may reduce significant environmental impacts of the Project. CEQA prohibits the structuring of the alternatives analysis in this manner. Specifically, Objectives 1, 4, 5, 8, and 9 all identify the objective of developing an *industrial* project. 4

Objective 7 identifies the applicant's desire to obtain a return on its investment as an objective of the Project. This may be true, but the applicant's reasons for desiring a certain project cannot be the determining factor in the lead agency's decision to approve a project, particularly one with significant air quality and traffic impacts. As shown by the analysis of the residential alternative, there are alternatives that would reduce significant Project impacts, namely air quality, and these alternatives are consistent with existing land uses and plans. These alternatives should be considered meaningfully apart from the applicant's wish to maximize its financial return. 5

Finally, with respect to Objective 2 to create "local employment and economic opportunities," typical high cube warehouses have a high level of automation and therefore fewer employees[3]. Arguably, a project alternative – such as a mixed use or business park project – could provide even more jobs than the project as proposed. 6

Aesthetics

According to the RDEIR, the Project site is currently vacant with sloping terrain, native grasses and scrub, and it is traversed by three natural drainages. Also, "most of the surrounding area is currently in predominately undeveloped states." (p. 2-2). To the north and northwest are rolling hills and four, existing single-family homes. To the south are vacant parcels and also a planned community of 560 residential units. To the east are a mix of properties used for agriculture and large-lot single-family development. Presently, viewsheds across the Project site from these surrounding areas are of natural open space and rolling hills. These views will be replaced by two immense industrial buildings fronted by truck bays for hundreds of trucks. The introduction of these buildings as well as supporting infrastructure, roadways and lighting to the natural area represents a substantial adverse change to the existing environment, *i.e.*, a significant CEQA impact. (State CEQA Guidelines § 15382.) As the RDEIR states, 7

> Development of the project will convert vacant land into industrial land uses, and the visual character of the project site will change. Current views of the site consist of disturbed vacant land, with a limited number of trees and natural vegetation … The project will remove existing vegetation and create an industrial

[3] http://library.ite.org/pub/a3e6679a-e3a8-bf38-7f29-2961becdd498 [p. 3 high cube warehouses/distribution centers typically have small employment counts due to a high level of mechanization]

SIERRA

development in an area that is predominantly developed with scattered rural residential lots (3.1-20). 7 CONT

The RDEIR asserts, "[a]s demonstrated in the Visual Simulations … project buildings would not be visible from any of the surrounding uses … as designed, the proposed buildings would blend in with the foothills behind the site … Although the project's building rise 41 feet in height, the project would not be visible to residents of adjacent developments or motorists traveling along Cherry Boulevard, as their line of sight would be directed above the building" (p. 3.1-29). However, this statement is not supported by substantial evidence. Firstly, elsewhere in the RDEIR, the buildings are described as 47 feet in height (*see*, p. 2-9). Thus the description of the Project is internally inconsistent in the document. Second, the visual simulations are misleading to the extent they depict very dense and mature landscaping (*e.g.*, 2 and 11). Until landscaping matures in this manner (in 5-10 years), it is likely that visual impacts will be more severe than depicted. Visual simulations of *short-term* conditions must be provided; otherwise, the RDEIR fails on an informational basis. And, because of the likelihood that the buildings will be visible absent the mature landscaping, impacts must be deemed significant at least on a temporary basis. 8 9

The Project also entails significant grading (Exhibit 2-11), some of which will occur in northerly areas with sloping or steeper terrain. To what effect does this grading have on natural landforms? This impact must be evaluated and described. Additionally, based on the sloping terrain of the Project site, a number of manufactured slopes and retaining walls *may* be needed to develop the site. These artificial slopes and walls must be fully described and evaluated in order to fully inform the reader of the Project's changes to the environment. 10

The lighting analysis has not considered the lighting impacts associated with trucks arriving/departing the site at early morning or late hours and whether and to what extent these lights will shine into homes. 11

Finally, Mitigation Measure AES-4 is improperly deferred in that it describes that the photometric study will be prepared after Project approval. Thus there is not substantial evidence to demonstrate that lighting impacts will be less than significant. Furthermore, the mitigation program should include a requirement that only LED lighting is employed and that light poles shall be no higher than 15 feet. 12

Air Quality

Construction Air Quality

The RDEIR states the design of the Project would "seek to balance the earthwork necessary for grading and avoid the import or export of soil" (p. 2-21). This must be made a condition of the Project so that air quality impacts are consistent with the assumptions of the air quality analysis. The average commercial dump truck holds 10-14 cubic yards of material. The RDEIR states the Project involves an estimated 3 million cubic yards of cut and 2.3 million cubic yards of fill. Thus soil work does not appear to be "balanced"; in other words, without more information, 3 million cubic yards of cut does not equate to 2.3 million yards of fill. Assuming 13

there is the need to dispose of or move 700,000 cubic yards of soil, and assuming an average truck can hold 12 cubic yards per dump truck, this equates to 60,000 off-site haul trips to dump location(s) unknown. This activity could radically change the conclusions of air quality study where NOx emissions are calculated at 89.1 unmitigated during the Project's grading phase. Note that the air quality study assumes no on-road haul trips, *see* p. 88 and Table 13. 13 CONT

Additional, feasible mitigation for construction air quality impacts would include requiring that:

- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph; that wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction; that vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established;
- The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time; 14
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site; that site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel;
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent;
- The contractor use 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export); and
- The contractor use of alternatively fueled off-road construction equipment.

Furthermore, MM AQ-1a must be strengthened: all construction equipment of 25 horsepower or greater should meet Tier 4 emission standards. MM AQ-1g must also be strengthened: idling should be limited to 3 minutes. Also, as written, the measure does not restrict the Project to 2010 trucks. 2010 model year trucks must be a requirement of the Project and shall be written into any tenant lease and operator contracts. Further, the measure should be expanded to include all *medium duty* trucks. This could significantly reduce emissions where MHDT trucks account for 17.7% of the vehicle mix according to the RDEIR. By 2023, virtually all trucks will be required to meet 2010 model engine year standards[4]. 15

Operational Air Quality

The Project generates significant NOx impacts (roughly seven times the threshold of significance) and most of the emissions are due to heavy duty and medium duty diesel trucks. Yet operational air quality emissions are even understated when the air quality analysis is based on an average truck trip length of 40 miles. This trip length is not justified for this high cube warehouse. The Ports of Los Angeles and Long Beach are located 90-95 miles from the Project location. It is reasonable to assume that a large number of truck trips to the Project will involve trips from the Ports where goods arrive for transfer to high cube warehouses like the Project. The 16

[4] https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm

RDEIR acknowledges that according to SCAQMD most of the heavy-duty trucks would be hauling consumer goods, often from the Ports of Long Beach and Los Angeles .and/or to destinations outside of California. Thus the traffic analysis must be adjusted to account for the Project's location and likelihood that at least half the trips will be to/from locations farther than 40 miles. In fact, the worst-case scenario should be included in the analysis to account for the reasonable assumption that most truck trips will be greater than 40 miles. 16 CONT

The timing of MM AQ-1g weakens the effectiveness of the measure. The requirements listed should be implemented at Project opening/occupancy. 17

The RDEIR states that, "the project would utilize electric trailer movers in place of traditional diesel-powered movers to move trailers throughout the project site…" (3.3-49) MM AQ1 h f) states that all on-site *forklifts and yard trucks* shall be electric with the necessary electrical charging stations provided. These statements are arguably inconsistent. Sierra Club wishes to point out that electric "trailer movers" and "yard trucks" (a.k.a., yard goats or hostlers) are distinct pieces of equipment[5] [6]. However, to the extent that MM AQ1 h f) genuinely requires the use of electric yard trucks, Sierra Club supports such a measure, and any measure requiring electric or battery powered yard trucks, or the phase-in of this equipment. 18

CEQA provides that a project may not be approved with a significant impact when feasible mitigation measures are available which would lessen the impact. (Pub. Res. C. § 21002). Additional mitigation for operational air quality impacts includes:

- Accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today[7] [8].
- Require phase-in of trucks that can operate at least partially on electricity. This measure has the ability to substantially reduce the significant NOx impacts. Trucks that run at least partially on electricity are projected to become available during the life of the Project as discussed in the 2012 and 2016 Regional Transportation Plan.[9] [10]
- Limit the daily number of trucks allowed at each facility to levels analyzed in the RDEIR. If higher daily truck volumes are anticipated to visit the site, the County should commit to re-evaluating the project through CEQA prior to allowing this higher activity level.
- A restriction must be placed on the Project prohibiting "cold storage" to ensure that the assumptions of the air quality and traffic studies are accurate. Likewise, a restriction must be placed on the Project requiring plug-ins for all trucks if cold storage will be used. 19

Does the Project anticipate truck drivers using auxiliary power units (APU's) when on-site or off-site while waiting to unload? If so, the Project must evaluate these additional diesel 20

[5] http://www.transpowerusa.com/yard-tractors/
[6] http://www.hyster.com/north-america/en-us/products/4-wheel-electric-trucks/
[7] http://www.fuelspace.org/blog/2014/10/20/cng-vs-lng-for-heavy-duty-trucks
[8] https://www.afdc.energy.gov/vehicles/natural_gas.html
[9] *See also,* http://www.fleetcarma.com/heavy-duty-electric-trucks-fleet-future/
[10] *See also,* https://www.trucks.com/2017/05/05/trucking-industry-electric-heavy-duty-truck-growth/

impacts and propose feasible mitigation, such as requiring the phase-in of electric or battery powered APU's. 20 CONT

The Project does not demonstrate consistency with regional plans aimed at reducing air quality emissions. The Project generates a significant amount of NOx during operational phases, which is not consistent with goals and policies aimed at reducing air emissions. 21

Finally, the air quality analysis does not consider whether students who walk to school will pass the Project site or whether students will be exposed to harmful diesel emissions from trucks on roadways as they walk to school. 22

Health Risk Assessment

Please verify that the HRA accounts for vehicles idling or traveling at low speeds, which generate greater emissions and therefore underestimates health risks. Where on-site Heavy Duty Truck emissions were based on CalEEMod's operational emission calculations, this is inadequate because this considers vehicle speeds typically found on highway travel. Please verify that idling and on-site travel (low speed travel – 5-10 mph) emissions are included in the analysis. 23

Greenhouse Gas Impacts

The Project will generate 29,401 MT CO2 e. The fact that it will be designed in a manner to increase energy efficiency, for instance, is not substantial evidence that the Project with its new source of GHG emissions will meet State and local emission *reduction* goals. For instance, the Project will cause GHG emissions nearly three times the SCAQMD interim threshold under Tier 3 screening value Option #1 or Option #2. 24

Reliance on the County's Climate Action Plan ("CAP") to assess whether the Project has significant GHG emissions is not shown to be a reasonable threshold of significance for this Project. First, the RDEIR notes that the CAP is designed to ensure that the development accommodated by the buildout of the General Plan supports the goals of AB 32. But this Project is not consistent with the General Plan; it requires a General Plan Amendment for the type of use proposed. Also, the RDEIR admits that the CAP does not contain strategies for emission reduction *beyond year 2020*. Reliance on the CAP for the Project, which is likely not to be operational until approximately 2020, is not reasonable. The Project should not rely on the CAP to determine its level of significance when the RDEIR admits that the "new plan" (update to occur beginning in 2017) will include a specific target(s) for GHG reductions for years 2035 and 2050. Indeed, the Project has not shown compliance with Executive Order S-3-05, which states that by 2050, California shall reduce GHG emissions to 80% below 1990 levels. 25

The largest source of Project GHG emissions is "mobile-trucks" (23,385 MT CO2e per year). The RDEIR asserts there is little that can be done to reduce these emissions. We submit that requiring the phase-in of electric, natural gas, and/or other alternatively fueled or hybrid vehicles is a logical step towards meaningful reduction of emissions that contribute to global climate change – and that these measures can feasibly be implemented *over the life of the Project*. 26

SIERRA

There is not substantial evidence to show that the Project is consistent with SCAQMD interim Tier 2 threshold (compliance with a local plan) and/or the CAP where Table 3.7-4 states that the Project will exceed 2013 Title 24 Part 6 California Energy Standards. The analysis must be based on the most current standard (*i.e.*, 2016 standards are effective as of January 2017)[11]. Further, will the Project still comply with all listed CAP features in Table 3.7-4 when 2016 standards are applied? 27

Next, the Project Description states that, "the project includes the use of solar panels on its roofs, which would provide approximately 23 percent of the project's power needs" (p. 2-10). To ensure that the solar component is actually constructed and implemented, the Project must be conditioned to build and utilize the PV solar facilities as described. Table 3.7-4 gives the Project 14 points under the CAP points system for the solar component; yet it is not an enforceable requirement of the Project. In fact, none of the measures listed in Table 3.7-4 are proposed as CEQA mitigation measures. MM GHG-1 notes that "the project may also achieve equivalent emission reductions from other measures approved by the County of Riverside." Thus the measures listed in Table 3.7-4 may be dispensed with "for feasibility" reasons and other "equivalent" measures substituted in at a later date. There is no demonstrated, practical reason why the measures should not be made mandatory requirements of the Project. Furthermore, we observe that the Project takes credit for ES.A.1, while the RDEIR admits that "most of the proposed warehouse would not be conditioned and therefore not subject to the enhanced insulation requirement." The same is true for ES.A.4. It not appropriate to take credit for certain design features which have limited applicability to the particular Project. All together, there is not substantial evidence that the Project sufficiently complies with the CAP in order to determine that it has less than significant GHG impacts. 28

Biological Impacts

The RDEIR does not adequately address the loss of biological habitat on a cumulative basis; how the Project impacts nearby MSHCP criteria areas; and whether the Project has "edge effects" as defined by the MSHCP.[12] 29

MM Bio-5b is not shown to be effective where there is no funding mechanism identified to "manage" the conservation areas. The applicant must commit to funding a non-wasting endowment in favor of the conservation agency or entity that will accept the conservation easement. 30

Land Use Impacts

The finding of less-than-significant is unsupported. The finding must be changed to **significant**. 31

[11] http://www.energy.ca.gov/title24/2016standards/
[12] http://rctlma.org/Portals/0/mshcp/volume1/sec3.html

The current General Plan Land Use designations for the Project site consist of Rural Mountainous (RM) within the northern portion of the site and Very Low Density Residential (VLDR) within the southern portion of the site. Land uses allowed under the VLDR designation include single-family detached homes. Under the RM designation, single-family residential with a minimum of 10 acres lots is allowed. The Project site is also located within The Pass Area Plan (PAP)[13]. The RDEIR describes that the PAP

> [i]s a component of the County of Riverside General Plan that provide area-specific policies and requirements to address local conditions and issues. The PAP encompasses the cities of Banning, Beaumont and Calimesa, as well as several unincorporated communities within Riverside County, including Cherry Valley. Within the PAP, individual, unincorporated communities are identified as 'policy areas.' According to the PAP, a policy area is a portion of an Area Plan that contains special or unique characteristics that merit detailed attention and focused policies. The project site is located within the Cherry Valley Gateway Policy Area, which is located on the western edge of the CVPA and, as the name implies, serves as a gateway to Cherry Valley. ***The intent of the Cherry Valley Policy Area is to maintain the predominantly rural community nature of this area, while allowing existing uses that are of a higher density to remain legal conforming uses***. (emphasis added)

31
CONT

In terms of zoning, the site is zoned Controlled Development Area (W-2) "which typically allows for single-family residential, light agriculture, aviaries, apiaries, grazing of farm animals and animal husbandry."

The Project proposes to amend the applicable land use and zoning designations. A General Plan Amendment is proposed from RM and VLDR to RM, Open Space Recreation (OS-R), Public Facility (PF) and Light Industrial (LI). The RM area would remain designated as RM, and would not be developed. The new OS-R area would not be developed. The area re-designated as PF would contain the two proposed water tanks for use by the Yucaipa Valley Water District (YVWD). The Project also includes a request for a Change of Zone from Controlled Development (W-2) to Industrial Park (I-P).

With respect to surrounding uses, the unincorporated County property to the north of the site is zoned Residential Agriculture, one acre minimum lot size (R-A-1). Areas to the east and south are also zoned R-A-1 and W-2. The General Plan Designation to the north of the site is primarily RM. The area to the east and south of the site is also designated VLDR. The area to the southeast of the site, near the I-10 Freeway, is designated Commercial Retail (CR). The areas directly west of the project site located within the City of Calimesa are zoned and designated by the General Plan as Commercial Regional, Residential Low (2 to 4 dwellings per acre), and Residential Low Medium (4 to 7 dwellings per acre). The area within the City of Calimesa that

[13]http://planning.rctlma.org/Portals/0/genplan/general_plan_2013/3%20Area%20Plan%20Volume%202/The%20Pass%20AP.pdf

lies to the north and northwest of the project site is zoned/designated as Rural Residential (RR) (0 to 2 dwellings per acre).

Due to the proposed changes presented by the Project in terms of proposed intensity of use as well as amendments to adopted land use plans, **the Project meets County of Riverside thresholds of significance for land use impacts** insofar as the Project would: (a) result in a substantial alteration of the present or planned land use of an area; (b) affect land use(s) within a city sphere of influence and/or within adjacent city or county boundaries; (c) be inconsistent with the site's existing or proposed zoning; (d) be incompatible with existing surrounding zoning; (e) be incompatible with existing and planned surrounding land uses; and (f) be inconsistent with the land use designations and policies of the General Plan. The Project will also exceed CEQA thresholds for land use impacts as it will "conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect." The Project represents radical departure from existing land use designations and zoning; the finding of less-than-significant is simply unsupported.

31 CONT

Regardless of the Project's design, or landscaping, or paint pallet, it involves the construction of two industrial warehouse distribution facilities comprising a total of 1,800,000 square feet in a community dominated by large lot, single-family residential, rural residential, and open space – *a community which seeks to preserve this way of life*. At best, there is a planned residential development immediately to the south of Cherry Valley Blvd. The RDEIR asserts that the Project, *like* that development, proposes buffers, *etc*., to minimize impacts with *other* nearby uses. This says nothing of how the Project will impact the thousands of residents who will reside directly across the street – particularly how the Project's noise, lighting, and significant air emissions will affect residents who will be exposed on a 24-hour basis to the truck traffic and operations of the site. Furthermore, contrary to the RDEIR, the Project is not similar to the type or intensity of use of other planned developments in the surrounding area. The RDEIR admits that planned development is *residential*, not industrial. The RDEIR should also assume for analysis purposes in *all impact areas* that vacant parcels surrounding the Project will be developed with residential uses.

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Moreover, the Project is inconsistent with the County General Plan. The RDEIR's analysis of the General Plan reasons that there are no land use impacts because the Project requests a General Plan Amendment and a zone change. For instance, while the County of Riverside Land Use Policy 7.1 states the County shall **"**[r]equire land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts", the RDEIR asserts the Project conforms to this policy because it proposes a general plan amendment. Except this rationale defeats the whole purpose of the policy, which is to develop land uses *in accordance with* the General Plan. The Project also conflicts with LU 7.4, which states the County shall **"**[r]etain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic." The Project brings noise, fumes, and light to immediately surrounding residential and open space areas.

33

The Project likewise is entirely inconsistent with the goals, policies, and intent of the PAP and the Cherry Valley Gateway Policy Area ("CVGPA"). The PAP states, "[t]he community of Cherry Valley, located in the north-central portion of the planning area, is distinguished from other communities by its concentration of cherry orchards, a distinctive southerly entrance along tree-lined Beaumont Avenue, and ***distinctive rural community character***." (emphasis added) Regarding Cherry Valley, the Pass Area Plan (PAP) states:

> This community is located in the north-central portion of the Pass between the cities of Calimesa and Banning. Cherry Valley is a charming community distinguished by and named after a concentration of cherry orchards. It is a rural community characterized by large-lot residential, agricultural and animal-keeping uses, with a commercial core along Beaumont Avenue, northerly of Cherry Valley Boulevard. There are also two large mobile home parks adjacent to the commercial core. Cherry Valley is designated by LAFCO as an Unincorporated Community ***in order to preserve this existing rural character***. (emphasis added)

34

The CVGPA clearly envisions residential uses for the "gateway" to Cherry Valley, and one goal of the CVGPA is "***to evoke the rural character of the area***." Notwithstanding the Project's decorative barn and water tower features, the proposed industrial warehouse distribution buildings are not evocative of rural character. The Project with its intensity of use and countless heavy-duty trucks passing through the "gateway" to Cherry Valley on a daily basis, and mixing with residential traffic, is at odds with any reasonable interpretation of the term "rural character."

Next, the Project conflicts with the Good Neighbor Policies relating to siting of industrial uses near sensitive receptors. For example, the Project is not shown to be consistent with Goal 1, which states that warehouses shall be located approximately 1,000 feet from sensitive receptors including homes – in particular as to the planned development across Cherry Valley Boulevard to the south.

35

Finally, the County should be on alert that the Project may amount to impermissible "spot zoning." There is no demonstrated public interest for allowing the Project less restrictive zoning restrictions than those applicable to surrounding properties. (*See*, *Foothills Community Coalition v. County of Orange* (2014) 222 Cal.App.4th 1302.)

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Noise

Construction Noise

Contrary to the RDEIR's conclusion, construction noise impacts are significant and unmitigated in terms of at least the single-family home in the City of Calimesa as well as the closest home southeast of the site in the County of Riverside (Appendix H, Table 9). The noise analysis indicates that construction noise levels will cause an increase in 13 dBA Leq over existing conditions and 8 Lmax over existing conditions at the Calimesa home, and a 9 dBA Leq increase over existing noise at the County of Riverside home. This is a "substantial temporary increase" in existing ambient noise conditions, *i.e.*, a significant impact of the Project. The RDEIR asserts that certain noise mitigation measures will reduce construction noise levels to less

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than significant. This is not shown to be accurate. First, MM NOI-1b is not shown to be effective when it will only be implemented "if feasible" and therefore the noise reduction cannot be credited. Second, there is no evidence that noise levels are reduced to below thresholds due to the implementation of mitigation. Finally, the fact that the County's and/or the City of Calimesa's noise ordinance exempts construction activities does not eliminate the CEQA impact. Additional mitigation would include the construction of temporary sound barriers to shield homes from construction noise. 37 CONT

Additionally, there does not appear to be an analysis of construction traffic noise. And, to the extent that off-site haul trips are required for soil export, these noise impacts could be substantial. 38

Operational Noise

Additional information and analysis is needed in terms of operational noise impacts, at least in the following respects.

First, existing noise measurements should include residences to the north. Measurement locations 3 and 4 are within the Project site, not at the property line of northerly residences. Due to the remoteness of these homes, it is possible that existing ambient noise levels are lower at the property line than at or within the Project site. Furthermore, a noise measurement should have been selected and measurements taken at the location of planned residences on the south side of Cherry Valley Boulevard. The RDEIR, Exhibit 3.12-2, does not indicate that the noise analysis considered the residences within Tract Map 36583, directly across the street from the Project site (*see also*, Appendix H, pp. 36-37). Where the County is aware of this planned development, it must, as part of a good faith CEQA analysis, consider the effects of the proposed Project on this development. 39

Second, the noise analysis does not appear to adequately evaluate traffic noise *as to* sensitive residential receptors. Appendix H/Noise Study states that, "[i]mpact criteria that apply to the proposed project include criteria for transportation noise impacts ***to noise sensitive land uses*** (e.g., an airport, freeway or arterial traffic noise in residential areas); and criteria that apply to stationary noise impacts to sensitive land uses (e.g. stationary noise impacting neighboring communities)" (p. 18 [emphasis added]). The Noise Study continues that under County standards, "transportation related noise as measured inside residential dwellings should not exceed 45 CNEL; and exterior noise levels due to transportation noise at a residential parcel[] should not exceed 45 [CNEL]" (p. 18). The RDEIR does not appear to evaluate the noise impact associated with truck traffic – particularly at nighttime – *on* residences, including the future residences directly across the street. Notably, the analysis does consider whether traffic noise is significant in terms of traffic noise *to* the Project (*see*, p. 33). Furthermore, we question the existing traffic noise measurement of 67 dBA – particularly at nighttime. Overall, we strongly believe that the addition of substantial truck traffic (1,191 truck trips per day) will have a measureable increase on noise conditions particularly when trucks arrive or depart during early morning, evening, or nighttime hours when existing background noise conditions should be much quieter. 40

Third, the Noise Study discloses that operational noise generating activities include truck loading and unloading, parking lot, and HVAC operation. However, the noise analysis views these activities in isolation in terms of calculating the Project's operational noise impacts; and the emphasis appears to be on truck loading and unloading. Considered together, these activities may cause greater noise impacts. Slow moving trucks, at 5 to 10 mph, can generate noise up to 75 dBA at 50 feet when traveling and braking; parking lot activity can generate noise levels of 60 dbA at 50 feet; HVAC units can generate noise levels of 62 dBA at 50 feet; trash compactors can generate noise levels of 67 dBA at a distance of 10 feet; generators can be noisy; and *the analysis must also consider truck noise such back-up beepers and air brakes, which are omitted from the discussion*. These activities must be considered together to get a complete picture of the noise levels caused by the Project. 41

Fourth, the assumptions of the Noise Study are not clear to the reader in terms of the number and frequency of simultaneously operating truck bays. Would not the simultaneous loading and unloading trucks mean louder noise conditions – and does the Noise Study adequately consider the number of truck which may load/unload simultaneously? That is, if each truck causes mitigated noise levels of 37-44 Lmax (southern residence) or 44-45 Lmax (western residence), should not Lmax levels due to the Project be greater? 42

Fifth, the noise analysis does not adequately consider the effects associated with "cross docking"[14] which will be a component of Project operations. This type of activity can be louder than normal operation of loading docks. 43

Finally, the County should require additional operational noise mitigation such as (1) limitations on operational activities such as prohibiting loading and unloading activities between the hours of 10 p.m. and 7 a.m.; and (2) ambient-sensitive self-adjusting back-up alarms or manually adjustable alarms on all equipment that requires a back-up alarm. 44

Recreation

The Project proposes to construct buildings in the location of trails – planned or existing – within or near the City of Calimesa trail system. The RDEIR states,

> the project would feature on-site trails that connect with existing trails in the northern portion of the site, to contribute to the development of the City of Calimesa's trail system. Easements for these trails would be donated/dedicated to a responsible entity to be determined prior to approval. A 12-foot wide decomposed granite trail section would be constructed along the project frontage on the northern side of Cherry Valley Boulevard to accommodate pedestrians and equestrians. A trailhead would also be constructed in the southwest corner of the site, near the decorative water tower and barn features. Another decomposed granite trail would be provided along the western margin of the project site to 45

[14] Cross-docking is a practice in logistics of unloading materials from an incoming semi-trailer truck or railroad car and loading these materials directly into outbound trucks, trailers, or rail cars, with little or no storage in between. (https://en.wikipedia.org/wiki/Cross-docking)

accommodate hikers and equestrians, and would connect to the existing trails in the northern portion of the project site. (p. 3.15-6)

First, the dirt (DG) trail is shown at the base of a slope, and can be expected to receive run-off from the berm (*see*, Exhibit. 2-7). Thus there is the need to ensure the maintenance and upkeep of this trail. Also, the trail is not shown as 12 feet as described above; Exhibit 2-7 shows it as 10 feet. Further, the trail on the western boundary shown on Exhibit 3.15-1 is not indicated on Exhibit 2-6 or Exhibit 2-10, thus it is not clear how or if the trail connects to the trail network shown on Exh. 3.15-1. Without this connection the trail on the southern boundary is a trail to nowhere. 45 CONT

Second, the dedication of "easements" to a "responsible entity" for trail maintenance/ownership is not an effective and certain measure within the meaning of CEQA. The responsible party and a permanent funding mechanism must be identified in order to ensure the maintenance and/or the acceptance of the easement. Many resource organizations require a non-wasting endowment for acceptance and management of easements in perpetuity. It is generally inappropriate to defer formulation of mitigation measures to the future. (State CEQA Guidelines § 15126.4(a)(l)(B).) A lead agency can defer mitigation where formulation of the precise means of mitigating impacts is truly impractical at the time of project approval or where practical considerations prohibit devising such measures early in the planning process. *(Sacramento County Old City Assn. v. City Council of Sacramento* (1991) 229 Cal.App.3d 1011, 1028-1029.) To defer mitigation consistent with CEQA, the EIR must set forth criteria governing future actions to implement mitigation, and the agency must have assurances that future mitigation that is both "feasible and efficacious" will in fact be implemented. *(Californians for Alternatives to Toxics v. Dept. of Food &Agric.* (2005) 136 Cal.App.4th 1, 17.) 46

Lastly, the effectiveness of the trail is in question when the Project proposes that the trail run *in front of* the industrial buildings, contiguous with Cherry Valley Boulevard, and indeed, the trail will *cross* the main Project driveway. (*See*, Figure 2-10.) Can the trail function effectively and safely when pedestrians, equestrians, and horses will interface with 1,191 heavy-duty trucks (a total of 3,126 vehicles) entering and exiting the facility on a daily basis? The trail may be unable to function as a true recreational amenity. And the trail will require at a minimum an adequate cross-walk, a crossing gate and/or flashing lights to provide a safe means of crossing the Project's main driveway. 47

Traffic

The RDEIR states that dirt roads traverse the Project site presently (*see*, p. 2-2). These roads provide access for the four, single-family homes located to the north of the Project site ("physical access to a few homes to the north are provided through the site by direct roads", *id*.). The Project proposes that its main driveway provide the access to the "existing residences generally north of the project site that currently take access through the project site via dirt road" (p. 2-10), though this is not depicted on the site plan at Exhibit 2-6.[15] In terms of safety, is this a 48

[15] The Draft EIR read that the existing road provides the "primary access" for the "four, existing, single-family residences located approximately 290 to 700 feet north of the project site."

reasonable plan? Is this road considered in terms of whether the Project increases hazards due to a design feature, a CEQA threshold of significance? Furthermore, in terms of pedestrians and equestrians, the Project is actually designed to *promote* the crossing of the Project's main entry/exit point. This is also a safety hazard. Also, Street A is described as both a private and public street –could this make a difference in terms of the neighboring homes, such as with respect to police enforcement/response? What if there is an accident between a truck and a private automobile on "private" Street A? All together, the intended use of Street A as the means of egress and ingress for northerly residences seems ill advised and dangerous. 48 CONT

The RDEIR states that the main access point and interior circulation pattern have been designed to accommodate the turning movements and stacking requirements of the truck-trailer traffic. But there is not evidence to show that the internal circulation system is adequate to accommodate the number of trucks that may arrive/depart on a single day at any given time. The RDEIR merely contains the cursory statement that 32-42 trucks could queue on the "private" road. This does not show that stacking on public roadways will not occur when it is possible that more than 42 trucks will queue at the site at any given time. Does the RDEIR disclose the average processing time of a truck, calculate how many trucks are predicted to arrive at peak hours and consider, in turn, whether there are adequate bays and sufficient space within the site and private road A to prevent the stacking of trucks on roadways? If the Project generates 1,191 truck trips per day (assuming this is round trip), this equates to 590 one-way trips to the site, divided by 24 hours, which equals an average of 24.8 trucks per hour. This does not account for peak hour trips. Can the site accommodate/process a truck every 2 ½ minutes on average over 24 hours? Second, the stacking of trucks *on* the private road has the potential to adversely affect residents who will use this road for access to their homes. What is the consequence to residents if trucks are stacked on the private roadway and residents are stuck in this truck traffic? Also, what about emergency access to/from the northerly residences in the event of truck stacking? The RDEIR must also consider mitigation to prevent trucks from parking or idling on public streets. 49

Next, the conclusions at RDEIR p. 3.16-58 are based on improvements being in place. Is there assurance that these improvements will be in place? Is there an analysis of stacking in terms of the Driveway 1/Cherry Valley Boulevard intersection? 50

Finally, there are potentially significant traffic impacts during construction to the extent that residences to the north rely on access *through* the Project site; the RDEIR does not explain how these residents can be assured safe, reliable access to their homes during the one-two year construction timetable. There is no discussion of this potential impact, only a brief discussion of a traffic control plan as it relates to Cherry Valley Boulevard, although even this is inadequate since there is nothing to show that truck traffic – particularly if haul trips are required – will not disrupt or slow traffic on Cherry Valley Boulevard below current level of service requirements, which is arguably LOS C at least until the road improvements are implemented. 51

Utilities/Water Supply

The Yucaipa Valley Water District (YVWD) will serve the Project. The YVWD recognizes, "water supply is clearly one of the most critical issues facing the Yucaipa Valley. In the past, the area has relied heavily on local sources of surface and groundwater for our supply. 52

Continued growth has caused the water demands to exceed the locally available supply. The Yucaipa Valley Water District recognizes that in order for development to occur, there must be a reliable source of water delivered to meet the new demands in addition to the existing demands and replenishment required to recover the previously depleted groundwater basins." (YVWD 2010 Urban Water Management Plan[16]) The RDEIR indicates that the YWVD has increasing dependency on imported water, which is not adequate to ensure that the long-term water supply needs are met for the Project (p. 3.17-5). The District in 2010 relied on imported water to meet 28.2% of demand. (*See*, 2010 Urban Water Management Plan, pp. 48 – 49.) Groundwater production is also historically down in the area. (*See, id*. at p. 57.) 52 CONT

The RDEIR asserts that sufficient water supply is available to meet demand.[17] The YVWD 2010 Urban Water Management Plan likewise indicates that the District is planning to have sufficient water to meet demand. *See, id*. However, there are not assurances of the actual ability to meet demand. For instance, the 2010 Urban Water Management Plan at p. 90 notes that under single-dry year conditions "the Yucaipa Valley Water District anticipates adequate supplies for years 2015 to 2035." Also, the data and information in the cited YVWD planning documents may be outdated given the intervening drought. (*See, id.*, p. 86; *see also*, http://www.yvwd.dst.ca.us/home/showdocument?id=48) 53

The RDEIR states that a Water Supply Assessment (WSA) was prepared for the Project, and it is identified as a RDEIR "Reference". Yet the document is not available with the materials online. Even so, the date of the WSA is apparently 2013, which is before the major drought began in year 2014. In *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* 40 Cal. 4th 412, 432, the court held that the informational purposes of CEQA are not satisfied by an EIR that simply assumes a solution to the problem of supplying water to a proposed land use project. Here, water supply for the Project has not been shown to be available or adequate based on evidence in the record. The claim that the YVWD has "plans" in place that will meet water demand is not substantial evidence of adequate water supply. "Speculative sources and unrealistic allocations ('paper water') are insufficient bases for decisionmaking under CEQA." (*Vineyard Area Citizens, supra*, at p. 432). 54

Finally, according to Water Code § 10910(a)(4), "the water supply assessment for the project shall include a discussion with regard to whether the total projected water supplies, determined to be available by the city or county for the project during normal, single dry, and multiple dry water years during a 20-year projection, will meet the projected water demand associated with the proposed project, ***in addition to existing and planned future uses***, including agricultural and manufacturing uses." (emphasis added) Does the Project's WSA include water demands for future planned uses, such as those identified in the RDEIR as cumulative projects? As the RDEIR notes, there are a number of planned residential developments in the area. In other words, are the population projections in the 2010 Urban Water Management Plan and/or the 55

[16](http://www.water.ca.gov/urbanwatermanagement/2010uwmps/Yucaipa%20Valley%20Water%20District/YVWD%20Urban%20Water%20Management%20Plan.FINAL.pdf)

[17] http://www.yvwd.dst.ca.us/home/showdocument?id=48

Project's WSA consistent with planned growth for the area – or is it realistic to assume that population projections for the area, and therefore water demands, should be reevaluated in terms of available water supply? 55 CONT

Energy

The Project must be conditioned to meet USGBC rating level LEED v.4 Silver as well as to *obtain* LEED certification. 56

Growth-Inducing Impacts

The Project has a number of features that may promote the development of the area and bring indirect, adverse environmental impacts (i.e., growth-inducing impacts). First, the Project proposes a new land use designation – Public Facilities (PF). The area re-designated as PF would contain the two proposed water tanks for use and operation by the Yucaipa Valley Water District (YVWD). A booster station would be located adjacent to the water tanks on-site. The water tanks would serve existing and other development in the YVWD service area. Second, in order to provide service to the Project site, off-site water and sewer lines in Cherry Valley Boulevard and Calimesa Boulevard would be constructed. Third, and most significantly, the Project includes transportation improvements such as roadway widening, a signalized intersection and a new (public) road which will function to provide access to northerly parcels including undeveloped parcels. 57

The Project thus meets the threshold for growth-inducement: it removes obstacles to growth by providing infrastructure that would be needed for future growth. Examples of projects likely to have significant growth-inducing impacts include extensions or expansions of infrastructure systems *beyond what is needed to serve project-specific demand* (here, such as the water tanks), and development of new residential subdivisions or industrial parks *in areas that are currently only sparsely developed or are undeveloped*. Agencies often evaluate growth-inducing impacts in terms of whether the proposed project results in/causes: (a) Removal of an impediment to growth (e.g., the establishment of an essential public service or the provision of new access to an area); (b) Fostering economic expansion or growth (e.g., construction of additional housing, changes in revenue base, employment expansion, etc.); (c) Establishment of a precedent-setting action (e.g., an innovation, a change in zoning or general plan designation); or (d) Development or encroachment in an isolated or adjacent area of open space (being distinct from an "infill" type of development). 58

The RDEIR concurs, for instance, that growth-inducement can occur when "projects [] would remove physical obstacles to population growth, such as a new road into an undeveloped area or a wastewater treatment plant with excess capacity that could allow additional new development." (p. 5-1) The RDEIR further states that, "construction of the two water storage tanks, as well as the extension of wastewater and potable water services, would potentially encourage subsequent development by removing infrastructure barriers to growth in the vicinity of the project." (5-2) It also states, "the construction of off-site water and sewer lines in Cherry Valley Boulevard and Calimesa Boulevard and the inclusion of on-site water storage tanks have the potential induce growth, as the project would not only remove infrastructure barriers to 59

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growth in the project area but could also foster economic growth." (p. 5-2) Yet, because there is a residential development planned on the south side of Cherry Valley Boulevard, and because designated land uses include one commercial zone to the *west* of the site, the RDEIR reaches the specious conclusion that "therefore, implementation of the project would not likely induce growth that is inconsistent with historic trends in the area, or inconsistent with the policy of allowing higher densities with approval of a general plan amendment, which will be part of the project entitlements." 59 CONT

There is zero support for the assertion that the Cherry Valley "Gateway Policy area has historically accommodated a variety of industrial and commercial uses. " (p. 5-3) Nor is it a fact that the General Plan acknowledges that this type of "higher density" project is allowed. The site is designated under the General Plan for rural residential development, and the CVGPA anticipates at best residential not industrial-type growth, all the while maintaining the rural character of the area; indeed, only *existing* higher density uses are allowed. In any event, it is precisely the development of a large industrial project with attendant infrastructure that ushers in development – residential *or* industrial. 60

Conclusion

Thank you for your consideration of these comments as you review the scope and nature of the proposed Project and prepare the Final EIR. 61

Sincerely,

Abigail Smith

Abigail Smith
JOHNSON, SMITH & FOY

EXHIBIT A

EXHIBIT A

Johnson, Smith & Foy
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VIA E-MAIL AND U.S. MAIL

January 18, 2017

Mr. Brett Dawson, Project Planner
Riverside County Planning Department
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Re: Public Comments on San Gorgonio Crossings Draft EIR No. 534

To the County of Riverside:

Please accept these comments on behalf of the Sierra Club regarding the Draft Environmental Impact Report ("Draft EIR") for the San Gorgonio Crossings Project.

General Comments

The San Gorgonio Crossings Project is a proposal for the construction and operation of a massive industrial warehouse distribution complex on a vacant site in a largely undeveloped area of the County of Riverside. The Draft EIR asserts the proposed Project is consistent with surrounding uses and applicable land use plans but this is a fallacy – in reality, the Project will be the first of its kind in the area, and the Project fundamentally conflicts with existing land uses and applicable land use plans. The land use conflicts, and the impacts resulting from inconsistent uses, are not resolved through the proposed land use amendments. The County's decision to fundamentally change the character of an area typified by open space, rural, and single-family, large-lot development should be considered carefully. We see no justification for the proposed land use at the particular location. We note that nearest developed uses are predominately *residential* – either existing or planned. The Project proposes the 24-hour, seven-day-a-week operation of two enormous warehouse facilities with 3,126 *daily* vehicle trips including 1,191 truck trips. Exposing local residents to the harmful effects of the Project, including significant air emissions and relentless noise, should be avoided. For instance, the California Air Resources Board's "*Air Quality and Land Use Handbook: A Community Health Perspective (2005)*" recommends that distribution centers like the proposed Project should not be within 1000 feet of residences[1]. Here, according to the Draft EIR's Air Quality Study, surrounding uses include[2]:

[1] https://www.arb.ca.gov/ch/handbook.pdf
This hyperlink and all hyperlinks cited herein are fully incorporated herein by reference.

37303 Cherry Valley Boulevard	0.73 mile east	Existing Residential
37345 Cherry Valley Boulevard	0.84 miles east	Existing Residential
37321 Cherry Valley Boulevard	0.75 mile east	Existing Residential
9865 Roberts Street	0.57 mile northeast	Existing Residential
9975 Roberts Street	0.64 mile northeast	Existing Residential
Sunny Cal Specific Plan	0.02 mile south	Future Residential (457 single-family units)
Holbert Ranch	0.34 mile north	Future Residential (131 single-family units)
Tournament Hills Elementary School	1.1 miles south	School
Brookside Elementary School	2.30 miles southeast	School
Beaumont High School	2.51 miles southeast	School
Bornstine Property	0.02 miles east	Future Residential (209 single family units)
Sunset Ranch	0.4 miles northwest	Future Residential (231 single family units)

In terms of the Draft EIR, for the reasons outlined below, the analyses and conclusions are unsupported and inadequate, and re-circulation is required.

Project Objectives

The Project Objectives are outlined in such a way that only development of an industrial project would satisfy "basic" project objectives. (*See,* State CEQA Guidelines § 15126.6 (a).) In turn, the County may easily reject alternatives that may reduce significant environmental impacts of the Project. CEQA prohibits the structuring of an alternatives analysis in this manner. Specifically, Objectives 1, 4, 5 8, and 9 all identify the objective of developing an *industrial* project.

Furthermore, the Project objectives list the applicant's desire to obtain a return on its investment (Objective 7). The applicant's reasons for desiring a certain project cannot be the determining factor in the lead agency's decision to approve a project, particularly one with significant impacts. As shown by the analysis of the residential alternative, there are alternatives that would reduce significant Project impacts, namely air quality, and these alternatives are consistent, or more consistent, with existing land uses and plans. These alternatives should be considered meaningfully apart from the applicant's wish to develop a certain type of project.

Aesthetic Impacts

According to the Draft EIR, the Project site is currently vacant with sloping terrain, native grasses and scrub, and it is traversed by three natural drainages. Also, "most of the

[2] In addition to those within the chart, there are the existing residential communities of Rancho Calimesa Mobile Home Park (senior), Singleton Road, Stetson, Solera (senior), Oak Valley Greens, Hannon, Fairway Canyon, Tournament Hills, Oak Valley II, Ryland, Heartland, Three Rings Ranch, the aforementioned communities with a population of over 25000 residents, all which are less than 2 miles from the site, many less than ½ mile from the site.

surrounding area is currently in predominately undeveloped states." (p. 2-2). To the north and northwest are rolling hills and four, existing single-family homes. To the south are vacant parcels and also a planned community of 560 residential units. To the east are a mix of properties used for agriculture and large-lot single-family development. Presently, viewsheds across the Project site from these surrounding areas are of natural open space and rolling hills. These views will be replaced by two immense industrial buildings fronted by truck bays for hundreds of trucks. The introduction of these buildings as well as supporting infrastructure, roadways and lighting to the natural area represents a substantial adverse change to the existing environment, *i.e*., a significant CEQA impact. (State CEQA Guidelines § 15382.) As the Draft EIR states,

> Development of the project will convert vacant land into industrial land uses, and the visual character of the project site will change. Current views of the site consist of disturbed vacant land, with a limited number of trees and natural vegetation … The project will remove existing vegetation and create an industrial development in an area that is predominantly developed with scattered rural residential lots (3.1-20).

The Draft EIR asserts, "[a]s demonstrated in the Visual Simulations … project buildings would not be visible from any of the surrounding uses … as designed, the proposed buildings would blend in with the foothills behind the site … Although the project's building rise 41 in height, the project would not be visible to residents of adjacent developments or motorists traveling along Cherry Boulevard, as their line of sight would be directed above the building" (p. 3.1-29). However, this statement is not supported by substantial evidence. Firstly, elsewhere in the Draft EIR, the buildings are described as 47 feet in height (*see*, p. 2-9). Second, the visual simulations are misleading to the extent they depict very dense and mature landscaping (*e.g*., 2 and 11). Until landscaping matures in this manner, it is likely that visual impacts will be more severe. Visual simulations of short-term conditions must be provided; otherwise, visual impacts must be deemed significant at least on a temporary basis.

The Project also entails significant grading (Exhibit 2-11), some of which will occur in northerly areas with sloping or steeper terrain. To what effect does this grading have on natural landforms? This impact must be evaluated. Additionally, according to the Draft EIR, based on the sloping terrain of the Project site, a number of manufactured slopes and retaining walls *may* be needed to develop the site. These artificial slopes and walls must be fully described and evaluated in order to fully inform the reader of aesthetic impacts.

Finally, Mitigation Measure AES-4 is improperly deferred in that it describes that the photometric study will be prepared after Project approval. There is not substantial evidence in the record to show that lighting impacts will be less than significant. Similarly, the analysis has not considered the lighting impacts associated with trucks arriving/departing the site at early morning or late hours and whether and to what extent these lights will shine into homes.

Air Quality

Construction Air Quality

The Draft EIR states the design of the Project would seek to balance the earthwork necessary for grading and avoid the import or export of soil. This must be made a condition of the Project so that air quality impacts are consistent with the assumptions of the air quality analysis (*see*, Appendix B/Air Quality Study p. 83). The average commercial dump truck holds 10-14 cubic yards of material. The Draft EIR states the Project involves an estimated 3 million cubic yards of cut and 2.3 million cubic yards of fill. Thus soil work does not appear to be "balanced"; in other words, without more information, 3 million cubic yards of cut does not equate to 2.3 million yards of fill. Assuming there is the need to dispose or move 700,000 cubic yards of soil, and assuming an average truck can hold 12 cubic yards per dump truck, this equates to 60,000 off-site haul trips to dump location(s) unknown. This activity could radically change the conclusions of air quality study. For instance, unmitigated NOx emissions during construction are calculated to be 98.9 pounds per day with the regional threshold being 100 pounds per day. Additional mitigation for construction air quality would include requiring that:

- All diesel powered scrapers shall meet Tier 4 final off road emissions standards;
- All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe;
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph; that wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction; that vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established;
- The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time;
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site; that site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel;
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent;
- Idling time of diesel powered construction equipment shall be limited to to two minutes;
- The contractor shall use low VOC (i.e., ROG) coatings beyond the local requirements; that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM; and
- All contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.
- All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available.
- The contractor use 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).
- The contractor use of alternative fueled off-road construction equipment.
- The contractor improve traffic flow by signal synchronization.

Operational Air Quality

The Project generates significant NOx impacts; most of the NOx emissions are due to heavy duty diesel trucks. Yet operational air quality emissions are even understated when the air quality analysis is based on an average truck trip length of 40 miles (Appendix B, p. 85). This trip length is not justified. The Ports of Los Angeles and Long Beach are located 90-95 miles from the Project location. Thus average trips lengths should be double. At the least, the Project must evaluate truck trips using a breakdown of trips, with trips to the Ports representing a certain reasonable percentage of trips, unless it is shown that Project trucks will not be traveling to and from the Ports. Additional mitigation for operational air quality impacts includes:

- Accelerating the introduction of cleaner trucks through a project requirement that all heavy duty trucks generated by the project will be required to meet or exceed the U.S. EPA's 2010 heavy duty engine emission standards or be powered by natural gas, electricity, or other diesel alternative.
- Accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today.
- Require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations. Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NOx impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2012 and 2016 Regional Transportation Plan.
- Limit the daily number of trucks allowed at each facility to levels analyzed in the Draft EIR. If higher daily truck volumes are anticipated to visit the site, the County should commit to re- evaluating the project through CEQA prior to allowing this higher activity level.

The Project does not demonstrate consistency with regional plans aimed at reducing air quality emissions. The Project generates a significant amount of NOx during operational phases, which is not consistent with goals and policies aimed at reducing air emissions. Moreover, the regional plans are based on population projections. To the extent the Project represents a more intense land use in terms of air quality impacts than assumed by regional planning documents, the Project has impacts above and beyond what these plans have assumed.

Finally, the air quality analysis does not consider whether students who walk to school will pass the Project site or whether students will be exposed to harmful diesel emissions from trucks on roadways as they walk to school.

Health Risk Assessment

Please verify that the HRA accounts for vehicles idling or traveling at low speeds, which generate greater emissions and therefore underestimates health risks. Where on-site Heavy Duty Truck emissions were based on CalEEMod's operational emission calculations, this is inadequate because this considers vehicle speeds typically found on highway travel. Please

verify that idling and on-site travel (low speed travel – 5-10 mph) emissions are included in the analysis.

Greenhouse Gas Impacts

The Project does not discuss consistency with Executive Order S-3-05. This EO requires that GHGs be reduced in California to 1990 levels by 2020, and to 80% below 1990 levels by 2050. And is this Project consistent with these goals?

Biological Impacts

The Draft EIR does not adequately address the loss of biological habitat on a cumulative basis; how the Project impacts nearby MSHCP criteria areas; and whether the Project has "edge effects" as defined by the MSHCP.[3]

Furthermore, the "DBESP" is not supported by substantial evidence as it is not shown that the manufactured riparian areas within the Project site is sufficient mitigation for the loss of on-site, natural drainage areas.

Land Use Impacts

The finding of less-than-significant is unsupported. The finding should be changed to **significant**.

The current General Plan Land Use designations for the Project site consist of Rural Mountainous (RM) within the northern portion of the site and Very Low Density Residential (VLDR) within the southern portion of the site. The Draft EIR states that land uses allowed under the VLDR designation include single-family detached homes. Under the RM designation, single-family residential with a minimum of 10 acres lots is allowed. The Project site is also located within The Pass Area Plan (PAP)[4]. The Draft EIR describes that the PAP

> [i]s a component of the County of Riverside General Plan that provide area-specific policies and requirements to address local conditions and issues. The PAP encompasses the cities of Banning, Beaumont and Calimesa, as well as several unincorporated communities within Riverside County, including Cherry Valley. Within the PAP, individual, unincorporated communities are identified as 'policy areas.' According to the PAP, a policy area is a portion of an Area Plan that contains special or unique characteristics that merit detailed attention and focused policies. The project site is located within the Cherry Valley Gateway Policy Area, which is located on the western edge of the CVPA and, as the name implies, serves as a gateway to Cherry Valley. ***The intent of the Cherry Valley Policy Area is to***

[3] http://rctlma.org/Portals/0/mshcp/volume1/sec3.html
[4] http://planning.rctlma.org/Portals/0/genplan/general_plan_2013/3%20Area%20Plan%20Volume%202/The%20Pass%20AP.pdf

> ***maintain the predominantly rural community nature of this area, while allowing existing uses that are of a higher density to remain legal conforming uses***. (emphasis added)

In terms of zoning, the site is zoned Controlled Development Area (W-2) "which typically allows for single-family residential, light agriculture, aviaries, apiaries, grazing of farm animals and animal husbandry."

The Project proposes to amend the applicable land use and zoning designations. A General Plan Amendment is proposed from RM and VLDR to RM, Open Space Recreation (OS-R), Public Facility (PF) and Light Industrial (LI). The RM area would remain designated as RM, and would not be developed. The new OS-R area would not be developed. The area re-designated as PF would contain the two proposed water tanks for use by the Yucaipa Valley Water District (YVWD). The Project also includes a request for a Change of Zone from Controlled Development (W-2) to Industrial Park (I-P).

In terms of surrounding uses, the unincorporated County property to the north of the site is zoned Residential Agriculture, one acre minimum lot size (R-A-1). Areas to the east and south are also zoned R-A-1 and W-2. The General Plan Designation to the north of the site is primarily RM. The area to the east and south of the site is also designated VLDR. The area to the southeast of the site, near the I-10 Freeway, is designated Commercial Retail (CR). The areas directly west of the project site located within the City of Calimesa are zoned and designated by the General Plan as Commercial Regional, Residential Low (2 to 4 dwellings per acre), and Residential Low Medium (4 to 7 dwellings per acre). The area within the City of Calimesa that lies to the north and northwest of the project site is zoned/designated as Rural Residential (RR) (0 to 2 dwellings per acre).

Due to the proposed changes presented by the Project in terms of proposed intensity of use as well as amendments to adopted land use plans, the Project meets County of Riverside thresholds of significance for land use impacts insofar as the Project would: (a) result in a substantial alteration of the present or planned land use of an area; (b) affect land use(s) within a city sphere of influence and/or within adjacent city or county boundaries; (c) be inconsistent with the site's existing or proposed zoning; (d) be incompatible with existing surrounding zoning; (e) be incompatible with existing and planned surrounding land uses; and (f) be inconsistent with the land use designations and policies of the General Plan. The Project will also exceed CEQA thresholds for land use impacts as it will "conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect." The Project represents radical departure from existing land use designations and zoning; the finding of less-than-significant is simply unsupported.

In addition, regardless of the Project's design, or landscaping, or paint pallet, it involves the construction of two industrial warehouse distribution facilities comprising a total of 1,800,000 square feet in a community dominated by large lot, single-family residential, rural residential, and open space – and which seeks to preserve this way of life. At best, there is a planned residential

development immediately to the south of Cherry Valley Blvd. The Draft EIR asserts that the Project, *like* that development, proposes buffers, *etc*., to minimize impacts with *other* nearby uses. This says nothing of how the Project will impact the thousands of residents who will reside directly across the street – particularly how the Project's noise, lighting, and significant air emissions will affect residents who will be exposed on a 24-hour basis to the truck traffic and operations of the site. Furthermore, contrary to the Draft EIR, the Project is not similar to the type or intensity of use of other planned developments in the surrounding area. The Draft EIR admits that planned development is *residential*, not industrial. (*See* p. 3.1-10 – 11.) The Draft EIR should also assume for analysis purposes in *all impact areas* that vacant parcels surrounding the Project will be developed with residential uses.

Moreover, the Project is inconsistent with the County General Plan. The Draft EIR's analysis of the General Plan reasons that there are no land use impacts because the Project requests a General Plan Amendment and a zone change. For instance, County of Riverside Land Use Policy 7.1 states the County shall **"**[r]equire land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts." The Draft EIR asserts the Project conforms to this policy because it proposes a general plan amendment. Except this rationale defeats the whole purpose of the policy, which is to develop land uses *in accordance with* the General Plan. The Project also conflicts with LU 7.4, which states the County shall **"**[r]etain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic." The Project brings noise, fumes, and light to immediately surrounding residential and open space areas.

The Project likewise is entirely inconsistent with the goals, policies, and intent of the PAP and the Cherry Valley Gateway Policy Area ("CVGPA"). The PAP states, "[t]he community of Cherry Valley, located in the north-central portion of the planning area, is distinguished from other communities by its concentration of cherry orchards, a distinctive southerly entrance along tree-lined Beaumont Avenue, and ***distinctive rural community character***." (emphasis added) Regarding Cherry Valley, the Pass Area Plan (PAP) states:

> This community is located in the north-central portion of the Pass between the cities of Calimesa and Banning. Cherry Valley is a charming community distinguished by and named after a concentration of cherry orchards. It is a rural community characterized by large-lot residential, agricultural and animal-keeping uses, with a commercial core along Beaumont Avenue, northerly of Cherry Valley Boulevard. There are also two large mobile home parks adjacent to the commercial core. Cherry Valley is designated by LAFCO as an Unincorporated Community ***in order to preserve this existing rural character***. (emphasis added)

The CVGPA clearly envisions residential uses for the "gateway" to Cherry Valley, and one goal of the CVGPA is "***to evoke the rural character of the area***." Notwithstanding the decorative barn and water tower, the proposed industrial warehouse distribution buildings are not evocative of rural character. The Project with its intensity of use and countless heavy-duty trucks passing through the "gateway" to Cherry Valley on a daily basis, and mixing with residential traffic, is not consistent with rural character.

Next, the Project conflicts with the Good Neighbor Policies relating to siting of industrial uses near sensitive receptors. For example, the Project is not shown to be consistent with Goal 1, which states that warehouses shall be located approximately 1,000 feet from sensitive receptors including homes – in particular as to the planned development across Cherry Valley Boulevard to the south. Also, Goal 5 requires cleaner trucks; the Draft EIR merely states that the Project will follow ARB regulations when they are implemented by ARB. This is inadequate under CEQA. It is within the power of the owner to require the use of cleaner trucks *faster* than regulatory standards.

Finally, the County should be on alert that the proposed Project may amount to impermissible "spot zoning." There is no demonstrated public interest for allowing the Project less restrictive zoning restrictions than those applicable to surrounding properties. (*See, Foothills Community Coalition v. County of Orange* (2014) 222 Cal.App.4th 1302.)

Noise

Construction Noise

Contrary to the Draft EIR's conclusion, construction noise impacts are significant and unmitigated in terms of at least the single-family home in the City of Calimesa as well as the closest home southeast of the site in the County of Riverside (Appendix H, Table 9). The noise analysis indicates that construction noise levels will cause an increase in 13 dBA Leq over existing conditions and 8 Lmax over existing conditions at the Calimesa home, and a 9 dBA Leq increase over existing noise at the County of Riverside home. This is a "substantial temporary increase" in existing ambient noise conditions, *i.e.*, a significant impact of the Project. The Draft EIR asserts that certain noise mitigation measures will reduce construction noise levels to less than significant. This is not shown to be accurate. First, MM NOI-1b is not shown to be effective when it will only be implemented "if feasible" and therefore the noise reduction cannot be credited. Second, there is no evidence that noise levels are reduced to below thresholds due to the implementation of mitigation. Finally, the fact that the County's and/or the City of Calimesa's noise ordinance exempts construction activities does not eliminate the CEQA impact. Additional mitigation would include the construction of temporary sound barriers to shield homes from construction noise.

Additionally, there does not appear to be an analysis of construction traffic noise. And, to the extent that off-site haul trips are required for soil export, these noise impacts could be substantial.

Operational Noise

Additional information and analysis is needed in terms of operational noise impacts, at least in the following respects.

First, existing noise measurements should include residences to the north. Measurement locations 3 and 4 are within the Project site, not at the property line of northerly residences. Due to the remoteness of these homes, it is possible that existing ambient noise levels are lower at the

property line than at within the Project site. Furthermore, a noise measurement should have been selected and measurements taken at the location of planned residences on the south side of Cherry Valley Boulevard. The Draft EIR, Exhibit 3.12-2, does not indicate that the noise analysis considered the residences within Tract Map 36583, directly across the street from the Project site (*see also*, Appendix H, pp. 36-37). Where the County is aware of this planned development, it must, as part of a good faith CEQA analysis, consider the effects of the proposed Project on this development.

Second, the noise analysis does not appear to adequately evaluate traffic noise *as to* sensitive residential receptors. Appendix H/Noise Study states that, "[i]mpact criteria that apply to the proposed project include criteria for transportation noise impacts ***to noise sensitive land uses*** (e.g., an airport, freeway or arterial traffic noise in residential areas); and criteria that apply to stationary noise impacts to sensitive land uses (e.g. stationary noise impacting neighboring communities)" (p. 18 [emphasis added]). The Noise Study continues that under County standards, "transportation related noise as measured inside residential dwellings should not exceed 45 CNEL; and exterior noise levels due to transportation noise at a residential parcel[] should not exceed 45 [CNEL]" (p. 18). The Draft EIR does not appear to evaluate the noise impact associated with truck traffic – particularly at nighttime – *on* residences, including the future residences directly across the street. Notably, the Draft EIR does consider whether traffic noise is significant in terms of traffic noise *to* the Project (*see*, p. 33). Furthermore, we question the existing traffic noise measurement of 67 dBA – particularly at nighttime. Overall, we strongly believe that the addition of substantial truck traffic (1,191 truck trips per day) will have a measureable increase on noise conditions particularly when trucks arrive or depart during early morning, evening, or nighttime hours when existing background noise conditions should be much quieter.

Third, the Noise Study discloses that operational noise generating activities include truck loading and unloading, parking lot, and HVAC operation. However, the noise analysis appears to view these things in isolation in terms of calculating the Project's operational noise impacts; moreover, the emphasis appears to be on truck loading and unloading in terms of calculating operational noise impacts. Considered together, these activities may cause greater noise impacts. Slow moving trucks, at 5 to 10 mph, can generate noise up to 75 dBA at 50 feet when traveling and braking; parking lot activity can generate noise levels of 60 dbA at 50 feet; HVAC units can generate noise levels of 62 dBA at 50 feet; trash compactors can generate noise levels of 67 dBA at a distance of 10 feet; the analysis must also consider truck noise such back-up beepers and air brakes. These activities must be considered together to get a complete picture of the noise levels caused by the Project.

Fourth, the assumptions of the Noise Study are not clear to the reader in terms of the number and frequency of simultaneously operating truck bays. Would not the simultaneous loading and unloading trucks mean louder noise conditions – and does the Noise Study adequately consider the number of truck which may load/unload simultaneously? That is, if each truck causes mitigated noise levels of 37-44 Lmax (southern residence) or 44-45 Lmax (western residence), should not Lmax levels due to the Project be greater?

Fifth, does the noise analysis adequately consider the effects associated with "cross docking"[5]? The Draft EIR notes that cross-docking would be a component of Project operations. This type of activity can be louder than normal operation of loading docks.

Finally, the County should require additional operational noise mitigation such as (1) limitations on operational activities such as prohibiting loading and unloading activities between the hours of 10 p.m. and 7 a.m.; (2) ambient-sensitive self-adjusting back-up alarms or manually adjustable alarms on all equipment that requires a back-up alarm.

Recreation

The Project proposes to construct buildings in the location of trails – planned or existing – within or near the City of Calimesa trail system. The Draft EIR states,

> the project would feature on-site trails that connect with existing trails in the northern portion of the site, to contribute to the development of the City of Calimesa's trail system. Easements for these trails would be donated/dedicated to a responsible entity to be determined prior to approval. A 12-foot wide decomposed granite trail section would be constructed along the project frontage on the northern side of Cherry Valley Boulevard to accommodate pedestrians and equestrians. A trailhead would also be constructed in the southwest corner of the site, near the decorative water tower and barn features. Another decomposed granite trail would be provided along the western margin of the project site to accommodate hikers and equestrians, and would connect to the existing trails in the northern portion of the project site. (p. 3.15-6)

First, the dirt (DG) trail is shown at the base of a slope, and can be expected to receive run-off from the berm (*see*, Exhibit. 2-7). Thus there is the need to ensure the maintenance and upkeep of this trail. Also, the trail is not shown as 12 feet as described above; Exhibit 2-7 shows it as 10 feet. Further, the trail on the western boundary shown on Exhibit 3.15-1 is not indicated on Exhibit 2-6 or Exhibit 2-10, thus it is not clear how or if the trail connects to the trail network shown on Exh. 3.15-1. Without this connection the trail on the southern boundary is a trail to nowhere.

Second, the dedication of "easements" to a "responsible entity" for trail maintenance/ownership is not an effective and certain measure within the meaning of CEQA. The responsible party and a permanent funding mechanism must be identified in order to ensure the maintenance and/or the acceptance of the easement. Many resource organizations require a non-wasting endowment for acceptance and management of easements in perpetuity. It is generally inappropriate to defer formulation of mitigation measures to the future. (State CEQA Guidelines § 15126.4(a)(l)(B).) A lead agency can defer mitigation where formulation of the precise means of mitigating impacts is truly impractical at the time of project approval or where

[5] Cross-docking is a practice in logistics of unloading materials from an incoming semi-trailer truck or railroad car and loading these materials directly into outbound trucks, trailers, or rail cars, with little or no storage in between. (https://en.wikipedia.org/wiki/Cross-docking)

practical considerations prohibit devising such measures early in the planning process. *(Sacramento County Old City Assn. v. City Council of Sacramento* (1991) 229 Cal.App.3d 1011, 1028-1029.) To defer mitigation consistent with CEQA, the EIR must set forth criteria governing future actions to implement mitigation, and the agency must have assurances that future mitigation that is both "feasible and efficacious" will in fact be implemented. *(Californians for Alternatives to Toxics v. Dept. of Food &Agric.* (2005) 136 Cal.App.4th 1, 17.)

Lastly, the effectiveness of the trail is in question when the Project proposes that the trail run *in front of* the industrial buildings, contiguous with Cherry Valley Boulevard, and indeed, the trail will *cross* the main Project driveway. (*See*, Figure 2-10.) Can the trail function effectively and safely when pedestrians, equestrians, and horses will interface with 1,191 heavy-duty trucks (a total of 3,126 vehicles) entering and exiting the facility on a daily basis? The trail may be unable to function as a true recreational amenity. And the trail will require at a minimum an adequate cross-walk, a crossing gate and/or flashing lights to provide a safe means of crossing the Project's main driveway.

Traffic

The Draft EIR states that dirt roads traverse the Project site presently, and that these roads provide access for the four, single-family homes located to the north of the Project site. The Project proposes that its main driveway provide the "primary access" for the "four, existing, single-family residences located approximately 290 to 700 feet north of the project site." In terms of safety, is this a reasonable plan? Is this road considered in terms of whether the Project increases hazards due to a design feature, a CEQA threshold of significance? Furthermore, in terms pedestrians and equestrians, the Project is actually designed to *promote* the crossing of the Project's main entry/exit point. This is also a safety hazard. Also, the Draft EIR describes Street A as both a private and public street –could this make a difference in terms of the neighboring homes, such as with respect to police enforcement/response? What if there is an accident between a truck and a private automobile on private Street A? All together, the intended use of Street A as the means of egress and ingress for northerly residences seems ill advised and potentially dangerous.

The Draft EIR states that the main access point and interior circulation pattern have been designed to accommodate the turning movements and stacking requirements of the truck-trailer traffic. But Draft EIR does not show, based on evidence, that trucks will not internally at the site. That is, there is not evidence to show that the internal circulation system is adequate to accommodate the number of trucks that may arrive/depart on a single day at any given time. The Draft EIR merely contains the cursory statement that 32-42 trucks could queue on the "private" road. This does not show that stacking on public roadways will not occur when it is possible that more than 42 trucks will queue at the site at any given time. Does the Draft EIR disclose the average processing time of a truck, calculate how many trucks are predicted to arrive at peak hours and consider, in turn, whether there are adequate bays and sufficient space within the site to prevent the stacking of trucks? If the Project generates 1,191 truck trips per day (assuming this is round trip), this equates to 590 one-way trips to the site, divided by 24 hours, which equals an average of 24.8 trucks per hour. This does not account for peak hour trips. Can the site accommodate/process a truck every 2 ½ minutes on average over 24 hours? Second, the stacking

of trucks *on* the road has the potential to adversely affect residents who will use this road for access to their homes. What is the consequence to residents if trucks are stacked on the roadway and residents are stuck in this truck traffic? Also, what about emergency access to/from the northerly residences in the event of truck stacking?

Next, the conclusions at Draft EIR p. 3.16-56 through p. 3.16-64 are based on "with improvements". Particularly the "stacking" information is based on improvements being in place (p. 3.16-55, and 3.16-58). Is there assurance that these improvements will be in place? Is there an analysis of stacking in terms of the Driveway 1/Cherry Valley Boulevard intersection? Also, please explain why Driveway 1/Cherry Valley Boulevard analysis is not provided under the Near Term (2019) scenario.

Finally, there are potentially significant traffic impacts during construction to the extent that residences to the north rely on access *through* the Project site; the Draft EIR does not explain how these residents can be assured safe, reliable access to their homes during the one-two year construction timetable. There is no discussion of this potential impact, only a brief discussion of a traffic control plan as it relates to Cherry Valley Boulevard, although even this is inadequate since there is nothing to show that truck traffic – particularly if haul trips are required – will not disrupt or slow traffic on Cherry Valley Boulevard below current level of service requirements, which is arguably LOS C at least until the road improvements are implemented.

Utilities/Water Supply

On January 17, 2014, California State Governor, Jerry Brown, declared a drought state of emergency. (https://ca.water.usgs.gov/data/drought/) The time period of December 2015 between November 2016 has been the 3rd warmest on record for California. *Id.* California saw 2015 as the warmest year on record. *Id*. California is still experiencing a drought. (http://drought.ca.gov/topstory/top-story-67.html) Drought has an impact on local water supplies such as groundwater. (*See*, https://ca.water.usgs.gov/data/drought/groundwater.html).

The Yucaipa Valley Water District (YVWD) will serve the Project. The YVWD recognizes, "water supply is clearly one of the most critical issues facing the Yucaipa Valley. In the past, the area has relied heavily on local sources of surface and groundwater for our supply. Continued growth has caused the water demands to exceed the locally available supply. The Yucaipa Valley Water District recognizes that in order for development to occur, there must be a reliable source of water delivered to meet the new demands in addition to the existing demands and replenishment required to recover the previously depleted groundwater basins." (YVWD 2010 Urban Water Management Plan[6]) The Draft EIR indicates that the YWVD has increasing dependency on imported water, which is not adequate to ensure that the long-term water supply needs are met for the Project (p. 3.17-5). The District in 2010 relied on imported water to meet

[6](http://www.water.ca.gov/urbanwatermanagement/2010uwmps/Yucaipa%20Valley%20Water%20District/YVWD%20Urban%20Water%20Management%20Plan.FINAL.pdf)

28.2% of demand. (*See*, 2010 Urban Water Management Plan, pp. 48 – 49.) Groundwater production is also historically down in the area. (*See*, *id*. at p. 57.)

The Draft EIR asserts that sufficient water supply is available to meet demand.[7] The YVWD 2010 Urban Water Management Plan likewise indicates that the District is planning to have sufficient water to meet demand. *See*, *id*. However, there are not assurances of the actual ability to meet demand. For instance, the 2010 Urban Water Management Plan at p. 90 notes that under single-dry year conditions "the Yucaipa Valley Water District anticipates adequate supplies for years 2015 to 2035." Also, the data and information in the cited YVWD planning documents may be outdated given the intervening drought. (*See*, *id.*, p. 86; *see also*, http://www.yvwd.dst.ca.us/home/showdocument?id=48)

The Draft EIR states that a Water Supply Assessment (WSA) was prepared for the Project, and it is identified as a Draft EIR "Reference". Yet the document is not available with the materials online. Even so, the date of the WSA is apparently 2013, which is before the major drought began in year 2014. Furthermore, there is no analysis of the Project in view of the Governor Jerry Brown's Executive Order B-29-15, issued on April 1, 2015, requiring that, due to the severity of California's drought and likelihood that it will stretch to 2016 and beyond, water boards shall impose a statewide 25% urban water reduction in usage. (http://gov.ca.gov/docs/4.1.15_Executive_Order.pdf) Is this Project consistent with that mandate?)

In *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* 40 Cal. 4th 412, 432, the court held that the informational purposes of CEQA are not satisfied by an EIR that simply assumes a solution to the problem of supplying water to a proposed land use project. Here, water supply for the Project has not been shown to be available or adequate based on evidence in the record. The claim that the YVWD has "plans" in place that will meet water demand is not substantial evidence of adequate water supply. "Speculative sources and unrealistic allocations ('paper water') are insufficient bases for decisionmaking under CEQA." (*Vineyard Area Citizens, supra*, at p. 432).

Finally, according to Water Code § 10910(a)(4), "the water supply assessment for the project shall include a discussion with regard to whether the total projected water supplies, determined to be available by the city or county for the project during normal, single dry, and multiple dry water years during a 20-year projection, will meet the projected water demand associated with the proposed project, ***in addition to existing and planned future uses***, including agricultural and manufacturing uses." (emphasis added) Does the Project's WSA include water demands for future planned uses, such as those identified in the Draft EIR as cumulative projects? As the Draft EIR notes, there are a number of planned residential developments in the area. In other words, are the population projections in the 2010 Urban Water Management Plan and/or the Project's WSA consistent with planned growth for the area – or is it realistic to assume that population projections for the area, and therefore water demands, should be reevaluated in terms of available water supply?

[7] http://www.yvwd.dst.ca.us/home/showdocument?id=48

Growth-Inducing Impacts

The Project has a number of features that may promote the development of the area and bring indirect, adverse environmental impacts (i.e., growth-inducing impacts). First, the Project proposes a new land use designation – Public Facilities (PF). The area re-designated as PF would contain the two proposed water tanks for use and operation by the Yucaipa Valley Water District (YVWD). A booster station would be located adjacent to the water tanks on-site. The water tanks would serve existing and planned development in the YVWD service area. Second, in order to provide service to the Project site, off-site water and sewer lines in Cherry Valley Boulevard and Calimesa Boulevard would be constructed. Third, the Project includes transportation improvements such as roadway widening, a signalized intersection and a new (public) road which will function to provide access to northerly parcels including undeveloped parcels.

The Project meets the threshold for growth-inducement: it removes obstacles to growth by providing infrastructure that would be needed for future growth. Examples of projects likely to have significant growth-inducing impacts include extensions or expansions of infrastructure systems *beyond what is needed to serve project-specific demand* (here, such as the water tanks), and development of new residential subdivisions or industrial parks *in areas that are currently only sparsely developed or are undeveloped*. Agencies often evaluate growth-inducing impacts in terms of whether the proposed project results in/causes: (a) Removal of an impediment to growth (e.g., the establishment of an essential public service or the provision of new access to an area); (b) Fostering economic expansion or growth (e.g., construction of additional housing, changes in revenue base, employment expansion, etc.); (c) Establishment of a precedent-setting action (e.g., an innovation, a change in zoning or general plan designation); or (d) Development or encroachment in an isolated or adjacent area of open space (being distinct from an "infill" type of development).

The Draft EIR concurs, for instance, that growth-inducement can occur when "projects [] would remove physical obstacles to population growth, such as a new road into an undeveloped area or a wastewater treatment plant with excess capacity that could allow additional new development." (p. 5-1) The Draft EIR further states that, "construction of the two water storage tanks, as well as the extension of wastewater and potable water services, would potentially encourage subsequent development by removing infrastructure barriers to growth in the vicinity of the project." (5-2) It also states, "the construction of off-site water and sewer lines in Cherry Valley Boulevard and Calimesa Boulevard and the inclusion of on-site water storage tanks have the potential induce growth, as the project would not only remove infrastructure barriers to growth in the project area but could also foster economic growth." (p. 5-2) Yet, because there is a residential development planned on the south side of Cherry Valley Boulevard, and because designated land uses include one commercial zone to the *west* of the site, the Draft EIR reaches the specious conclusion that "therefore, implementation of the project would not likely induce growth that is inconsistent with historic trends in the area, or inconsistent with the policy of allowing higher densities with approval of a general plan amendment, which will be part of the project entitlements."

There is no support for the assertion that the Cherry Valley "Gateway Policy area has historically accommodated a variety of industrial and commercial uses. " (p. 5-3) Nor is it a fact

that the General Plan acknowledges that this type of "higher density" project is allowed. The site is designated under the General Plan for rural residential development, and the CVGPA anticipates at best residential not industrial-type growth, all the while maintaining the rural character of the area; indeed, only existing higher density uses are allowed. In any event, it is precisely the development of a large industrial project with attendant infrastructure that ushers in development – residential *or* industrial.

Conclusion

Thank you for your consideration of these comments.

Sincerely,

Abigail Smith

Abigail Smith
JOHNSON, SMITH & FOY

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Johnson, Smith & Foy (representing the Sierra Club) (SIERRA)

Comment SIERRA-1
The commenter provides introductory remarks to open the letter, and states that their previous comments on the Draft EIR are incorporated in their entirety since the RDEIR does not indicate what sections or portions of the document were revised.

Response to SIERRA-1
Please refer to Master Response #1 and Master Response #11.

Comment SIERRA-2
This comment provides a general overview of, and expresses general opposition to the project due to "fundamental land use conflicts."

Response to SIERRA-2
Comment noted. Consistency with applicable land use plans is discussed in detail in Section 3.10 of the RDEIR. The project was found to be consistent with all applicable land use plans. Please also refer to Responses to CVAN-7 to CVAN-12.

Comment SIERRA-3
This comment states that the project's location is inappropriate due to its proximity to residential uses, and cites to the California Air Resources Board's "Air Quality and Land Use Handbook: A Community Health Perspective (2005)", which recommends that distribution centers like the proposed Project should not be within 1,000 feet of residences; and provides a list of nearby land uses, stating that the project will put sensitive receptors directly in harm's way.

Response to SIERRA-3
With regard to potential health risk impacts, a Health Risk Assessment was conducted for the project and is included at RDEIR Appendix B.1. The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). For a more detailed discussion of the 1,000 foot distance recommended by the handbook cited by commenter, please refer to Response to SCAQMD-9.

Comment SIERRA-4
This comment states that the Project Objectives are outlined in such a way that only development of an industrial project would satisfy "basic" project objectives, and that the lead agency may easily reject alternatives that may reduce significant environmental impacts of the project. CEQA prohibits the structuring of the alternatives analysis in this manner. Specifically, Objectives 1, 4, 5, 8, and 9 all identify the objective of developing an *industrial* project.

Response to SIERRA-4
The objectives were developed to ensure that the EIR fully analyzed all potential environmental impacts, based on what would occur if the project is approved as proposed. "A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid decision makers in preparing findings or statement of overriding considerations, if necessary. *The statement of objectives should include the underlying purpose of the project*." (State CEQA Guidelines section 15124(b); emphasis added). Development of a high-

cube warehouse is a legitimate purpose under CEQA, particularly given that this is a development project specifically intended to meet the region's needs for additional warehouse space. The "basic purpose" of the project is to provide a high-cube warehouse; it is the intended type of project under consideration and the type of project proposed by the applicant. Further, while an EIR may not give a project an artificially narrow definition, it must state the project objectives broadly enough to leave room for consideration of alternatives that reduce potential environmental effects. The RDEIR analyzed a reasonable range of alternatives that achieve the requirements and purposes of CEQA.

Comment SIERRA-5
The commenter states that objective 7 identifies the applicant's desire to obtain a return on its investment as an objective of the project, and that the applicant's reasons for desiring a certain project cannot be the determining factor in the lead agency's decision to approve a project, particularly one with significant air quality and traffic impacts. As shown by the analysis of the residential alternative, there are alternatives that would reduce significant project impacts, namely air quality, and these alternatives are consistent with existing land uses and plans. These alternatives should be considered meaningfully apart from the applicant's wish to maximize its financial return.

Response to SIERRA-5
The desire to obtain a return on investment and undertake a financially feasible project is only one of nine project objectives, and will not be the determining factor in the County's decision whether or not to approve the project. The County Board of Supervisors will make a decision based on all information contained within the record for the project, including the RDEIR, public comments, and whether the requisite findings can be made. With regard to feasibility of alternatives, the concept of feasibility may take into account *economic*, environmental, social, and technological factors (Public Resources Code, Section 21061.1). Further, CEQA does not prohibit a public agency from adopting a project objective that expresses the desire to maximize a return on investment, particularly when the project involves private capital. Although not necessarily explicitly stated in every EIR, achieving a maximum return on investment is an implicit and inherent goal for any private development project. The primary purpose of the project objectives is to assist the lead agency in developing a reasonable range of alternatives. The incorporation of this objective does not undermine the alternatives analysis; rather, it is one consideration for the decision-makers in analyzing the project approvals. As discussed in Response to CVAN-40, the RDEIR Section 6, Alternatives, includes a full and meaningful comparison of the environmental impacts that would occur under all alternatives.

Comment SIERRA-6
Commenter states that with respect to Objective 2 to create "local employment and economic opportunities, typical high cube warehouses have a high level of automation and therefore fewer employees. Arguably, a project alternative—such as a mixed use or business park project—could provide even more jobs than the project as proposed."

Response to SIERRA-6
The project would create approximately 748 new jobs (including 507 permanent on-site, full-time-equivalent (FTE) jobs, and 241 off-site indirect and induced jobs). (RDEIR at 3.13-5). A Mixed Use/Business Park Alternative was fully analyzed in Section 6, Alternatives of the RDEIR. The Mixed

Use/Business Park Alternative would likely meet three of the project objectives: Objective 2 (provide additional employment opportunities), Objective 3 (fiscal balance for the County) and Objective 7 (reasonable return on investment). As acknowledged by the RDEIR, the Mixed Use/Business Park Alternative may provide more jobs than the project because of its office, research, and development components, although the exact tenant mix is uncertain. In addition, fewer jobs would be available to adults with only a high school education under the Mixed Use/Business Park Alternative than under the project. This is critical for the Pass Area and Riverside County, where it has been estimated that approximately 45 percent of adults have a high school education or less. (See RDEIR at 6-55).

Comment SIERRA-7
This comment provides a summary of the existing setting description from the RDEIR and quotes a statement from the RDEIR on page 3.1-20 with respect to aesthetic impacts.

Response to SIERRA-7
No response is necessary.

Comment SIERRA-8
The commenter questions whether the following statement in the RDEIR is supported by substantial evidence:, "As demonstrated in the Visual Simulations … project buildings would not be visible from any of the surrounding uses … as designed, the proposed buildings would blend in with the foothills behind the site … Although the project's building rise 41 feet in height, the project would not be visible to residents of adjacent developments or motorists traveling along Cherry Boulevard, as their line of sight would be directed above the building" (p. 3.1-29). The commenter notes that elsewhere in the RDEIR, the buildings are described as 47 feet in height (see, p. 2-9).

Response to SIERRA-8
Exhibits 3.1-4a and 3.1-4b depict line of sight visualizations which substantiate the RDEIR's determination that the project would not be visible to residents of adjacent developments or motorists traveling along Cherry Boulevard. Both buildings would be approximately 41 feet in height. The discrepancy cited to by commenter (which appears on page 2-10 of the RDEIR) has been corrected in the Errata, Section 4 of this Final EIR.

Comment SIERRA-9
The commenter states that the visual simulations are misleading to the extent they depict very dense and mature landscaping. Until landscaping matures in this manner (in 5-10 years), it is likely that visual impacts will be more severe than depicted. Visual simulations of short-term conditions must be provided; otherwise, the RDEIR fails on an informational basis. And, because of the likelihood that the buildings will be visible absent the mature landscaping, impacts must be deemed significant at least on a temporary basis.

Response to SIERRA-9
The project proposes to construct berms along the Cherry Valley Boulevard frontage and an additional berm would be located along east side of the site, further screening views. Ultimately, with incorporation of berms, landscaped setback and other features, the buildings would not be visible to viewers along the adjacent roadway. (RDEIR at 3.1-29).

In addition, the project includes substantial grade separation between the project site and Cherry Valley Boulevard. Specifically, Building 1 would be located approximately 29.8 feet above the centerline of Cherry Valley Boulevard, and Building 2 would be located approximately 48.3 feet below the centerline of Cherry Valley Boulevard. (RDEIR at 3.1-29). The project buildings would be screened from the view of motorists or pedestrians traveling along Cherry Valley Boulevard. (RDEIR at 3.1-29). Therefore, no significant visual impact would occur, even in the absence of fully mature landscaping. (RDEIR at 3.1-20 to 3.1-30). The visual simulations provided in the RDEIR are adequate, and no further visual simulations are warranted.

Notwithstanding, in order to allow the landscaping on Cherry Valley Boulevard the maximum time period within which to mature, the following new mitigation measure has been added as Mitigation Measure MM [AES-3], as shown in Errata, Section 4 of this Final EIR, which requires specified landscaping to be planted during the construction period, rather than waiting until building occupancy:

> The applicant shall install all landscape plantings along the Cherry Valley Boulevard frontage (which are intended to serve a screening function) prior to the issuance of building permits.

Comment SIERRA-10
The commenter states that the project entails significant grading (Exhibit 2-11), some of which will occur in northerly areas with sloping or steeper terrain and asks what effect this grading would have on natural landforms. Additionally, the commenter notes that, given the sloping terrain of the Project site, a number of manufactured slopes and retaining walls may be needed to develop the site. The commenter states that the grading and creation of these artificial slopes and walls must be fully described and evaluated in order to fully inform the reader of the project's changes to the environment.

Response to SIERRA-10
As stated in RDEIR Section 3.6.1(Geology and Soils) the northern portion of the project site contains foothills and steep slopes. The northern portion of the site is not being developed and is being retained as natural open space.

The project applicant would be required to submit a design-level Geotechnical Investigation to the County Engineering Geologist for review and approval. Furthermore, Mitigation Measures GEO-1a through GEO-1e would reduce the projects impacts to a less than significant level regarding the steep terrain of the northern portion of the project site. No further analysis is necessary.

Comment SIERRA-11
The commenter states that the lighting analysis has not considered the lighting impacts associated with trucks arriving/departing the site at early morning or late hours and whether and to what extent these lights will shine into homes.

Response to SIERRA-11
The existing roadways that would serve the project currently facilitate nighttime traffic with associated light from vehicle headlights. Therefore, intermittent headlights from nighttime project traffic on area roadways would not represent a significant increase beyond existing conditions.

Headlights from trucks pulling into the project site at night would not shine into nearby sensitive uses, and would be shielded by landscaping, berms, and intervening project structures and features when accessing internal loading docks.

Comment SIERRA-12
The commenter states that Mitigation Measure AES-4 is improperly deferred in that it describes that the photometric study will be prepared after project approval. Thus there is not substantial evidence to demonstrate that lighting impacts will be less than significant. Furthermore, the mitigation program should include a requirement that only LED lighting is employed and that light poles shall be no higher than 15 feet.

Response to SIERRA-12
The timing of the photometric study as identified in Mitigation Measure AES-4 is required prior to the issuance of building permits. The photometric plan will incorporate appropriate light fixtures and design (including light pole height limitations) to ensure that no significant impacts will occur due to new sources of light on the project site. The project-specific Photometric Plans (RDEIR Exhibit 3.1-5a and 3.1-5b) further demonstrate that the project would not cause light spillage onto adjacent properties, including the Cherry Valley Boulevard right-of-way or the residential properties to the north and west. (RDEIR at 3.1-31). Furthermore, MM AES-4 states that lighting fixtures should employ the most energy-efficient technology available unless technical feasibility or safety concerns take precedent. With regard to commenter's assertion that this mitigation measure is improperly deferred, please refer to Response to Comment SIERRA-10, which is also applicable to the details and preparation of a future photometric plan. Mitigation Measure AES-4 contains performance standards (including compliance with Riverside County Lighting Ordinance) No. 655 and a timeframe for compliance, and is therefore not improperly deferred mitigation.

Comment SIERRA-13
The comment points out that the RDEIR states that the project would involve an estimated 3 million cubic yards of cut and 2.3 million cubic yards of fill resulting in an imbalance of 700,000 cubic yards of soil to dispose of.

Response to SIERRA-13
The difference in soil volumes is accounted for by bulk and/or shrinkage and subsidence. The final grades can be adjusted to balance the site (within County substantial conformance standards). Therefore, there is no requirement to move or dispose any soils as the grading will be balanced on-site.

Comment SIERRA-14
The comment identifies a number of additional mitigation measures that commenter asserts should be implemented during construction.

Response to SIERRA-14
All of these measures are already required under SCAQMD Rule 403, which is discussed on Page 3.3-13 and Page 3.3-37 of the RDEIR and identified in Table 12 of RDEIR Appendix B. Compliance with Rule 403 is a required regulation and therefore it is unnecessary to require the compliance of an existing regulation as a mitigation measure. The mitigation measures already identified in the RDEIR (MM AQ-1a to MM AQ 1e) are sufficient to reduce project construction emissions to levels that do

not exceed the SCAQMD's construction significance thresholds. Therefore, no additional construction mitigation measures are necessary.

Comment SIERRA-15
The comment states that MM AQ-1a must be strengthened; specifically, all construction equipment of 25 horsepower or greater should meet Tier 4 emission standards. MM AQ-1g must also be strengthened: idling should be limited to 3 minutes. Also, as written, the measure does not restrict the Project to 2010 trucks. 2010 model year trucks must be a requirement of the project and shall be written into any tenant lease and operator contracts. Further, the commenter states that the measure should be expanded to include all medium duty trucks. This could significantly reduce emissions where MHDT trucks account for 17.7% of the vehicle mix according to the RDEIR. By 2023, virtually all trucks will be required to meet 2010 model engine year standards.

Response to SIERRA-15
Under CEQA, a project is required to provide mitigation only for potentially significant impacts. The implementation of Mitigation Measures MM AQ-1a to MM AQ-1e are sufficient to render the project's construction impacts less than significant. Therefore, no additional construction mitigation measures are necessary. See Response to Comment SCAQMD-11, above, regarding additional operational mitigation measures suggested by the commenter.

With regard to truck idling, the ARB limits truck idling to 5 minutes (see Response to Comment SIERRA-20). The SCAQMD recommends an idling assumption of 15 minutes to account for idling while waiting to access the loading dock, 5 minutes while loading/unloading, and 5 minutes while waiting to depart from the facility. Even assuming a 15 minute idling duration, the project's operational local and health risk impacts were found to be less than significant.

In accordance with Mitigation Measure MM AQ-1g, all heavy-heavy duty trucks accessing the project must meet Model Year 2010 engine emission standards. As noted in Response to Comment SCAQMD-10, enforceability of this mitigation measure will be accomplished through the project MMRP. The County would enforce Mitigation Measure AQ-1g(c) by requiring the fleet contractor to provide haul trucks that display the appropriate emission control labels required under the California Truck and Bus Rule.

Comment SIERRA-16
The commenter indicates that the project's operational emissions are underestimated because the RDEIR estimated air emissions from heavy duty trucks based on an average trip length of 40 miles.

Response to SIERRA-16
One of the assumptions used in the preparation of the air quality impact assessment for the project was the use of an average 40 mile average trip distance for the project's heavy duty trucks. This assumption was based on a recommendation from the SCAQMD regarding warehouse projects without a known tenant. This recommendation is indicated in several CEQA comment letters,[5,6,7]

[5] SCAQMD 2010. Webpage: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2010/may/landmark-village.pdf?sfvrsn=4.
[6] SCAQMD 2009: Webpage: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2009/july/mira-loma-commerce-center-july-2009.pdf?sfvrsn=4.

published by the SCAQMD regarding warehouse projects. Thus, this recommendation has become a "standard" assumption in many warehouse type assessments unless there is more project specific information that would indicate an alternative trip distance.

It should be noted that in the World Logistics Center (WLC) Project information developed by Parsons Brinkerhoff, concluded in its analysis of project traffic impacts that a reasonable average truck trip length for trips throughout the South Coast Air Basin was 36 miles from the WLC. The Parsons Brinkerhoff conclusion was derived from the actual results of the Riverside County Transportation Model (RivTAM) that was used in the traffic impact analysis for the project. That model is based on information on trip destinations internal to Riverside County, trip destinations external to Riverside County, and port-related intermodal trip information from the Southern California Association of Governments (SCAG) in its 2012 Regional Transportation Plan (RTP). The trip information contained in the 2012 RTP has been updated in the SCAG 2016 RTP. The trip information is subdivided into five trip categories:

- Internal Truck Trips: These are truck trips that have both an origin and a destination within the SCAG region and are generated by local industries, construction sites, domestic warehouses and truck terminals and residences.
- External Truck Trips: These are interregional truck trips that reflect trade between the SCAG region and the rest of the U.S.
- Port Truck Trips: These are truck trips with an origin or destination at the San Pedro Bay Ports.
- Secondary Port Truck Trips: These are truck trips with an initial origin or destination at the San Pedro Bay Ports that are moved a second time after the first trip to or from the San Pedro Bay Ports. Transloading trips are in this category.
- Intermodal (IMX) Truck Trips: These are domestic intermodal truck trips that have origins or destinations at regional intermodal rail terminals. These truck trips do not include those that have either an origin or destination at the San Pedro Bay Ports.

Table 3-3 summarizes the truck trip information for Riverside County based on the trip information contained in the 2016 RTP.

Table 3-3: Daily Truck Trips by Category for Riverside County

Trip Category	Number of Daily Tips	Percent of Total
Internal	89,910	94.5
External	4,231	4.4
Port	659	0.7
Intermodal	197	0.2
Secondary	128	0.1

[7] SCAQMD 2010: Webpage: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2010/june/oakmont-olive-grove-june-2010.pdf?sfvrsn=4

Table 3-3 (cont.): Daily Truck Trips by Category for Riverside County

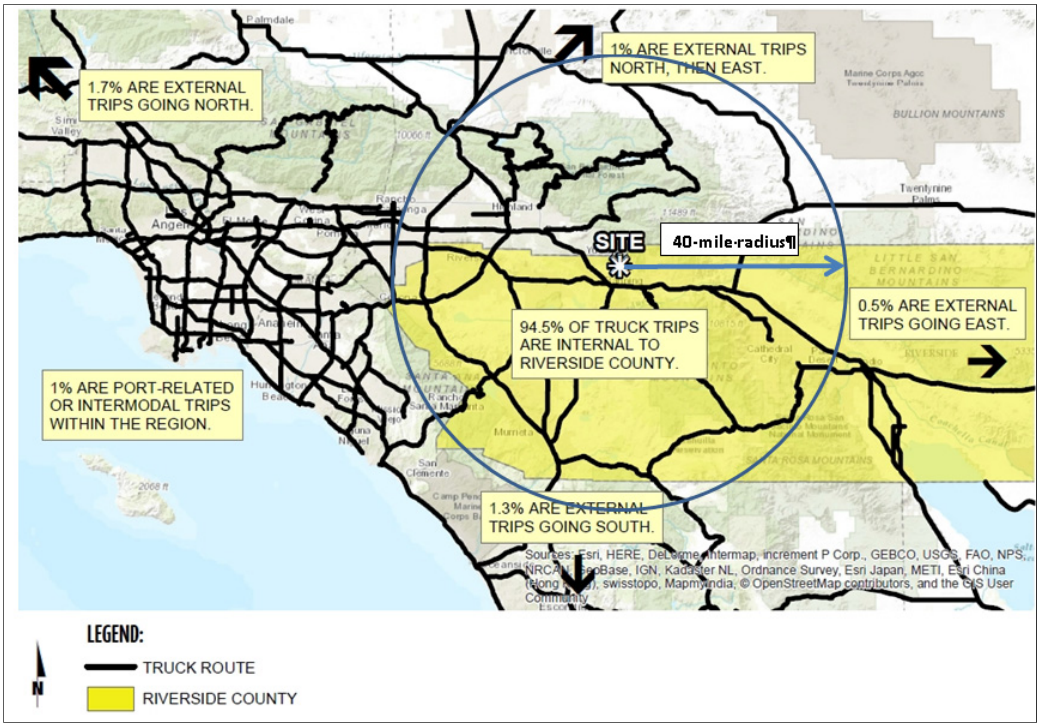
Trip Category	Number of Daily Tips	Percent of Total
Total	95,124	100
Source: SCAG 2016 RTP Goods Movement Appendix Table 7		

This table indicates that about 95 percent of all truck trips travel internally within the county, while less than 1 percent travel to and from the ports. Less than 5 percent of the daily trips travel outside of the SCAG region that includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. Note that even accounting for future growth, the 2016 RTP forecasts an increase in port traffic by 58 percent by the year 2040. This would increase the Riverside County to port percentage to about 1 percent of the total daily truck trips in Riverside County. These results are also shown in the Urban Crossroads Supplemental Expanded Freeway Segment Analysis, RDEIR Appendix I.

The attached figure superimposes the 40-mile radius truck trip assumption on a map of the South Coast Air Basin. As can be seen, the 40-mile radius covers the entire populated and warehouse areas of the western half of Riverside County, as well as the warehouse areas of the Inland Empire west to the Los Angeles County and Orange County borders, and north to about Victorville.

Thus, given the high percentage of truck trips that are internal to Riverside County and the areas covered by the 40-mile radius, the assumption of an average 40-mile truck trip distance is appropriate for this project.

Figure 3-2: Truck Trip Assumptions



Comment SIERRA-17
The commenter states that the timing of MM AQ-1g weakens the effectiveness of the measure, and that the requirements listed should be implemented at project opening/occupancy.

Response to SIERRA-17
This mitigation measure will be revised as shown in Section 4, Errata, of this Final EIR and as shown below. These changes take into consideration that not all of the measures are feasible to implement prior to the certificate of occupancy, such as requirements that will be implemented by tenants and the facility operator, as the identity of these parties may not be known at that point in time. However, to the extent that posting of signage and site design may be accomplished prior to issuance of a certificate of occupancy, these changes have been made.

The project shall implement the following measures to reduce emissions from on-site heavy-duty trucks **prior to issuance of a certificate of occupancy or** within six months after operations commence, **whichever is applicable:**

a) **Prior to issuance of a certificate of occupancy,** post signs informing truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

b) **Prior to issuance of a certificate of occupancy,** post signs in all dock and delivery areas containing the following: truck drivers shall turn off engines when not in use; trucks shall not idle for more than five minutes; telephone numbers of the building facilities manager and the California Air Resources Board to report violations.

c) Tenants shall maintain records on its fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the project are in good condition, and in proper tune pursuant to manufacturer's specifications. Tenants shall maintain records on its fleet equipment and ensure that all **diesel-fueled Medium-Heavy Duty Trucks (MHDT) and** Heavy-Duty Trucks (HHD) accessing the project site use year 2010 or newer engines. The records shall be maintained on-site and be made available for inspection by the County.

d) The facility operator will ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at California Air Resources Board approved courses (such as the free, one-day Course #512).

e) Require the facility operator to become a SmartWay Partner.

f) Require the facility operator to incorporate incentives and requirements such that the maximum feasible number of truck trips will be carried by SmartWay 1.0 or greater carriers.

g) Prior to issuance of a certificate of occupancy, signs shall be installed at each exit driveway, providing directional information to the County's truck route. Text on the sign shall read "To Truck Route" with a directional arrow. Truck routes shall be clearly marked pursuant to the Municipal code.

h) The site shall be designed such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside the facility.

Comment SIERRA-18
The commenter claims that the RDEIR is inconsistent in its description of "electric trailer movers" and "forklifts" and "yard trucks," which are distinct pieces of equipment. However, to the extent that MM AQ-1(f) requires the use of electric yard trucks, Sierra Club supports such a measure, and any measure requiring electric or battery powered yard trucks, or the phase-in of this equipment.

Response to SIERRA-18
Comment noted. The RDEIR consistently refers to "forklifts" and "yard trucks" (see RDEIR pages ES-15, 3.3-40, and 3.7-52).

Comment SIERRA-19
The commenter states that CEQA provides that a project may not be approved with a significant impact when feasible mitigation measures are available which would lessen the impact, and provides additional suggested operational air quality mitigation measures including accelerated phase-in for non-diesel and electric-powered trucks, a limit on the number of daily trucks that can access the site, and a prohibition on "cold storage" to ensure that the assumptions of the air quality and traffic studies are accurate.

Response to SIERRA-19
The RDEIR includes all feasible mitigation measures to reduce operational air quality impacts. "Feasible" is defined as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors. (Public Resource Code § 20161.1). No refrigerated warehouse use is currently anticipated, and, therefore, it would be speculative to analyze. However, since the ultimate tenant mix is currently unknown, the County may impose a condition of approval on the project that prohibits any refrigerated warehouse use unless additional CEQA review is conducted to evaluate air quality and greenhouse gas impacts from refrigerated uses. This would be enforceable through the County's building permit process for future tenant improvements. With respect to the remaining specific measures suggested by commenter, these measures are addressed at RDEIR p. 3.3-40, and an explanation is provided as to why they are infeasible. Please also refer to Response to SCAQMD-11.

Comment SIERRA-20
The comment inquires whether the trucks accessing the project would use truck auxiliary power units (APUs) when on-site or off-site while waiting to unload.

Response to SIERRA-20
All heavy-duty trucks must comply with the California Air Resources Board Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, Section 2485 within Chapter 10—Mobile Source Operational Controls, Article 1—Motor Vehicles, Division 3. Air Resources Board, title 13, California Code of Regulations. This Air Toxic control Measure requires:

On or after February 1, 2005, the driver of any vehicle subject to this section:

(1) shall not idle the vehicle's primary diesel engine for greater than 5.0 minutes at any location, except as noted in Subsection (d); and

(2) shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d).

The air quality and health risk impact analysis prepared in the RDEIR employed the idling recommendations of the SCAQMD wherein each truck was assumed to idle for 15 minutes—5 minutes waiting to enter the project site at the security gate, 5 minutes unloading/loading at the building loading docks, and 5 minutes while waiting to depart from the project site. As the delivery truck trip is assumed to be a short turnaround trip, no extended idling using an APU beyond the 15 minutes is expected.

Comment SIERRA-21
The comment indicates that the project does not demonstrate consistency with the SCAQMD 2016 Air Quality Management Plan regional plan.

Response to SIERRA-21
The analysis contained in Section 6.1, Impact AQ-1 does conclude that the project would conflict with or obstruct implementation of the applicable air quality plan (SCAQMD 2016 Air Quality Management Plan). Mitigation Measures AQ-1 through AQ-8 were provided to mitigate this impact to the extent feasible, although the residual impact would be significant and unavoidable.

Comment SIERRA-22
The commenter indicates that the air quality analysis did not consider whether students who walk to school will pass the project site or whether students will be exposed to harmful diesel emissions from trucks on roadways as they walk to school.

Response to SIERRA-22
There are no schools in the immediate vicinity of the project out to at least one mile. Therefore, it is unlikely that a great number of students would walk to or from school on Cherry Valley Boulevard. Nonetheless, the supplemental HRA contained in the RDEIR examined the health risks for several different age groups: infants (3rd trimester to 2 years of age), children (3 years of age to 16 years of age), and adults (greater than 17 years of age). In each of these groups, the HRA methodology assumes that an individual would be exposed 24 hours per day for 365 days per year. The resulting estimates of cancer risk shown in Table 39 of Appendix B and RDEIR Table 3.3-18 would provide higher estimates of cancer risk than would be estimated for school children since the exposure duration would be for the school year (approximately 180 days per year) and for less than an hour each day as the students walk to school. A more relevant estimate of project impacts over an hour exposure for individuals who might walk along Cherry Valley Boulevard can be obtained from estimates of 1-hour nitrogen dioxide (RDEIR Table 3.3-8), 1-hour carbon monoxide (RDEIR Table 3.3-8), and acute non-cancer hazards (RDEIR page 3.3-56). In each case, the project's short-term impact over an hour duration that could occur at the same time as children walking to school (morning or

afternoon) were shown to have a less than significant impact on sensitive receptors such as school children and their parents.

Comment SIERRA-23
The comment requests verification that the HRA accounts for vehicle idling or traveling at low speeds.

Response to SIERRA-23
As noted in Appendix B of the RDEIR, Air Quality, Health Risk, and Greenhouse Gas Analysis Report, Table 24, truck idling was assumed to be 15 minutes and the on-site truck travel speed was assumed to travel at a low speed of 5 mph. The idling duration and vehicle speed are consistent with SCAQMD recommendations. See also Response to Comment SCAQMD-8.

Comment SIERRA-24
The commenter claims that the fact that the project will be energy-efficient is not substantial evidence that the project will meet State and local emission reduction goals. The commenter states that the project will cause GHG emissions nearly three times the SCAQMD interim threshold under Tier 3 screening value Option #1 or Option #2.

Response to SIERRA-24
The RDEIR provides substantial evidence demonstrating that the Project will meet statewide targets as identified in the RDEIR in Section 3.7.5 "Project Impact Analysis and Mitigation Measures." The comment erroneously cites to the SCAQMD's interim threshold under Tier 3 screening Option #1 or Option #2. It should be noted that, by definition, the SCAQMD's interim thresholds are "screening" in nature and simply exceeding these values does not constitute a significant impact. Furthermore, the commenter ignores the fact that the SCAQMD's Tier 2 recommended threshold is consistent with the analysis presented in Impact GHG-1 in the RDEIR. As such, as noted in the RDEIR, the thresholds utilized are in fact consistent with the SCAQMD's draft interim threshold Tier 2, which consists of determining whether a project is consistent with a qualified GHG reduction plan. (RDEIR at 3.7-32).

Comment SIERRA-25
The commenter claims that the project should not rely on the County's Climate Action Plan to determine its level of significance, due to the fact that the project requires a General Plan Amendment. The commenter claims that the project has not shown compliance with Executive Order S-3-05.

Response to SIERRA-25
The project's request for a General Plan Amendment (GPA) does not invalidate the RDEIR's determination that its impact on greenhouse gas emissions would be less than significant with mitigation. Under Impact GHG-1, the RDEIR relies on a qualified Climate Action Plan (CAP) that was adopted by the County of Riverside. The CAP identifies project specific reduction measures to be implemented by development projects to reduce GHG emissions. The CAP provides that, if a project can demonstrate a minimum of 100 points pursuant to the CAP Screening Tables, the project would not result in a significant impact with respect to GHG emissions.

As identified in the RDEIR (see Page 3.7-29) the CAP Screening Table (CAP Appendix F) includes a discussion of how the 100-point minimum relates to the County's emission reduction target. Using

the emission reductions within the Screening Table, the amount of emission reductions afforded **new development** is segregated out of the aggregate total. The CAP notes that regardless of size, each project needs to garnish 100 points to demonstrate consistency with the CAP. Efficiency, not size of the project is critical.

Therefore, projects that achieve at least 100 points are determined to be consistent with the reduction quantities anticipated in the County's GHG Technical Report. As such, further project-specific GHG quantification is not required. Consistent with the State CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. The CAP does not require that new development be consistent with adopted land use and zoning designations or otherwise maintain that a general plan amendment would somehow render a project inconsistent with the CAP.

In addition to the analysis of the project's consistency with the CAP, the RDEIR also analyzed whether the project would conflict with the ARB Scoping Plan and regulations adopted for reducing greenhouse gas emissions under Impact GHG-2 as a separate and independent basis upon which to substantiate the significance of the project's GHG impact. (RDEIR at 3.7-23). The Scoping Plan (and its adopted regulations) are considered a statewide plan, policy or regulation adopted by a public agency to reduce GHG emissions that may be used to assess consistency with AB 32 under CEQA. (RDEIR at 3.7-31, 32). In conducting this analysis, the RDEIR determined that the project is consistent with all applicable Scoping Plan goals and policies. Additionally, the project incorporates a number of project design features and mitigation measures that exceed the Scoping Plan's requirements and would further minimize GHG emissions. The project promotes the goals of the Scoping Plan through implementation of design measures that reduce energy consumption and water consumption. In addition, the project is required to comply with the regulations more particularly described in the RDEIR that have been adopted to implement the Scoping Plan and to achieve the AB 32 2020 target. Therefore, the RDEIR appropriately determined based on substantial evidence that the project's GHG impact would be less than significant with mitigation. The project does not conflict with any plans to reduce GHG emissions and furthers the State's goals relative to this impact. (See RDEIR at 3.7-45 to 3.7-60; see Errata, Final EIR Section 4 at page 4-5).

Therefore, under both GHG-1 and GHG-2, the project's impact was determined to be less than significant with mitigation.

The comment also suggests that since the CAP will be updated to address new 2035 and 2050 targets, that the project is somehow obligated to demonstrate consistency with the Executive Order No. S-3-05 target of 80% below 1990 levels. This comment is unfounded, as there is no nexus for the project to show compliance with reduction targets that have not been adopted by the County of Riverside at this time—or for which no statewide comprehensive strategy has been adopted. As stated in the RDEIR, the new plan will include specific targets for GHG reductions for 2035 and 2050. The targets will be consistent with broader state and federal reduction targets and with the scientific understanding of the needed reductions by 2050. The CAP analysis includes the conceptual reductions required to achieve the percent reductions needed to achieve the 2050 target outlined in Executive Order S-3-05, but the CAP does not include a comprehensive strategy to achieve the later targets pending adoption of a statewide strategy for those later years. As summarized below, based

on the recent California Supreme Court ruling, the project is not required to demonstrate compliance with Executive Order No. S-3-05.

On July 13, 2017, a few days after the SIERRA comments were received, the California Supreme Court issued a ruling regarding the adequacy of the GHG emissions impacts analysis in the EIR for the 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP) adopted by the San Diego Association of Governments (SANDAG) in 2011. Specifically, the Supreme Court determined that CEQA did not require SANDAG to engage in a consistency analysis comparing the RTP's projected 2050 GHG emissions with the long-term reduction goals presented in Executive Order No. S-3-05. As such, the analysis in the RDEIR with respect to consistency with S-3-05 is appropriate and no changes are required.

Comment SIERRA-26
The commenter states that the largest source of project GHG emissions is mobile trucks, and suggests that requiring the phase-in of electric, natural gas, and/or other alternatively fueled or hybrid vehicles is a logical step towards meaningful reduction of emissions that contribute to global climate change, and that these measures can feasibly be implemented over the life of the project.

Response to SIERRA-26
The comment appears to be indirectly requesting the project to implement additional mitigation measures. As identified in the RDEIR, the Project would *not* result in a significant impact with respect to GHG emissions. As such, there is no nexus under CEQA for requiring additional mitigation measures, including a more aggressive phase-in of alternatively fueled vehicles. Notwithstanding, there is likely to be a natural phase-in of alternatively fueled vehicles as regulations are adopted and older fleets are replaced. Therefore, the emissions quantification presented in the RDEIR is conservative (i.e. overstates emissions) since no "credit" has been taken for the natural phase-in of alternatively fueled vehicles.

Comment SIERRA-27
The commenter claims that there is not substantial evidence to show that the project is consistent with the SCAQMD interim Tier 2 threshold, and that the analysis must be based on 2016, rather than 2013 Title 24 Part 6 California Energy Standards. The commenter questions whether the project will still comply with all listed CAP features in RDEIR Table 3.7-4 when 2016 Title 24 standards are applied.

Response to SIERRA-27
The DEIR stated that the project would be required to exceed the incumbent Title 24 standards with respect to E5.A.2 and E5.A.4. At the time the DEIR was prepared, the incumbent Title 24 standards in place were the 2013 Title 24 Standards. Subsequent to circulation of the DEIR, the 2016 Title 24 Standards became effective on January 1, 2017 and would now be considered the incumbent standards. As such, revisions have been made to the Errata, Section 4 of this Final EIR to reflect exceeding 2016 Title 24 Standards in lieu of the 2013 Title 24 Standards. The project will still comply with all listed CAP features in RDEIR Table 3.7-4 when 2016 Title 24 standards are applied.

Comment SIERRA-28
The commenter states that in order to ensure that solar panels are "actually constructed and implemented, the project must be conditioned to build and utilize the PV solar facilities as described.

Table 3.7-4 gives the Project 14 points under the CAP points system for the solar component; yet it is not an enforceable requirement of the Project. In fact, none of the measures listed in Table 3.7-4 are proposed as CEQA mitigation measures. MM GHG-1 notes that "the project may also achieve equivalent emission reductions from other measures approved by the County of Riverside." Thus the measures listed in Table 3.7-4 may be dispensed with "for feasibility" reasons and other "equivalent" measures substituted in at a later date. There is no demonstrated, practical reason why the measures should not be made mandatory requirements of the Project. Furthermore, we observe that the project takes credit for ES.A.1, while the RDEIR admits that "most of the proposed warehouse would not be conditioned and therefore not subject to the enhanced insulation requirement." The same is true for ES.A.4. It not appropriate to take credit for certain design features which have limited applicability to the particular Project. All together, there is not substantial evidence that the Project sufficiently complies with the CAP in order to determine that it has less than significant GHG impacts."

Response to SIERRA-28
The Project will install solar panels, and the use of solar panels is incorporated into the Project design and Project Description (see RDEIR at p. 2-23). Therefore, solar panels were appropriately accounted for within the air quality assessment prepared for the RDEIR. Previous misstatements in the Draft EIR which suggested that solar panels would only be installed at the option of future tenants have been removed (such as on Draft EIR p. 3.1-31), and the RDEIR reflects the fact that the Project will, in fact include solar panels.

The CAP includes binding and enforceable requirements that apply to development projects to ensure plan consistency. Emission reductions required to reach the plan 2020 targets are achieved through compliance with adopted regulations, ordinances, and codes enforced by the State and the County, as well as through voluntary measures. Reductions from mobile sources anticipated through implementation of the County's land use plan are enforced through the development review process. Conditions of approval may be applied for measures requiring project-specific actions not specifically addressed by the regulation or code (see RDEIR at p. 3.7-38).

The Project's consistency with the CAP and points for each efficiency measure are contained in RDEIR Table 3.7-4. These measures will be implemented as part of the Project design, subject to review and verification by the County. Mitigation Measure GHG-1 requires the Project applicant to provide documentation to the County of Riverside Building Department as part of the plan check process prior to issuance of building permits, demonstrating that the Project will implement features described in RDEIR Table 3.7-4 that will achieve at least 100 points from the Riverside County Greenhouse Gas Emissions Screening Tables, which shall be verified by the County of Riverside Building Department prior to the issuance of the final Certificate of Occupancy.

Furthermore, many of the measures are required by the current CALGreen Code, with which compliance is mandatory. Water efficient irrigation systems are required by the County's Model Water Efficient Landscape Ordinance (Ordinance 859.2). Other screening table measures are satisfied by project mitigation measures related to electric vehicle charging stations; bike lockers, shower and changing facilities; preferential parking for low- or no-emission vehicles; and vehicle idling restrictions (see MMs AQ-1-(h)(b), AQ-1(h)(d), AQ-1(h)(e), and AQ-1(g)(b), respectively).

In addition, as stated in Table 3.7-4 of the RDEIR, Feature E5.A.1, the County of Riverside Greenhouse Gas Screening Table requires the insulation of "modestly enhance insulation (walls R-13, roof/attic R-38)." The project will satisfy this measure by installing wall insulation rated at R-13 or better and roof/attic insulation at R-38 or better for the conditioned portions of the building.

The RDEIR describes that although most of the proposed warehouse would not be conditioned and therefore not subject to the enhanced insulation requirement, it is still appropriate to take credit for this measure since the conditioned space would generate the increased energy demand and consequently more GHG emissions without enhanced insulation. (RDEIR at 3.7-41). Similarly, with respect to ES.A.4, the RDEIR describes that, although the project includes multiple bays that may be open to ambient air, the bays and air infiltration would occur in the unconditioned space that therefore not subject to the minimized air infiltration, and it is still appropriate to take credit for this measure since the conditioned space would be required to reduce building envelope leakage which would reduce energy demand and consequently reduce GHG emissions. (RDEIR at 3.7-41).Therefore, there are ample state and local laws, other project mitigation measures, and conditions of approval to ensure that the Project achieves consistency with the CAP and achieves the requisite number of points to ensure a less than significant greenhouse gas impact. Therefore, this mitigation is fully enforceable and adequate (see RDEIR at pp. 3.7-44 to 3.7-45).

Comment SIERRA-29
The commenter states that the RDEIR does not adequately address the loss of biological habitat on a cumulative basis; how the project impacts nearby MSHCP criteria areas; and whether the project has "edge effects" as defined by the MSHCP.

Response to SIERRA-29
Cumulative impacts to biological habitat are discussed at RDEIR p. 4-9. The project site is not located in any Criteria Cells under the MSHCP and would not impact any nearby MSHCP criteria areas. The project will not result in any "edge effects" as defined by the MSHCP, which are specifically addressed at RDEIR page 3.4-30.

Comment SIERRA-30
The commenter states: "MM Bio-5b is not shown to be effective where there is no funding mechanism identified to "manage" the conservation areas. The applicant must commit to funding a non-wasting endowment in favor of the conservation agency or entity that will accept the conservation easement."

Response to SIERRA-30
Mitigation Measure BIO-5b was refined and developed based on written communication from CDFW dated January 18, 2017, which requires the use of a *CDFW-approved* conservation entity. The development of this mitigation measure by the regulatory agency with authority over the resources in question ensures that the measure will be effective and enforceable.

Comment SIERRA-31
The comment restates the project site's existing and proposed General Plan designations and zoning, as well as surrounding uses. The comment also states that the project's proposed changes in intensity of use and amendments to the land use plans cause it to meet the following County of

Riverside thresholds of significance for land use impacts: "(a) result in a substantial alteration of the present or planned land use of an area; (b) affect land use(s) within a city sphere of influence and/or within adjacent city or county boundaries; (c) be inconsistent with the site's existing or proposed zoning; (d) be incompatible with existing surrounding zoning; (e) be incompatible with existing and planned surrounding land uses; and (f) be inconsistent with the land use designations and policies of the General Plan."

The comment further asserts that the "radical departure from existing land use designations and zoning" will cause the project to exceed the CEQA threshold for land use impacts because it will "conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect."

Response to SIERRA-31
Regarding the County's thresholds for land use impacts, see Response CVAN-9. Notwithstanding, the analysis contained in the RDEIR demonstrates that the project is consistent with such thresholds, to the extent they are pertinent. Specifically, with respect to thresholds (a), (d) and (e), the RDEIR confirms that the Project will be compatible with the surrounding existing and planned land uses and zoning, and will not substantially alter the present or planned land uses in the area. See Response to CVAN-9.

With respect to threshold (f), the RDEIR demonstrates that the Project will not be inconsistent with the land use designations and policies of the General Plan. See Response SIERRA-33 *infra* regarding the project's consistency with land use designations. See also Responses to CVAN-7 and CVAN-9 regarding the project's consistency with General Plan policies.

Threshold (b) is inapplicable. The project does not propose any changes to land uses within a city's sphere of influence or within any adjacent city or county.

Regarding threshold (c), the RDEIR substantiates that the project will be consistent with the proposed land use and zoning. (RDEIR at 3.10-17-19, 3.10-23). Further, the portion of threshold (c) pertaining to compatibility with the site's *existing* zoning is inapplicable as the project is seeking a General Plan Amendment and Zone Change, which are permitted actions. See also Response to SIERRA-33.

Finally, the commenter asserts an opinion that that the proposed change from the existing land use designations and zoning constitutes a "radical departure" causing the project to exceed the CEQA threshold and conflict with an applicable land use plan adopted for the purpose of avoiding or mitigating an environmental effect. The comment, however, does not point to any specific conflicts with plans, policies or regulations that were adopted to avoid or mitigate an environmental effect with which the project is inconsistent. Moreover, the RDEIR substantiates that the project is consistent with General Plan policies and other applicable land use plans that have been adopted for the purpose of avoiding or mitigating an environmental effect. (See RDEIR at 3.10-22 to 3.10-44). Please see Response to CVAN-9 for additional discussion.

Comment SIERRA-32
The comment states that the project will impact thousands of residents who will reside directly across the street, particularly with respect to noise, lighting and significant air emissions, and that

these residents would be exposed on a 24-hour basis to truck traffic and site operations. The comment further states that the project is not similar to the type or intensity of use of other planned developments in the surrounding area, which are residential, not industrial. Finally, the comment asserts that the RDEIR should assume for analysis purposes in all impact areas that vacant parcels surrounding the project will be developed with residential uses.

Response to SIERRA-32

The RDEIR analyzed the project's impacts on surrounding land uses, including local residents, with respect to noise, lighting and air emissions. With respect to noise and lighting impacts, the RDEIR accounted for the potential 24-hour operations of the project and determined that the project's impacts on surrounding receptors would be less than significant with mitigation. (See RDEIR Section 3.01 (Aesthetics) and 3.12 (Noise)). Specifically, a photometric plan will be required to ensure that adjacent properties are not impacted by lighting from the proposed project, and the project-specific Photometric Plans (RDEIR Exhibit 3.1-5a and 3.1-5b) further demonstrate that the project would not cause light spillage onto adjacent properties, including the Cherry Valley Boulevard right-of-way or the residential properties to the north and west. (RDEIR at 3.1-31).Mitigation Measures NOI-4a to NOI-4e will ensure that temporary noise increases from construction activities are less than significant; and Mitigation Measure NOI-1 will reduce operational noise impacts to less than significant. (RDEIR at 3.1-32; 3.12-20; 3.12-26). With regard to operational noise, the noise analysis took the County's nighttime noise standards into account and concluded that those standards will not be exceeded with mitigation. (RDEIR at 3.12-1; 3.12-25).

The analysis also took into account existing residents and future residents of the proposed Sunny-Cal development that would be constructed across Cherry Valley Boulevard. A traffic impact analysis scenario (Near-Term Plus Sunny-Cal (2022) was specifically included to account for traffic that would be generated by the combined developments; neighboring residential properties and the proposed Sunny Cal development were also included as "sensitive receptors" for purposes of the health risk analysis (RDEIR at p. 3.16-63; 3.3-48; Table 3.3-16). A detailed discussion of compatibility with surrounding uses (including the future Sunny-Cal development) was also included at RDEIR pages 3.10-25 to 3.10-27).

With regard to air emissions, although the project would result in a significant regional operational air quality impact due to ROG and NO_x emissions, the RDEIR substantiates that the project would not result in significant localized air quality impacts, including with respect to localized construction and operational air emissions (RDEIR at 3.3-41 to 3.3-43), local traffic intersection carbon monoxide "Hot Spot" emissions (RDEIR at 3.3-43 to 3.3-47) and project-specific and cumulative toxic air pollutant (diesel particulate) emissions (RDEIR at 3.3-54–3.3-59). Moreover, project design features and compliance with various mitigation measures and regulatory requirements will further reduce the project's impact on the surrounding uses. These measures include (i) enforcement of strict truck idling time limits; (ii) requirements that all fleet vehicles accessing the site during operation must have cleaner burning (year 2010 or newer) engines; (iii) participation in Riverside County's Rideshare Program; and (iv) amenities to encourage alternative transportation options (e.g. electric vehicle charging stations, bike storage and shower/changing facilities, and preferred parking for low-emitting vehicles). (RDEIR at 3.10-26). Thus, the RDEIR considered the surrounding uses, including nearby residents, when analyzing project impacts and determining consistency with applicable land use

plans, including the General Plan. See also Response to CVAN-9 relative to land use consistency and Responses to SCAQMD-10 and SCAQMD-11 regarding operational air quality mitigation.

Comment SIERRA-33
The comment states that the project is inconsistent with the County General Plan. The comment also states that a request for a General Plan Amendment and Zone Change does not render the project in conformance with General Plan policies applicable to the existing land use designation and/or absent of land use impacts. As an example, the comment cites the RDEIR's consistency discussion regarding Land Use Policy 7.1, which states, "[r]equire land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts." The comment also states that the project conflicts with Land Use Policy 7.4 which requires the County to "[r]etain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic."

Response to SIERRA-33
Contrary to the comment's suggestion, the RDEIR does not determine that there are no land use impacts because the project is requesting a General Plan amendment and zone change. Rather, the RDEIR analyzes the project's consistency with applicable General Plan goals and policies and determines, based on substantial evidence, that the project is consistent with the General Plan. See Responses to CVAN-7, CVAN-9 and CVAN-12.

Regarding Land Use Policy 7.1 specifically, the comment appears to suggest that a project requesting a General Plan Amendment can never be consistent with General Plan policies by virtue of its potential inconsistency with the existing underlying land use designation. Leaving aside the fact that General Plan Consistency alone is not a per se CEQA issue, this logic ultimately would result in the prohibition of all General Plan Amendments, which is contrary to State and local law which specifically permits such actions. Amendments to the General Plan are permitted specifically to accommodate population growth, changed economics conditions, new community visions or different public needs, among other factors. Thus, while a General Plan is developed with a long-term perspective, it is not intended to be a static and immutable document. As the California Supreme Court stated: "A county's needs necessarily change over time. . . It follows that a county must have the power to modify its land use plans as circumstances require. The Government Code recognizes this need and permits counties to modify their general plans if they deem the amendment to be in the public interest…." *DeVita v. City of Napa*, 9 Cal.4th 763, 779 (1995). Moreover, "policies in a general plan reflect a range of competing interests, [and] the [city] must be allowed to weigh and balance the plan's policies when applying them, and it has broad discretion to construe its policies in light of the plan's purposes." (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 816).

Therefore, the County is entitled to weigh and balance the plan's policies when considering them relative to the proposed project and also consider amending the General Plan to accommodate the project based on public need and other factors. Here, the RDEIR describes that the project is in conformance with Land Use Policy 7.1 because it achieves many goals and policies established by the General Plan. These include the proposed project design, including substantial setbacks/buffers,

extensive landscaping, decorative water tower and barn and open space, and related features and mitigation, such as solar panels and 2010 or newer truck engine requirements, ensures compatibility with surrounding uses and minimizes impacts. (RDEIR at 3.10-30).

Regarding Land Use Policy 7.4, the RDEIR substantiates that the project conforms to this policy because it would retain much of the site as open space and would not impact public open space areas. The potential impacts identified by this policy, including noise, air quality, light and glare, and traffic impacts, have all been addressed in other sections of this RDEIR and either have been determined to be less than significant or will be mitigated to the extent feasible. (RDEIR at 3.10-30). See Responses to CVAN-7, CVAN-9 and CVAN-12 for additional discussion of the project's consistency with the General Plan.

Comment SIERRA-34
The comment states that the project is inconsistent with the goals, policies and intent of the PAP and the CVGPA. Specifically, the comment states that the intensity of use and trucks mixing with residential traffic is at odds with any reasonable interpretation of the term "rural character."

Response to SIERRA-34
The comment is noted. See Response to CVAN-7 and CVAN-10.

Comment SIERRA-35
The commenter claims that the Project conflicts with the Good Neighbor Policies relating to siting of industrial uses near sensitive receptors. For example, the Project is not shown to be consistent with Goal 1, which states that warehouses shall be located approximately 1,000 feet from sensitive receptors including homes—in particular as to the planned development across Cherry Valley Boulevard to the south.

Response to SIERRA-35
Please refer to Response to SCAQMD-9.

Comment SIERRA-36
The commenter states that approval of the project may result in impermissible "spot zoning."

Response to SIERRA-36
Please refer to Master Response #2.

Response to SIERRA-37
The commenter disagrees with the RDEIR's conclusions regarding construction noise, claiming that they would be significant and unmitigated at the single-family home in the City of Calimesa as well as the closest home southeast of the site in the County of Riverside. The commenter questions whether Mitigation Measure NOI-1(b) would be effective to reduce impacts from construction noise to less than significant, and states that there is no evidence that noise levels will be reduced to below thresholds with implementation of this mitigation. The commenter also states that exemptions under city or county noise ordinances for construction noise do not eliminate impacts for purposes of CEQA. The commenter suggests additional mitigation in the form of temporary sound barriers to shield homes from construction noise.

Response to SIERRA-37

As stated in the RDEIR's discussion of Impact NOI-4 beginning on RDEIR page 3.12-32, the analysis identifies that, without mitigation, construction activities could result in a potential maximum increase of up to approximately 13 dBA in the hourly average ambient noise levels at the home within the City of Calimesa immediately to the west of the site, when multiple pieces of heavy construction equipment operate simultaneously near the westernmost portion of the project site. Similarly, the closest home located southeast of the project site could experience a maximum increase of up to approximately 9 dBA in the hourly average noise levels when multiple pieces of heavy construction equipment operate simultaneously at the nearest project construction limits, before implementation of mitigation measures. (RDEIR at p. 3.12-33 to 3.12-35). The analysis further states that, by restricting construction activities to the County's permissible hours of construction and by implementing best practices, these construction noise levels, when averaged over a 24-hour period with existing background noise levels, would be reduced so as not to result in a substantial increase (increase of 5 dBA CNEL or greater) in the ambient noise levels at any sensitive receptor in the project vicinity. This standard complies with the County of Riverside General Plan EIR, which utilizes "an increase in long-term ambient noise by 5 dBA CNEL or more" to determine if a project would result in a substantial increase in long-term ambient noise levels.

Therefore, as stated in the Impact NOI-4 discussion, with implementation of MM NOI-4, which includes restrictions on permissible hours of construction activities, equipment specifications and staging requirements, expected construction noise levels would not result in an increase of 5 dBA CNEL or greater as measured at these closest off-site receptors, and the impact would be less than significant. (RDEIR at 3.12-35). For example, at the single-family home receptor location in the City of Calimesa, located 670 feet west of the nearest construction footprint, the existing measured daytime ambient noise level is 51 dBA L_{eq}. Before implementation of mitigation measures, the calculated peak construction noise levels at this location would be 64 dBA L_{eq}. Implementation of MM NOI-4a would reduce noise levels from each individual piece of equipment by an estimated 5 dBA, resulting in a mitigated hourly average noise level of 59 dBA L_{eq}, as measured at this modeled receptor location. Furthermore, assuming that each of the loudest pieces of construction equipment operated simultaneously at the nearest point to this receptor during the entire permissible hours of construction detailed in MM NOI-4d, the calculated resulting 24-hour average noise level would be 57.5 dBA CNEL. This conservative analysis assumes no break for lunch, but continuous operation during the permissible 12-hour work day outlined in MM-NOI-4d. This would be an approximate 4 dBA increase above existing 24-hour calculated CNEL ambient noise levels at this nearest receptor. Similar calculations can be shown to result in similar less than significant increases in ambient noise levels at all modeled receptor locations in the project vicinity. Therefore, implementation of MM-NOI-4a and MM-NOI-4d alone would ensure that construction noise levels would be reduced at nearby receptors to result in a less than (5 dBA or greater) increase in the 24-hour average noise levels, which renders them less than significant. Moreover, implementation of all other portions of MM-NOI-4 (including MM-NOI-4b, as feasible) would reduce the resulting construction noise levels even further.

Comment SIERRA-38

The commenter claims that there does not appear to be an analysis of construction traffic noise, and to the extent that off-site haul trips are required for soil export, these noise impacts could be substantial.

Response to SIERRA-38

Soil volumes on the site are expected to balance with cut and fill, and therefore no haul truck trips for soil import/export are anticipated. Therefore, with such a low number of construction related truck trips, any impacts would be short-term and minor. (RDEIR at 3.6-19). Project-related traffic noise impacts were discussed under Impact NOI-3, Permanent Increase in Ambient Noise Levels (RDEIR p. 3.12-28 to 3.12-31). The analysis shows that project-generated vehicle noise on area-wide roadways would result in a maximum increase of up to 1.6 dBA in traffic noise levels with implementation of the project, compared to traffic noise levels existing without the project. The number of project operational daily trips (1,191 daily net truck trips) will be far greater than the number of daily trips that would occur during construction, which will be further restricted to the hours of 7:00 a.m. to 7:00 p.m. Mondays through Friday and 10:00 a.m. to 5:00 p.m. on Saturdays, Sundays and holidays. (See RDEIR Table 3.16-11 for the project's operational trip generation rates). Therefore, because project operational trips would not result in a substantial permanent increase in ambient noise levels along area-wide roadways, then the number of daily trips that would occur during construction (including delivery truck trips) would also result in a less than substantial increase in ambient noise levels along area-wide roadways.

It should also be noted that the FHWA traffic noise model (FHWA RD-77-108) utilizes the same noise emission factors for all heavy duty vehicles (all vehicles with three or more axels). Therefore, the noise levels from trucks utilized during construction would generate the same per vehicle trip noise levels as the heavy duty delivery trucks that would operate on the site after implementation of the project. Therefore, because the number of daily trips during construction would be significantly less than the number of daily trips modeled in the traffic noise impact analysis, and because the noise emission factors are the same in the model for both construction haul trucks as for the delivery trucks that will access the site during operation of the project, construction trip traffic noise levels would result in a less than significant increase in ambient noise levels along area-wide roadways.

Comment SIERRA-39

The commenter claims that additional information and analysis is needed in terms of operational noise impacts. Specifically, the commenter claims that existing noise measurements should include residences to the north, and that measurement locations 3 and 4 are within the project site, not at the property line of northerly residences. The commenter claims that due to the remoteness of these homes, it is possible that existing ambient noise levels are lower at the property line than at or within the project site. The commenter also asserts that a noise measurement should have been selected and measurements taken at the location of planned residences on the south side of Cherry Valley Boulevard. The commenter states that RDEIR, Exhibit 3.12-2, does not indicate that the noise analysis considered the residences within Tract Map 36583, directly across the street from the project site.

Response to SIERRA-39

As is shown in the discussion of Impact NOI-1 on RDEIR page 3.12-22, project operational noise levels associated with loading, unloading and other parking lot noises would not be audible at homes located north of the project site due to distance from the site and intervening topography. Therefore, project stationary operational noise impacts to residences north of the project site are shown to be less than significant. With regard to the suggestion that noise measurements should

have been taken closer to residences located north of the project site, the noise measurements at locations 3 and 4 were determined by FCS's noise technician to be acoustically equivalent locations to the adjoining nearest residential receptor property lines without the interference of noise levels from activities on those residential sites (i.e., noise from sources such as animal noise or auto engine noise that may not always be typical of this environment). This decision was based on the noise technician's professional experience and was made in accordance with Caltrans and FHWA noise measurement protocol, and this noise measurement methodology is compliant with the noise measurement methodology outlined in the Caltrans Technical Noise Supplement (2013) for site selection by acoustical equivalence.

As shown in the discussion of Impact NOI-3, project-related traffic noise impacts were shown to result in a less than significant impact on off-site receptors along all modeled area-wide roadways, including all modeled segments of Cherry Valley Boulevard. Therefore, project-related traffic noise impacts to any proposed development along the south side of Cherry Valley Boulevard would also be considered less than significant. (RDEIR p. 3.12-28 to 3.12-31). In addition, noise measurement location 5, south of the project site adjacent to Cherry Valley Boulevard, was determined by FCS's noise technician to be an acoustically equivalent location to the potential future residential development locations planned for south of Cherry Valley Boulevard. This noise measurement methodology is compliant with the noise measurement methodology outlined in the Caltrans Technical Noise Supplement (2013) for site selection by acoustical equivalence.

With regard to project-related stationary operational noise impacts to future potential residences that may be developed directly across the street from the project site, as shown in the discussion of Impact NOI-1 on page 3.12-25 of the RDEIR, project-related mitigated stationary operational noise levels could range up to 41 dBA L_{eq} as measured at the closest existing off-site residential land use south of the project site (RDEIR at 3.12-25). The nearest potential residential development that could occur directly south of the project site across Cherry Valley Boulevard would be located over 700 feet from the proposed loading docks. (RDEIR at 3.3-54). At this distance, the calculated mitigated stationary operational noise levels could range up to approximately 44 dBA L_{eq}, which would still meet the County's nighttime operational noise standard of 45 dBA L_{eq}, as referenced on page 3.12-5 of the RDEIR. Therefore, stationary operational noise impacts to existing and potential future residential land use development south of the project site would be less than significant with implementation of MM NOI-1. (RDEIR at 3.12-25).

Comment SIERRA-40
The commenter claims that the noise analysis does not appear to adequately evaluate traffic noise as to sensitive residential receptors, citing to County noise standards of 45 CNEL. Specifically, the commenter claims that the RDEIR does not appear to evaluate the noise impact associated with truck traffic—particularly at nighttime—on residences, including the future residences directly across the street. The commenter also questions the existing traffic noise measurement of 67 dBA—particularly at nighttime—and states their belief that the addition of substantial truck traffic (1,191 truck trips per day) will have a measureable increase on noise conditions, particularly when trucks arrive or depart during early morning, evening, or nighttime hours when existing background noise conditions should be much quieter.

Response to SIERRA-40

Potential noise impacts of the project to off-site receptors are analyzed in Impact NOI-1 through NOI-6, and are evaluated against the applicable operational noise standards of the County of Riverside and the City of Calimesa. The applicable thresholds have been identified at the beginning of each impact discussion. The analysis concludes that, with identified mitigation, all project construction and operational noise impacts would be reduced to less than significant at off-site sensitive receptors in the project vicinity. (See RDEIR 3.12-19 to 3.12-36).

The County's standards referenced in the comment above (regarding transportation related noise as measured inside residential dwellings not exceeding 45 dBA CNEL; and exterior noise levels due to transportation noise at a residential parcel not exceeding 65 dBA CNEL) are part of the County's land use compatibility standards shown in Table 3.12-6 of the RDEIR. As stated in the RDEIR on page 3.12-13, these standards have been adopted as noise criteria for land use planning purposes and, therefore, are applicable to determine whether the noise environment is acceptable for the new land use development only. They are not considered noise performance standards to determine the new land use's noise impacts to other receptors. In other words, the land use compatibility standards dictate whether the existing or future projected ambient noise environment of the project site is compatible with the proposed type of land use development (in this case, an industrial-type land use development). The applicable land use compatibility standard, as identified on page 3.12-13 of the RDEIR and as shown in Table 3.12-6, considers environments with noise levels ranging up to 75 dBA CNEL to be "normally acceptable" for new industrial-type land use development. As shown on page 3.12-20 of the RDEIR, "the proposed project use is compatible with the noise land use compatibility standard of 75 dBA CNEL for new warehouse land use development, and traffic noise levels would result in a less than significant impact *on* the proposed land use." (Emphasis added) Likewise, the project would not exceed any applicable noise performance standards (from either County of Riverside or City of Calimesa) and therefore would also not result in any incompatibility with the surrounding area or significant noise impacts to off-site receptors.

Furthermore, as stated on RDEIR page 3.12-20, project-generated traffic noise impacts to off-site receptors is analyzed under Impact NOI-3. The stated significance criteria for determining project-related traffic noise impacts to off-site receptors is whether the project would result in a permanent substantial increase in the ambient noise levels compared to noise levels that would exist without the project. As is stated on page 3.12-31 of the RDEIR, traffic noise modeling results show that project generated vehicle noise on area-wide roadways would result in a maximum increase of up to 1.6 dBA in traffic noise levels with implementation of the project, compared to traffic noise levels existing without the project. The County of Riverside considers a permanent increase of 5 dBA or greater to be a substantial increase. Therefore, an increase of 1.6 dBA is not considered substantial, and project-generated traffic noise would result in a less than significant impact on off-site sensitive receptors along area-wide roadways. Accordingly, the analysis of Impact NOI-3 demonstrates that project-generated traffic noise would result in a less than significant impact on off-site sensitive receptors along all modeled area-wide roadways.

With regard to truck traffic noise impacts at nighttime, the significance criteria for determining project-related traffic noise impacts is whether the project would result in a permanent substantial increase in the ambient noise levels compared to noise levels that would exist without the project.

Both daytime and nighttime project trips (including all employee auto trips, as well as all medium-truck trips and heavy-truck trips as shown in the model input data provided in Appendix H) were taken into account in the traffic noise modeling performed by calculating the 24-hour average CNEL for project trips. The resulting CNEL calculation accounts for evening and nighttime noise impacts, because, as stated on page 3.12-1 of the RDEIR, "CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours)." Therefore, as the modeling was performed in compliance with industry standards, and the results show that the resulting increase in traffic noise levels would be less than significant, it can be concluded that implementation of the project would result in less than significant traffic noise impacts on off-site receptors along all modeled area-wide roadway segments in the project vicinity.

The commenter does not provide any reason or basis for questioning the stated traffic noise measurement of 67 dBA, nor do they provide a clear explanation of what modeled roadway segment they are referring to. All traffic noise modeling was performed using the FHWA Traffic Noise Prediction Model (FHWA-RS-77-108). As stated on page 3.12-7 of the RDEIR, this is an industry-accepted traffic noise model that includes site-specific information, such as roadway traffic volumes, roadway active width, source-to-receiver distances, travel speed, noise source and receiver heights, and the percentages of automobiles, medium trucks, and heavy trucks that comprises the traffic throughout the day, amongst other variables.

Comment SIERRA-41
The commenter claims that the noise studies views operational noise generating activities such as truck loading and unloading, parking lot, and HVAC operation in isolation in terms of calculating the project's operational noise impacts; and that the emphasis appears to be on truck loading and unloading. Considered together, these activities may cause greater noise impacts. The commenter claims that slow moving trucks, at 5 to 10 mph, can generate noise up to 75 dBA at 50 feet when traveling and braking; parking lot activity can generate noise levels of 60 dbA at 50 feet; HVAC units can generate noise levels of 62 dBA at 50 feet; trash compactors can generate noise levels of 67 dBA at a distance of 10 feet; generators can be noisy; and the analysis must also consider truck noise such back-up beepers and air brakes, which are omitted from the discussion.

Response to SIERRA-41
As explained on page 3.12-1 of the RDEIR, decibels are logarithmic units, and as such they cannot be added or subtracted by ordinary arithmetic means. For example, if one noise source produces a noise level of 70 dB, the addition of another noise source with the same noise level would not produce 140 dB; rather, they would combine to produce a noise level of 73 dB. As such, the addition of an individual noise level or source that is approximately 10 dB or greater in difference effectively results in no perceptible increase in the overall sound level. (RDEIR at 3.12-1). The loudest of the above mentioned stationary noise sources cited by commenter is noise from truck delivery loading/unloading activities which can range up to 85 dBA L_{max} as measured at 50 feet. This noise source is more than 10 dB louder than the other type of stationary noise sources that are mentioned by commenter. Therefore, as stated on page 3.12-22 of the RDEIR, impacts were analyzed for the loudest of these noise sources: noise from truck delivery loading/unloading. In other words, since

all other stationary noise sources on the project site would generate noise levels as measured at the nearest receptor of more than 10 dBA lower than the noise levels generated by truck loading/unloading operations, the combined noise levels from all stationary operations on the project site (including noise levels from back-up warning beepers) would be equivalent to the calculated maximum noise levels from the truck delivery loading/unloading operations. The maximum project operational noise levels as measured at the nearest off-site receptors are shown in RDEIR Table 3.12-9. The analysis further shows that with implementation of MM NOI-1, noise impacts from the maximum project operational noise levels would be reduced to less than significant.

With regard to backup warning beeper and air brake noise, the calculated maximum noise levels for loading/unloading activities include all noise associated with these activities, including truck engine idling, tire noise, backup warning beepers, and air brake noise. The maximum noise levels used for loading/unloading activities come from documented noise measurements that capture all noise associated with loading/unloading activities, including those listed here. Accordingly, a range was given (75 dBA to 85 dBA L_{max}), which takes into account all these various single noise sources associated with the overall loading/unloading activity. (See RDEIR at 3.12-22). The RDEIR's analysis took the conservative approach of assuming only the loudest of these single noise sources to be representative of the loading/unloading activities, and calculated maximum and hourly average noise levels at the nearest receptors based on this relative worst-case assumption.

Comment SIERRA-42
The commenter claims that the assumptions of the Noise Study are not clear to the reader in terms of the number and frequency of simultaneously operating truck bays. The commenter questions whether the simultaneous loading and unloading of trucks mean that there will be louder noise conditions. Further, the commenter questions whether the Noise Study adequately considers the number of trucks that may load/unload simultaneously. That is, if each truck causes mitigated noise levels of 37-44 L_{max} (southern residence) or 44-45 L_{max} (western residence), should not L_{max} levels due to the Project be greater?

Response to SIERRA-42
The assumptions for the number of truck delivery loading/unloading operations and the distance between each modeled loading bay are provided in the Operational Noise Modeling portion of the Noise Appendix H of the RDEIR. These assumptions are carried forth in the RDEIR, and it is therefore the combined effect of the truck delivery loading/unloading operations at the closest nine loading bays to the modeled receptors that are considered in the analysis. Due to distance attenuation, the addition of noise levels from loading activities at bays further than this from the modeled receptor locations would effectively have a negligible effect on the combined resulting noise level. (See RDEIR at 3.12-2; 3.12-6). In other words, the addition of noise levels from loading/unloading operations at loading bays more than 100 feet further away than the closest calculated loading bay would result in a less than 1 dBA addition to the calculated combined noise level of the loading/unloading operations at the nine closest loading bays to the modeled receptor locations. In addition, it should be noted that this analysis is a conservative calculation in that it calculates maximum noise levels from the simultaneous loading/unloading operations at the closest nine loading bays. Typical loading/unloading operations will not occur simultaneously at all nine of the closest loading bays.

Therefore, this analysis provides a conservative noise impact analysis for these project-related operations.

Comment SIERRA-43
The commenter claims that the noise analysis does not adequately consider the effects associated with "cross docking," which will be a component of project operations, and which can be louder than normal operation of loading docks.

Response to SIERRA-43
See Response to SIERRA-42, above. The combined effect of simultaneous loading/unloading activities at the nine closest loading bays to each of the modeled receptor locations was calculated to determine the worst-case impact of the operational noise levels of the proposed project on off-site receptor locations. This is effectively modeling "cross-docking" of the closest nine loading bays for each of the modeled receptor locations. As is shown in the analysis, with implementation of MM NOI-1, noise impacts from the maximum project operational noise levels would be reduced to less than significant. (RDEIR at 3.12-22 to 3.12-25).

Comment SIERRA-44
The commenter states that the County should require additional operational noise mitigation such as (1) limitations on operational activities such as prohibiting loading and unloading activities between the hours of 10 p.m. and 7 a.m.; and (2) ambient-sensitive self-adjusting back-up alarms or manually adjustable alarms on all equipment that requires a back-up alarm.

Response to SIERRA-44
The comment is noted. However, no additional mitigation is warranted. As is shown in the analysis, with implementation of MM NOI-1, noise impacts from the maximum project operational noise levels would be reduced to less than significant. (RDEIR at 3.12-22 to 3.12-25). Also, see Response to SIERRA-41, above.

Comment SIERRA-45
The commenter quotes text from RDEIR page 3.15-6, and states that the proposed dirt (DG) trail is shown at the base of a slope, and can be expected to receive run-off from the berm. Thus, the commenter suggests that there is a need to ensure maintenance and upkeep of this trail. Also, the trail is not shown as 12 feet as described above; Exhibit 2-7 shows it as 10 feet. Further, the trail on the western boundary shown on Exhibit 3.15-1 is not indicated on Exhibit 2-6 or Exhibit 2-10, thus it is not clear how or if the trail connects to the trail network shown on Exh. 3.15-1. without this connection, the trail on the southern boundary is a trail to nowhere.

Response to SIERRA-45
Development of trail access is not anticipated to have a significant impact on the environment, due to the limited nature of the improvements. Easements for these trails would be donated/dedicated to a responsible entity to be determined prior to project approval, and the ultimate completion or connection of the trail system is not the responsibility of the project. Commenter erroneously states that the trail is described as being 12 feet wide; RDEIR page 3.15-6 describes the trail as 10 feet in width, which is consistent with Exhibit 2-7. Please also refer to Response to SIERRA-46, below.

Comment SIERRA-46
The commenter asserts that the dedication of "easements" to a "responsible entity" for trail maintenance/ownership is not an effective and certain measure within the meaning of CEQA.

Response to SIERRA-46
Easements for these trails would be donated/dedicated to a responsible entity to be determined prior to project approval. Currently, a Memorandum of Understanding has been entered into for this purpose between the project applicant and the Rivers and Land Conservancy (formerly the Riverside Land Conservancy). Nevertheless, because dedication of trail easements is not required as mitigation for any environmental impact, selection of the responsible entity at a later date does not constitute improper deferral. With regard to relevant case law concerning improper deferral, please refer to Response to SIERRA-10, above.

Comment SIERRA-47
The commenter states that the effectiveness of the trail is in question when the Project proposes that the trail run in front of the industrial buildings, contiguous with Cherry Valley Boulevard, and the trail will cross the main project driveway. The commenter questions whether the trail can function effectively and safely when pedestrians, equestrians, and horses will interface with 1,191 heavy-duty trucks (a total of 3,126 vehicles) entering and exiting the facility on a daily basis. The commenter notes that the trail may be unable to function as a true recreational amenity, and will require at a minimum an adequate cross-walk, a crossing gate and/or flashing lights to provide a safe means of crossing the project's main driveway.

Response to SIERRA-47
The project proposes three points of ingress/egress along Cherry Valley Boulevard. The project vehicle trips have been split amongst these three driveways in the April 2017 Traffic Impact Analysis prepared by Urban Crossroads, Inc. (provided in Appendix I of the EIR). The main project access point, Street 2, is anticipated to generate 183 inbound trips and 69 outbound trips during the AM peak hour (between 7:00 and 9:00 AM) and 96 inbound trips and 178 outbound trips during the PM peak hour (between 4:00 and 6:00 PM). Please also refer to Response to SIERRA-48 for further discussion regarding pedestrian safety.

Comment SIERRA-48
The commenter questions whether Street A will be a public or private street, and expresses concerns regarding the use of this street as the means for ingress and egress for northerly residences, as well as safety hazards to pedestrians and equestrians at the project's main entry/exit point.

Response to SIERRA-48
Street A (referred to as Street 2 in the TIA) will be a public street constructed as an Industrial Collector (78-foot right-of-way) consistent with County of Riverside standards. Any references to Street A as a private street have been corrected in the Errata, Section 4 of this Final EIR. The traffic generated by the Projects and the existing homes will be less than 3,200 vehicles per day in terms of actual vehicles and less than 5,000 vehicles per day in terms of passenger car equivalents (PCE). The traffic volume on the roadway will be approximately 1/3rd of the capacity of the Industrial Collector. Furthermore, Street A will be designed with wide 22-foot pavement with a 12-foot painted median to provide adequate separation between opposing traffic. Sidewalks for pedestrians are included in

the standard cross section for an Industrial Collector. The roads in the in the project vicinity are generally straight or include gentle vertical and horizontal curves, and do not have design feature hazards such as sharp curves such that the project would substantially increase hazards. As required in mitigation measure MM TRAN-4e, Sight Distance at each project access driveway shall be reviewed with respect to Caltrans and County of Riverside sight distance standards at the time of preparation of final grading, landscape and street improvements plans to provide safe access to vehicles and pedestrians.

Comment SIERRA-49
The commenter questions the adequacy of the internal circulation system to accommodate trucks and prevent stacking on public roadways.

Response to SIERRA-49
Peak hour queuing analysis shows that the passenger cars and trucks can be accommodated within the provided turn pockets on Cherry Valley Boulevard without spilling back to the through lanes. As described in the RDEIR, 1,237 parking spaces will be included and the buildings would be designed to accommodate cross-dock usage to minimize trucks waiting outside the gate. Even during the peak period, fewer than 25 heavy trucks would enter the site in an hour. As indicated in Response to Comment SIERRA-48, Street A is proposed as public street, and will be built as an Industrial Collector with capacity more than adequate to accommodate traffic from the project as well as the existing homes to the north of the site. There are more than adequate on-site facilities to accommodate the trucks and there will not be any truck stacking or blockage of public roadways. As such, no significant impacts will occur with respect to emergency access to/from northerly residences.

Comment SIERRA-50
The commenter states that the conclusions at RDEIR 3.16-58 are based on improvements being in place, and questions whether there is any assurance that these improvements will be in place. The commenter questions whether there has been an analysis of stacking in terms of the Driveway 1/Cherry Valley Boulevard intersection.

Response to SIERRA-50
It is not clear which conclusions and improvements are being referred to in the first part of the comment.

Inbound vehicles (trucks and cars) to Building 1 coming from the Freeway would enter from Street A via the signalized intersection. Driveway 1 will be restricted to right-in-right-out access only with a Stop control for vehicles exiting out of Driveway 1 and any queuing would be on-site and not on public roadways. As such, there will not be any stacking of trucks on Cherry Valley Boulevard at Driveway 1.

Comment SIERRA-51
The commenter expresses concerns related to access during the construction period for the residences to the north. The commenter expresses concerns that haul truck trips may be required, which may disrupt or slow traffic on Cherry Valley Boulevard temporarily during construction.

Response to SIERRA-51
The design of the project would seek to balance the earthwork necessary for grading and avoid the import and export of soil. The export and import of construction materials would occur during off-peak hours in order to have a minimal traffic impact on the surrounding roadway network. It is also recommended that a construction traffic management plan be implemented for the duration of construction phase. The timing of construction trips will be addressed in a traffic management plan. This will be added to Mitigation Measure MM TRAN-5. With MM TRAN-5, the impacts due to construction traffic will be less than significant.

Comment SIERRA-52
The commenter cites to statements contained in the Yucaipa Valley Water District's 2010 Urban Water Management Plan.

Response to SIERRA-52
Please refer to Response to CVAN-33.

Comment SIERRA-53
The commenter questions the conclusions of the Yucaipa Valley Water District's 2010 Urban Water Management Plan that there will be sufficient water supply available to meet demand.

Response to SIERRA-53
Please refer to response to SIERRA-52. Based on the WSA, the proposed project and its associated fixtures will be equivalent to 61 "Equivalent Dwelling Units," far fewer than the number of dwelling units that could be constructed on the project site (216 dwelling units) based on current General Plan designations. Therefore, water usage for buildout of the project site was already indirectly accounted for in the 2015 RUWMP, which concluded that YVWD will have adequate supplies for years 2016 to 2040 under multiple-dry-year conditions. Warehouse land uses typically use less water than residential land uses.

Comment SIERRA-54
The commenter states that the water supply assessment (WSA) prepared for the project was not available for review online, and that it was prepared in 2013, before the major drought began. The commenter states that water supply for the project has not been shown to be available or adequate based on evidence in the record. The claim that the YVWD has "plans" in place that will meet water demand is not substantial evidence of adequate water supply.

Response to SIERRA-54
The WSA is contained at RDEIR Appendix G.5. It is important to note that the WSA was prepared using different calculations that were based on a larger project with approximately 736,240 more square feet of buildings on-site. Thus, the WSA provided very conservative estimates relative to the currently proposed project. Based on the WSA, the proposed project and its associated fixtures will be equivalent to 61 "Equivalent Dwelling Units," far fewer than the number of dwelling units that could be constructed on the project site (216 dwelling units) based on current General Plan designations. Therefore, water usage for buildout of the project site was already indirectly accounted for in the 2015 RUWMP, which concluded that YVWD will have adequate supplies for

years 2016 to 2040 under multiple-dry-year conditions. Warehouse land uses typically use less water than residential land uses.

In addition, YVWD is prepared to have adequate supplies to meet demand even in drought conditions, through Demand Management Measures and Water Shortage Contingency Planning (2015 RUWMP at 12-13; 12-35 to 12-50), which include reduction measures and financial penalties for non-compliance. The proposed project would be subject to these restrictions as a commercial customer. The UWMP Act requires a water retailer to quantify the minimum water supply available during the next three-year period, and the 2015 RUWMP assumes that the years 2016 to 2018 repeat the driest three-year historic sequence for each water supply source. According to the 2015 RUWMP, the YVWD has adequate supplies to meet projected demand should a multiple-dry year period occur during the next three years, and therefore impacts from the recent drought (and any future drought) have been adequately accounted for. (2015 RUWMP at 12-53).

Comment SIERRA-55
The commenter cites Water Code § 10910(a)(4) and questions whether the WSA prepared for the project includes water demands for future planned uses, such as those identified in the RDEIR as cumulative projects. In other words, are the population projections in the 2010 Urban Water Management Plan and/or the project's WSA consistent with planned growth for the area—or is it realistic to assume that population projections for the area, and therefore water demands, should be reevaluated in terms of available water supply?

Response to SIERRA-55
Please refer to responses to SIERRA-52 to SIERRA-54.

Comment SIERRA-56
The commenter states that the Project must be conditioned to meet USGBC rating level LEED v.4 Silver as well as to *obtain* LEED certification.

Response to SIERRA-56
The project buildings would be designed to be *eligible* for Leadership in Energy and Environmental Design (LEED) Silver Certification; going through the actual certification process from the U.S. Green Building Council is optional and would not serve to reduce any potentially significant environmental impact. The project's required energy efficiency measures will be verified by the County as part of the plan check process.

Comment SIERRA-57
The commenter states that the project has a number of features that may promote the development of the area and bring indirect, adverse environmental impacts (i.e., growth-inducing impacts): 1) the new land use designation—Public Facilities (PF) which would contain the two proposed water tanks for use and operation by the Yucaipa Valley Water District (YVWD), along with a booster station that would serve existing and other development in the YVWD service area; 2) off-site water and sewer lines in Cherry Valley Boulevard and Calimesa Boulevard would be constructed; and 3) the project includes transportation improvements such as roadway widening, a signalized intersection and a new (public) road which will function to provide access to northerly parcels including undeveloped parcels.

Response to SIERRA-57

See Response to CVAN-15 and to CVAN-38. As explained, the YVWD water tanks would not serve the project site, but would serve existing and planned development in the YVWD service area. Any statements to suggest that the project would construct, or be served by the water tanks have been corrected in the Errata, Section 4 of this Final EIR. If the tanks were not constructed as part of the project, the YVWD would need to site and construct them elsewhere in order to provide water in this region of its service area. The construction of the two water storage tanks, as well as the extension of wastewater and potable water services, would potentially encourage subsequent development by removing infrastructure barriers to growth in the vicinity of the project. These issues were discussed in the RDEIR, Section 5.2, which fully explained the potential for growth-inducing impacts resulting from the creation of the pads for the water tanks and the land use res-designation to allow for the same.

Moreover, this growth was already projected and accounted for by the 2015 San Bernardino Valley Regional Urban Water Management Plan, which indicates that the population for YVWD's service area is anticipated to increase from 44,745 in 2015 to 69,207 in 2045. In addition, the water storage tanks were identified in the YVWD's 2001 Water Master Plan and the 2002 Recycled Water System Report, as outlined within Figure B, Ultimate Water System Facilities, and Figure 1-3, YVWD Proposed Non-Potable Water Distribution System Ultimate Facilities of those reports. At the time, the potable reservoir located along Cherry Valley Blvd. was named R-12.4 but has since been renamed R-12.5; the recycled water reservoir was named F-2 but has since been renamed NR-12.5. Therefore, any potential growth is actually planned growth, not new or "induced" growth.

Finally, the applicant would only be responsible for installing the concrete pads for the water storage tanks. The YVWD would be responsible for obtaining necessary approvals and conducting any necessary future environmental review as CEQA lead agency prior to the ultimate installation of the water tanks, including analysis of growth-inducing impacts, to the extent that this water supply capacity was not already accounted for by the 2015 RUWMP.

The project will be annexed into the YVWD service area for provision of water and sewer service. According to Figure 12-1 of the 2015 RUWMP, the project site is within the YVWD Sphere of Influence, and therefore extension of water and sewer infrastructure in this area has already been anticipated and would not serve to induce significant growth.

The new public roadway that is proposed to provide access to the project buildings would also provide access to the four existing, single-family residences located to the north of the project site, but otherwise will not induce growth. The main purposes of the roadway are to provide access to and between the project buildings, to accommodate the turning movements and stacking requirements of the truck-trailer traffic, to provide a distinctive entrance to the project site with a signalized intersection, and to provide alternate access to the existing residences to the north. Other roadway improvements are to reduce significant traffic impacts that would not be caused by the project alone, but by the project in combination with ambient growth and cumulative development, and therefore would merely accommodate existing and planned growth, rather than induce new growth.

Comment SIERRA-58
The commenter states that the project meets the threshold for growth-inducement because it removes obstacles to growth by providing infrastructure that would be needed for future growth. Examples of projects likely to have significant growth-inducing impacts include extensions or expansions of infrastructure systems *beyond what is needed to serve project-specific demand* (here, such as the water tanks), and development of new residential subdivisions or industrial parks *in areas that are currently only sparsely developed or are undeveloped. (Emphasis added).*

Response to SIERRA-58
Please refer to Response SIERRA-57.

Comment SIERRA-59
The commenter cites to various pages of the RDEIR which discuss the potential growth-inducing impacts that could occur, and states that "because there is a residential development planned on the south side of Cherry Valley Boulevard, and because designated land uses include one commercial zone to the *west* of the site, the RDEIR reaches the specious conclusion that "therefore, implementation of the project would not likely induce growth that is inconsistent with historic trends in the area, or inconsistent with the policy of allowing higher densities with approval of a general plan amendment, which will be part of the project entitlements."

Response to SIERRA-59
Please refer to Response SIERRA-57.

Comment SIERRA-60
The commenter states: "There is zero support for the assertion that the Cherry Valley "Gateway Policy area has historically accommodated a variety of industrial and commercial uses." (p. 5-3) Nor is it a fact that the General Plan acknowledges that this type of "higher density" project is allowed. The site is designated under the General Plan for rural residential development, and the CVGPA anticipates at best residential not industrial-type growth, all the while maintaining the rural character of the area; indeed, only *existing* higher density uses are allowed. In any event, it is precisely the development of a large industrial project with attendant infrastructure that ushers in development—residential *or* industrial."

Response to SIERRA-60
The project site is located within the Community Development Foundation Component of the General Plan, which is identified as an area appropriate for urban or suburban development, including areas for single-family and multiple-family residential uses, *commercial, industrial, business park, public facilities, and a mix of uses*. Examples of the industrial and commercial land uses in the area, as well as the proximity to the I-10 freeway are discussed at page 3.10-24 of the RDEIR. Specifically, because of the evolving nature of the Cherry Valley Gateway Policy area, the General Plan acknowledges the potential for higher intensity uses for undeveloped parcels by stating explicitly that "[h]igher densities may be allowed through a general plan amendment . . . ." This evolution can be seen in the history of higher intensity uses located on and around the project site, and in the various higher intensity developments proposed for neighboring parcels. For example, the now defunct Sunny Cal Chicken Ranch immediately south of the site was a major industrial chicken ranch, which included 400 chicken houses with the capacity to process 500 cases of eggs per

hour. Additionally, the nearby truck repair business, Luther's Truck and Equipment, has been operating for nearly two decades and employs a staff of 10 to 19 individuals. With regard to general consistency with the Cherry Valley Gateway Policy Area and the General Plan, please refer to Responses to Comments CVAN-7 and CVAN-12.

Comment SIERRA-61
The commenter provides closing remarks to conclude the letter.

Response to SIERRA-61
No response is necessary.

CHERRY VALLEY PASS ACRES AND NEIGHBORS
P.O. BOX 3257
BEAUMONT, CALIFORNIA 92223

July 10, 2017

VIA E-MAIL AND U.S. MAIL
bdawson@rivco.org

Brett Dawson
Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Re: Comments on Recirculated Draft Environmental Impact Report for San Gorgonio Crossing Project

Dear Mr. Dawson:

CVAN

We are submitting these comments on the Recirculated Draft Environmental Impact Report ("RDEIR") for the San Gorgonio Crossing Project on behalf of Cherry Valley Pass Acres and Neighbors "CVAN") and the Cherry Valley Environmental Planning Group ("CVEPG"). Please provide us with all future notices regarding this Project. 1

On November 29, 2016, the County of Riverside ("County") circulated a Draft EIR ("DEIR") for the project. CVAN and CVEPG provided comments on the DEIR on January 18, 2017. On May 26, 2017, the County issued the RDEIR, explaining that the revisions were based, in part, on "a comment received from Caltrans after the close of the public comment period, stating that the traffic counts used for the traffic analysis may be significantly different from the current year and should be updated." RDEIR, § 1.1. It states that "an updated traffic study was completed based upon the comments raised from Caltrans" and that "as a result of the new traffic study, updated air quality, greenhouse gas, health risk 2

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assessment, and noise studies have been prepared and incorporated into" the RDEIR. *Id.* It states that the revisions "do not increase or alter the project's development type or intensity but merely clarify information in the Draft EIR." *Id.*

2 CONT

CVAN and CVEPG incorporate by reference their comments on the DEIR, to the extent that they have not been addressed in the RDEIR. A copy of the prior comment letter is attached hereto as Exhibit A.

CVAN is a California non-profit corporation comprised of more than 300 families, many of whom live and work in Cherry Valley, an unincorporated community of interest located north and east of the proposed project.

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CVEPG is a California non-profit corporation that was established to protect and preserve the environment and water supply in and around Cherry Valley.

The RDEIR relates to a proposed project consisting of two 41 foot tall industrial buildings totaling 1,823,760 square feet, with 306 "dock doors," as well as a General Plan Amendment and Change of Zone to change the applicable zoning from very low density residential to industrial ("the Project"). Construction of the Project will involve extensive grading of approximately 3 million cubic yards of soil. The industrial buildings will be used as a regional distribution center generating nearly 5,000 "passenger car equivalent" vehicle trips each day, which will include more than 1000 "big rig" trips each and every day. (RDEIR, pp. 3.16-21-3.16-22) This means that if the Project operates 24

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hours per day, a big rig will enter or exit the facility once every 1.4 minutes, on average, 365 days a year.[1]

4 CONT

Among other deficiencies, discussed in detail below, the RDEIR fails to adequately describe the Project and the environmental setting, fails to adequately disclose and analyze the Project's impacts on land use and planning, and relies on outdated analyses. The RDEIR also fails to analyze a range of environmental impacts, mitigation measures, and alternatives. The RDEIR for the Project fails to provide the public with a thorough, properly defined, and finite description of the Project and its environmental impacts. CEQA requires that an RDEIR analyze the whole of the Project including associated off-site impacts and impacts that are further distant in the future. *See* CEQA Guidelines, §§ 15126 (impact from all phases of the project), 15358(a) (direct and indirect impacts). These requirements help ensure that the public and decision makers are reviewing and deciding on the Project know the full scope of the project and its impacts. EIRs that fail to provide these requirements undermine CEQA's fundamental requirement of public disclosure. An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR. *County of Inyo v. City of Los Angeles*, 71 Cal.App.3d 185 (1977) (an enigmatic or unstable project description impedes public input);

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[1] A major deficiency of the RDEIR is that it provides no disclosure to the public concerning what the operating hours of the facility will be. For purposes of the public services analysis, the RDEIR states that it assumed "for worst case analysis purposes" that the facility would operate 7 days a week, 24 hours a day. (RDEIR, pp. 3.14-12) It is unclear whether this assumption was made for other analyses, and if not, why not. The facility's planned hours of operation must be disclosed and the impacts of those hours of operation must be evaluated.

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*see also San Joaquin Raptor/Wildlife Reserve Center v. County of Stanislaus (*1994) 27 Cal.App.4th 713, 730. Unfortunately, the RDEIR contains an incomplete project description and analysis that fails to provide the public and decision makers with the necessary information in order to analyze impacts and mitigation measures.

6 CONT

The RDEIR's Disclosure and Analysis of Impacts on Land Use and Planning are Inadequate

The Project site is located within what the December 8, 2015, County of Riverside General Plan ("2015 General Plan") designated as the "Cherry Valley Gateway Policy Area of Cherry Valley." The land use designation for the Project site is "Very Low Density Residential." (2015 General Plan, Pass Area Plan ("PAP"), p. 12) This designation provides for "single-family detached residences on large parcels of 1 to 2 acres." (*Id.*) The Project seeks to change this land use designation to "Light Industrial." Currently, this land use is not permitted in any portion of the Cherry Valley Gateway Policy Area, and the Project is wholly inappropriate for the site as it would substantially degrade the rural character of the area.

7

As stated in the PAP, "Cherry Valley, located east of Interstate 10 and north of Beaumont, is a rural and equestrian community with small orchards, mobile homes, and single family residences." (*Id.* at 24) The intent of the Cherry Valley Policy Area "is to maintain the predominantly rural community nature of this area." (*Id.*) The PAP recognizes the "rural atmosphere of the area," the limited capacity of public services, and flooding hazards. (*Id.*)

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The PAP provides that the Cherry Valley Gateway Policy Area "shall be developed as a gateway to Cherry Valley" and "***shall be developed to evoke the rural character of that area***." (*Id.* (emphasis added)) The PAP further states that the Cherry Valley Gateway Policy Area "shall also serve as a community separator between Beaumont and Calimesa," and that "it is envisioned that clustering and buffering will be utilized ***in order to preserve open space and maintain the rural character of the area***." (*Id.* at 24 (emphasis added))

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CONT

In an apparent attempt to smooth over unfavorable findings in the DEIR, the County eliminated two of the finding from the DEIR: (1) that "[t]he project would not result in a substantial alteration of the present or planned land use of an area" (DEIR, p. 3-10-21); and (2) that "[t]he Project would be compatible with existing surrounding zoning" (DEIR, p. 3.10-24). The RDEIR now instead concludes that "the Project would not conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect." (RDEIR, p. 3.10-22). The RDEIR makes this claim, despite the clear policy statements of the 2015 General Plan, and the admitted rural nature of the Project site. The 2015 General Plan is the blueprint for development, specifically intended to ensure certain environmental effects, and prevent others. The Project would entirely change the intended rural nature of the Project site. The RDEIR's analysis of this issue is accordingly legally deficient.

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As a preliminary matter, the RDEIR states that "the General Plan acknowledges the potential for higher intensity uses for undeveloped parcels by stating explicitly that '[h]igher densities may be allowed through a general plan amendment….'" (RDEIR p. 3.10-24) However, the RDEIR misleadingly fails to include the remainder of the sentence, which states that such higher densities may be allowed "provided such development meets the goals of the policy area." (PAP, p. 24) The PAP describes the goals of the policy area as follows: "The policy area shall be developed as a gateway to Cherry Valley, and it shall be developed to evoke the rural character of that area. The policy area shall also serve as a community separator between Beaumont and Calimesa. To accomplish these two goals, it is envisioned that clustering and buffering will be utilized in order to preserve open space and maintain the rural character of the area." (PAP, p. 24) 10

A nearly 2 million square foot distribution center, generating nearly 5,000 "passenger equivalent" daily trips, which will include more than 1,000 trips by diesel emitting big rig trucks, hardly serves to "maintain the rural character of the area," nor does it "evoke the rural character" of Cherry Valley. The Project cannot be reconciled with the PAP, and the Project does not "meet the goals" of The Cherry Valley Gateway Policy Area.

In sum, there is no basis for the RDEIR's conclusion that "the Project would not conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect." (RDEIR, p. 3.10-22) And because the findings were 11

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unsupportable, the RDEIR inappropriately omits the prior findings in the DEIR that the Project "would not result in a substantial alteration of the present or planned land use of an area," or that "[t]he Project would be compatible with existing and planned surround land uses." (DEIR, pp. 3.10-21, 3.10-25)

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The RDEIR acknowledges that a threshold of significance is whether the Project is "consistent with the land use designations and policies of the General Plan…." (RDEIR, p. 3.10-20) Yet the findings of the RDEIR avoid discussion of this issue. While the DEIR found that the Project "would be consistent with the land use designations and policies of the General Plan" (DEIR, p. 3.10-28), the RDEIR deletes this language, in addition to language from other related sections, as discussed above. Moreover, the RDEIR includes no analysis at all as to how a nearly 2 million square foot distribution center (generating nearly 5,000 "passenger equivalent" vehicle trips a day) "evokes the rural character" of Cherry Valley. In fact, it does not, and is irreconcilably inconsistent with the 2015 General Plan and PAP.[2]

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Finally, there is no basis for the RDEIR's finding that "[t]he project would not disrupt or divide the physical arrangement of an established community[.]" (RDEIR, p. 3.10-21) The Project site is within Cherry Valley, which the PAP describes as "a charming

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[2] The RDEIR also fails to discuss policy LU 22.3 of the 2015 General Plan, which states that when an area such as Cherry Valley has been designated as a "rural community," the County will "[e]nsure that development does not adversely impact the open space and rural character of the surrounding area." (2015 General Plan, LU-50) Here, there can be little question that the Project will adversely impact the rural character of Cherry Valley, given its proposed industrial (and non-agricultural) uses, and the resulting impacts (including noise, light, aesthetic, air pollution, water supply).

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community distinguished by and named after a concentration of cherry orchards." (PAP, p. 8) The Riverside Local Area Formation Commission has designated Cherry Valley "as an Unincorporated Community in order to preserve this existing rural character." (*Id.*) Yet the RDEIR utterly fails to disclose and analyze impacts that this Project would have on the overall Cherry Valley community.

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The RDEIR's Disclosure, Analysis, and Mitigation of the Project's Aesthetic Impacts are Inadequate.

As discussed above, the Project imposes a huge (nearly 2 million square foot) distribution facility on a property that is currently vacant and serves as a gateway to Cherry Valley. The RDEIR's conclusion that the Project will have a less than significant impact on scenic resources is based on a woefully inadequate analysis, consisting of visual "simulations" from 14 locations. (RDEIR, Exhibit 3.1-3) All of these locations are in relatively close proximity to the Project site, and none of them appear to be within the Cherry Valley Policy area, particularly areas that are to the north and east of the Project site. It is essential that the aesthetic impacts on these areas be evaluated, including the impacts of nighttime lighting on the rural environment. In addition, we note that none of the visual simulations depict the proposed Project (i.e., two massive distribution center buildings). The simulations are thus inherently misleading.

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The analysis of aesthetic impacts also does not evaluate the impacts of the Yucaipa Valley Water District ("YVWD") water storage tanks proposed for the Project sites, instead impermissibly deferring analysis until YVWD conducts its own environmental

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review. RDEIR, p. 2-23. These known future effects of the Project need to be evaluated now. Finally, the RDEIR fails to sufficiently analyze the impacts of the significant big rig truck traffic on aesthetics. RDEIR, pp. 3.1-30-3.1-31. Currently, the Project site is undeveloped with minimal traffic. The Project will generate nearly 5,000 "passenger equivalent" vehicle trips a day. The RDEIR only briefly discusses the effect of headlights at nights. *Id.* This constant parade of big rigs is likely to have a significant aesthetic impact on the public, and Cherry Valley specifically, beyond just an in increase in light from headlights and needs to be evaluated.

15 CONT

The RDEIR's analysis, and mitigation of light impacts, is also inadequate. While recognizing that the Project has a potentially significant impact on nighttime views in the area, the RDEIR fails to clearly disclose those impacts, particularly in areas of Cherry Valley that are to the north and east of the Project. And after conceding that there may be potentially significant impacts, the proposed mitigation measure is merely the future submission of a "photometric plan" to be submitted to the County, without any specific standards. This supposed mitigation measure thus fails as a matter of law.

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<u>The RDEIR Fails Adequately to Disclose, Analyze and Mitigate Impacts to Agricultural Resources</u>

The RDEIR recognizes that the approved Project site land uses include agriculture, and that the Project site contains nearly 150 acres of "Farmland of Local Importance." (RDEIR, p. 3.2-1; Exhibit 3.2-1) The RDEIR also recognizes that the Project site is currently utilized for agricultural uses (grazing), as are surrounding properties, which

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also are used for grazing and horse ranching. (*Id.*) The Project will unquestionably convert this farmland to non-agricultural resources. The loss of agricultural resources should be fully mitigated, yet the RDEIR contains no mitigation measures to address this impact. The RDEIR should consider, among other things, the use of conservation easements to mitigate the Project's impacts.

17 CONT

The RDEIR's Disclosure, Analysis, and Mitigation of Air Quality Impacts and Greenhouse Gas Emissions are Inadequate.

The RDEIR concedes that the Project will have significant impacts on air quality, both during construction and operation. Yet the EIR does not impose any meaningful mitigation measures on the operation of the facility, beyond imposing informational and seemingly voluntary requirements on the tenants. (RDEIR, p. 3.3-38) These mitigation measures do not satisfy CEQA. Mitigation measures must be "fully enforceable through permit conditions, agreements, or other measures" so "that feasible mitigation measures will actually be implemented as a condition of development." *Federation of Hillside & Canyon Ass'ns v. City of Los Angeles*, 83 Cal.App.4th 1252, 1261 (2000). The RDEIR added language that was not in the DEIR stating that the Mitigation Monitoring and Reporting Program "shall be enforced through the preparation [sic] permit conditions, agreements, or other measures as a condition of development." RDEIR, p. 3.3-37. But it does not explain how the specific components of the proposed operational mitigation would actually be made enforceable. These types of non-binding mitigation measures fail to meet CEQA's standards of full enforceability.

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The analysis of Greenhouse Gas Emissions is deficient in several respects. First, as with air quality impacts, the RDEIR fails to consider a full range of mitigation measures. The Project should fully mitigate its significant air quality and climate change impacts. In addition, the County and applicant should consult with expert agencies, such as the California Air Resources Board, the California Air Pollution Control Officer's Association, and the South Coast Air Quality Management District, to, among other things, identify feasible alternatives and mitigation measures. 19

The CEQA Guidelines require the lead agency to "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." Guidelines § 15064.4(a). 20

The RDEIR improperly fails to disclose key assumptions made about trip lengths for heavy-duty trucks, nor does it disclose the basis for its assumptions about the percentage of daily trips that would be made by these vehicles. The RDEIR also fails to account for air quality impacts within the Salton Sea Air Basin, Mojave Desert Air District, and the San Diego County Air Basin violating CEQA's requirements that an RDEIR must analyze whether the Project "[v]iolates any air quality standard or contributes substantially to an existing or projected air quality violation." Guidelines App. G § III(b). 21

The RDEIR also fails to account for the emissions associated with manufacturing and transport of building materials, and operational goods for the project. For example, construction of nearly 2 million square feet of development will take substantial amounts of construction material including concrete. Cement and concrete manufacture is 22

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extremely energy intensive producing a large amount of greenhouse gas emissions. The manufacture of concrete accounts for roughly 3% of California's greenhouse gas emissions. These numbers must be integrated into the greenhouse gas emissions significance determination in order to perform the good faith analysis required under CEQA. CEQA requires that "an agency must use its best efforts to find out and disclose all that it reasonably can" (Guidelines § 15144), that an RDEIR must make "good faith effort at full disclosure" (Guidelines §15151), and that an impact may only be deemed speculative "after thorough investigation." (Guidelines § 15145).

22 CONT

As part of its analysis of global warming impacts, the RDEIR must also address black carbon, an important short-lived pollutant that contributes to global and regional warming. Black carbon is produced by incomplete combustion and is the black component of soot. Although combustion produces a mixture of black carbon and organic carbon, the proportion of black carbon produced by burning fossil fuels, such as diesel, is much greater than that produced by burning biomass.[3] Black carbon heats the atmosphere through a variety of mechanisms. First, it is highly efficient at absorbing solar radiation and in turn heating the surrounding atmosphere. Second, atmospheric black carbon absorbs reflected radiation from the surface. Third, when black carbon lands on snow and

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[3] Ramanathan V. & Carmichael G., *Global and Regional Climate Changes Due to Black Carbon*, Nature Geoscience 1:221-227 (2008) ("Ramanathan & Carmichael 2008"). http://www.climate.org/PDF/Ram_Carmichael.pdf; Jacobson M., *Strong Radiative Heating Due to Mixing State of Black Carbon in Atmospheric Controls*, Nature 499: 695- 697 (2001) ("Jacobson 2001"). http://www.stanford.edu/group/efmh/jacobson/Articles/VI/nature.pdf

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ice, it reduces the reflectivity of the white surface which causes increased atmospheric warming as well as accelerates the rate of snow and ice melt. Fourth, it evaporates low clouds. (Ramanathan & Carmichael 2008; Jacobson 2001). Black carbon is also detrimental to human health. Black carbon has been linked to a variety of circulatory diseases. One study found an increased mortality rate was correlated with exposure to black carbon.[4] Like greenhouse gases, black carbon emissions from various types of engines and activities can be estimated through numerical calculations. (Bond 2004). Thus, there is no reason why black carbon can reasonably be omitted from these estimates. The RDEIR fails to analyze the impacts of black carbon emissions during both the construction and operation phase of the project. The Project will result in a large increase in diesel exhaust from the existing conditions, which is a major source of black carbon.

23 CONT

In addition to thoroughly evaluating project alternatives, because it is clear that the Project's greenhouse gas emissions will cumulatively contribute to global warming, "the EIR must propose and describe mitigation measures that will minimize the significant environmental effects that the EIR has identified." *Napa Citizens for Honest Gov't v. Napa County Bd. of Supervisors*, 91 Cal.App.4th 342, 360 (2001). CEQA requires that agencies "mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so." Pub. Res. Code § 21002.1(b). CEQA

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[4] Maynard D. et al., *Mortality risk associated with short-term exposure to traffic particles and sulfates.* http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1867995/

specifically requires lead agencies to "consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions." Guidelines § 15126.4(c). Mitigation of a project's significant impacts is one of the "most important" functions of CEQA. *Sierra Club v. Gilroy City Council*, 222 Cal.App.3d 30, 41 (1990). Therefore, it is the "policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures which will avoid or substantially lessen the significant environmental effects of such projects." Pub. Res. Code § 21002.

24 CONT

There are any number of additional feasible measures that can be incorporated to reduce vehicle miles traveled, energy use, waste, water consumption, and other sources of emissions. The California Air Pollution Control Officer's Association White Paper on CEQA and Climate Change identifies existing and potential mitigation measures that could be applied to projects during the CEQA process to reduce a project's GHG emissions. The California Office of the Attorney General also has developed a list of reduction mechanisms to be incorporated through the CEQA process. These resources provide a varied array of mitigation measures to be incorporated in both the programmatic and project level. The RDEIR evaluates a few mitigation measures but determines that none are feasible. RDEIR, pp. 3.3-40-3.3-41. The RDEIR must include a more robust analysis of a greater variety of mitigation measures to determine whether they are feasible in reducing the Project's significant greenhouse gas impacts.

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The RDEIR also fails to address how the projected effects of global warming will exacerbate the impacts of the Project. CEQA requires that an EIR "analyze any significant environmental effects the project might cause by bringing development and people into the affected area." Guidelines § 15126.2(a). The air quality analysis must disclose how the increased temperatures in the project area will exacerbate the already severe air quality conditions. Riverside County in particular, has some of the worst air quality in the nation, even when compared to other highly urban, populated counties in California. Riverside County is ranked as one of the "Dirtiest/Worst Counties" in the United States for almost all criteria pollutants under the Clean Air Act. Climate change is having a major adverse impact on numerous plant and animal species. The RDEIR should have disclosed this threat to species, and discussed the potentiality of the Project contributing to the massive problem. Finally, climate change will have a major adverse impact on water supplies; the RDEIR should have disclosed these impacts and discussed the potential for the Project to contribute to this problem. The RDEIR must use its best efforts to find out and disclose all it reasonably can about the impacts of climate change on the environment and—most importantly—use that information to form an educated opinion about how to plan and adapt for the impacts of climate change.

25 CONT

<u>The RDEIR's Disclosure, Analysis and Mitigation of Biological Impacts are Legally Deficient</u>

The RDEIR concedes that the Project site contains burrows that could support the Western Burrowing Owl, which is considered to be a Bird of Conservation Concern by

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the U.S. Fish and Wildlife Service. Burrowing Owls are listed as a Species of Concern in California. California's remaining burrowing owls are threatened primarily by habitat loss to urban development, persecution of ground squirrels, and intensive agricultural practices. The practice of evicting owls from development sites is accelerating local extinction of owls from rapidly urbanizing areas. Other factors contributing to the decline of owls statewide include destruction of burrows through disking and grading, impacts of pesticides, increased predation by nonnative or feral species, habitat fragmentation, and other human-caused mortality from vehicle strikes, electrified fences, collisions with wind turbines, shooting, and vandalism of nesting sites.

26 CONT

The RDEIR fails to adequately account for the Project threats to local and regional populations of the burrowing owl, or adequately mitigate for the loss of burrowing owl populations. Burrows were found on the Project site, and the site, and adjacent areas, contained potential burrowing owl habitat. (RDEIR, p. 3.4-30; Appendix C, p. 4)[5] The mitigation measures of avoiding burrowing owls when they are present will not mitigate the decline in population and loss of habitat that the project contributes to. Considering the magnitude of threats, and ongoing population decline in the Project area the Project poses a substantial threat to the Burrowing Owl.

The RDEIR relies upon the MSHCP for mitigation of both direct and cumulative biological impacts related to this project. However, the RDEIR fails to disclose

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[5] In addition, the surveys for burrowing owls appear to be outdated, last conducted either in 2013 or 2008. (RDEIR, Appendix C)

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the uncertainty regarding the implementation of mitigation measures contemplated in the MSHCP to provide for the mitigation of potentially significant impacts to biological resources relied upon in the MSHCP and RDEIR. The failure to require binding and effective mitigation, disclose the uncertainties associated with mitigation, and analyze the provision of other sources of mitigation and the environmental impacts of those mitigation measures violates CEQA. Additionally, the RDEIR presents no information regarding impacts to covered species from pesticide use associated with the project.

27 CONT

The RDEIR fails to disclose or analyze the impacts of light pollution on wildlife. Light pollution is a major problem that can significantly confuse migratory birds and otherwise disturb and disrupt wildlife foraging and breeding. Light pollution can seriously threaten the continual survival of numerous species. The RDEIR needs to fully disclose these risks; only then can the likely effectiveness of proposed mitigation measures be evaluated when compared to the severity of the risk. Given the impact that light pollution has on wildlife species, particularly migratory birds such as the many species that utilize the SJWA as habitat, the proposed mitigation measures are inadequate to protect against this harm. This is especially true in light of evidence showing that light pollution can be felt as far as 100 miles away.

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<u>The RDEIR's Disclosure, Analysis and Mitigation of Traffic Impacts are Legally Deficient.</u>

The Project will result in a 24 hour a day parade of big rig trucks into an area that is known for its rural charm. They will reach the Project site via Interstate 10, with a single exit in each direction. The Project will result in the degradation of service at the east

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bound ramp of I-10 from "C" in the morning to "F." (RDEIR, p. 3.16-46) Service at Calimesa Boulevard and Cherry Valley Boulevard also will degrade to "D" during the afternoon hours. While the RDEIR concedes that this is a significant adverse impact, the only mitigation measures that the RDEIR identifies are payment of various "fair share" fees to pay for future roadway improvements. And even with these payments, the RDEIR admits that the impacts will be significant and "unavoidable."

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The RDEIR's traffic analysis is deficient for several reasons.

First, the RDEIR contains no analysis concerning whether, and if so, to what degree, the payment of "fair share" fees will mitigate traffic impacts. Without such analysis, and evidence of when such improves will go on line, it is impossible for the decision maker to evaluate the efficacy of the mitigation.

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Second, the RDEIR (and its traffic study) fail to evaluate the direct and cumulative impacts at other key streets and intersections; namely, Beaumont Avenue to I-10, Cherry Valley Boulevard to Highland Springs Road, Highland Springs Road to I-10, Brookside Avenue between Beaumont Avenue and I-10, and Oak Valley Parkway between Cherry Valley Boulevard and I-10. Given the deterioration of service at the closest I-10 on ramp (at Cherry Valley Road) it is likely that many of the thousands of trips that the Project will generate will attempt these routes. In addition, the EIR utterly fails to evaluate impacts on State Highway 60.

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The RDEIR's Water Supply Analysis is Legally Deficient CVAN

The RDEIR's analysis of impacts on water supply are woefully inadequate, starting with its discussion of the Project's planned water consumption. On the same page of the RDEIR, it is estimated that the Project will consume either 42,840 gallons of potable water each day (15,636,600 gallons per year) or 11,140,000 gallons per year. (RDEIR, p. 3.17-21) The RDEIR, on the same page, states that the Project will consume either 12.35 million gallons of "recycled" water for landscaping each year, or 8.99 million gallons each year. (*Id.*) Later, the RDEIR states that"[r]ecycled (outdoor) water for landscape irrigation is estimated to be 8.99 million gallons per year for a total of 20.35 million gallons a year of water required to serve the project." (RDEIR, p. 3.17-25) There is no attempt to reconcile these divergent figures, rendering the RDEIR deficient as an informational document. 32

The RDEIR purports to rely on the YVWD's 2010 Urban Water Management Plan. However, no such document is available at the web address provided in the RDEIR. In fact at the time the RDEIR was circulated for public comment (in November 2016), the operable document was the 2015 San Bernardino Valley Regional Urban Water Management Plan ("2015 UWMP").[6] The 2015 UWMP does not identify demand from the Project in its analysis of the YVWD's water supply calculation. And the 2015 UWMP states that "[r]ecycled water was not used in 2010 nor projected for use in 2015." (2015 UWMP, p. 12-27). It is impossible to reconcile this statement with the RDEIR's assertion that recycled 33

6 http://publicdocuments.yvwd.dst.ca.us/WebLinkPublic/0/edoc/181411/2015%20Regional%20Urban%20Water%20Management%20Plan%20-%20YVWD.pdf

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water will supply 12.35 million gallons (or 8.8 million gallons) of recycled water to the Project each and every year. 33 CONT

The failure to present this information to the public and the decision makers renders the RDEIR legally deficient. The failure to include this information also undercuts the conclusion that impacts to water resources will not be significant. 34

The Project also requires annexation into the YVWD, and if this occurs infrastructure will be needed to constructed deliver water to the Project, including construction of two 1 million gallon water storage tanks on the Project site. But there is no disclosure and analysis of impacts associated with this annexation or the construction of this infrastructure, including aesthetic impacts and growth inducing impacts. Once again, without this analysis the RDEIR fails as an informational document, and also improperly **segments** the Project. The impacts of the entire Project, including the modification of the YVWD's service area and construction of substantial new infrastructure, must be included in this RDEIR, so that the public can understand the full scope of the Project's, environmental impacts. 35

<u>The RDEIR's Disclosure, Analysis and Mitigation of Significant Noise Impacts are Deficient</u>.

The Project will generate nearly 5,000 "passenger car equivalent" vehicle trips per day, and will potentially operate on a 24 hour per day basis. The RDEIR concedes that noise from the Project will likely exceed local nighttime operational noise level standards. (RDEIR, pp. 3.12-25-3.12-27) The RDEIR's solution to this significant impact is to require 36

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that loading bays be equipped "with sealed gasket bay doors." (*Id.*) Yet there is no analysis in the RDEIR of the efficacy of this solution, nor does this appear to be an enforceable project condition. Beyond that, the RDEIR failed to consider other feasible mitigation, such as curtailing the hours of operation of the distribution center.

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The noise analysis is deficient in other respects. In examining off site noise impacts, the RDEIR did not assess impacts on the approved Sunny Cal residential project directly across the street from the Project. (RDEIR, Appendix H, Exhibit 4) Further, the RDEIR did not evaluate off site impacts to the north and east of the project. The RDEIR did not evaluate noises associated with backup "warning beepers" that may be required of vehicles entering the distribution center.

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<u>The RDEIR's Discussion of the Project's Growth Inducing Impacts is Deficient</u>

The RDEIR's minimal discussion of the Project's growth inducing impacts hardly meets the standards imposed by CEQA. The RDEIR concedes that currently no water and wastewater is available at the Project site, and that in order to accommodate the development "off-site water and sewer lines in Cherry Valley Boulevard and Calimesa Boulevard will be constructed." (RDEIR, p. 5-1). The RDEIR also notes that two 1 million gallon water storage tanks will also be constructed "to serve other properties in the Yucaipa Valley Water District (YVWD) service area." (RDEIR, p. 5-2). And the RDEIR admits that the construction of these facilities "would potentially encourage subsequent development by

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removing infrastructure barriers to growth in the vicinity of the project."[7] But there is no discussion, even in a general way, of where these impacts are likely to occur (i.e., immediately in the vicinity of Project or in other areas of the YVWD service area, or elsewhere?) In addition, the RDEIR should discuss the growth inducing impacts of bringing YVWD water into an area traditionally served by the Beaumont Cherry Valley Water District, which has faced significant restrictions on its supply of water.

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The RDEIR's Discussion of the Project's Cumulative Impacts is Deficient

In its cumulative impacts analysis, the RDEIR does not clearly identify the projects that are being considered as likely to produce similar impacts, nor does it provide any analysis as to why the study area was defined as it was. As a result, the RDEIR fails as an informational document. At a minimum, the RDEIR must provide the analysis discussed above, and also must include all projects in the area near the Project (Banning, Beaumont, Moreno Valley, Cabazon, Calimesa, Yucaipa and unincorporated western Riverside County). In particular, the RDEIR must consider the Butterfield (4862 homes), Rancho San Gorgonio (3385 homes), and O'Donnell Business Park (1 million square feet of warehousing) projects in Banning.[8] However, it is critical that the RDEIR carefully analyze all projects within the

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[7] As is discussed above, another failure of the RDEIR is its failure to disclose and analyze the environmental impacts of this major infrastructure project.

[8] Projects in neighboring cities that should be considered in the cumulative impacts analysis can be located here: http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/233
http://www.ci.banning.ca.us/106/Major-Commercial-Projects
http://www.ci.banning.ca.us/298/Major-Residential-Projects
http://www.moreno-valley.ca.us/edd/pdfs/new-pdfs/new-dev-sum.pdf
http://yucaipa.org/wp-content/uploads/com_dev/Update.pdf

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study area (adjacent unincorporated areas of Riverside County, and other neighboring cities' (Banning, Beaumont, Moreno Valley, Cabazon, Calimesa, Yucaipa)) that contribute to regional impacts relating to traffic, air quality, and impacts on water usage. Because of the manner in which the RDEIR has been drafted, we do know that the RDEIR has not considered impacts from many projects within this area.

39 CONT

The RDEIR Fails to Adequately Analyze a Reasonable Range of Alternatives.

The RDEIR fails to consider a meaningful analysis of reasonable alternatives to the Project in order to lessen or avoid the Project's significant impacts. CEQA mandates that significant environmental damage be avoided or substantially lessened where feasible. Pub. Res. Code § 21002; Guidelines §§ 15002(a)(3), 15021(a)(2), 15126(d). A rigorous analysis of reasonable alternatives to the project must be provided to comply with this strict mandate. "Without meaningful analysis of alternatives in the EIR, neither courts nor the public can fulfill their proper roles in the CEQA process." *Laurel Heights Improvement Ass'n v. Regents of University of California*, 47 Cal.3d 376, 404 (1988). Moreover, "[a] potential alternative should not be excluded from consideration merely because it 'would impede to some degree the attainment of the project objectives, or would be more costly" even when that alternative includes Project development on an alternative site. *Save Round Valley Alliance v. County of Inyo*, 157 Cal. App. 4th 1437, 1456-57 (2007) (quotations omitted).

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http://www.cityofcalimesa.net/planning.htm

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Here, the RDEIR failed to consider a reasonable range of alternatives, most significantly by not considering an alternative site. The RDEIR dismisses an alternate site as infeasible because the Project proponent does not own another site, because "no other site was deemed sufficient to support the project," and because any other project would have the same impacts. (RDEIR, p. 6-2) However, there is utterly no analysis to support these conclusions, particularly that there is no other location in southern California with equivalent access to I-10. In addition, the statement that an alternative site would have the same impacts is simply untrue. Another site would not be located within a rural and equestrian community, which the County by policy seeks to maintain. Thus, an alternative location would not necessary have the same land use and aesthetic impacts as the Project site, and may also have reduced noise, traffic, water supply and air quality impacts. The RDEIR should carefully analyze these issues before rejecting this alternative out of hand. 41

Other feasible alternatives that the RDEIR should have considered would be a facility served by rail (thus potentially reducing air pollution and traffic issues), the use of the Project site for a school, and the use of the site for commercial retail. In addition, the RDEIR's rejection of other, less environmental damaging alternatives (e.g., no project and Cherry Valley Gateway Specific Plan Alternative) based on failure to satisfy the project objectives is improper; the RDEIR cannot avoid an analysis of a reasonable range of alternatives by narrowly drawing project objectives, as appears to be the case here. 42

In sum, the Project will have significant and long standing environmental impacts on the Pass Area, and its residents, and will degrade, and destroy the rural character 43

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of the existing Cherry Valley Community. As such, we urge you to reject this Project so that a future property owner can develop the property in a manner that is consistent with the objectives of the Pass Area Plan and serves the needs of the residents of the Pass Area.

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CONT

Very truly yours,

Patsy Reeley
President Cherry Valley Pass Acres & Neighbors

Patrick Doherty
President Cherry Valley Environmental Planning Group

cc: Robert C. Goodman, Esq.

EXHIBIT A

CHERRY VALLEY PASS ACRES AND NEIGHBORS
P.O. BOX 3257
BEAUMONT, CALIFORNIA 92223

January 18, 2017

VIA E-MAIL
bdawson@rctlma.org

Brett Dawson
Project Planner
County of Riverside
4080 Lemon Street, 12th Floor
P.O. Box 1409
Riverside, CA 92502-1409

Re: Comments on Draft Environmental Impact Report for San Gorgonio Crossing Project

Dear Mr. Dawson:

We are submitting these comments on the Draft Environmental Impact Report ("EIR") for the San Gorgonio Crossing Project on behalf of Cherry Valley Pass Acres and Neighbors "CVAN") and the Cherry Valley Environmental Planning Group ("CVEPG"). Please provide us with all future notices regarding this Project.

CVAN is a California non-profit corporation comprised of more than 300 families, many of whom live and work in Cherry Valley, an unincorporated community of interest located north and east of the proposed project.

CVEPG is a California non-profit corporation that was established to protect and preserve the environment and water supply in and around Cherry Valley.

The EIR relates to a proposed project consisting of two 41 foot tall industrial buildings totaling 1,823,760 square feet, with 306 "dock doors," as well as a General Plan Amendment and Change of Zone to change the applicable zoning from very low density

residential to industrial ("the Project"). Construction of the Project will involve extensive grading of approximately 3 million cubic yards of soil. The industrial buildings will be used as a regional distribution center generating nearly 5,000 "passenger equivalent" vehicle trips each day, which will include more than 1000 "big rig" trips each and every day. (EIR, 3.16-21-3.16-22) This means that if the Project operates 24 hours per day, a big rig will enter or exit the facility once every 1.4 minutes, on average, 365 days a year.[1]

Among other deficiencies, discussed in detail below, the EIR fails to adequately describe the Project and the environmental setting, fails to adequately disclose and analyze the Project's impacts on land use and planning, and relies on outdated analyses. The EIR also fails to analyze a range of environmental impacts, mitigation measures, and alternatives. The EIR for the Project fails to provide the public with a thorough, properly defined, and finite description of the Project and its environmental impacts. CEQA requires that an EIR analyze the whole of the Project including associated off site impacts and impacts that are further distant in the future. *See* CEQA Guidelines, §§ 15126 (impact from all phases of the project), 15358(a) (direct and indirect impacts). These requirements help ensure that the public and decision makers are reviewing and deciding on the Project know the full scope of the project and its impacts. EIRs that fail to

[1] A major deficiency of the EIR is that it provides no disclosure to the public concerning what the operating hours of the facility will be. For purposes of the public services analysis, the EIR states that it assumed "for worst case analysis purposes" that the facility would operate 7 days a week, 24 hours a day. (EIR, 3.14-12) It is unclear whether this assumption was made for other analyses, and if not, why not. It is essential that the facility's planned hours of operation be disclosed, and that the impacts related to those hours of operation be evaluated.

provide these requirements undermine CEQA's fundamental requirement of public disclosure. An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR. *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185 (an enigmatic or unstable project description impedes public input); *See also San Joaquin Raptor/Wildlife Reserve Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 730. Unfortunately, the EIR contains an incomplete project description and analysis that fails to provide the public and decision makers with the necessary information in order to analyze impacts and mitigation measures.

The EIR's Disclosure and Analysis of Impacts on Land Use and Planning are Inadequate

The Project site is located within what the December 8, 2015, County of Riverside General Plan ("2015 General Plan") designated as the "Cherry Valley Gateway Policy Area of Cherry Valley." The land use designation for the Project site is "Very Low Density Residential." (2015 General Plan, Pass Area Plan ("PAP"), p. 12) This designation provides for "single-family detached residences on large parcels of 1 to 2 acres." (*Id.*) The Project seeks to change this land use designation to "Light Industrial." Currently, this land use is not permitted in any portion of the Cherry Valley Gateway Policy Area, and the Project is wholly inappropriate for the site as it would substantially degrade the rural character of the area.

As stated in the PAP, "Cherry Valley, located east of Interstate 10 and north of Beaumont, is a rural and equestrian community with small orchards, mobile homes, and

single family residences." (*Id.*, p. 24) The intent of the Cherry Valley Policy Area "is to maintain the predominantly rural community nature of this area." (*Id.*) The PAP recognizes the "rural atmosphere of the area," the limited capacity of public services, and flooding hazards. (*Id.*)

The PAP provides that the Cherry Valley Gateway Policy Area "shall be developed as a gateway to Cherry Valley" and "***shall be developed to evoke the rural character of that area***." (*Id.*, (emphasis added)). The PAP further states that the Cherry Valley Gateway Policy Area "shall also serve as a community separator between Beaumont and Calimesa," and that "it is envisioned that clustering and buffering will be utilized ***in order to preserve open space and maintain the rural character of the area***." (*Id.*, at p. 24 (emphasis added))[2]

Despite the clear policy statements of the 2015 General Plan, and the admitted rural nature of the Project site, the EIR concludes that "the Project would not result in a substantial alteration of the present or planned land use of an area" and that "[t]he Project would be compatible with existing and planned surround land uses." (EIR, 3.10-21, 3.10-25) The EIR's analysis of this issue is legally deficient.

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[2] The EIR improperly, and inexplicably, fails to consider the 2015 General Plan, instead relying on what it refers to as the "2008 County of Riverside General Plan" and the "2014 County of Riverside General Plan." (EIR, 1-13; 9-10, 9-11) In fact, the 2008 General Plan was never adopted and the 2014 General Plan does not exist. See http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx ("In 2008 baseline General Plan documents were created, but never formally adopted, as prelude to the GPA No. 960 update project.") Failure to consider the actual General Plan renders the entire EIR deficient.

As a preliminary matter, the EIR states that "the General Plan acknowledges the potential for higher intensity uses for undeveloped parcels by stating explicitly that '[h]igher densities may be allowed through a general plan amendment…'" (EIR 3.10-22) However, the EIR misleadingly fails to include the remainder of the sentence, which states that such higher densities may be allowed "provided such development meets the goals of the policy area." (PAP, p. 24) The PAP describes the goals of the policy area as follows: "The policy area shall be developed as a gateway to Cherry Valley, and it shall be developed to evoke the rural character of that area. The policy area shall also serve as a community separator between Beaumont and Calimesa. To accomplish these two goals, it is envisioned that clustering and buffering will be utilized in order to preserve open space and maintain the rural character of the area." (PAP, p. 24)

A nearly 2 million square foot distribution center, generating nearly 5,000 "passenger equivalent" daily trips, which will include more than 1,000 trips by diesel emitting big rig trucks, hardly serves to "maintain the rural character of the area," nor does it "evoke the rural character" of Cherry Valley. In short, the Project cannot be reconciled with the PAP, and the Project does not "meet the goals" of The Cherry Valley Gateway Policy Area.

The EIR also seeks to justify the conversion of the rural Project site to an industrial use by claiming that the General Plan Foundation Component for the site is "Community Development" and that the Community Development Foundation "includes 'urban' land uses (industrial and business park) such as those being proposed as part of the

project." (EIR, 3.10-21-3.10- 22) While the EIR offers no citation for this statement, the 2015 General Plan generally identifies the components of the Community Development component as follows: "those areas appropriate for urban or suburban development, including areas for single family and multiple family residential uses, commercial, industrial, business park, public facilities, and a mix of uses." (2015 General Plan, Land Use Element, LU-4) But the EIR ignores the 2015 General Plan's policy LU 28.1, which states that for properties such as the Project site (which is designated for residential land use) the County's policy is to "[a]ccommodate the development of single- and multi-family residential units in areas appropriately designated by the General Plan and area plan land use maps." (2015 General Plan, LU-57) Similarly, the EIR ignores the 2015 General Plan's statement of policy LU 30.1, which provides that new industrial uses are to be "in areas appropriately designated by General Plan and area plan land use maps." (2015 General Plan, LU-60)

In sum, there is no basis for the EIR's conclusion that the Project "would not result in a substantial alteration of the present or planned land use of an area," (EIR, 3.10-21) or that "[t]he Project would be compatible with existing and planned surround land uses." (EIR, 3.10-25)

Given the foregoing discussion concerning the 2015 General Plan and the PAP, the EIR's conclusion that "the project would be consistent with the land use designations and policies of the General Plan" is mystifying. (EIR, 3.10-28) As a preliminary matter, Table 3.10-3, which purports to show consistency, does not include any references to the applicable 2015 General Plan. The EIR thus utterly fails to discuss policies

LU-28.1 and LU-57, discussed above. Moreover, the EIR includes no analysis at all as to how a nearly 2 million square foot distribution center (generating nearly 5,000 "passenger equivalent" vehicle trips a day) "evokes the rural character" of Cherry Valley. In fact, it does not, and is irreconcilably inconsistent with the 2015 General Plan and PAP.[3]

Finally, there is no basis for the EIR's finding that "[t]he project would not disrupt or divide the physical arrangement of an established community[.]" (EIR, 3.10-39) The Project site is within Cherry Valley, which the PAP describes as "a charming community distinguished by and named after a concentration of cherry orchards." (PAP, 8) The Riverside Local Area Formation Commission has designated Cherry Valley "as an Unincorporated Community in order to preserve this existing rural character." (*Id.*) Yet the EIR utterly fails to disclose and analyze impacts that this Project would have on the overall Cherry Valley community.

The EIR's Disclosure, Analysis, and Mitigation of the Project's Aesthetic Impacts are Inadequate.

As discussed above, the Project imposes a huge (nearly 2 million square foot) distribution facility on a property that is currently vacant, and serves as a gateway to Cherry Valley. The EIR's conclusion that the Project will have a less than significant impact on

[3] The EIR also fails to discuss policy LU 22.3 of the 2015 General Plan, which states that when an area such as Cherry Valley has been designated as a "rural community," the County will "[e]nsure that development does not adversely impact the open space and rural character of the surrounding area." (2015 General Plan, LU-50) Here, there can be little question that the Project will adversely impact the rural character of Cherry Valley, given its proposed industrial (and non-agricultural) uses, and the resulting impacts (including noise, light, aesthetic, air pollution, water supply).

scenic resources is based on a woefully inadequate analysis, consisting of visual "simulations" from 14 locations. (EIR, Exhibit 3.1-3) All of these locations are in relatively close proximity to the Project site, and none of them appear to be within the Cherry Valley Policy area, particularly areas that are to the north and east of the Project site. It is essential that the aesthetic impacts on these areas be evaluated, including the impacts of nighttime lighting on the rural environment. In addition, we note that none of the visual simulations depict the proposed Project (i.e., two massive distribution center buildings). The simulations are thus inherently misleading.

The analysis of aesthetic impacts also does not evaluate the impacts of the Yucaipa Valley Water District ("YVWD") water storage tanks proposed for the Project sites. These too need to be evaluated. Finally, the EIR fails to analyze the impacts of the significant big rig truck traffic on aesthetics. Currently, the Project site is undeveloped with minimal traffic. The Project will generate nearly 5,000 "passenger equivalent" vehicle trips a day. This constant parade of big rigs is likely to have a significant aesthetic impact on the public, and Cherry Valley specifically, and needs to be evaluated.

The EIR's analysis, and mitigation of light impacts, is also inadequate. While recognizing that the Project has a potentially significant impact on nighttime views in the area, the EIR fails to clearly disclose those impacts, particularly in areas of Cherry Valley that are to the north and east of the Project. And after conceding that there may be potentially significant impacts, the proposed mitigation measure is merely the future

submission of a "photometric plan" to be submitted to the County, without any specific standards. This supposed mitigation measure thus fails as a matter of law.

The EIR Fails Adequately to Disclose, Analyze and Mitigate Impacts to Agricultural Resources

The EIR recognizes that the approved Project site land uses include agriculture, and that the Project site contains nearly 150 acres of "Farmland of Local Importance." (EIR, 3.2-1; Exhibit 3.2-1) The EIR also recognizes that the Project site is currently utilized for agricultural uses (grazing), as are surrounding properties, which also are used for grazing and horse ranching. (*Id.*) The Project will unquestionably convert this farmland to non-agricultural resources. The loss of agricultural resources should be fully mitigated, yet the EIR contains no mitigation measures to address this impact. The EIR should consider, among other things, the use of conservation easements to mitigate the Project's impacts.

The EIR's Disclosure, Analysis, and Mitigation of Air Quality Impacts and Greenhouse Gas Emissions are Inadequate.

The EIR concedes that the Project will have significant impacts on air quality, both during construction and operation. Yet the EIR does not impose any meaningful mitigation measures on the operation of the facility, beyond imposing informational and seemingly voluntary requirements on the tenants. (EIR 3.3-29) These mitigation measures do not satisfy CEQA. Mitigation measures must be "fully enforceable through permit conditions, agreements, or other measures" so "that feasible mitigation measures will

actually be implemented as a condition of development." *Federation of Hillside & Canyon Ass'ns v. City of Los Angeles*, 83 Cal.App.4th 1252, 1261 (2000). These type of non-binding mitigation measures fails to meet CEQA's standards of full enforceability.

The analysis of Greenhouse Gas Emissions is deficient in several respects. First, as with air quality impacts, the EIR fails to consider a full range of mitigation measures. The Project should fully mitigate its significant air quality and climate change impacts. In addition, the County and applicant should consult with expert agencies, such as the California Air Resources Board, the California Air Pollution Control Officer's Association, and the South Coast Air Quality Management District, to, among other things, identify feasible alternatives and mitigation measures.

The CEQA Guidelines require the lead agency to "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." Guidelines § 15064.4(a).

The EIR improperly fails to disclose key assumptions made about trip lengths for heavy-duty trucks, nor does it disclose the basis for its assumptions about the percentage of daily trips that would be made by these vehicles. The EIR also fails to account for air quality impacts within the Salton Sea Air Basin, Mojave Desert Air District, and the San Diego County Air Basin violating CEQA's requirements that an EIR must analyze whether the Project "[v]iolates any air quality standard or contributes substantially to an existing or projected air quality violation." CEQA Guidelines App. G § III(b).

The EIR also fails to account for the emissions associated with manufacturing and transport of building materials, and operational goods for the project. For example, construction of nearly 2 million square feet of development will take substantial amounts of construction material including concrete. Cement and concrete manufacture is extremely energy intensive producing a large amount of greenhouse gas emissions. The manufacture of concrete accounts for roughly 3% of California's greenhouse gas emissions. These numbers must be integrated into the greenhouse gas emissions significance determination in order to perform the good faith analysis required under CEQA. CEQA requires that "an agency must use its best efforts to find out and disclose all that it reasonably can" (Guidelines § 15144), that an EIR must make "good faith effort at full disclosure" (Guidelines §15151), and that an impact may only be deemed speculative "after thorough investigation." (Guidelines § 15145).

As part of its analysis of global warming impacts, the EIR must also address black carbon, an important short-lived pollutant that contributes to global and regional warming. Black carbon is produced by incomplete combustion and is the black component of soot. Although combustion produces a mixture of black carbon and organic carbon, the proportion of black carbon produced by burning fossil fuels, such as diesel, is much greater than that produced by burning biomass.[4] Black carbon heats the atmosphere

[4] Ramanathan V. & Carmichael G., *Global and Regional Climate Changes Due to Black Carbon*, Nature Geoscience 1:221-227 (2008) ("Ramanathan & Carmichael 2008". http://www.climate.org/PDF/Ram_Carmichael.pdf; Jacobson M., *Strong Radiative Heating Due to the Mixing State of Black Carbon in Atmospheric Controls*, Nature 499: 695- 697

through a variety of mechanisms. First, it is highly efficient at absorbing solar radiation and in turn heating the surrounding atmosphere. Second, atmospheric black carbon absorbs reflected radiation from the surface. Third, when black carbon lands on snow and ice, it reduces the reflectivity of the white surface which causes increased atmospheric warming as well as accelerates the rate of snow and ice melt. Fourth, it evaporates low clouds. (Ramanathan & Carmichael 2008; Jacobson 2001). Black carbon is also detrimental to human health. Black carbon has been linked to a variety of circulatory diseases. One study found an increased mortality rate was correlated with exposure to black carbon.[5] Like greenhouse gases, black carbon emissions from various types of engines and activities can be estimated through numerical calculations. (Bond 2004). Thus, there is no reason why black carbon can reasonably be omitted from these estimates. The EIR fails to analyze the impacts of black carbon emissions during both the construction and operation phase of the project. The Project will result in a large increase in diesel exhaust from the existing conditions, which is a major source of black carbon.

In addition to thoroughly evaluating project alternatives, because it is clear that the Project's greenhouse gas emissions will cumulatively contribute to global warming,

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(2001)("Jacobson 2001").
http://www.stanford.edu/group/efmh/jacobson/Articles/VI/nature.pdf

[5] Maynard D. et al., *Mortality risk associated with short-term exposure to traffic particles and sulfates*.
http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1867995/

"the EIR must propose and describe mitigation measures that will minimize the significant environmental effects that the EIR has identified." *Napa Citizens for Honest Gov't v. Napa County Bd. of Supervisors*, 91 Cal.App.4th 342, 360 (2001). CEQA requires that agencies "mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so." Pub. Res. Code § 21002.1(b). CEQA specifically requires lead agencies to "consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions." Guidelines § 15126.4 (c). Mitigation of a project's significant impacts is one of the "most important" functions of CEQA. *Sierra Club v. Gilroy City Council*, 222 Cal.App.3d 30, 41 (1990). Therefore, it is the "policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures which will avoid or substantially lessen the significant environmental effects of such projects." Pub. Res. Code § 21002.

There are any number of additional feasible measures that can be incorporated to reduce vehicle miles traveled, energy use, waste, water consumption, and other sources of emissions. The California Air Pollution Control Officer's Association White Paper on CEQA and Climate Change identifies existing and potential mitigation measures that could be applied to projects during the CEQA process to reduce a project's GHG emissions. The California Office of the Attorney General also has developed a list of reduction mechanisms to be incorporated through the CEQA process. These resources provide a varied array of mitigation measures to be incorporated in both the programmatic and project level. These

mitigation measures must be analyzed to determine whether they are feasible in reducing the Project's significant greenhouse gas impacts.

The EIR also fails to address how the projected effects of global warming will exacerbate the impacts of the Project. CEQA requires that an EIR " analyze any significant environmental effects the project might cause by bringing development and people into the affected area." Guidelines § 15126.2(a). The air quality analysis must disclose how the increased temperatures in the project area will exacerbate the already severe air quality conditions. Riverside County in particular, has some of the worst air quality in the nation, even when compared to other highly urban, populated counties in California. Riverside County is ranked as one of the "Dirtiest/Worst Counties" in the United States for almost all criteria pollutants under the Clean Air Act. Climate change is having a major adverse impact on numerous plant and animal species. The EIR should have disclosed this threat to species, and discussed the potentiality of the Project contributing to the massive problem. Finally, climate change will have a major adverse impact on water supplies; the EIR should have disclosed these impacts and discussed the potential for the Project to contribute to this problem. The EIR must use its best efforts to find out and disclose all it reasonably can about the impacts of climate change on the environment and—most importantly—use that information to form an educated opinion about how to plan and adapt for the impacts of climate change.

The EIR's Disclosure, Analysis and Mitigation of Biological Impacts are Legally Deficient

The EIR concedes that the Project site contains burrows that could support the Western Burrowing Owl, which is considered to be a Bird of Conservation Concern by the U.S. Fish and Wildlife Service (USFWS). Burrowing Owls are listed as a Species of Concern in California. California's remaining burrowing owls are threatened primarily by habitat loss to urban development, persecution of ground squirrels, and intensive agricultural practices. The practice of evicting owls from development sites is accelerating local extinction of owls from rapidly urbanizing areas. Other factors contributing to the decline of owls statewide include destruction of burrows through disking and grading, impacts of pesticides, increased predation by nonnative or feral species, habitat fragmentation, and other human-caused mortality from vehicle strikes, electrified fences, collisions with wind turbines, shooting, and vandalism of nesting sites.

The EIR fails to adequately account for the Project threats to local and regional populations of the burrowing owl, or adequately mitigate for the loss of burrowing owl populations. Burrows were found on the Project site, and the site, and adjacent areas, contained potential burrowing owl habitat. (EIR at 4.4-29; App. C at 4)[6] The mitigation measures of avoiding burrowing owls when they are present will not mitigate the decline in

[6] In addition, the surveys for burrowing owls appear to be outdated, last conducted either in 2013 or 2008. (EIR, Appendix C)

population and loss of habitat that the project contributes to. Considering the magnitude of threats, and ongoing population decline in the Project area the Project poses a substantial threat to the Burrowing Owl.

The EIR relies upon the MSHCP for mitigation of both direct and cumulative biological impacts related to this project. However, the EIR fails to disclose the uncertainty regarding the implementation of mitigation measures contemplated in the MSHCP to provide for the mitigation of potentially significant impacts to biological resources relied upon in the MSHCP and EIR. The failure to require binding and effective mitigation, disclose the uncertainties associated with mitigation, and analyze the provision of other sources of mitigation and the environmental impacts of those mitigation measures violates CEQA. Additionally, the EIR presents no information regarding impacts to covered species from pesticide use associated with the project.

The EIR fails to disclose or analyze the impacts of light pollution on wildlife. Light pollution is a major problem that can significantly confuse migratory birds and otherwise disturb and disrupt wildlife foraging and breeding. Light pollution can seriously threaten the continual survival of numerous species. The EIR needs to fully disclose these risks; only then can the likely effectiveness of proposed mitigation measures be evaluated when compared to the severity of the risk. Given the impact that light pollution has on wildlife species, particularly migratory birds such as the many species that utilize the SJWA as habitat, the proposed mitigation measures are inadequate to protect against this

harm. This is especially true in light of evidence showing that light pollution can be felt as far as 100 miles away.

The EIR's Disclosure, Analysis and Mitigation of Traffic Impacts are Legally Deficient.

The Project will result in a 24 hour a day parade of big rig trucks into an area that is known for its rural charm. They will reach the Project site via Interstate 10, with a single exit in each direction. The Project will result in the degradation of service at the east bound ramp of I-10 from "C" in the morning to "F," and a degradation of the west bound ramp from "D" to "F" in the afternoon. (EIR 3.16-43) Service at Calimesa Boulevard and Cherry Valley Boulevard also will degrade to "F" during the morning and afternoon hours. While the EIR concedes that this is a significant adverse impact, the only mitigation measures that the EIR identifies are payment of various "fair share" fees to pay for future roadway improvements. And even with these payments, the EIR admits that the impacts will be significant and "unavoidable."

The EIR's traffic analysis is deficient for several reasons. First, it is based on an improper baseline – 2014 conditions rather than 2016 conditions (when the EIR was circulated for public comment). Without understanding baseline conditions the decision makers are unable to evaluate the Project's direct and cumulative impacts.

Second, the EIR contains no analysis concerning whether, and if so, to what degree, the payment of "fair share" fees will mitigate traffic impacts. Without such analysis,

and evidence of when such improves will go on line, it is impossible for the decision maker to evaluate the efficacy of the mitigation.

Third, the EIR (and its traffic study) fail to evaluate the direct and cumulative impacts at other key streets and intersections; namely, Beaumont Avenue to I-10, Cherry Valley Boulevard to Highland Springs Road, Highland Springs Road to I-10, Brookside Avenue between Beaumont Avenue and I-10, and Oak Valley Parkway between Cherry Valley Boulevard and I-10. Given the deterioration of service at the closest I-10 on ramp (at Cherry Valley Road) it is likely that many of the thousands of trips that the Project will generate will attempt these routes. In addition, the EIR utterly fails to evaluate impacts on State Highway 60.

The EIR's Water Supply Analysis is Legally Deficient

The EIR's analysis of impacts on water supply are woefully inadequate, starting with its discussion of the Project's planned water consumption. On the same page of the EIR, it is estimated that the Project will consume either 42,840 gallons of potable water each day (15,636,600 gallons per year) or 11,140,000 gallons per year. (EIR, 3.17-19) The EIR, on the same page, states that the Project will consume either 12.35 million gallons of "recycled" water for landscaping each year, or 8.8 million gallons each year. (*Id.*) Later, the EIR states that"[r]ecycled (outdoor) water for landscape irrigation is estimated to be 89.81 million gallons per year (YVWD 2013), for a total of 19.95 million." (EIR, 3.17-21) There is no attempt to reconcile these wildly divergent figures, rendering the EIR deficient as an informational document.

The EIR claims that "[b]ased on the determination by the YVWD in the [Water Supply Assessment], the proposed project's water needs will be met by existing and future supplies. YVWD would have sufficient water supplies available to serve the project from existing entitlements and resources, and no new or expanded entitlements will be needed." (EIR, 3.17-22). However, no water supply assessment is included within the exhibits to the EIR, nor is any such water supply assessment available on the YVWD website. The EIR fails as an information document if a foundational document, such as this supposed water supply assessment, is not made available to the public and to decision makers.

The EIR also purports to rely on the YVWD's 2010 Urban Water Management Plan. However, no such document is available at the web address provided in the EIR. In fact at the time the EIR was circulated for public comment (in November 2016), the operable document was the 2015 San Bernardino Valley Regional Urban Water Management Plan ("2015 UWMP").[7] The 2015 UWMP does not identify demand from the Project in its analysis of the YVWD's water supply calculation. And the 2015 UWMP states that "[r]ecycled water was not used in 2010 nor projected for use in 2015." (2015 UWMP, p. 12-27). It is impossible to reconcile this statement with the EIR's assertion that recycled water will supply 12.35 million gallons (or 8.8 million gallons, or 89.81 million gallons) of recycled water to the Project each and every year.

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7 http://publicdocuments.yvwd.dst.ca.us/WebLinkPublic/0/edoc/181411/2015%20Regional%20Urban%20Water%20Management%20Plan%20-%20YVWD.pdf

The failure to present this information to the public and the decision makers renders the EIR legally deficient. The failure to include this information also undercuts the conclusion that impacts to water resources will not be significant.

The Project also requires annexation into the YVWD, and if this occurs infrastructure will be needed to constructed deliver water to the Project, including construction of two 1 million gallon water storage tanks on the Project site. But there is no disclosure and analysis of impacts associated with this annexation or the construction of this infrastructure, including aesthetic impacts and growth inducing impacts. Once again, without this analysis the EIR fails as an informational document, and also improperly **regiments** the Project. The impacts of the entire Project, including the modification of the YVWD's service area and construction of substantial new infrastructure, must be included in this EIR, so that the public can understand the full scope of the Project's, environmental impacts.

The EIR's Disclosure, Analysis and Mitigation of Significant Noise Impacts are Deficient.

The Project will generate nearly 5,000 "passenger car equivalent" vehicle trips per day, and will potentially operate on a 24 hour per day basis. The EIR concedes that noise from the Project will likely exceed local nighttime operational noise level standards. (EIR, 3.12-34-3.12-35) The EIR's solution to this significant impact is to require that loading bays be equipped "with sealed gasket bay doors." (*Id.*) Yet there is no analysis in the EIR of the efficacy of this solution, nor does this appear to be an enforceable project condition. Beyond

that, the EIR failed to consider other feasible mitigation, such as curtailing the hours of operation of the distribution center.

The noise analysis is deficient in other respects. In examining off site noise impacts, the EIR did not assess impacts on the approved Sunny Cal residential project directly across the street from the Project. (EIR, Appendix H, Exhibit 4) Further, the EIR did not evaluate off site impacts to the north and east of the project. The EIR did not evaluate noises associated with backup "warning beepers" that may be required of vehicles entering the distribution center.

The EIR's Discussion of the Project's Growth Inducing Impacts is Deficient

The EIR's minimal discussion of the Project's growth inducing impacts hardly meets the standards imposed by CEQA. The EIR concedes that currently no water and wastewater is available at the Project site, and that in order to accommodate the development "off-site water and sewer lines in Cherry Valley Boulevard and Calimesa Boulevard will be constructed." (EIR, 5-1). The EIR also notes that two 1 million gallon water storage tanks will also be constructed "to serve other properties in the Yucaipa Valley Water District service area." (EIR, 5-2). And the EIR admits that the construction of these facilities "would potentially encourage subsequent development by removing infrastructure barriers to growth in the vicinity of the project."[8] But there is no discussion, even in a general way, of where these impacts are likely to occur (i.e., immediately in the vicinity of Project or in other

[8] As is discussed above, another failure of the EIR is its failure to disclose and analyze the environmental impacts of this major infrastructure project.

areas of the YVWD service area, or elsewhere?) In addition, the EIR should discuss the growth inducing impacts of brining YVWD water into an area traditionally served by the Beaumont Cherry Valley Water District, which has faced significant restrictions on its supply of water.

The EIR's Discussion of the Project's Cumulative Impacts is Deficient

In its cumulative impacts analysis, the EIR does not clearly identify the projects that are being considered as likely to produce similar impacts, nor does it provide any analysis as to why the study area was defined as it was. As a result, the EIR fails as an informational document. At a minimum, the EIR must provide the analysis discussed above, and also must include all projects in the area near the Project (Banning, Beaumont, Moreno Valley, Cabazon, Calimesa, Yucaipa and unincorporated western Riverside County). In particular, the EIR must consider the Butterfield (4862 homes), Rancho San Gorgonio (3385 homes), and O'Donnell Business Park (1 million square feet of warehousing) projects in Banning.[9] However, it is critical that the EIR carefully analyze all projects within the study area (adjacent unincorporated areas of Riverside County, and other neighboring cities' (Banning, Beaumont, Moreno Valley, Cabazon, Calimesa, Yucaipa)) that contribute to regional impacts relating to traffic, air quality,

[9]Projects in neighboring cities that should be considered in the cumulative impacts analysis can be located here: http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/233
http://www.ci.banning.ca.us/106/Major-Commercial-Projects
http://www.ci.banning.ca.us/298/Major-Residential-Projects
http://www.moreno-valley.ca.us/edd/pdfs/new-pdfs/new-dev-sum.pdf
http://yucaipa.org/wp-content/uploads/com_dev/Update.pdf
http://www.cityofcalimesa.net/planning.htm

and impacts on water usage. Because of the manner in which the EIR has been drafted, we do know that the EIR has not considered impacts from many projects within this area.

The EIR Fails to Adequately Analyze a Reasonable Range of Alternatives.

The EIR fails to consider a meaningful analysis of reasonable alternatives to the Project in order to lessen or avoid the Project's significant impacts. CEQA mandates that significant environmental damage be avoided or substantially lessened where feasible. Pub. Res. Code § 21002; Guidelines §§ 15002(a)(3), 15021(a)(2), 15126(d). A rigorous analysis of reasonable alternatives to the project must be provided to comply with this strict mandate. "Without meaningful analysis of alternatives in the EIR, neither courts nor the public can fulfill their proper roles in the CEQA process." *Laurel Heights Improvement Ass'n v. Regents of University of California*, 47 Cal.3d 376, 404 (1988). Moreover, "[a] potential alternative should not be excluded from consideration merely because it 'would impede to some degree the attainment of the project objectives, or would be more costly" even when that alternative includes Project development on an alternative site. *Save Round Valley Alliance v. County of Inyo*, 157 Cal. App. 4th 1437, 1456-57 (2007) (quotations omitted).

Here, the EIR failed to consider a reasonable range of alternatives, most significantly by not considering an alternative site. The EIR dismisses an alternate site as infeasible because the Project proponent does not own another site, because "no other site was deemed sufficient to support the project," and because any other project would have the same impacts. (EIR, 6.2) However, there is utterly no analysis to support these conclusions,

particularly that there is no other location in southern California with equivalent access to I-10. In addition, the statement that an alternative site would have the same impacts is simply untrue. Another site would not be located within a rural and equestrian community, which the County by policy seeks to maintain. Thus, an alternative location would not necessary have the same land use and aesthetic impacts as the Project site, and may also have reduced noise, traffic, water supply and air quality impacts. The EIR should carefully analyze these issues before rejecting this alternative out of hand.

Other feasible alternatives that the EIR should have considered would be a facility served by rail (thus potentially reducing air pollution and traffic issues), the use of the Project site for a school, and the use of the site for commercial retail. In addition, the EIR's rejection of other, less environmental damaging alternatives (e.g., no project and Cherry Valley Gateway Specific Plan Alternative) based on failure to satisfy the project objectives is improper; the EIR cannot avoid an analysis of a reasonable range of alternatives by narrowly drawing project objectives, as appears to be the case here.

In sum, the Project will have significant and long standing environmental impacts on the Pass Area, and its residents, and will degrade, and destroy the rural character of the existing Cherry Valley Community. As such, we urge you to reject this Project so that a future property owner can develop the property in a manner that is consistent with the objectives of the Pass Area Plan and serves the needs of the residents of the Pass Area.

Very truly yours,

Patsy Reeley
President Cherry Valley Pass Acres & Neighbors

Patrick W. Doherty
Patrick Doherty
President Cherry Valley Environmental Planning Group

cc: Robert C. Goodman, Esq.

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Cherry Valley Pass Acres and Neighbors (CVAN)

Comment CVAN-1
The commenter provides introductory remarks to open the letter and requests future notice of all project actions.

Response to CVAN-1
Comment noted.

Comment CVAN-2
The commenter provides a summary of the project history and recirculation, and states that they incorporate their previous comments on the Draft EIR to the extent they have not been addressed in the RDEIR.

Response to CVAN-2
Please refer to Master Response #1.

Comment CVAN-3
The commenter provides an overview of their status as a non-profit community organization.

Response to CVAN-3
Comment noted.

Comment CVAN-4
The commenter provides a brief summary of the project and states that if it operates 24 hours per day, a big rig will enter or exit the facility every 1.4 minutes, 365 days per year. The comment states that the RDEIR fails to state what the operating hours of the facility will be.

Response to CVAN-4
Trip generation rates for the project are provided in RDEIR Table 3.16-11. Trip-generation statistics published in the most recent release of the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition 2012) manual for the proposed land use (ITE Land Use Code 152—High-Cube Warehousing) were used. This particular rate was selected based on the project's design and operating characteristics. Projected daily and peak-hour trip generation by vehicle type is also illustrated in Table 3.16-11. The project is anticipated to generate a net total of approximately 3,126 ADT (4,905 PCE) net trip-ends per day on a typical weekday, with approximately 205 (288 PCE) net AM peak-hour trips, and 223 (335 PCE) net PM peak-hour trips. For purposes of evaluating traffic impacts, total daily trips and peak hour trips (when traffic volumes are highest) are the relevant determinations; therefore, calculations concerning the hypothetical frequency or rate at which those trips could be distributed (outside of identifying peak hour trips) are not relevant to determining significance of traffic impacts under CEQA.

As the commenter correctly states, the RDEIR assumed 24-hour per day operations in order to provide a conservative, worst-case scenario. (RDEIR at p. 3.14-12). The RDEIR Project Description, Section 2.3 clearly describes that "once operational, the project may operate up to 24 hours per day, 7 days per week." (RDEIR at p. 2-20). This assumption of 24-hour operations was made for, and reflected in the analysis of all environmental impact issue areas.

Comment CVAN-5
Commenter alleges that the RDEIR fails to adequately describe the project and the environmental setting; fails to adequately disclose and analyze the project's impacts on land use and planning, and relies on outdated analyses; and fails to analyze a range of environmental impacts, mitigation measures and alternatives.

Response to CVAN-5
Please refer to Responses to CVAN-6 to CVAN-42.

Comment CVAN-6
The commenter provides a summary of State CEQA Guidelines and case law regarding the requirements for a project description and for conducting environmental analysis. The commenter claims that the RDEIR contains an incomplete project description that fails to provide the public and decision makers with necessary information to analyze impacts and mitigation measures.

Response to CVAN-6
The RDEIR complies with CEQA in every respect, including the project description and its analysis of environmental impacts. Commenter does not elaborate further on why the project description is incomplete or inadequate; therefore, a more detailed response is not possible nor warranted under CEQA.

Comment CVAN-7
The comment states that the "light Industrial" land use designation is not permitted in the Cherry Valley Gateway Policy Area (CVGPA), and the project is inappropriate for the site because it will degrade the rural character of the area.

Response to CVAN-7
RDEIR Section 3.10, Land Use and Planning analyzes the project's consistency with the CVGPA. (See RDEIR at 3.10-32 to -35). The provisions of the CVGPA focus on aspects of the rural community of Cherry Valley and acknowledge that the Gateway area provides for a transition to the community of Cherry Valley proper. However, the policies in the CVGPA are silent with respect to non-residential uses and do not prohibit light industrial uses, such as the proposed project. The CVGPA provides two actionable policies: to preserve open space and to provide an "entrance" feature that evokes the rural identity of the community. The preamble to the two policies contains other aspirational language about the overall goals of the CVGPA, including to function as a gateway to Cherry Valley, to cluster structures to help preserve open space, to evoke the rural character of the area, and to serve as a community separator between the communities of Beaumont and Calimesa.

The RDEIR describes that the project is consistent with the CVGPA because it: (1) preserves the rural character of the area; (2) serves as a community separator between the communities of Beaumont and Calimesa; (3) clusters structures to help preserve open space and maintain the rural character of the area; and (4) provides a scenic gateway to the Cherry Valley community. As more particularly described in the RDEIR, approximately 84.8 acres of the site will remain open space, preserving the character of the area and acting as a buffer for future residential uses. The project will preserve community uses and access to an informal equestrian and pedestrian trail network running throughout the undeveloped foothills in the northern section of the site. The project is buffered

from Cherry Valley Boulevard and adjacent properties through large setbacks, water quality basins and berming, which clusters the development within the interior of the site. By setting the buildings back from the street in this manner, and by providing extensive open space, landscaping around the site, the project will be visually unobtrusive and architecturally compatible with the rural character of the surrounding environment consistent with the goals of the CVGPA. The large landscape setbacks, berms and greenbelts along Cherry Valley Boulevard will serve as a scenic "approach" to the Cherry Valley community, while the rural-themed water tower and barn will function as a visual gateway or entrance to the area. In addition, the natural setting of the open space and foothills in the northerly portion of the site allow the project to serve as a community separator between the cities of Calimesa and Beaumont, and the community of Cherry Valley. (See RDEIR at 3.10-32 to -35).

Comment CVAN-8
The comment recites excerpts from the Pass Area Plan (PAP) and CVGPA which focus on rural character of the community. The comment appears to imply that the project is not consistent with the CVGPA.

Response to CVAN-8
See Response to CVAN-7.

Comment CVAN-9
The comment suggests that the County improperly eliminated two findings from the previously circulated DEIR: (1) that "[t]he project would not result in a substantial alteration of the present or planned land use of an area" (DEIR, p.3-10-21); and (2) that "[t]he Project would be compatible with existing surrounding zoning" (DEIR, p. 3.10-24). The comment further generally asserts that, clear policy statements in the General Plan and the rural nature of the site, preclude the conclusion in the RDEIR that "the Project would not conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect."

Response to CVAN-9
The County of Riverside previously utilized its own thresholds of significance for CEQA analysis, which differ from, but substantively encompass the same topical areas and impacts included within Appendix G of the State CEQA Guidelines. The County intends to exclusively utilize the Appendix G thresholds for all projects beginning in 2017, and has directed that the organization of the analysis contained within this RDEIR follow the impact areas as outlined in Appendix G of the State CEQA Guidelines. Thus, the RDEIR focuses on the State CEQA Guidelines Appendix G thresholds that are now used by the County. Notwithstanding, the analysis provided in the RDEIR also demonstrates that the project is consistent with the County thresholds.

County Thresholds: RDEIR pages 3.10-23 to 3.10-27 and RDEIR Table 3.10-3 demonstrate that the project will be compatible with surrounding existing and planned land uses and zoning, and will not substantially alter the present or planned land uses in the area. (See excerpt from Table 3.10-3 below). As described in the RDEIR, including Table 3.10-3, the extensive open space, setbacks, landscaping, other project design features and mitigation ensure that the project is compatible with and will not alter surrounding present and potential future land uses and zoning in the area. These

and other features further many General Plan policies and goals, and help to maintain the rural character of the area, as provided in the General Plan and the CVGPA.

LU 7.1 Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts.	**The proposed project conforms to this policy.** If the proposed General Plan Amendment and Zone Change were approved, the proposed project would be developed in accordance with the General Plan. Further, the proposed project design, including substantial setbacks/buffers, extensive landscaping, decorative water tower and barn and open space, and related features and mitigation, such as solar panels and 2010 or newer truck engine requirements, ensures compatibility with surrounding uses and minimizes impacts.
LU 7.3 Consider the positive characteristics and unique features of the project site and surrounding community during the design and development process.	**The proposed project conforms to this policy.** The proposed project has been designed to integrate into the surrounding topography and the proposed project buildings are proposed to be set back from Cherry Valley Boulevard. A large area of the site (approximately 84.8 acres) would remain open space, helping preserve the character of the area and act as a buffer for future residential uses.
LU 7.4 Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.	**The proposed project conforms to this policy.** The proposed project would retain much of the site in open space and would not impact public open space areas. The potential impacts identified by this policy, including noise, air quality, light and glare, and traffic impacts, have all been addressed in other sections of this RDEIR and either have been determined to be less than significant or will be mitigated to the extent feasible.
LU 7.5 Require buffering to the extent possible between urban uses and adjacent rural/equestrian oriented land uses.	**The proposed project conforms to this policy.** The proposed project provides a buffer of water quality basins to the west, south, and east between the proposed warehouse buildings on-site and the land uses that surround the project site. Additionally, there is open space north of the project site, which separates it from land uses to the north. Approximately 84.8 acres of this open space area will be retained, which will help to preserve the character of the area and act as a buffer for future residential uses.
LU 7.6 Require buffering between urban uses and adjacent rural/equestrian oriented land uses.	**The proposed project conforms to this policy.** The proposed project incorporates water quality basins to the west, south, and east, which serves as a buffer between the proposed warehouse buildings on-site and the land uses that surround the project site. Additionally, there is open space north of the project site, which separates it from land uses to the north. Approximately 84.8 acres of this open space area will be retained, which will help to preserve the character of the area and act as a buffer for future residential uses.

Appendix G Threshold: The RDEIR analyzes the project's consistency with applicable land use plans adopted for the purpose of avoiding or mitigating environmental effects pursuant to the CEQA Appendix G threshold, under impact LUP-2 on RDEIR pages 3.10-22 to 3.10-44. RDEIR Table 3.10-3,

in particular, analyzes the project's consistency with General Plan Land Use policies. In all cases, the RDEIR substantiates that the project is consistent with General Plan policies and other applicable land use plans that have been adopted for the purpose of avoiding or mitigating an environmental effect.

Notably, the RDEIR demonstrates that the project results in less than significant impacts with respect to aesthetics (light and glare)(Section 3.1), noise (Section 3.12), biological resources (Section 3.4), cultural resources (Section 3.5), greenhouse gas emissions (Section 3.7), land use and planning (Section 3.10), public services (Section 3.14), utilities (Section 3.17) and other impact areas. Impacts related to shade or shadow (referenced in Policy 7.4) were not applicable to this project, as the height of the proposed buildings would not be sufficient to create such impacts.

The project also avoids or mitigates to the greatest extent feasible transportation and traffic impacts by ensuring that traffic is directed away from the residential neighborhoods. Specifically, and as explained in the Traffic Impact Analysis prepared for the project (see RDEIR Appendix I), 100 percent of the truck traffic and 80 percent of passenger car traffic generated by the project would access the site from the west along Cherry Valley Boulevard. This underscores the importance of the project's connection and proximity to the I-10 Freeway, and avoidance of the use of roadways in the community of Cherry Valley to the east. (RDEIR at 3.10-26). To the extent that the project does not wholly avoid traffic impacts on the freeway and at certain intersections, it should be noted that such impacts would not be caused by the project itself, but by the project in combination with ambient growth and cumulative development. The project is required to mitigate these cumulative impacts to the greatest extent feasible by paying fair share fees, which is recognized under CEQA as appropriate mitigation for a project's contribution to cumulative impacts. (See Save Our Peninsula Committee v. Monterey County Board of Supervisors (2001) 87 Cal.App.4th 99; Anderson First Coalition v. City of Anderson (2005) 130 Cal.App.4th 1173). (See RDEIR at 3.16-88 to 3.16-95).

Regarding air quality, although the project would result in a significant regional operational air quality impact due to ROG and NO_x emissions, the RDEIR substantiates that the project would not otherwise result in significant localized air quality impacts, including with respect to localized construction or operational air emissions (RDEIR at 3.3-41 to 3.3-43), local traffic intersection carbon monoxide "Hot Spot" emissions (RDEIR at 3.3-43 to 3.3-47) or project-specific and cumulative toxic air pollutant (diesel particulate) emissions (RDEIR at 3.3-54–3.3-59). Moreover, project design features and compliance with various mitigation measures and regulatory requirements will further reduce the project's impact on the surrounding uses. These measures include (i) enforcement of strict truck idling time limits; (ii) requirements that all fleet vehicles accessing the site during operation must have cleaner burning (year 2010 or newer) engines; (iii) participation in Riverside County's Rideshare Program; and (iv) the inclusion of amenities to encourage alternative transportation options (e.g. electric vehicle charging stations, bike storage and shower/changing facilities, and preferred parking for low-emitting vehicles). (RDEIR at 3.10-26). Please also refer to Response to SCAQMD-10 and SCAQMD-11.

See also Response to CVAN-7 regarding consistency with the CVGPA and preserving the rural character of the area. It is also important to note that State law does not require an exact match between a proposed project and the applicable general plan. (*Greenebaum v. City of Los Angeles*

(1984) 153 Cal.App.3d 391, 406–407). Lead agencies have a wide degree of discretion in determining consistency with their own General Plans, because "policies in a general plan reflect a range of competing interests, [and] the [agency] must be allowed to weigh and balance the plan's policies when applying them, and it has broad discretion to construe its policies in light of the plan's purposes." (*Save Our Peninsula Com. v. County of Monterey* (2001) 87 Cal.App.4th 99, 142).

In addition, courts have recognized that a project need not be in conformity with each and every non-mandatory General Plan policy. (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704). As stated by the court in Sequoyah Hills: "…no project could completely satisfy every policy… and state law does not impose such a requirement. [citations omitted]. A general plan must try to accommodate a wide range of competing interests—including those of developers, neighboring homeowners, prospective homebuyers, environmentalists, current and prospective business owners, jobseekers, taxpayers, and providers and recipients of all types of [County]-provided services—and to present a clear and comprehensive set of principles to guide development decisions. Once a general plan is in place, it is the province of elected [County] officials to examine the specifics of a proposed project to determine whether it would be "in harmony" with the policies stated in the plan."

Comment CVAN-10
The comment states that, while the General Plan acknowledges the potential for higher density uses for undeveloped parcels, the PAP permits higher density only if the development meets the goals of the policy area. The comment further asserts that the project cannot be reconciled with the PAP and does not meet the goals of the CVGPA because it does not maintain the rural character of the area or evoke the rural character of Cherry Valley.

Response to CVAN-10
The comment is premised on the belief that a distribution center serviced by trucks is inherently at odds with the General Plan and could not, under any circumstances, be consistent with the goal of maintaining or evoking rural character. However, see RDEIR at 3.10-32 to -35 and Responses to CVAN-7 and CVAN-9 which describe how the project evokes the rural character of Cherry Valley and thereby meets the goals of the CVGPA.

Comment CVAN-11
The comment summarizes previous comments that there is no basis for the RDEIR's conclusion that the project would not conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. The comment also restates that the RDEIR omitted the prior findings in the DEIR because they were not supportable.

Response to CVAN-11
See Response to CVAN-9.

Comment CVAN-12
The comment states that the RDEIR avoids discussion of whether the Project is consistent with the General Plan. The comment further states that the RDEIR contains no analysis as to how the project

evokes the rural character of Cherry Valley. A footnote to the comment further asserts that the RDEIR fails to discuss policy LU 22.3 of the 2015 General Plan, which states that when an area has been designated as a "rural community," the County will "[e]nsure that development does not adversely impact the open space and rural character of the surrounding area."

Response to CVAN-12
With respect to General Plan consistency, please see Responses CVAN-7 and CVAN-9. Also, the RDEIR describes that the project is consistent with and would not require an amendment to the General Plan Community Development Foundation Component. (RDEIR at 3.10-24). The Community Development Foundation Component identifies those areas appropriate for urban or suburban development, including areas for single-family and multiple-family residential uses, commercial, industrial, business park, public facilities, and a mix of uses. (RDEIR at 3.10-1). The County's decision to designate the project site as within the Community Development Foundation Component reflects a policy decision by the County that the project site was suitable for other uses beyond those identified for the Rural Community Foundation Component, likely due to the proximity to the I-10 freeway and Cherry Valley Boulevard.

The General Plan Land Use Element itself is instructive on this issue:

> The Community Development General Plan Foundation Component depicts areas where urban and suburban development is appropriate. It is the intent of this Foundation Component to provide a breadth of land uses that foster variety and choice, accommodate a range of life styles, living and working conditions, and accommodate diverse community settings. The goal is to accommodate a balance of jobs, housing, and services within communities to help achieve other aspects of the RCIP Vision, such as mobility, open space, and air quality goals. It is the expressed goal of the General Plan to focus future growth into those areas designated for Community Development and in a pattern that is adaptive to transit and reduces sprawl. This is evident in the following RCIP Vision statement:
>
> There is no question that the process of accommodating almost a doubling of population in the last 20 years has been challenging. Yet, the emerging pattern of growth is now much clearer that it was during earlier growth periods. Perhaps more importantly, because of this clarity, there is now a much stronger focus on the quality of growth and development, rather than a fear of being overwhelmed by the numbers. Population growth has been accompanied by an even greater expansion of jobs.
>
> Riverside County and its cities are so well coordinated in their growth forecasting activities that regional forecast revisions accept locally generated forecasts as a matter of course. This has many benefits for the people of Riverside County, such as unquestioned qualifications for receiving funding under various state and federal programs and stronger competition for available discretionary funding programs to supplement local resources.

1. New growth patterns no longer reflect a pattern of random sprawl. Rather, they follow a framework or transportation and open space corridors, with concentrations of development that fit into that framework. In other words, important open space and transportation corridors define growth areas.
2. Growth focus in this County is on quality, not on frustrating efforts to halt growth.
3. Population growth continues and is focused where it can best be accommodated.
4. Growth is well coordinated between cities and the County and they jointly influence periodic state and regional growth forecasts affecting Riverside County and its cities.

As expressed in this statement, a quality physical environment is also an important aspect of the future growth in Riverside County. Accordingly, general policy direction is provided in the General Plan and in each land use designation to address aspects of quality. It is acknowledged that "quality" is a subjective term and it is not the intent of this document to mandate or preclude design review. Instead, the intent is to communicate the desire of the County of Riverside and offer guidance to property owners, developers, and decision-makers. In general, these land use designations should provide a range of community design options to respond to varied lifestyle choices with a high regard for the environment, community character and safety." (General Plan at LU-55).

The commenter's implication that the site has been designated as a "rural community" is incorrect. The Project site is not located within the Rural Community Foundation Component, and therefore has not been designated as a "rural community" under the General Plan. (RDEIR at 3.10-6,-23). As such, Policy LU 22.3 which pertains to communities and neighborhoods within the Rural Community Foundation Component (e.g., RC-VLDR) does not apply to the proposed project. Notwithstanding, the RDEIR substantiates that the project preserves open space and the rural character of the surrounding area. See Responses to CVAN-7, CVAN-9 and CVAN-10 for additional discussion on rural character.

Comment CVAN-13
The comment states that there is no basis for the RDEIR's finding that the project would not disrupt or divide the physical arrangement of an established community, like Cherry Valley.

Response to CVAN-13
The commenter is incorrect. The RDEIR analyzes whether the project would disrupt or divide the physical arrangement of an established community under Impact LUP-1. (See RDEIR at 3.10-21 to 3.10-22). Under the State CEQA Guidelines, "a project will normally have a significant effect on the environment if it will . . . [d]isrupt or divide the physical arrangement of an established community." (State CEQA Guidelines Appendix G, subd. (u).) "[T]his guideline was intended to apply to projects, such as highway construction, that would constitute physical barriers dividing a community." (*Cathay Mortuary, Inc. v. San Francisco Planning Com.* (1989) 207 Cal.App.3d 275, 280).

The RDEIR determined that the existing neighborhoods in the surrounding project area are already physically separated from each other at present by distance, vacant lands, topography, and major roads. Further, the project would not erect any other physical barriers that would divide an established community. Rather, the project would improve access to residences by, among other things, (i) constructing the main entrance drive into the project between the two warehouse buildings that will extend northerly to the residences, and (ii) granting an easement in the northwest corner of the site that would provide additional access to residents to the north. The project would also retain a significant amount of open space and provide an earthen trail along the western side of the project that will lead to existing trail features in the northern portion of the project site. Together, these and other features described in the RDEIR and set forth above help maintain the existing rural character of the area and ensure that the proposed project would not physically divide any established community. See also Master Response #2, Spot Zoning.

Comment CVAN-14
The commenter claims that the RDEIR's conclusion that the project will have a less than significant impact on scenic resources is based on a woefully inadequate analysis, consisting of visual "simulations" from 14 locations. (RDEIR, Exhibit 3.1-3) All of these locations are in relatively close proximity to the project site, and none of them appear to be within the Cherry Valley Policy area, particularly areas that are to the north and east of the project site. It is essential that the aesthetic impacts on these areas be evaluated, including impacts of nighttime lighting on the rural environment. In addition, the commenter claims that none of the visual simulations depict the proposed project (i.e., two massive distribution center buildings). The simulations are thus inherently misleading.

Response to CVAN-14
The locations of the visual simulations were chosen based on likely view points from motorists or pedestrians. Please refer to Response to BEAUMONT-13. With regard to impacts from nighttime lighting, please refer to Responses to Comments SIERRA-11 and SIERRA-12.

Comment CVAN-15
This comment states that the aesthetic impact section impermissibly defers analysis of the YVWD water storage tanks, and fails to analyze the significant effect of big rig truck traffic on aesthetics.

Response to CVAN-15
As stated throughout the RDEIR, the potential future water storage tanks would not serve the project site and are not part of the project. The project would provide the building pads and access for the tanks, but the YVWD would be responsible for determining when the water tanks are to be constructed, if at all. (RDEIR at 2-21). Further, assuming the YVWD does decide to construct the water tanks, it would be responsible for determining where they are to be constructed, how the site would be landscaped, whether and to what extent the tanks would be visible, and otherwise analyzing any potential aesthetic or other impacts the tanks may create. The YVWD would also be responsible for obtaining all necessary approvals to construct and operate the water storage tanks, including conducting environmental review under CEQA (which would include an analysis of the aesthetic impacts), and implementing any potential mitigation relating to views of the tanks from properties to the west. Because the future water tanks are not part of, and will not be used by the

proposed project, and because designating this portion of the site as Public Facilities (PF) does not commit the YVWD to any definite course of action, the RDEIR does not improperly defer analysis or segment the project. There are no detailed plans for the future water storage tanks and booster station, and therefore analysis of potential aesthetic impacts at this time is not feasible. Nevertheless, given the location of the proposed pads for the storage tanks, the water tanks would not be visible from any applicable vantage points, including Cherry Valley Boulevard, although the top portion of the tanks may be visible from the properties west of the site.

With regard to potential aesthetic impacts from big rig trucks on area roadways, the project does not propose the construction of any new roadways, and will utilize existing roadways in the project area. These roadways are already traveled by vehicles (particularly Cherry Valley Boulevard, a major roadway), including heavy trucks due to the project site's proximity to the I-10 freeway. Project trucks traveling to and from the project site would be intermittent and would not result in any significant aesthetic impact.

Comment CVAN-16
The commenter states that the RDEIR fails to adequately analyze and mitigate the project's nighttime lighting impact, and that mitigation requiring the future preparation of a photometric plan is inadequate.

Response to CVAN-16
The RDEIR analyzes potential impacts on nighttime views at RDEIR pages 3.1-30 to 3.1-32. The commenter does not elaborate further on how or why the analysis or mitigation is inadequate; therefore, a more detailed response cannot be provided. Mitigation Measure AES-4 was revised in the RDEIR to provide as follows:

"Prior to issuance of building permits, the project applicant shall submit a photometric plan to the County of Riverside for review and approval. The photometric plan shall identify types of lighting fixtures and their locations on the project site, and demonstrate compliance with Riverside County Lighting Ordinance No. 655. All light fixtures shall be shielded, recessed, or directed downward to prevent unwanted illumination of neighboring properties or excessive light pollution. Lighting fixtures should employ the most energy-efficient technology available unless technical feasibility or safety concerns take precedent."

Riverside County Lighting Ordinance No. 655 is specifically designed to address nighttime lighting impacts within 45 miles of the Mt. Palomar Observatory. The Ordinance includes regulations for the type of lighting, lamp source, and shielding of light emissions for outdoor light fixtures intended to minimize effects of lighting on the viability of the observatory, as demonstrated in the project-specific Photometric Plans that were included within the RDEIR. (RDEIR Exhibit 3.1-5a and 3.1-5b). The project-specific Photometric Plans (RDEIR Exhibit 3.1-5a and 3.1-5b) further demonstrate that the project would not cause light spillage onto adjacent properties, including the Cherry Valley Boulevard right-of-way or the residential properties to the north and west. (RDEIR at 3.1-31). Mitigation Measure AES-4 contains specific standards against which performance can be measured, as well as a timeframe for compliance (prior to issuance of building permits) and a review mechanism by the County. Therefore, this mitigation measure is adequate and enforceable.

Comment CVAN-17
The commenter states that the RDEIR fails to provide mitigation for loss of farmland and agricultural resources, and that the RDEIR should consider the use of conservation easements to mitigate this impact.

Response to CVAN-17
The RDEIR describes that the project site does not include any land that is classified as Farmland of Statewide Importance under the Farmland Mapping and Monitoring Program (FMMP). Therefore, the project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Although none of the area within the project site is currently used for traditional agriculture practices (such as crop farming), the project is categorized as Farmland of Local Importance (approximately 147.64 acres) and Other Land (approximately 97.67 acres) under the FMMP. (RDEIR at 3.2-1). However, the project does not meet the County of Riverside's definition of Farmland of Local Importance. (RDEIR at 3.2-11 to 3.2-12). The loss of potential farmland of local importance on-site is not significant because the site has not been used for farming for more than 30 years, and there is not a sufficient supply of irrigation water to serve such an intensive type of agricultural use on-site. Furthermore, although the site is considered Farmland of Local Importance (even though it does not meet the County's definition), the project site is currently zoned W2 (Controlled Development Area). Allowed uses for this zoning designation include: One-family dwellings, light agriculture, aviaries, apiaries, grazing of farm animals, and animal husbandry. Significant agriculture uses are not permitted within the W2 zone. The fact that the County has not designated the project site under any of the zoning designations that would allow for larger-scale agricultural use—such as C/V (Citrus Vineyard) A-P (Light Agriculture with Poultry), A-D (Agriculture-Dairy), A-2 (Heavy Agriculture) or A-1 (Light Agriculture)—is indicative of the County's policy decision that the site would not be suitable for the types of use that would meet the County's definition of Farmland of Local Importance. Therefore, the RDEIR correctly concludes that impacts to agricultural resources would be less than significant, and no mitigation is required.

Comment CVAN-18
The commenter generally claims that the RDEIR does not impose meaningful or enforceable operational mitigation measures to reduce air quality impacts, and that measures imposed on future tenants are "informational or seemingly voluntary."

Response to CVAN-18
Operational air quality mitigation measures are contained in Mitigation Measures AQ-1f to AQ-1h. These measures describe the specific mitigation activity required and the timing in which such mitigation must be accomplished. Further, these measures will be included in the Mitigation Monitoring and Reporting Program and incorporated as conditions of approval and will be subject to review and verification by the County. Thus, the mitigation measures are specific, certain and enforceable in compliance with CEQA.

The project is also implementing a wide variety of measures to reduce greenhouse gas emissions, which will also serve to reduce other air pollutant emissions. The County of Riverside Climate Action Plan (CAP) includes binding and enforceable requirements that apply to development projects to ensure plan consistency. Emission reductions required to reach the CAP's 2020 targets are achieved

through compliance with adopted regulations, ordinances and codes enforced by the State and the County, as well as through voluntary measures. Reductions from mobile sources anticipated through implementation of the County's land use plan are enforced through the development review process. The County may include project-specific actions not specifically addressed by regulations or codes within enforceable conditions of approval (see RDEIR at p. 3.7-38).

The Project's consistency with the CAP and points for each efficiency measure are contained in RDEIR Table 3.7-4. These measures will be implemented as part of the project design, subject to review and verification by the County. Mitigation Measure GHG-1 requires the project applicant to provide documentation to the County of Riverside Building Department as part of the plan check process prior to issuance of building permits, demonstrating that the project will implement features described in RDEIR Table 3.7-4 that will achieve at least 100 points from the Riverside County Greenhouse Gas Emissions Screening Tables, which will be verified by the County of Riverside Building Department prior to the issuance of the final Certificate of Occupancy. Furthermore, many of the measures are required by the current CALGreen Code, with which compliance is mandatory. Screening table measures are satisfied by project mitigation measures related to electric vehicle charging stations; bike lockers, shower and changing facilities; preferential parking for low- or no-emission vehicles; and vehicle idling restrictions (see MMs AQ-1-(h)(b), AQ-1(h)(d), AQ-1(h)(e), and AQ-1(g)(b), respectively).

Measures suggested by other commenters have been included as mitigation or incorporated into the project design. For example, the project will provide a minimum of two electric vehicle-charging stations for automobiles or light-duty trucks at each building (RDEIR at p. 3-39). The use of solar panels is incorporated into the project design and Project Description (RDEIR at p. 2-23). Street sweepers used by the project will comply with SCAQMD Rules 1186 and 1186.1. (RDEIR at p. 3.3-38). SCAQMD Rule 1113 governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. Therefore, all paints and solvents used during construction and operation of the project must comply with SCAQMD Rule 1113, which requires use of architectural coatings consisting of 50 grams per liter of volatile organic carbon content (see RDEIR at 3.3-13).

Therefore, there are ample state and local laws, other Project mitigation measures, and conditions of approval to ensure that the project mitigates air quality impacts to the greatest extent feasible. This mitigation is fully enforceable and adequate (see RDEIR at pp. 3.7-44 to 3.7-45).

Comment CVAN-19
The commenter claims that the RDEIR fails to adequately analyze and mitigate the project's greenhouse gas emissions, and that the County and applicant should consult with expert agencies including the California Air Resources Board (CARB), the California Air Pollution Control Officers Association (CAPCOA) and SCAQMD to identify feasible alternatives and mitigation measures.

Response to CVAN-19
The RDEIR and underlying air quality and greenhouse gas analyses relied upon the most current applicable regulatory guidance. Compliance with CARB's scoping plan to reduce greenhouse gas emissions is discussed in detail at RDEIR 3.7-45 to 3.7-60. Applicable CAPCOA guidance is referenced

on RDEIR page 3.7-35. Please also refer to Response to CVAN-18 and CVAN-22. The project's greenhouse gas emissions are less than significant with the implementation of efficiency measures from the County's CAP checklist that will be incorporated into the project design, as discussed under Response to CVAN-18. The commenter does not elaborate on how or why the range of greenhouse gas mitigation measures is deficient nor why the project's reliance on the County's CAP would be deficient; therefore, a more detailed response cannot be provided. The SCAQMD reviewed the previous Draft EIR and the RDEIR and submitted comments; the SCAQMD's July 6, 2017 comment letter on the RDEIR did not identify any deficiencies in the RDEIR's analysis of greenhouse gas impacts.

Comment CVAN-20
The commenter cites the State CEQA Guidelines and states that an EIR must make a good-faith effort to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project.

Response to CVAN-20
The project's greenhouse gas emissions are quantified within RDEIR Table 3.7-3.

Comment CVAN-21
This comment states that the RDEIR failed to disclose key assumptions about trip lengths for heavy-duty trucks or the percentage of these vehicles. The commenter claims that the RDEIR also failed to account for air quality impacts within the Salton Sea Air Basin, the Mojave Desert Air District, and the San Diego County air basin.

Response to CVAN-21
The revised, March 2017 Air Quality, Health Risk, and Greenhouse Gas Analysis Report (RDEIR Appendix B and RDEIR at pp. 3.16-22) replaced the previous air quality analysis in its entirety. The fleet mix originally contained in the DEIR was the appropriate mix to describe the motor vehicle trips from the project and was used as the basis for the assumptions in the RDEIR. The fleet mix was based on the mix contained in the project traffic study as to the breakdown of vehicles as passenger cars and trucks. (RDEIR at 3.16-21). This vehicle mix was used in the emission, air quality, and health risk assessments. Two separate CalEEMod computer model runs were made to take into account the fact that the trip lengths (i.e., travel distances) for heavy duty delivery trucks are different than the trip lengths for passenger cars). For a detailed discussion of the trip length assumptions for the project, please refer to Response to Comment SIERRA-16.

The trip generation for the project was taken from the Institute of Transportation Engineers for high cube warehouse building as 1.68 trips per thousand square feet of building space. Further, the traffic study indicates that 61.9 percent of all trips would be passenger cars and the remaining 38.1 percent comprised of heavy duty trucks. (RDEIR Appendix I, Traffic Impact Analysis at p. 46). Therefore, the passenger cars have a trip generation rate of 1.04 trips per thousand square feet and a truck trip generation rate of 0.64 trips per thousand square feet. (RDEIR at 3.16-22).

The CalEEMod run for the heavy-duty delivery trucks clearly indicates that the trip generation rate listed is 0.64 trips per thousand square feet. The project will be comprised of two buildings with a total size of 1,860,760 square feet or 1,860.76 thousand square feet. Therefore, the number of heavy duty trucks anticipated calculates to 1,191 trips per day. This truck trip generation is what is

presented in the project traffic report. The truck trips were further broken down into light heavy duty, medium heavy duty and heavy-heavy duty trucks as shown in the traffic report: Light-heavy duty trucks (2-axle): 22.0%, medium-heavy duty trucks (3 axle): 17.7 percent, and heavy-heavy trucks (4+ axle trucks): 60.3 percent. (See RDEIR Appendix B, Air Quality and Greenhouse Gas Study at Table 17, p. 93).

The CalEEMod run for the passenger cars clearly indicates that the trip generation rate listed is 1.04 trips per thousand square feet. (See RDEIR Appendix B, Air Quality and Greenhouse Gas Study, Appendix A: CalEEMod Output). The project is to be comprised of two buildings with a total size of 1,860,760 square feet or 1,860.76 thousand square feet. Therefore, the number of passenger cars is 1,935 trips per day. This passenger car trip generation is what is presented in the project traffic report. The passenger cars were further broken down into passenger cars, light duty trucks and medium duty trucks based of their respective distribution from the EMFAC2014 mobile source emission model.

All of the information provided above in terms of the CalEEMod and the various air quality and health risk assessments are completely consistent with the values contained in the project traffic study. The fleet mix used in the DEIR and RDEIR are consistent with comments published by the SCAQMD regarding the fleet mix for high cube warehouse projects.

The project site is located within the boundaries of the South Coast Air Basin, which is the relevant air basin for purposes of the air quality analysis. The RDEIR is not required to analyze potential air quality impacts in other, distant air basins that would not be directly impacted by the project.

Comment CVAN-22
The commenter states that the RDEIR failed to account for emissions from manufacturing and transport of construction materials, as well as operational goods for the project. Specifically, the commenter states that manufacturing of cement and concrete products generates greenhouse gas emissions, which should be incorporated into the project's total emissions.

Response to CVAN-22
As stated at RDEIR page 3.7-33, the project would emit GHGs from upstream emission sources and direct sources from construction activities (combustion of fuels from worker vehicles and construction equipment). An upstream emission source (also known as life cycle emissions) refers to generated emissions during the manufacture of products for construction of the project. Upstream emission sources for the project include but are not limited to the following: emissions from the manufacture of cement; emissions from the manufacture of steel; and/or emissions from the transportation of building materials to the seller. No upstream emissions were estimated, as they are expressly not within the purview of EIRs, according to State CEQA Guidelines section 15144. Additionally, the California Air Pollution Control Officers Association (CAPCOA) White Paper on CEQA and Climate Change states "The full life-cycle of GHG [greenhouse gas] emissions from construction activities is not accounted for . . . and the information needed to characterize [life-cycle emissions] would be speculative at the CEQA analysis level" (CAPCOA 2008). Therefore, pursuant to State CEQA Guidelines sections 15144 and 15145 and the CAPCOA White Paper, upstream/life cycle emissions are not calculated or evaluated in the RDEIR.

Comment CVAN-23
The commenter claims that the RDEIR must address black carbon in its discussion of global warming impacts.

Response to CVAN-23
As stated at RDEIR page 3.7-4, black carbon is a component of fine particulate matter. Incomplete combustion of fossil fuels, biofuels, and biomass create black carbon. Sources of black carbon within a jurisdiction may include exhaust from diesel trucks, vehicles, and equipment, as well as smoke from biogenic combustion. Biogenic combustion sources of black carbon include the burning of biofuels used for transportation, the burning of biomass for electricity generation and heating, prescribed burning of agricultural residue, and wildfires. Black carbon is not a gas but an aerosol—particles or liquid droplets suspended in air. Black carbon only remains in the atmosphere for days to weeks, whereas other GHGs that can remain in the atmosphere for years. If black carbon is deposited on snow, it absorbs sunlight, reduces sunlight reflectivity, and hastens snowmelt. Direct effects include absorbing incoming and outgoing radiation; indirectly, black carbon can also affect cloud reflectivity, precipitation, and surface dimming (cooling). The Intergovernmental Panel on Climate Change (IPCC) in its Fourth Assessment Report did not define global warming potentials for black carbon. The ARB has identified a global warming potential of 3,200 using a 20-year time horizon and 900 using a 100-year time horizon based on the IPCC Fifth Assessment. The ARB and local air district regulations apply to sources of black carbon. The project would emit black carbon through emissions of diesel PM during construction and operation. The SCAQMD does not currently recommend analyzing the effects of black carbon in CEQA documents based on limited data availability, as black carbon has not been included in past GHG inventories. Therefore, the RDEIR does not estimate the emissions of black carbon.

Comment CVAN-24
This comment cites State CEQA Guidelines and case law for the proposition that in addition to evaluating project alternatives, the RDEIR must propose mitigation measures that will minimize significant environmental effects [of climate change].

Response to CVAN-24
With regard to the project's mitigation measures to reduce greenhouse gas emissions, please refer to CVAN-18. It should be noted that the RDEIR determined that the project's greenhouse gas emissions would result in a less than significant impact with implementation of mitigation, and no further mitigation is necessary. The commenter does not identify any other specific measures that should be considered or included; therefore, a more detailed response cannot be provided.

Comment CVAN-25
The commenter claims that a wider range of mitigation measures should be considered and incorporated to reduce greenhouse gas emissions from vehicle miles traveled, energy use, waste, and water consumption. The commenter also states that the RDEIR fails to quantify how climate change will exacerbate the environmental effects of the project, citing to the already poor air quality in the Inland Empire region. The comment states that the RDEIR must analyze the impacts of climate change on plant and animal species and water supply.

Response to CVAN-25

Please refer to CVAN-18. Water efficient irrigation systems are required by the County's Model Water Efficient Landscape Ordinance (Ordinance 859.2). Other water efficiency measures are generally addressed at RDEIR pp. 3.3-40 to 3.3-41. Many measures have already been incorporated into the project design, which will be designed to achieve LEED Silver Certification, and will therefore meet, and in many cases exceed, Title 24 requirements for building energy efficiency. Under CEQA, a project is required to provide mitigation only for potentially significant impacts. With respect to greenhouse gas emissions, energy use, waste and water consumption, the project would result in less than significant impacts with the mitigation measures identified in the RDEIR, and therefore additional mitigation is neither required nor appropriate under CEQA.

The RDEIR does discuss existing air quality in the Inland Empire region. For example, the current attainment designations for the South Coast Air Basin are shown in RDEIR Table 3.3-4.

RDEIR Table 3.3-3 provides a summary of toxic air contaminants and health risk information from the ARB Annual Toxic Summary for the most recent three-year period, 2012–2014 for the Riverside-Rubidoux air monitoring station, which is located approximately 23 miles west of the project site. The cancer risk attributable to the non-DPM chemicals (i.e., the 10 TACs measured by the ARB) has dropped significantly at the Rubidoux location, declining from an estimated cancer risk of 429 in one million in 1990 to 104 in one million in 2011, a reduction of 76 percent. In addition to the measurements presented in the ARB almanac and the Annual Air Toxics Summary, the SCAQMD has conducted a detailed TAC emission inventory, air sampling, and dispersion modeling study called the "Multiple Air Toxics Exposure Study in the South Coast Air Basin" (MATES-II, SCAQMD 2000), MATES-III (SCAQMD 2008a), and MATES-IV (SCAQMD 2014) (collectively, "MATES Studies").

The MATES Studies provided information on the importance of various TACs in terms of their relative health risks, as well as their spatial distribution across the South Coast Air Basin. The MATES-IV information can be used to characterize the "background" health risks from both regional and local TAC emission sources based on the available toxics emission inventory for the year 2012. The MATES-IV program results indicate that the existing cancer risk attributable to TACs in the area where the project site is located is estimated to be 158 in one million, of which DPM contributes approximately 68 percent of the total cancer risk. This cancer risk level is approximately 54 percent lower than the background cancer risks based on the MATES-III study that used the toxics emission inventory for the year 2005, which further illustrates the trend of declining health risk from TACs. This sharp decline is attributable largely to emission reduction programs implemented by the SCAQMD, ARB, and EPA, particularly with regard to DPM. (RDEIR at 3.3-26).

General potential impacts of climate change to plants, animals, crops and water supply are discussed in detail in the Air Quality and Greenhouse Gas Analysis contained at Appendix B.1 of the RDEIR. Climate change, by nature, is a cumulative impact. Potential impacts of climate change within California are discussed at RDEIR pages 3.7-7 to 3.7-8, and would generally be applicable to Riverside County.

Comment CVAN-26
The commenter claims that the RDEIR fails to adequately account for the project's threats to burrowing owls or to adequately mitigate for the loss of burrowing owl populations and habitat.

Response to CVAN-26
A total of **37 surveys** for burrowing owls have been conducted on the project site since 2005, as shown in RDEIR Table 3.4-1. All surveys have been negative for burrowing owl. As shown in RDEIR Table 3.4-4, this species has a low potential to occur on the project site. However, potential impacts to burrowing owl are addressed by Mitigation Measure BIO-1a, which was refined in the RDEIR based on written communication from CDFW dated January 18, 2017. Since CDFW is the agency with expertise and authority concerning this particular impact, the RDEIR property relied upon CDFW's input regarding the crafting of mitigation, which will ensure that impacts to burrowing owl are less than significant.

Comment CVAN-27
The commenter claims that the RDEIR fails to disclose the uncertainty of the mitigation measures contemplated by the Multiple Species Habitat Conservation Plan (MSHCP) to mitigate potentially significant impacts to biological resources relied upon by the MSHCP and RDEIR. The commenter also claims that the RDEIR fails to disclose impacts to covered species from the project's pesticide use. The commenter also claims that surveys for burrowing owls appear to be outdated.

Response to CVAN-27
As discussed at RDEIR page 3.4-20, the purpose of the MSHCP Consistency Analysis report prepared for the project is to summarize the biological data on the project site for consistency with the Western Riverside County MSHCP. The MSHCP is a comprehensive, multi-jurisdictional effort that includes Riverside County and 14 cities in western Riverside County. Rather than address sensitive species on an individual basis, the MSHCP focuses on the conservation of 146 species, proposing a reserve system of approximately 500,000 acres and a mechanism to fund and implement the reserve system. The MSHCP allows participating entities to issue take permits for listed species so that individual applicants need not seek their own permits from the U.S. Fish and Wildlife Service (USFWS) and/or CDFW. The MSHCP was adopted on June 17, 2003 by the Riverside County Board of Supervisors. The Incidental Take Permit was issued by both the USFWS and CDFW on June 22, 2004 for the entire MSHCP area. Since the project site is in unincorporated Riverside County, the County is the MSHCP lead agency/permittee.

The MSHCP's emphasis is on conservation of habitats capable of supporting MSHCP Covered Species, particularly within the identified Conservation Area. For projects that propose impacts to Riparian/Riverine or vernal pool resources or other resources such as sensitive plants or wildlife species outlined as requiring a separate assessment, a Determination of Biologically Equivalent or Superior Preservation (DBESP) assessment must be completed to ensure that the proposed alternative provides for "replacement of any lost functions and values of Habitat as it relates to Covered Species." This DBESP analysis provides information necessary for the County of Riverside to find that the project meets these objectives. A DBESP report dated January 28, 2016 was submitted to the County and was approved in May 2016. The project, with the incorporation of mitigation, will

be consistent with the MSHCP, as addressed in the July 2015 Biological Technical Report, the January 2016 DBESP Report, and the July 2015 MSHCP Consistency Analysis.

The project site lies outside any MSHCP Criteria Cells; therefore, the project is not required to conserve habitat on-site with respect to Criteria Cells, and is not required to be reviewed through the Habitat Acquisition and Negotiation Strategy (HANS) process or the RCA's Joint Project Review to demonstrate MSHCP compliance.

With regard to the burrowing owl surveys, a total of **37 surveys** for burrowing owl have been conducted on the project site since 2005, as shown in RDEIR Table 3.4-1. All surveys have been negative for burrowing owl. Mitigation Measure BIO-1a nonetheless will require pre-construction presence/absence surveys for burrowing owl to be conducted on and off-site by a qualified biologist within 30 days prior to project disturbance activities. If any burrowing owls are detected, a relocation plan must be prepared in accordance with CDFW protocol, subject to review and approval by the CDFW, USFWS and the RCA. Therefore, despite the time that has elapsed since the last survey, any potential impacts to burrowing owl will be addressed by the pre-construction survey required under Mitigation Measure BIO-1a. It should also be noted that Mitigation Measure BIO-1a was refined in the RDEIR based on written communication from CDFW dated January 18, 2017.

The commenter does not elaborate further on how or why the biological resources mitigation measures contained in the RDEIR or MSHCP are "uncertain"; therefore, a more detailed response cannot be provided. All mitigation measures include detailed performance criteria and timeframes for implementation, subject to review and approval by applicable regulatory agencies, including CDFW, USFWS, USACE, the Western Riverside County Regional Conservation Authority (RCA), and Riverside County's Environmental Programs Division.

With regard to the project's future pesticide use, the project includes a "source control" best management practice to maintain landscaping using minimal or no pesticides. (RDEIR at 3.9-30). As a high-cube warehouse use, the project would not use large quantities of pesticides beyond what is typical for routine commercial use. Therefore, impacts related to pesticide use are not required to be analyzed further within the RDEIR.

Comment CVAN-28
The commenter claims that the RDEIR fails to disclose or analyze the impacts of light pollution on wildlife, particularly migratory birds such as those who utilize the SJWA as habitat.

Response to CVAN-28
The project does not abut areas that are either targeted or already conserved as open space under the MSHCP, and under Section 6.1.4 of the MSHCP lighting impacts would only be considered significant if the light source was directly abutting open space. The project does not contain any light sources that will directly abut open space, and all light spillage will be controlled pursuant to MM AES-4. (See RDEIR Exhibits 3.1-5a and 3.1-5b). The reference to the SJWA appears to be a reference to the San Jacinto Wildlife Area which lies approximately 7 miles southwest of the site. The project would not impact the SJWA.

Comment CVAN-29
This comment states that the project will result in a 24-hour parade of big rig trucks and will result in a degradation of the eastbound I-10 freeway ramp from LOS "C" to LOS "F" in the AM Peak hour, and the degradation of the level of service at Calimesa Boulevard and Cherry Valley Boulevard to LOS "D" during the PM peak hour, which the RDEIR identifies as a significant and unavoidable impact.

Response to CVAN-29
The commenter refers to RDEIR Table 3.16-17, which refers to Existing Plus Ambient Growth Plus Project (2018) Conditions. The degradation in level of service mentioned by the commenter would not be caused solely by the project, but by the project in combination with ambient, background growth. The RDEIR properly discusses the residual levels of significance after mitigation at RDEIR pages 3.16-88 to 3.16-95.

Comment CVAN-30
The commenter claims that the RDEIR fails to analyze whether, and to what degree the payment of fair share fees will mitigate traffic impacts.

Response to CVAN-30
Contrary to the commenter's assertion, the RDEIR fully evaluates the project's potential traffic impacts and the efficacy of the recommended mitigation measures. The project would not, by itself, result in any significant traffic impacts under Existing Plus Project conditions; rather, it is the project, plus ambient growth and cumulative development that would result in significant impacts. Therefore, payment of fair share fees is appropriate to offset the project's contribution to those impacts.

RDEIR Table 3.16-28 identifies (i) the recommended improvements for the impacted intersection locations, (ii) whether those improvements are included in the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program or County of Riverside DIF program and, to the extent an improvement is not included in an identified fee program, (iii) the project's fair share percentage toward the cost of those improvements.

MM TRAN-1c requires the project applicant to participate in the County's DIF and TUMF Fee programs as applicable for those improvements. And for those improvements not included in a fee program, MM TRAN-1c requires the project applicant to participate in the payment of a fair share contribution towards future improvements. Finally, the RDEIR properly discusses the residual levels of significance after mitigation at RDEIR pages 3.16-88 to 3.16-95. To the extent that the necessary improvements are not fully included within an identified fee program (i.e., TUMF or DIF), the RDEIR concludes that impacts would remain significant and unavoidable because, while the project would contribute its fair share of fees to support the implementation of necessary improvements, the applicant and the County cannot fully control the timing or implementation of the improvements.

Comment CVAN-31
This comment states that the RDEIR failed to analyze direct and cumulative project trips on other key intersections, including Beaumont Avenue to I-10, Cherry Valley Boulevard to Highland Springs Road, Brookside Avenue between Beaumont Avenue and I-10, and Oak Valley Parkway between Cherry Valley Boulevard and I-10. The commenter states that given the likely deterioration of the level of

service at the closest Cherry Valley Boulevard/I-10 ramps, it is likely that project traffic will utilize these routes. The commenter also claims that the RDEIR fails to analyze impacts on State Highway 60.

Response to CVAN-31
The potential impact study area and intersections to be evaluated was defined in coordination with the County of Riverside staff and in conformance with the requirements of the County's Traffic Impact Assessment preparation guidelines. The assignment of traffic from the project to the adjoining roadway system is based on many factors, such as trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the project. The proximity of the project site to the 1-10 makes it reasonable to assume that the majority of trucks leaving the Project site would take the most logical and direct route (heading westbound on Cherry Valley Boulevard) to the I-10. Analyzing other routes that might be utilized on a temporary or intermittent basis based on future improvements that have not yet been finalized or approved would be speculative, and is not required by CEQA (*see* Public Resource Code Section 21082.2(c); State CEQA Guidelines section 15064 (d)(3)).

Segments of State Route 60 analyzed within the RDEIR are included within RDEIR Table 3.16-2, "Freeway Mainline Analysis Locations" and are discussed/identified in detail at RDEIR pages 3.16-15, 3.16-36, 3.16-81 and RDEIR Tables 3.16-13, 3.16-19, 3.16-25.

Comment CVAN-32
This comment states that the RDEIR's analysis of impacts on water supply are inadequate and that the RDEIR provides inconsistent volumes of the project's water usage on RDEIR pages 3.17-21 and 3.17-25.

Response to CVAN-32
The RDEIR's discussion of the *currently proposed* project's water usage on RDEIR pages 3.17-21 and 3.17-25 are accurate. The other figures referred to by the commenter are discussing the water usage estimated in the *WSA*, which was prepared using different calculations that were based on a larger project with approximately 736,240 more square feet of buildings on-site. The RDEIR at page 3.17-21 clarifies this by stating: "The updated Air Quality and Greenhouse Gas Analysis Report contained in Appendix B (FCS 2017) estimates water consumption for outdoor use of approximately 8.99 million gallons per year (compared to the 12.35 million gallons per year estimated by the WSA), and indoor water consumption of 11.36 million gallons a year, for a total of 20.35 million gallons per year. This represents a more realistic estimate of water usage than is contained in the WSA, because it is based on the currently proposed, smaller project size." Thus, the water volumes set forth in the RDEIR are not inconsistent.

Comment CVAN-33
The comment states that the RDEIR purports to rely upon the YVWD's 2010 UWMP, but that this document was replaced by the 2015 San Bernardino Valley RUWMP by the time the RDEIR was circulated for public review; that the 2015 RUWMP does not identify water demand from the project in its analysis of YVWD's water supply; and that the RUWMP does not support the RDEIR's assertion that recycled water will be provided to the project site.

Response to CVAN-33

The RDEIR does not rely upon the YVWD's 2010 UWMP, which is no longer the most current or operable document. Instead, the RDEIR refers to and relies upon the 2015 San Bernardino Valley RUWMP (see RDEIR at 3.17-12); this is one of the key regional planning documents that was updated following circulation of the previous Draft EIR. Based on the WSA, the proposed project and its associated fixtures will be equivalent to 61 "Equivalent Dwelling Units." Pursuant to the current General Plan designations of Rural Mountain and Very Low Density Residential, up to 216 single-family residences could be constructed on the project site (based on gross acreage). Therefore, the water usage from buildout of the project site was already indirectly accounted for within the 2015 RUWMP, based on current General Plan assumptions for the site, which would have resulted in greater water demand than the currently proposed project. Water demand (and consequently sewer demand) of warehouse uses is also usually much less than demand for residential uses, because employees in warehouse facilities are not typically using water for household applications such as cooking, bathing, laundry, dishes, etc. (RDEIR at 3.7-22).

Information regarding the availability of recycled water within the YVWD service area was obtained from the 2015 RUWMP. In 2002, the YVWD began providing non-potable water service to the Yucaipa Valley. This system began with the use of untreated imported water from the State Water Project and changed to a recycled water source as backwash water was treated at the Yucaipa Valley Regional Water Filtration Facility. By 2014, the YVWD was using recycled water from the Wochholz Regional Water Recycling Facility to meet the recycled water irrigation demands. The recycled water system continues to grow with the addition of new infrastructure and new customers. In 2000, local recycled water resources were not used to meet the water demands of the YVWD. By 2010, this resource supplied 8.6 percent of the total water demands in the Yucaipa Valley (RUWMP 2015; RDEIR at 3.17-5).

The YVWD's recycled water distribution system serves commercial and institutional customers. The current recycled system extends westward from the Wochholz Regional Wastewater Recycling Facility to Crafton Hills College and southward to L Avenue in Yucaipa. Recycled water demands account for approximately 8.6 percent of the YVWD's overall water demand. The majority of the increase in the District's projected future water demands are for irrigation or other recycled uses.

To serve the projected growing recycled water demand, the YVWD has implemented an extensive dual water distribution system. The dual water system includes a potable water conveyance system to convey potable water (treated to comply with drinking water standards) to potable water customers. A separate recycled water distribution system conveys recycled supplies (treated to comply with body-contact and irrigation water standards) to recycled customers. Recycled water sources available to the YVWD include:

- Untreated imported water or untreated local surface water supplies;
- Backwash water from Yucaipa Valley Regional Filtration Facility; and
- Recycled water treated at the Henry N. Wochholz Regional Water Recycling Facility (RDEIR at 3.17-5).

The project will be able to utilize these recycled water sources once the project site is annexed into YVWD territory. The YVWD requires the incorporation of recycled water delivery systems into new development to meet irrigation demands with recycled water. As new development is proposed, YVWD requires capital-funding contributions though impact fees, which offset new development's demands for water supply infrastructure, including recycled water. YVWD will be constructing a Regional Recycled Water Conveyance System to the YVWD's southernmost service boundary, near the project site. This extension would involve the construction of a 24" recycled water pipeline approximately 3.5 miles through the City of Calimesa. (2015 RUWMP at 12-29). YVWD delivered 2,016 acre feet of recycled water in 2010. Recycled water is used for both landscape irrigation and groundwater recharge; with regard to landscape irrigation, YVWD anticipated having 1,213 acre feet of recycled water available for this purpose in 2015, and anticipates this amount increasing to 1,651 acre feet in 2020, which would be adequate to meet the demands of the project in combination with other existing and planned future uses. (2015 RUWMP at p. 12-31).

Comment CVAN-34
The commenter states that the failure to provide the information referred to in comments CVAN-32 and CVAN-33 renders the RDEIR legally deficient.

Response to CVAN-34
Please refer to responses to CVAN-32 and CVAN-33. The RDEIR is a complete and accurate document that ensures meaningful public review and informed decision-making. The RDEIR is not legally deficient.

Comment CVAN-35
This comment states that the project will require annexation into YVWD's service area and that if this occurs, infrastructure will be needed to deliver water to the project site, including construction of two, one-million gallon water storage tanks on the site, and that the RDEIR fails to analyze aesthetic and grown-inducing impacts of these water storage tanks, which constitutes improper segmentation.

Response to CVAN-35
This is inaccurate; the future construction of water storage tanks by YVWD are not part of the project and would not serve the project site. As described in Response to CVAN-15, the project would provide the building pads and access for the tanks, but the YVWD would be responsible for determining when the water tanks are to be constructed, if at all. The YVWD would further be responsible for obtaining all necessary approvals to construct and operate the water storage tanks, and would be required to construct water lines, install the water tanks, any necessary pump stations and other infrastructure before the tanks would be operational. Please refer to Responses to CVAN-15 for a discussion about aesthetic impacts and SIERRA-57 regarding potential growth-inducing impacts. The proposed project will be required to connect with existing water mains currently serving the project area; however, the project's water needs will not result in the construction of new YVWD water treatment facilities or expansion of existing facilities. (RDEIR at 3.17-23).

Comment CVAN-36
The commenter states that the project will generate nearly 5,000 "passenger car equivalent" vehicle trips per day, and will potentially operate on a 24 hour per day basis. The commenter claims that the RDEIR concedes that noise from the project will likely exceed local nighttime operational noise

level standards, and that the RDEIR's solution to this significant impact is to require that the loading bays be equipped "with sealed gasket bay doors." The commenter claims that there is no analysis in the RDEIR of the efficacy of this solution, nor does this appear to be an enforceable project condition. Beyond that, the commenter claims that the RDEIR failed to consider other feasible mitigation, such as curtailing the hours of operation of the distribution center.

Response to CVAN-36
The commenter is correct that the project may operate up to 24 hours per day, which was assumed for analysis of all impacts throughout the RDEIR. Trip generation rates for the project are provided in RDEIR Table 3.16-11. With regard to the sealed gasket bay doors requirement of MM NOI-1, the efficacy of the measure in terms of the expected noise reduction is accomplished by the fact that loading bay dock door seals are designed to seal the connection of the truck loading doors with the loading bay from wind, rain, and heat. Sealed rubber gasket bay doors have been documented to provide a minimum of 10 dBA to 20 dBA reduction in noise transmission from loading/unloading activities that occur at the truck loading bay door area. This range is due to differences in product quality, alignment of the truck with the loading bay, etc. Therefore, by assuming only the smallest documented reduction (a 10 dBA reduction) for the use of loading bay door seal gaskets, the noise analysis is providing a conservative noise reduction estimate. (See RDEIR 3.12-25). This mitigation measure will be enforced by the County of Riverside, and shall be verified prior to the issuance of occupancy permits, ensuring the mitigation measures are suitably enforceable pursuant to CEQA.

Comment CVAN-37
The commenter claims that the noise analysis is deficient because the RDEIR did not assess impacts on the approved Sunny Cal residential project directly across the street from the project, and did not evaluate off site impacts to the north and east of the project or noises associated with backup "warning beepers" that may be required of vehicles entering the distribution center.

Response to CVAN-37
See Response to SIERRA-39, above. As is shown in the discussion of Impact NOI-1 on RDEIR page 3.12-22, "Project operational noise associated with loading, loading and other parking lot noises would not be audible at the Rancho Calimesa Mobile Home Ranch or at the homes located north and east of the project site due to distance from the site and intervening topography." Therefore, project stationary operational noise impacts to residences north and east of the project site are addressed, and are shown to be less than significant.

With regard to the comment regarding impact analysis of other stationary operational noise sources, such as backup "warning beepers," see Responses to SIERRA-41 and SIERRA-44, above.

Comment CVAN-38
This comment states that the RDEIR fails to analyze the growth-inducing impacts caused by the project due to the addition of water and sewer infrastructure, and that the RDEIR should discuss the impact of bringing YVWD water into an area traditionally served by the Beaumont Cherry Valley Water District, which has faced significant restrictions on its water supply.

Response to CVAN-38

Please refer to Response to SIERRA-57. According to Figure 12-1 of the 2015 San Bernardino Valley Regional Urban Water Management Plan (RUWMP), the proposed project is within the YVWD Sphere of Influence. YVWD's current service area encompasses approximately 25,742 acres, or 40 square miles, which include the City of Calimesa and the City of Yucaipa. Neighboring cities include the cities of Redlands and Beaumont. YVWD's Sphere of Influence expands the acreage to 43,525 acres, or 68 square miles. Growth-inducing impacts are evaluated at RDEIR 5.2, which describes that the project will facilitate the future construction of two, 1-million gallon storage tanks by the YVWD by providing the concrete pad where the tanks may be placed in the future, and by changing the General Plan designation of the area to Public Facility (PF). The RDEIR further explains that construction of the two water storage tanks, as well as the extension of wastewater and potable water services, could encourage development by removing infrastructure barriers to growth in the vicinity of the project. Of course, at this point it is unknown when the YVWD might construct the water tanks, if in fact it will decide to construct the tanks at all. Notwithstanding the uncertainty surrounding the future development of the water tanks, the RDEIR describes the potential growth-inducing impacts of the water tanks, as well as the ways in which the project could directly or indirectly foster growth within the surrounding area.

Moreover, development of the project site represents planned growth, rather than new or "induced" growth. This is because the project site is located within YVWD's Sphere of Influence, the water usage from buildout of the project site was already indirectly accounted for within the 2015 RUWMP based on current General Plan assumptions for the site (which would likely result in greater water demand than the currently proposed project if developed with single-family dwelling units). Nevertheless, the RDEIR fully discusses the potential for growth-inducing impacts.

The YVWD service area includes two mutual water companies: the Western Heights Water Company and the South Mesa Water Company. The service area of the Western Heights Mutual Water Company is 4.53 square miles (2,902 acres) and the service area of the South Mesa Mutual Water Company is 4.00 square miles (2,561 acres). In the future, the population of Western Heights Mutual Water Company and South Mesa Water Company are expected to have limited growth as compared to the larger service area boundary of YVWD. Discussion of water supply restrictions on the Beaumont Cherry Valley Water District in the RDEIR is not warranted, as the project site would not be served by this water district. (RDEIR at 3.17-1).

Comment CVAN-39

The commenter claims that the RDEIR does not clearly identify cumulative projects, or explain how the study area was defined. The commenter generally states that the RDEIR must include all projects near the project, including those in the communities of Banning, Beaumont, Cabazon, Calimesa, Moreno Valley, Yucaipa, and unincorporated Western Riverside County that contribute to regional impacts relating to traffic, air quality and water usage.

Response to CVAN-39

A cumulative project list was developed for the purposes of this RDEIR through consultation with staff from the County of Riverside to determine the appropriate radius for the cumulative analysis. In addition, cumulative development projects were also obtained from adjacent jurisdictions (i.e.,

City of Beaumont and City of Calimesa). RDEIR Table 4-1 summarizes projects in the vicinity of the project that have the potential to create cumulative considerable effects in conjunction with the project.

Other projects in the neighboring City of Banning or other nearby jurisdictions (Cabazon, Moreno Valley, Yucaipa or other unincorporated areas) were not included in the cumulative analysis due to distance from the project site. Projects located further from the project site beyond those included in Table 4-1 are not likely to result in cumulative effects in combination with the project due to their distance from the site. Please see Section 4 for a discussion of how the geographic scope of analysis for each cumulative impact area was selected. The three projects cited by the commenter (Butterfield, Rancho San Gorgonio and O'Donnell Business Park) are each located in Banning, and are therefore outside the area in which localized impacts from the proposed project could reasonably be expected to combine with impacts of these projects. However, the potential for impacts from these three projects in Banning (as well as any other projects not included within Table 4-1) to combine with impacts from the proposed project on a *regional* basis are discussed below:

Regional Traffic. Other cumulative projects beyond those identified in Table 4-1, (including the three projects cited by the commenter which are located in Banning) would not be expected to utilize the same local roadways as the project, although they could contribute to traffic impacts on regional roadways; however, any regional traffic impacts attributable to other cumulative projects in the larger region are accounted for in the freeway mainline segment analysis contained in Section 3.16, Transportation. Significant and unavoidable impacts to the regional freeway system (including Interstate 10 and State Route 60) are accounted for under existing conditions, as well as under 2018 and 2040 cumulative scenarios. (See RDEIR Tables 3.16-19 and 3.16-25).

Regional Air Quality. Cumulative, regional air quality impacts are accounted for in the RDEIR's discussion of consistency with various planning documents such as the 2016 SCAQMD AQMP and associated thresholds; and the County of Riverside's Climate Action Plan. The current AQMP was adopted by the SCAQMD Governing Board on March 3, 2017, and incorporates the latest scientific and technological information and planning assumptions, including the Southern California Association of Government's (SCAG's) 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and updated emission inventory methodologies for various source categories. The 2016 AQMP was based on assumptions provided by both ARB and SCAG in the latest available EMFAC model for the most recent motor vehicle and demographics information, respectively.

The air quality levels projected in the 2016 AQMP are based on several assumptions that take into account regional growth, including the projects cited to by commenter. For example, the 2016 AQMP assumes that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with population growth projections identified by SCAG in its 2012 RTP. (RDEIR at 3.3-32). The three projects cited to by the commenter located in Banning are also located within the SCAQMD boundaries, and would therefore be subject to the same AQMP and SCAQMD regional thresholds.

Reliance upon such planning assumptions and regional planning documents is the most effective way of analyzing potential cumulative impacts on a regional basis, since there is no other way to meaningfully restrict the cumulative project radius in a manner that would allow for quantitative analysis of cumulative impacts. For example, if a project exceeds an SCAQMD regional threshold for a given criteria pollutant (see RDEIR Table 3.3-5), it would also contribute to any existing cumulatively significant regional air quality impact for that pollutant. The project's cumulatively significant impacts with respect to regional air quality are disclosed in the RDEIR. (See RDEIR at 3.3-32 to 3.3-34; 3.3-40; 6-3).

Likewise, greenhouse gas impacts (which are an inherently cumulative impact on a global scale) are addressed by Riverside County's Climate Action Plan, which encompasses development under the jurisdiction of the County of Riverside and is therefore the relevant regional plan under which to address the project's greenhouse gas impacts.

Regional Water. The 2015 San Bernardino Valley Regional Urban Water Management Plan (RUWMP) includes ten water purveyors (West Valley Water District, City of Rialto, City of Colton, San Bernardino Municipal Water Department, Riverside Highland Water Company, City of Loma Linda, City of Redlands, East Valley Water District, San Bernardino Valley Municipal Water District, and YVWD). A UWMP is a regional planning document that estimates probable demand, given a reasonable set of assumptions about growth and implementation of good water management practices. The project will be annexed into YVWD's service area; therefore, the 2015 RUWMP is the appropriate UWMP to rely upon for the analysis of impacts to regional water supply, as it accounts for projected regional growth within YVWD's service area and surrounding communities.

Up to 216 dwelling units could be constructed on the project site based on current General Plan designations, which would utilize more water than the proposed project's warehouse uses. Therefore, water usage for buildout of the project site was already indirectly accounted for in the 2015 RUWMP, which concluded that YVWD will have adequate supplies for years 2016 to 2040 under multiple-dry-year conditions, and that groundwater supplies would not be impacted. (RDEIR at 3.9-23; 3.17-6 to 3.17-7). The projects cited to by the commenter would be governed by the UWMPs prepared for the City of Banning or the San Gorgonio Pass Water Agency, as applicable. YVWD purchases imported water from the San Gorgonio Pass Water Agency for the Riverside County portion of its service area; this is discussed in the 2015 RUWMP at pages 12-14 to 12-16.

Comment CVAN-40.
The commenter states that the RDEIR failed to analyze a reasonable range of alternatives that would lessen or avoid the project's significant environmental impacts, and provides a summary of applicable CEQA guidance and case law concerning analysis of alternatives.

Response to CVAN-40
CEQA requires the County to consider a reasonable range of alternatives that that could feasibly accomplish most of the purposes and objectives of the proposed project. (*State CEQA Guidelines* §§ 15124 (b); 15126.6). The RDEIR analyzed five alternatives to the project in detail in RDEIR Section 6: (1) No Project—No Build Alternative, (2) No Project—Cherry Valley Gateway Policy Area Specific Plan (CVGPA SP) Alternative, (3) Residential Alternative, (4) Reduced Intensity Industrial Alternative, and (5) Mixed-Use/Business Park Alternative.

This represents a reasonable range of alternatives. The rule of reason which governs the range of alternatives analyzed in an EIR requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives discussion must consider reasonable alternatives that "would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen [those impacts]." (*State CEQA Guidelines*, § 15126.6 (a); *California Oak Foundation (2010)* 188 Cal.App.4th at 277; *see also In re Bay-Delta Etc. (2008)* 43 Cal. App. 4th 1143 at 1161-1162).

Furthermore, "an EIR need not consider every conceivable alternative to a project or alternatives that are infeasible." (*In re Bay-Delta, supra* at 1163; *State CEQA Guidelines*, § 15126.6). The RDEIR's discussion of Project alternatives within the EIR was adequate, complete, and made in good faith, which is all that is required under CEQA. (*See In re Bay-Delta Etc., supra,* at 1175). The five project alternatives represent a reasonable range of development scenarios that could feasibly be expected to occur upon the project site, including the residential development that could occur under existing General Plan and zoning designations, as well as a less intense version of the proposed project.

Comment CVAN-41
The commenter states that the RDEIR failed to analyze a reasonable range of alternatives by failing to consider an alternate site; and that the RDEIR's reasons for not further analyzing an alternate site are not supported.

Response to CVAN-41
CEQA requires that an EIR identify alternatives to the project, but does not expressly require that it discuss alternative locations for the project. (Pub. Res. Code §§ 2100(g), 21002.1(a), 21061). The State CEQA Guidelines expand on the statute by stating that an EIR must include a reasonable range of alternatives to the project *or* to the location of the project that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the project's significant effects. (State CEQA Guidelines section 15126.6(a)). The "key question" in assessing an alternative location is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. (State CEQA Guidelines section 15126.6(f)(2)(A)). Importantly, alternative sites that would not eliminate or substantially reduce significant adverse effects should be rejected from further consideration. (Id.). The State CEQA Guidelines further state that if no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. (State CEQA Guidelines section 15126.6(f)(2)(B)).

The RDEIR describes that the project applicant attempted to identify other suitable sites for the project along the I-10 Freeway, within the general vicinity of the project site and within the control of the County. Key considerations for site selection include adequate acreage, the extent to which the site can be served by existing infrastructure, the site's proximity to the freeway, and other considerations such as access, truck routes and proximity to sensitive uses. The use of an alternative project site was not considered feasible, because no other sites are owned or controlled by the project applicant, and no other site was deemed sufficient to support the project, based on the above considerations, including size, configuration, and accessibility to the I-10 Freeway. (RDEIR page 6-2).

In addition, even if it were feasible to use an alternative site, the RDEIR described that an alternative site would not reduce the project's significant adverse and unavoidable traffic and air quality impacts. Specifically, air quality impacts under an alternative site scenario would be similar to the project, since both scenarios would involve grading and new construction of over two million square feet of building area. Likewise, cumulative traffic impacts to the I-10 Freeway and other facilities would be similar to the project, due to the increase in truck trips that would occur. (RDEIR page 6-2). Accordingly, the RDEIR appropriately considered and then rejected alternative site locations from further consideration.

Comment CVAN-42
The commenter suggests that the RDEIR should have considered an alternative served by rail; or the use of the project site for commercial retail or a school.

Response to CVAN-42
Please refer to Response to CVAN-41 regarding selection of an alternative site, including one that may be served by existing rail infrastructure. There is currently no feasible way to extend rail service to the proposed project site due to its location and nearby freeway infrastructure (rail service exists south of, and roughly parallel to the I-10 freeway and would thus have to cross the I-10 freeway in order to access the project site). The use of the project site for a commercial retail use or a school would not advance many of the project objectives, including: Objective 1 (provide an industrial park that supports regional warehouse distribution and logistics tenants which benefit from the strategic location located in close proximity to the I-10 Freeway); Objective 4 (provide convenient freeway access to trucks that will use warehouse distribution facilities); Objective 6 (facilitate goods movement); or Objective 9 (regional logistics warehouse that meets industry standards).

Comment CVAN-43
The commenter expresses general opposition to the project and urges the County to reject the project so that the project site can be developed in a manner consistent with the objectives of the Pass Area Plan.

Response to CVAN-43
This comment has been noted and will be provided to the County decision-makers for their consideration. With regard to the project's consistency with the Pass Area Plan, please refer to Response to CVAN-10.

From: George Hague [mailto:gbhague@gmail.com]
Sent: Monday, July 10, 2017 4:33 PM
To: Dawson, Brett <BDawson@RIVCO.ORG>
Subject: San Gorgonio Crossings RDEIR comments

July 10, 2017

Mr. Brett Dawson, Project Planner
Riverside County Planning Department

Re: Comments on the San Gorgonio Crossings Recirculated Draft EIR No. 534

HAGUE

It appears the County may be continuing using “business-as-usual” (BAU) to analyze greenhouse gas (GHG) emissions under CEQA for the San Gorgonio Crossings warehouse project. The BAU methodology is a misleading approach for analyzing and mitigating GHG emissions because it lets projects that are emitting significant amounts of GHG emissions be labeled as less than significant by taking only meager steps that result in phantom emission reductions. This approach allows available mitigation measures for GHG emissions to be disregarded as unnecessary and this is the case with this project. The Final EIR must show what available GHG mitigation will be required of this project or it will be inadequate. This includes requiring 2010 or newer trucks and not allowing any diesel vehicles or equipment on site. What other mitigation mitigations will be required to be phased in over time to reduce GHG? 1

There are scientist who strongly recommend warehouse operations be sited no closer than 500 meters (over 1500 feet) from sensitive sources like family homes. Even the California Air Resources Board’s handbook on Air Quality and Land use recommends a separation of at least 1,000 feet as does the Good Neighbor Guidelines for Siting Warehouses. Why should people have to suffer the health impacts so this developer can cash in? The Final EIR must fully analyze the health impact of this project to existing families as well as those who would live in homes on nearby undevelped land currently zoned for homes. This project could easily be growth-inducing for more warehousing with significant cumulative as well as direct and indirect impacts. The impacts for such on existing and future homes must also be included in this Final EIR. 2

The EIR must also fully analyze single noise events. This includes the sounds of hundreds of trucks beeping as they back up. Do not just dismiss this by saying the averaging takes these into consideration. How far will different single noise events carry into existing and future unbuilt neighborhoods and at what decibels? All of this needs to be done for both the construction and full peak operation noise levels. 3

Using an average truck trip of 40 miles appears to be your way of making decision makers believe the project will have significantly less impact on our air-quality and GHG than will be the case. The distance to the ports is easily double that as is places to where that which is warehoused will likely be delivered. The elevation gain 4

HAGUE

between the port and this project site is almost 2,600 feet. This means the analysis of the air-quality and GHG needs to take this into account. It cannot be as if the miles are on just flat land. Even traffic must take into account his elevation gain. The Passenger Car Equivalent (PCE) of truck climbing much of the grade between the ports and this site would be close to a “5”. Again this needs to be in the analysis found in the Final EIR or it will be inadequate.

4 CONT

I look forward to these comments being fully addressed in the Final EIR, Please send me notice of all meetings and documents related to this project. Please use the email address on these comments and the address below my name.

5

Sincerely,

George Hague
Sierra Club
Moreno Valley Group
Conservation Chair

Sierra Club (HAGUE)

Comment HAGUE-1
The commenter states that it appears the County may be continuing to use a "business-as-usual" (BAU) approach to analyze greenhouse gas (GHG) emissions, which the commenter states is a misleading approach. The comment further states that the Final EIR must show what mitigation will be required of this project, such as requiring 2010 or newer trucks and not allowing any diesel vehicles or equipment on-site.

Response to HAGUE-1
The comment is incorrect. The RDEIR does not utilize a BAU approach with respect to analyzing GHG emissions. Instead, the RDEIR clearly identifies the thresholds, which are consistent with the requirements of CEQA Appendix G, as follows:

- **Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs (see Impact GHG-1)?**

  Analysis under Impact GHG-1 involves an analysis of the project's compliance with the County of Riverside's CAP. The CAP is a geographically specific plan adopted by the County of Riverside for reducing GHG emissions under the control or influence of the County consistent with AB 32 and subsequent state legislation and state agency action to address climate change. This threshold is also consistent with the SCAQMD's draft interim threshold Tier 2, which consists of determining whether a project is consistent with a qualified GHG reduction plan.

- **Would the project conflict with the ARB Scoping Plan and regulations adopted for reducing emissions of greenhouse gases (see Impact GHG-2)?**

  Analysis under Impact GHG-2 involves a qualitative analysis of the project's consistency with the ARB's Scoping Plan and with GHG emission reducing regulations. The Scoping Plan (and its adopted regulations) are considered a statewide plan, policy, or regulation adopted by a public agency to reduce GHG emissions that may be used to assess consistency with AB 32.

Neither of the thresholds considered, nor the analysis in the RDEIR, rely on a BAU approach for determining GHG significance.

As identified in the RDEIR, the Project would *not* result in a significant impact with respect to GHG emissions, with implementation of mitigation. As such, there is no nexus under CEQA for requiring additional mitigation measures. Notwithstanding, it should also be noted that the MM AQ-1g(c) requires the project to ensure that all diesel fueled Heavy-Heavy Duty Trucks (HHD) and Medium-Heavy Duty Trucks (MHDT) accessing the project site use year 2010 or newer engines and MM AQ-1h(f) requires utilization of electric forklifts, trailer movers and yard trucks on-site. (RDEIR at 3.3-39, 40).

Comment HAGUE-2
The commenter cites the California Air Resources Board's Land Use Handbook that recommends siting large warehouses no closer than 500 meters from sensitive receptors, and states that the HRA needs to examine health effects at both existing sensitive receptors and locations zoned for homes.

Response to HAGUE-2
With regard to the recommended siting distances contained in the Land Use Handbook, see Response to SCAQMD-9. The Land Use Handbook describes that the recommendations are only advisory and should not be interpreted as defined "buffer zones." The Handbook further acknowledges that there is no "one size fits all" solution to land use planning and that wherever possible, site-specific analyses should be done to provide accurate estimates of project impacts. This site-specific analysis was performed for this project and is contained in Appendix B of the RDEIR.

With regard to estimating health impacts from the project, Appendix B developed a detailed assessment of project health risk impacts from the construction and operation of the project. Section 5.1 of Appendix B provides a thorough and detailed explanation of the air quality and health risk modeling parameters and assumptions. Tables 7, 38 and 39 of Appendix B, and RDEIR Tables 3.3-17 and 3.3-18 identify the local existing residences, schools, and locations zoned for future residents analyzed in the HRA, and present the resulting health risks at each of these locations.

The HRA prepared estimates of cancer risks according to two sets of guidance published by the SCAQMD. The first SCAQMD guidance applied a 70-year lifetime estimate of cancer risks from the operation of the project[8] in accordance with the SCAQMD's current guidance for CEQA assessments. The second SCAQMD guidance currently is applicable to the AB 2588 Air Toxics Hot Spots Information and Assessment Act[9]. This latter guidance is not applicable to CEQA assessments but was included in the RDEIR for informational purposes. The major difference between the two sets of guidance is that the AB 2588 guidance incorporates assumptions that address the sensitivity and susceptibility of young children to exposures to toxic air contaminants, while the current SCAQMD guidance does not consider such sensitivities. In addition, the AB 2588 guidance directly incorporates toxics air emissions from both construction and operational emission sources to estimate health impacts to infants, children, and adults.

As noted in Table 38 and Table 39 of Appendix B, and RDEIR Tables 3.3-17 and 3.3-18, the maximum cancer risks at any existing or future residential receptor were less than the cancer risk significance threshold adopted by the SCAQMD for assessment of a project's health risk impacts.

Comment HAGUE-3
The commenter states that the EIR must also fully analyze single noise events. This includes the sounds of hundreds of trucks beeping as they back up. How far will different single noise events carry into existing and future unbuilt neighborhoods and at what decibels? Commenter states that all of this needs to be done for both the construction and full peak operation noise levels.

Response to HAGUE-3
Please refer to Responses to Comments SIERRA-41 and SIERRA-44.

[8] SCAQMD 2003. Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis. Webpage: http://www.aqmd.gov/docs/default-source/ceqa/handbook/mobile-source-toxics-analysis.doc?sfvrsn=2

[9] SCAQMD 2015. Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act. Webpage: http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588_guidelines.pdf

Comment HAGUE-4
The comment notes that the RDEIR assumed an average truck trip distance of 40 miles and that elevation differences between the project site and the Ports of Los Angeles/Long Beach should be accounted for in estimating project emissions.

Response to HAGUE-4
The discussion of the 40-mile average truck trip distance is addressed in Response to Comment SIERRA-16. As noted therein, about 95 percent of all truck trips within Riverside County originate and end within the county. Less than 1 percent of all Riverside County trips travel to and from the ports. Less than 5 percent of the daily trips travel outside of the SCAG region that includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. Note that even accounting for future growth, the 2016 RTP forecasts an increase in port traffic by 58 percent by the year 2040. This would increase the Riverside County to port percentage to about 1 percent of the total daily truck trips in Riverside County. These results are also shown in the Urban Crossroads Supplemental Expanded Freeway Segment Analysis, RDEIR Appendix I.

With regard to the potential elevational differences between the ports and the project site, emissions from the relatively small percentage of trucks in Riverside County that visit the ports would not appreciably impact the magnitude of the truck emissions.

Comment HAGUE-5
The commenter provides closing remarks to conclude the letter.

Response to HAGUE-5
No response is necessary.

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David E. Larson

38813 Cherrystone

Cherry Valley, CA 92223

951-845-5546

June 22, 2017

LARSON

I am writing in regards to the so named "Gateway Project." This is an almost unbelievable proposal in light of the historic position of the county with respect to Cherry Valley. Cherry Valley is a gem in Riverside County. I have lived here since 1979 and have watched the measured growth through the years. That growth is continuing at a steady regulated pace. A huge warehouse as the Gateway proposal intends, is totally incompatible with the growth that Cherry Valley is experiencing: it fits here as well as an amusement park would, which is to say, not at all. Hundreds of homes have been proposed for the Manheim property across the road: this is in harmony with a growing bedroom community. The truck traffic on an already busy Cherry Valley Blvd. and a crowded freeway, the lights and noise, the diesel pollution of hundreds of trucks starting; all these things make this a bad fit for a growing bedroom community. Look at the warehouses in Beaumont on the 60 freeway. Look at Sketchers and other warehouses in Moreno Valley: these places are needed but should not be scattered all over the county, blighting numerous communities! The County has wisely, historically, preserved standards for Cherry Valley. That must continue! This 'gateway' to Cherry Valley is a travesty that must not be allowed. Please respect the voters who will be negatively impacted by this, and future residents to come who will have to suffer.

1

Your Truly

David E. Larson

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Individuals

David Larson (LARSON)

Comment LARSON-1

This comment expresses general opposition to the project, citing concerns regarding incompatibility with the surrounding area, truck traffic on Cherry Valley Boulevard, freeway traffic, lights, noise and diesel pollution. Commenter states that residential development is more appropriate for this growing area of Cherry Valley than warehouse development.

Response to LARSON-1

Comment noted. Potential aesthetic and lighting impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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January 14, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Manager

RE: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson:

JENNINGS

My wife and I reside in the Four Seasons Community in Beaumont, CA. were we purchased our retirement home over six-year ago. We searched Southern California, parts of Nevada and Arizona to find a location in a rural community away from the metropolitan area with all its commercial traffic, warehouses and overall congestion. We found Beaumont, Banning and the Cherry Valley area that reminded us of rural communities with solid neighborhoods with families and children in addition to retirees who desired to escape the congestion areas created by commercial warehouses, increased commercial truck traffic, neither of which promote or enhance the family life or community. 1

There are more than sufficient other commercial sites available for commercial warehouses and businesses in general that are much closer to airports and rail stations than this proposed site. These other sites would not have an effect on nearby residential communities. 2

In conclusion, WE OPPOSE the rezoning of this property, which I understand, VIOLATEs the COUNTY's GENERAL PLAN, which says a goal of the county is to "protect the rural character of Cherry Valley." 3

Sincerely yours,

Charles A. Jennings
Susan C. Jennings
1522 Bloomington Park
Beaumont, CA 92223

Ph: 626-429-0919

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Charles and Susan Jennings (JENNINGS)

Comment JENNINGS-1
The commenter states that he and his wife chose the Beaumont area to reside in away from commercial traffic, warehouses and congestion, which do not promote or enhance family life or community.

Response to JENNINGS-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment JENNINGS-2
Commenter states that there are other commercial sites available for warehouses that are more appropriate and closer to airports and rail stations than the proposed project site.

Response to JENNINGS-2
Comment noted. The possibility of an alternative site location was evaluated in RDEIR Section 6, Alternatives. Key considerations for site selection include adequate acreage, the extent to which the site can be served by existing infrastructure, the site's proximity to the freeway, and other considerations such as access, truck routes and proximity to sensitive uses. The use of an alternative project site was not considered feasible, because no other sites are owned or controlled by the project applicant, and no other site was deemed sufficient to support the project, based on the above considerations, including size, configuration, and accessibility to the I-10 Freeway. In addition, even if it were feasible to use an alternative site, doing so would not necessarily reduce the project's significant adverse and unavoidable impacts identified in the RDEIR. Specifically, air quality impacts under an alternative site scenario would be similar to the project, since both scenarios would involve grading and new construction of over two million square feet of building area. Likewise, cumulative traffic impacts to the I-10 Freeway would be similar to the project, due to the increase in truck trips that would occur. Accordingly, an Alternative Site Location was rejected from further consideration.

Comment JENNINGS-3
Commenter expresses general opposition to the project on the basis that it violates the County's General Plan goal of protecting the rural character of Cherry Valley.

Response to JENNINGS-3
With regard to the project's consistency with the General Plan, please refer to Responses to Comments CVAN-7 and CVAN-12. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 26, 2017

Brett Dawson
Riverside County Planning Department
4080 Lemon St., 12th floor
Riverside, CA 92501

Dear Mr. Dawson,

I am commenting on the Recirculated DEIR, #534, issued 5-26-17.

FEATHERSTONE

All the comments and questions concerning the environmental impact issues in my previous letter remain pertinent and relevant to this Recirculated DEIR. I am attaching a copy of that letter, dated 1-9-17. I have additional comments concerning the RDEIR, and will expect my concerns expressed in both letters to be answered and included in the final EIR. 1

Mitigation measures MM AQ-1f and MM AQ-1h do nothing to "ensure" that trucks won't line up on Cherry Valley Blvd. The original DEIR indicated that there could be 30-40 trucks lined up at any one time. How do they suddenly have room for all of these trucks *inside* the facility? The sheer number of trucks that would use this abomination of a warehouse (in a quiet, rural residential neighborhood) will have nowhere else to wait! Where else are they going to line up? Signs won't mean a thing! 2

The local streets can't handle this kind of traffic, either during or after construction, and our 10 freeway is already crowded with huge trucks. 3

Please stop this from happening to our beautiful Pass communities. There is plenty of industrial zoned property that this builder could purchase, and build his warehouse, without destroying the lives of those of us who live in the Pass. 4

Sincerely,

Denise Featherstone

Denise Featherstone
316 Blowing Rock
Beaumont, CA 92223

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Denise Featherstone (FEATHERSTONE)

Comment FEATHERSTONE-1
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to FEATHERSTONE-1
Please refer to Master Response #1. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment FEATHERSTONE-2
Commenter states that Mitigation Measures AQ-1f and AQ-1g do nothing to prevent truck queuing on Cherry Valley Boulevard and questions how 30-40 trucks could fit inside the facility; commenter states that signage would be ineffective.

Response to FEATHERSTONE-2
Project trucks would access the project through a left turn at the fully signalized intersection of Cherry Valley Boulevard and "A" Street. Trucks and delivery vehicles would call, radio or drive up to the various gates to check in. In addition to the total 1,237 parking spaces that will be included as part of the project, both project buildings would be designed to accommodate cross-dock usage, with 136 dock doors for Building 1 and 170 dock doors for Building 2. Depending on the operation, other truck traffic might need to wait outside of gates but within Street A within the project site. Analysis by Urban Crossroads indicates that as many as 32 to 42 trucks could queue along Street A. (RDEIR at 3.16-58). There is potential for buildings to be divided for multiple tenant's use, but the division of buildings would only occur internally. Exterior circulation and access points would remain unchanged with the center signalized intersection remaining as the entrance. Signage that is consistent with the signage that exists today on Cherry Valley Boulevard would prohibit trucks from parking or queuing on public streets, subject to citation from local law enforcement.

Comment FEATHERSTONE-3
Commenter states that local streets cannot handle this kind of traffic either during or after construction, and that the 10 freeway is already crowded with huge trucks.

Response to FEATHERSTONE-3
All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts.

Comment FEATHERSTONE-4
Commenter expresses opposition to the project and states that there are other industrial-zoned properties available.

Response to FEATHERSTONE-4
Please refer to Response to JENNINGS-2. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 26, 2017

Riverside County Planning Department

Attention: Brett Dawson, Project Planner

4080 Lemon Street, 12th Floor, P.O. Box 1409

Riverside, CA 92502-1409

Re: San Gorgonio Crossing General Plan Amendment No. 1079, PP 25337, COZ 7799, PM36564

Dear Mr. Dawson:

D. BECHTHOLDT

I am a US Navy "Agent Orange" Vietnam Veteran. Believe me when I say I know first-hand the benefits of clean air that includes an atmosphere that is free from the poisons being added to an already polluted Cherry Valley/Beaumont area by added semis.

We do not need to add the increased truck traffic to our already overburdened I-10 corridor when a double wall of trucks, makes it difficult to enter or leave now. We do not need truckers parking on our side streets and using them as "urinals" and "garbage dumps" as was described in Moreno Valley and Riverside, in the Press Enterprise newspaper. 1

We do not need to see our small-town atmosphere destroyed by outsiders that cannot appreciate our lack of congestion, our low crime rates, and our crisp mountain air, filtered by the constant wind. These are some of the reasons why I moved here a little over two years ago.

The Riverside County General Plan is in place to protect Cherry Valley, and its rural population and their lifestyle. Your Help in doing so is now needed! **I would like to be informed of public hearings.**

Sincerely,

Dick Bechtholdt

1512 Baxter Woods

Beaumont, CA 92223

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Dick Bechtholdt (D. BECHTHOLDT)

Comment D. BECHTHOLDT-1

Commenter expresses opposition to the project, citing concerns related to air quality and truck traffic, and states that truckers will park on side streets and use them as "urinals" and "garbage dumps" as was recently described in a local newspaper. Commenter states that the County General Plan is in place to protect Cherry Valley, its rural population and lifestyle.

Response to D. BECHTHOLDT-1

Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3, and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to the assertion that trucks will park on side streets and cause littering or other issues, please refer to Response to FEATHERSTONE-2. With regard to the project's consistency with the General Plan, please refer to Responses to Comments CVAN-7 and CVAN-12. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

HENDERSON

We are very opposed to the mega-Warehouse in Cherry Valley. We do not want the extra smog, traffic or ugly buildings in our area. 1

Put your warehouse out in the middle of some deserted area! Not here!

Sincerely Harry & Andrea Henderson

My Address is: 426 Saddlerock
Beaumont, CA
92223

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Harry and Andrea Henderson (HENDERSON)

Comment HENDERSON-1

Commenter expresses general opposition to the project, citing concerns regarding smog, traffic and aesthetics.

Response to HENDERSON-1

Comment noted. Please refer to Response to LARSON-1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 24, 2017

County of Riverside Planning Department

4080 Lemon Street, 12th Floor

Riverside, Ca. 92503

Re: San Gorgonio Crossing RDEIR #534

D. HOFFECKER

Dear Brett Dawson,

I am commenting on the Recirculated DEIR, #534, Issued May 26, 2017. My husband and I have lived in Beaumont in the community of Solera since January of 2004. We were attracted to this area because of the clean air and the rural character of the community. We don't understand how Riverside County can even consider allowing a 1.8 Million Sq. ft. industrial warehouse in Cherry Valley. It is estimated this warehouse will attract nearly 600 18-wheel diesel trucks a day. In addition, I can't believe you would think of putting a traffic circle at the Cherry Valley exit. That's crazy. I doubt that one truck would even fit on the circle. I worked in the Jurupa Unified School District for 25 years and have seen the warehouses go in at Etiwanda and Van Buren causing major traffic problems and more air pollution. 1

The General Plan for the county states the goal of the county is "to protect the rural character of Cherry Valley". We feel it is the duty of the board of supervisors to do just that and not allow this project to move forward. 2

In conclusion, we do not feel the residentially zoned property is a suitable place to build the Gateway/ San Gorgonio mega-warehouse because of the pollution, noise, and traffic congestion it will cause. 3

Sincerely yours,

Dorothy Hoffecker

Dorothy Hoffecker

979 Blackhawk Dr.

Beaumont, Ca 92223

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Dorothy Hoffecker (D. HOFFECKER)

Comment D. HOFFECKER-1
Commenter states that she and her husband were attracted to the local area due to the clean air and the rural character of the community and expresses general opposition to the project, stating that the warehouse will attract nearly 600 diesel 18-wheel trucks per day. Commenter also questions the use of a "traffic circle" at the Cherry Valley exit, and states that she has witnessed warehouses in the surrounding areas cause traffic and air pollution.

Response to D. HOFFECKER-1
Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3, and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Trip generation rates for the project are provided in **RDEIR Table 3.16-11**. While ultimate improvement plans have not yet been finalized for the I-10 interchange at Cherry Valley Boulevard, a roundabout concept is being proposed by the City of Calimesa. The California Highway Design Manual states that Roundabout intersections on the state highway system must be developed in accordance with National Cooperative Highway Research Program (NCHRP) Report 672 entitled "Roundabouts: An Informational Guide, 2nd ed.," dated October 2010 (NCHRP Guide 2). The NCHRP Guide provides geometric design guidelines to accommodate large vehicles such as semitrailer combinations. The NCHRP Guide 2 provides design techniques to accommodate large trucks while maintaining low design speeds to ensure effective and safe operation for all modes of travel. Thus, any future roundabout design for the I-10/Cherry Valley Boulevard interchange will be required to include geometric design elements consistent with NCHRP Guide 2 to accommodate the desired design vehicle and ensure overall safety for all road users. The roundabout concept is only preliminary; if pursued, it would not be part of the project, although the project would contribute its fair share toward the improvements that are ultimately selected for this location.

Comment D. HOFFECKER-2
Commenter states that the General Plan contains a goal of protecting the rural character of Cherry Valley, and states that it is the duty of the Board of Supervisors to do so and not allow the project to move forward.

Response to D. HOFFECKER-2
Comment noted. With regard to the project's general plan consistency, please refer to Responses to Comments CVAN-7 and CVAN-12. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment D. HOFFECKER-3
Commenter expresses general opposition to the project and states that a residentially zoned property is not a suitable place to build the project due to the pollution, noise and traffic congestion it will cause.

Response to D. HOFFECKER-3
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

G. SEYMOUR

I am George Seymour. I have lived in Four Seasons for 7 years. I moved here to retire into the countryside with low crime and a small town atmosphere. I moved from Penns and am a small town guy. I am a veteran. 1

I have deep concerns about air and traffic with this project along with the way it will looks. Also our truck stop in Banning is at a max.

I DO NOT WANT THIS PROJECT!!!

Sincerely
George Seymour
My Address is:
338 CALVERT PARK
BEAUMONT, CA 92223

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George Seymour (G. SEYMOUR)

Comment G. SEYMOUR-1

Commenter states his desire to retire in a small-town atmosphere and expresses general opposition to the project, citing concerns related to air, traffic and aesthetics.

Response to G. SEYMOUR-1

Comment noted. Please refer to Response to LARSON-1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 7, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Re: San Gorgonio Crossings, General Plan Amendment No. 1079
Change of Zone No. 7799, Plot Plan No. 25337
Parcel Map No. 36564

Attn: Brett Dawson, Project Planner

Subject: **OPPOSITION** to above-referenced plan! BREEDEN

As stated in our January 10, 2017 letter, nothing has changed. We purchased our property in 2001 and built our home in 2007. We moved from Upland, California, to Cherry Valley due to the zoning code that allowed for a peaceful and tranquil community.

1. The intersection with the planted trees will still look like a commercial area. It will be a rural area that looks like a cross between downtown L.A. and City of Industry commercial areas.
2. The on/off ramps will be so congested that it will match Temecula's on/off ramp on the I-15, very unpleasant.
3. What is the problem with an area out in the desert like Desert Center on I-10. In a few years they will look the same.

1

Bottom line is the only benefit will be the additional tax dollars to the County and another destroyed decent rural community! This project will not be beneficial to the Cherry Valley Community, and maybe we will find another location outside Riverside County that will not change its zoning codes for a developer against its citizens' wishes! One thing to remember, the developers do not vote for our representatives, WE DO!

We do not think or feel that the project will be beneficial to the Cherry Valley community.

Respectfully,

Lester J. Breeden, Jr.

Rhonda L. Breeden

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Lester and Rhonda Breeden (BREEDEN)

Comment BREEDEN-1

Commenter expresses general opposition to the project, citing aesthetic and traffic concerns (specifically to freeway on/off-ramps), and suggests an area in the desert such as Desert Center on 1-10.

Response to BREEDEN-1

Comment noted. Potential aesthetic impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to transportation (including freeway on/off-ramps) are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to potential alternate locations, please refer to Response to JENNINGS-2. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

CORTEZ

My name is Helen Cortez I moved here 7 years ago to escape L.A. traffic.

I am against the Gateway Project because it will destroy the landscape. (No to San Gorgonio Crossing)

it will add to air pollution

it will make roads and freeways more dangerous. The CHP Banning truck scales are at capacity now.

I DO NOT WANT THIS WAREHOUSE AT ALL!!!

1

Sincerely Helen Cortez

My Address is: 342 CALVERT PARK
BEAUMONT, CA 92223

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Helen Cortez (CORTEZ)

Comment CORTEZ-1

Commenter expresses general opposition to the project, stating that she moved to the area to escape L.A. traffic, and citing concerns regarding air pollution, dangers on roads and freeways, and aesthetic concerns (specifically, that it would destroy the landscape). Commenter also states that the California Highway Patrol Banning Truck Scales are at capacity.

Response to CORTEZ-1

Comment noted. Potential aesthetic impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 19, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
PO Box 1409
Riverside, CA 92502-1409

Attention: Mr. Brett Dawson, Project Planner

RE: **STRONG OBJECTIONS** to the San Gorgonio Crossing **DEIR #534, issued May 26, 2017**, project proposed by Irvine-based Shopoff Realty Investments

Dear Mr. Dawson:

LANDA

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017. All the comments and questions concerning the environmental issues in my previous letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting a revised original letter with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. It disgusts me that the Shopoff Group has snuck back to the drawing board and continues to try to stifle the growing opposition to this inappropriate project. 1

Four generations of my family live in Cherry Valley. We all have loved its rural lifestyle with open spaces.

My parents moved to C.V. over 25 years ago. I have fond memories of driving out of my city's bustle and busy traffic into the crisp clean air to visit Mom and Dad. Driving down peaceful Cherry Valley Blvd. from the 10 freeway into this country area was so relaxing and beautiful. We would pass by chicken ranches, buy fresh edibles/eggs, and often stopped to watch cattle, horses, or goats in their pastures.. Bottles of water were filled from my parent's kitchen faucet, so we could bring bring home the sweet tasty water. As my parents approached their 80's, I retired, sold my home of 30 years in Grand Terrace, and in 2010 purchased my present home at Highland Springs Country Club (HOA) in Cherry Valley (walking distances to my parent's and my daughter's). I don't miss G.T. and have enjoyed the friendly rural atmosphere. 2

My daughter and her husband bought their home almost 15 years ago and are raising my 3 young grandchildren on their 2 acres with horses, livestock, a large vegetable garden, and lots of trees. When they were searching for horse property, Cherry Valley was one of the few areas in the Inland Empire that still allows and appreciates livestock. Not many Southern California neighborhoods still have horseback riders on their streets. Plus, my daughter already loved this area from visiting her Grandparents her whole childhood. My daughter's family travels on Cherry Valley Blvd to or from the 10 freeway at least 20 times a week. All the extra diesel truck traffic would add hours to their work/school commutes and they would have to drive through the concentrated truck fumes almost daily. I had a family member who drove big rig trucks all his life; he died of lung cancer. **"The International Agency for Research on Cancer (IARC) is part of the World Health Organization (WHO). Its major goal is to identify causes of cancer. IARC classifies diesel engine exhaust as "carcinogenic to humans," based on sufficient evidence that it is linked to an increased risk of lung cancer."** Jul 27, 2015 3

I use the "Cherry Valley" 10 freeway ramps numerous times each week. I cannot imagine how it could handle 1000+ diesel trucks per week. The tiny C.V. I-10 interchange barely keeps up with local traffic; I can picture trucks lined up and down the ramps. Resident vehicles (many with senior drivers) would have to deal with these huge 18 wheelers. The developer, Shopoff Group, says they will pay their fair share to build a new intersection, but will the government entities be able to afford millions of dollars for a new ramp system? To avoid the mess that the trucks would bring, we would be forced to use other ramps. Using the Beaumont Ave. ramps would mean frequent stops through the city of Beaumont. The next exit, Highland Springs Ave., is now often backed up with heavy traffic; it can take 20 minutes to get through that intersection between 5 to 6 pm. or on weekends. 4

LANDA

All those noxious diesel fumes would fill the air and drift into the area. Goodbye air quality, hello smog with more health problems for the whole local population. Instead of being welcomed home by nature and open areas, we would see 230 acres taken over with 2 huge warehouses (1.8 million square feet, the size of **43** football fields), parking lots filled with trucks, 300+ bay doors, stoplights to allow trucks to enter and exit, and a tiny barn (800 square feet) that is supposed to "honor the history of Cherry Valley", but actually mocks it. And that is the point: the history of Cherry Valley was carefully preserved by its zoning which is supposed to keep the special rural character of the county with its rich open spaces! This is the place I want to spend my retirement and watch my Grandchildren grow up healthy. 5

Most residents moved to C.V. to avoid the crowded commutes, polluted air, and problems associated with overdeveloped areas. This proposed project is a big step in the opposite direction. I really feel sorry for the residents in Solera HOA because this huge ugly noisy monstrosity would be less than a mile away. Our local grammar school, junior high, and new high school will be less than 3 miles away– close enough to hear and smell the noxious trucks. I can imagine all the extra trash and accidents along the roads from all these out-of-town truck drivers, who have no interest in maintaining our clean country area. And if the ramp is closed or too crowded, they will be damaging our street surfaces with their 16 wheelers looking for alternative routes on our narrow country roads. What will keep the trucks from lining up or parking on our neighborhood roads? Who will pay to repair the streets? The taxpayers will pay. I will pay monetarily and by losing my healthy environment. 6

Won't the trucks need a place to fuel? How long before a gas station with huge storage tanks is built? They could leak. When the big one hits (San Andreas Fault is only about 10 miles to the north) the storage tanks could rupture and contaminate our precious extensive groundwater supply....

Sounds are amplified as they echo in our little valley surrounded by hills. My house windows are often open (*always* at night) and I can clearly hear the occasional train traveling along the 10 freeway. If this project proceeds, we in Cherry Valley area will hear jake brakes, downshifting, and accelerations, instead of peaceful silence with the birds singing and wind rustling the tree leaves. 7

Taxpayers should be able to trust Riverside County to honor and follow the County's own General Plan that **'minimizes development pressures on rural, agricultural, and open spaces to preserve the unique rural character of the country.'** How can you change the zoning from residential to industrial without the approval of residents? My property taxes went up $400 for 2017 because the assessed value increased; the monster warehouse will certainly reduce our property values. Where there is one warehouse, more will apply and could fill up all the vacant land. Will the zoning boundaries continue to be changed at the whim of the County? This original warehouse could be sold or rented to other businesses. More warehouses would be approved. 8

Please help **keep our rural area rural** and maintain a healthy environment for future generations. Tell your Orange County speculator to consider building his monstrosity in *established* industrial park projects ("in key areas") such as in Moreno Valley, East Banning, Redlands, Fontana, or Cabazon, away from long-established homes and ranches. Ask Shopoff investors how they would like this warehouse in their own neighborhood to ruin their family's quality of life. I will be against this 'Country Crossing Project', no matter how many times the name changes. 9

Also, mail any of your communications labeled with a return address of "Riverside County Planning Dept." on the envelope (not "First Carbon Solutions" for the sender label), so citizens will not think it is junk mail and they will be informed. 10

Sincerely yours,,

Bonnie Landa

Bonnie Landa
10340 Bel Air Ave.
Cherry Valley, CA

Bonnie Landa (LANDA)

Comment LANDA-1
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR. Commenter asserts that recirculation was an attempt to stifle public opposition to the project.

Response to LANDA-1
Please refer to Master Response #1. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment LANDA-2
Commenter provides her and her family's background and experiences living in the area and states that extra diesel truck traffic from the project would add hours to her daughter's family's work and school commutes.

Response to LANDA-2
Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3, and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment LANDA-3
Commenter shares a story of a family member who drove big rig trucks and died of lung cancer. Commenter cites to the International Agency for Research on Cancer and states that diesel engine exhaust is carcinogenic to humans.

Response to LANDA-3
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59).

Comment LANDA-4
Commenter expresses concerns regarding impacts to the I-10/Cherry Valley Boulevard freeway ramps and questions whether government entities will be able to afford millions of dollars for a new ramp system. Commenter states that drivers will be forced to use other ramps, resulting in more stops within the City of Beaumont.

Response to LANDA-4
The I-10/Cherry Valley Boulevard freeway ramps would operate an unacceptable Level of Service under Horizon Year (2040) Without Project conditions; although the project would contribute to this cumulatively significant impact, the impact would exist even without the project under Horizon Year 2040 conditions, and therefore the future interchange improvements would be necessary even if the project were not constructed. (See RDEIR at 4-18). Impacts related to transportation are discussed

in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to transportation (including local roadways within the study area, and freeway on/off-ramps), and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment LANDA-5
Commenter expresses concerns regarding diesel fumes, smog and health problems. Commenter discusses the size of the project and expresses dissatisfaction with the proposed barn feature, and states that the history of Cherry Valley has been carefully preserved by its zoning which is supposed to keep the special rural character of the county with rich open spaces.

Response to LANDA-5
Please refer to Response to LANDA-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment LANDA-6
Commenter expresses general opposition to the project due to its proximity to schools less than three miles away, and concerns regarding trash, accidents, and trucks lining up or parking on local streets.

Response to LANDA-6
CEQA requires analysis of potential hazardous materials impacts to schools within one-quarter mile of a proposed project. There are no schools in such close proximity to the project site, as discussed on RDEIR page 3.8-13. Applicable laws related to traffic safety and littering will continue to be enforced by local law enforcement. With regard to concerns about trucks lining up or parking on local streets, please refer to Response to FEATHERSTONE-2.

Comment LANDA-7
Commenter expresses concerns regarding traffic noise from the project, as sounds are amplified when surrounded by hills.

Response to LANDA-7
Noise impacts of the proposed project are analyzed in Section 3.12 of the RDEIR. All construction and operational noise impacts of the project were found to be less than significant with mitigation. Specifically, as discussed under Impact NOI-3, project generated vehicle noise on area-wide roadways would result in a maximum increase of up to 1.6 dBA in traffic noise levels with implementation of the project, compared to traffic noise levels existing without the project. This increase would occur under Horizon (year 2040) plus Project traffic conditions. The County of Riverside considers a permanent increase of 5 dBA or greater to be a substantial increase. Therefore, an increase of 1.6 dBA is not considered substantial, and project-generated traffic noise would result in a less than significant impact on off-site sensitive receptors along area-wide roadways. (RDEIR at 3.12-31).

Comment LANDA-8
Commenter states that taxpayers should be able to trust Riverside County to follow the General Plan to minimize development pressures on rural, agricultural and open spaces to preserve the unique rural character of the country. Commenter questions how zoning can be changed without the approval of residents, and cites concerns regarding property values and potential future warehouse development.

Response to LANDA-8
With regard to the project's consistency with the General Plan, please refer to Responses to Comments CVAN-7 and CVAN-12. With regard to the General Plan Amendment and Change of Zone, the County Board of Supervisors will make a decision based on all information contained within the record for the project, including the RDEIR, public comments, and whether the requisite findings can be made. Other economic considerations or the possibility of future, unrelated development is not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project.

Comment LANDA-9
Commenter expresses general opposition to the project and urges the Board of Supervisors to keep this area rural; and that the developer should consider alternate sites in established industrial park projects such as Moreno Valley, Redlands, East Banning, Fontana or Cabazon.

Response to LANDA-9
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. With regard to the consideration of alternate sites, please refer to Response to JENNINGS-2.

Comment LANDA-10
Commenter states that County communication regarding the project should be labeled with the County Planning Department return address rather than the environmental consultant so that citizens will not mistake correspondence for junk mail.

Response to LANDA-10
Comment noted.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

CASTLES

Dear Brett Dawson

I am really against the Gateway Warehouse in Cherry Valley due to extra traffic and the pollution it will cause. 1

Sincerely,
Jardane Castles

My Address is:
262 Box Springs Trail
Beaumont, CA 92223

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Jordan Castles (CASTLES)

Comment CASTLES-1
Commenter expresses general opposition to the project due to traffic and air pollution concerns.

Response to CASTLES-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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From the office of JON E. HEBERLING

FROM:	**JON HEBERLING** 9010 WHISPERING PINES ROAD, CHERRY VALLEY, CA. 92223 CEL. 323 823 8464 TEL: 323 850 7900 FAX: 323 850 7919	DATE: 06/26/17
TO:	Riverside County Planning Dept. [Attn. Mr. Brett Dawson / Planner] 4080 Lemon St., 12th. Floor, Riverside, Ca. 92501.	
RE:	**Official Protest: "San Gorgonio Crossing" Project [Rezoning]**	

Dear Brett,

HEBERLING

I'd like to take this opportunity to ***again*** voice my resounding **disapproval** and **protest** of the proposed **"San Gorgonio Crossing" Project [Rezoning]** in the community of **Cherry Valley, Ca.**

The communities of Cherry Valley / Beaumont / Oak Glen represent, in my opinion, an environmental treasure trove of land for Southern California, non-urban living. Cherry Valley has been a source of wonder and delight for our family since purchasing our home here –adjacent to **Bogart Park** - over 12 years ago.

We have planted in excess of 35 organic fruit trees, designed and built planting areas for herbs and vegetables with organic soil - trucked-in from over 60 miles away.
We are **serious** about the peace, quality and cleanliness of this rare 'Paradise' community.
Unfortunately, it seems as if a significant number of officials have **no concern** for peace, quality and or cleanliness of any sort...*pity*...!

Let's talk MONEY then...as it seems to be more important to some!

Where do you think land [property] and their associated tax values have increased more year over year....say...Sonoma, Napa and vicinity [a desirable agrarian region] outside San Francisco?...or...San Bernardino [a decayed wasteland of 'warehouses' and abandoned businesses] outside L.A?....HMMM. 1

As a more local example, I recently sold my office building in West Hollywood, California and made enough profit to retire. Why?...Because the city of West Hollywood, due to its' **progressive and forward-thinking efforts**, has created a highly sought-after community from what was, several years ago, a blighted, crime and drug-ridden area.

In short, here are some of the perks of creating a desirable community:

- Socially and environmentally conscious residents
- Attraction of highly educated professionals
- Financially Secure families - able to purchase, maintain and improve their properties
- Residents who contribute significantly to local schools, businesses and infrastructure
- A structure to stimulate and support other 'clean' natural businesses and developments
- Creation of a solid Win-Win scenario for the community on an on-going basis

Most Sincerely,

Jon E. Heberling / Cherry Valley Resident.

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Jon Heberling (HEBERLING)

Comment HEBERLING-1

Commenter expresses general opposition to the project and explains what he enjoys about the local area. Commenter discusses the difference between property values in West Hollywood and other California locales and lists the incentives of creating a desirable community.

Response to HEBERLING-1

Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. Other economic or social considerations are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project.

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June 26, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing Recirculated RDEIR 534

Dear Mr. Dawson:

B. OTTE

My name is Barbara Otte, and I am a 78-year-old senior who moved from Fountain Valley to Beaumont in 2005 to get away from the congestion and heavy traffic of Orange County. We moved into Del Webb's Solera community when it was brand new, and our home is on the northern edge of the development with open area between us and Cherry Valley Blvd. It was our understanding that this area was zoned for light residential because we certainly would not have bought in an area of commercial warehouses. There has been considerable residential growth in this area, but it still has a small-town atmosphere.

Now Shopoff wants to invade this rural area with 1.8 million square feet of warehouses. What about the school children who travel Cherry Valley Blvd. to Beaumont High School? What about the senior communities in the surrounding area in Calimesa and Beaumont, and Banning? Shopoff doesn't care about them. It's all about the almighty dollar!! Surely, there are other areas to build such warehouses that are not zoned for residential purposes. 1

The Riverside General Plan states the principles of keeping rural areas rural. Please stick to that principle in Cherry Valley and reject this project.

Sincerely yours,

Barbara Otte

Barbara Otte
1180 Lantana Road
Beaumont, CA 92223

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Barbara Otte (B. OTTE)

Comment B. OTTE-1

Commenter states that she moved to Beaumont to get away from heavy traffic and thought that the area across from her home was zoned for light residential. Commenter cites general concerns about local school children and seniors, and states that there are other areas to build warehouses that are not zoned for residential purposes. Commenter states that the General Plan states the principles of keeping rural areas rural and states general opposition to the project.

Response to B. OTTE-1

Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. With regard to the consideration of alternate sites, please refer to Response to JENNINGS-2.

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06-14-2017

Riverside County Planning Department
4080 Lemon St. 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

Re: San Gorgonio Crossing DEIR #534

W. MILLER

Dear Mr. Dawson

We are a retired Senior couple living near the preposed warehouse project. Warde is a Disability Retired Police Officer & Veteran, having served over 8 years in US Armed Forces. Nancy is a disability retired retail worker. We moved to Beaumont/Solera 6 years ago because of our disabilities & the great atmosphere of Beaumont living, this project would change our quality of life forever. It will bring more traffic, air & noise pollution from the trucks, changing what is residential housing to a huge industrial area. It will affect streams, wildlife by disrupting everything in the area. Much of the 229 acres owned by the developer will be covered by concrete & asphalt. This would also change our home values as we have been warned that drop in prices may be substantial. 1

Sincerely Yours,

Warde M. Miller
997 Gleneagles Road
Beaumont, CA 92223
951-797-0269

Nancy J. Miller

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Warde and Nancy Miller (W. MILLER)

Comment W. MILLER-1
Commenters provide information about their background and state that their quality of life would be adversely impacted due to traffic, air and noise pollution from trucks, and by affecting streams and wildlife. Developer states that much of the 229 acres owned by developer would be covered by concrete and asphalt. Commenter expresses concerns that their property values would be reduced.

Response to W. MILLER-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. Other economic or social considerations such as home prices are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project.

All noise impacts of the proposed project were analyzed within Section 3.12 of the RDEIR, and were found to be less than significant with mitigation.

With regard to impacts to streams, the project site encompasses 1.25 acres of unvegetated, ephemeral drainage courses that are considered riverine. An additional 0.04 acre of disturbed wetland occurs on-site and is considered riparian under Section 6.1.2. An additional 0.12 acre of ephemeral drainage occurs in the off-site study area. The functions of the unvegetated riverine streams and disturbed wetland on the property are primarily water conveyance, sediment transport, and energy dissipation (hydrologic regime and flood attenuation). The proposed project would impact approximately 1.07 acres of streambed habitat considered riverine, and 0.04 acre of disturbed wetland that is considered riparian. The current project does avoid impacts to the riverine resources in the northwestern portion of the site. Impacts to 0.30 acre (23 percent) of the riverine resources have been avoided to the maximum extent practicable. Impacts to USACE jurisdictional areas total 0.40 acre, all of which are ephemeral drainages. No impacts to USACE jurisdictional wetlands would occur. The impacts to the non-wetland ephemeral drainages are considered potentially significant. In order to reduce impacts to the non-wetland ephemeral drainages to less than significant, mitigation is proposed that would result in preservation of the functions and values of riparian/riverine sources impacted by the project. The project has been designed to avoid impacts to 0.30 acre of riparian/riverine resources in the northwestern portion of the site. In addition, the project will replace riparian/riverine habitat at a 2:1 ratio for the 1.11 acres of impacts to riparian/riverine sources, resulting in 2.22 acres of riparian/riverine habitat creation/restoration. (RDEIR at 3.4-34).

The project will not have a significant impact regarding interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. (RDEIR at page 3.4-37).

While the project would result in the addition of new impervious (paved) surfaces, the project would conserve approximately 84.8 acres as open space.

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June 18, 2017

Riverside County Planning Department

Attention: Mr. Brett Dawson, Project Planner

Dear Mr. Dawson:

BEESON

I am commenting on the recent recirculated DEIR, #534. There has been no significant change from the last one that was done. As a long time resident of Cherry Valley, I deeply resent the deceit on the part of the planning commission.

We are against the Gateway project because of the increased truck traffic, the air pollution and general degradation of our beautiful RURAL area. This is simply not a good idea. There are empty warehouses all over the inland empire. The roads, overpass and on ramps will never be able to handle the truck traffic. We are also aware that most of the jobs connected with the warehouses will be the truckers who don't live here. Most new warehoused are automated and don't provide many jobs for local people. 1

I hope you are considering the will of the people who will be affected by this project.

Sincerely,

Pat Beeson

Pat Beeson
10650 Winesap Ave.
Cherry Valley, CA, 92223

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Pat Beeson (BEESON)

Comment BEESON-1

Commenter expresses general opposition to the project due to traffic and air pollution concerns, and claims that there were no significant changes between the previous Draft EIR and the RDEIR. Commenter also states that most jobs generated by the project would be for non-local truckers or automated jobs.

Response to BEESON-1

With regard to the decision to recirculate the EIR, please refer to Master Response #1. The project would create approximately 748 new jobs (including 507 permanent on-site, full-time-equivalent (FTE) jobs, and 241 off-site indirect and induced jobs). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Annette Malnar

36346 Clearwater Court
Beaumont, CA 92223

June 23, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

RE: San Gorgonio Crossing DEIR #534

MALNAR

Dear Mr. Dawson,

I am a retired woman who moved to Beaumont 6 years ago. I live near the proposed warehouse project. I moved to Beaumont because I love the small town feel of the Area and the blue skies that you can actually see stars at night. I moved from Orange County where I know the difference of living in an area with pollution. I was horrified when I learned that there was a planned project of this type.

I am absolutely opposed to this project as the health issues for this type of pollution Are dangerous for people. Air quality will affect all the residential homes that are near this project. Dealing with extra truck traffic, noise and bad air quality is not good for people. Its time to think about something other than some big company making money without any regard to the people living in the area. I also understand property values will drop as no one will want to live here. Please, Please consider the facts and not just who is pushing and paying for votes. People Matter!

1

Sincerely yours,

Annette Malnar, Homeowner

Annette Malnar

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Annette Malnar (MALNAR)

Comment MALNAR-1
Commenter expresses general opposition to the project based on concerns related to air quality, traffic and noise, and concerns that property values will drop.

Response to MALNAR-1
This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 22, 2017

County of Riverside Planning Department

4080 Lemon Street, 12th Floor

Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

B. MORGAN

I am commenting on the Recirculated DEIR #534, issued May 26, 2017. I am concerned that this Gateway project is inconsistent with the General plan, in that it does not make the County "economically competitive within the region and provide an attractive environment" due to increased truck traffic and increased *immobility* "for the high-wage employers." Further, Gateway does not "protect us from excessive noise" and creates "air quality problems."

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and will expect comments from both letters to be answered and included in the final EIR.

1

Again, I am opposed to the San Gorgonio Crossing warehouse project. We have an acceptable environment now with reasonably clean air and reasonable noise. Further big-city and air-polluting development will destroy the rural character of our area.

Sincerely yours,



Barry Morgan

1691 Quiet Creek

Beaumont, CA 92223

December 22, 2016

Riverside County Planning Department

4080 Lemon Street 12th Floor

Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson:

I am Barry Morgan and I have lived in the area for eight years. I am opposed to the San Gorgonio Crossing warehouse project being built in the rural area of Cherry Valley.

I moved here from San Bernardino city to have a quiet, less congested, cleaner and safer environment, with a small town atmosphere. The San Gorgonio Crossing is going to damage what I found here. This warehouse project will bring more traffic, poorer air quality and ugly mega-buildings, and is contrary to the protection of the rural character of Cherry Valley.

Specifically, my concerns are about: the air quality, which in Beaumont is marginal during the hottest months of the year; the wild life, considering that a corridor for animals passes through our community's property; traffic, which is increasingly growing on the I-10, the 60 and other main town roadways; and the rural character of the area, which is one of the beautiful aspects of living here. I am now enjoying the kind of life that I didn't find in San Bernardino: a beautiful, peaceful and healthy environment.

Again, I am opposed to the San Gorgonio Crossing warehouse project. Keep the rural areas rural.

Sincerely yours,

Barry Morgan

1691 Quiet Creek

Beaumont, CA 92223

Barry Morgan (B. MORGAN)

Comment MORGAN-1

Commenter expresses general opposition to the project based on inconsistency with the General Plan due to increased truck traffic and increased immobility for "high-wage employers." Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to MORGAN-1

With regard to the decision to recirculate the EIR, please refer to Master Response #1. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. With regard to the project's consistency with the General Plan, please refer to Responses to Comments CVAN-7 and CVAN-12.

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June 22, 2017

County of Riverside Planning Department

4080 Lemon Street, 12th Floor

Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

HENDERSON

I am commenting on the Recirculated DEIR #534, issued May 26, 2017. I am concerned that this Gateway project is inconsistent with the General plan, in that it does not "balance the need for community...development"; it does not "provide an attractive environment"; it does not "foster community identity...and separation from other communities"; and it creates "air pollution...and unsafe environments."

1

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and will expect comments from both letters to be answered and included in the final EIR.

Again, I am opposed to the San Gorgonio Crossing warehouse project. Keep the rural areas rural and as pollution-free and congestion-free as possible.

Sincerely yours,



Craig Henderson

1691 Quiet Creek

Beaumont, CA 92223

December 22, 2016

Riverside County Planning Department

4080 Lemon Street 12th Floor

Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson:

I am Craig Henderson and I have lived in the area for eight years. I am opposed to the San Gorgonio Crossing warehouse project being built in the rural area of Cherry Valley.

I moved here from San Bernardino city to have a less urban environment, with less pollution, a small town atmosphere and lower crime rate. The San Gorgonio Crossing is going to bring to my home all the elements I tried to escape: more traffic, poorer air quality, and ugly mega-buildings. This warehouse project is contrary to the protection of the rural character of Cherry Valley.

Specifically, my concerns are about: the air quality, which in Beaumont is marginal during the hottest months of the year; the wild life, considering that a corridor for animals passes through our community's property; traffic, which is increasingly growing on the I-10, the 60 and other main town roadways; and the rural character of the area, which is one of the beautiful aspects of living here. I don't want to have to move again to find a beautiful, peaceful and healthy environment when I have it right here.

Again, I am opposed to the San Gorgonio Crossing warehouse project. Keep the rural areas rural.

Sincerely yours,

Craig Henderson

1691 Quiet Creek

Beaumont, CA 92223

Craig Henderson (HENDERSON)

Comment HENDERSON-1

Commenter expresses general opposition to the project based on inconsistency with the General Plan. Commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to HENDERSON-1

With regard to the decision to recirculate the EIR, please refer to Master Response #1. With regard to the project's consistency with the General Plan, please refer to Responses to Comments CVAN-7 and CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3.

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June 21, 2017

From: 9599 Avenida Altura Bella
Cherry Valley CA 92223

Re: General Plan Ammendment No 1079
change of Zone No. 7799

PERUCCA

Dear Brett Dawson,

my family + I moved to Cherry Valley to live in a rural area free of light pollution and emissions we abide by the zoning for the use of our home and neighborhood.

Cherry Valley is an inappropriate location for a project that would destroy the nature of this place. There are many strong advocates for the existing zoning regulations that are uniquely Cherry Valley, and why we have invested our incomes here and live according to these stringent regulations.

1

My proposal would be to make No change to Zone No 7799, plot plan No 25337, parcel map No 36564.!

Please Allow some like minded Cherry Valley types to purchase the property as zoned and put some hooved animals on it and be welcomed to Cherry Valley.

Sincerely yours
Joan Camero Peracca
9599 Avenida Altura Bella
Cherry Valley, CA 92223

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Joan Perucca (PERUCCA)

Comment PERUCCA-1
Commenter expresses general opposition to the project and states that existing zoning should be preserved.

Response to PERUCCA-1
This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Date: June 19, 2017

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

D. DOMINGUEZ-1

Dear Mr. Brett Dawson:

My name is Dolores Dominguez and I reside in Beaumont. I am commenting on the Recirculated DEIR #534 issued May 26, 2017. All my comments concerning the environment issues in my previous letter remain the same; pertinent and relevant!

However I would like to reinforce my greatest concern once more. I am a retired teacher having taught for over 30 years in private and public schools, 1st through 12th grade. I am very aware of how students cross streets foolishly, run into streets, often ignoring traffic. 1

The proposed warehouse will significantly endanger all students who will be walking to and from school in the area where the warehouse will be located!

I will expect comments from both letters to be answered and included in the final EIR.

Sincerely Yours,

Dolores Dominguez

Dolores Dominguez
317 Calvert Park
Beaumont, CA 92223

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Dolores Dominguez (D. DOMINGUEZ-1)

Comment D. DOMINGUEZ-1-1

Commenter expresses concerns regarding students walking to school who might run into the street and ignore traffic. Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to D. DOMINGUEZ-1-1

With regard to the decision to recirculate the EIR, please refer to Master Response #1. There are no schools in the immediate vicinity of the project, and the project site's proximity to the I-10 freeway and scattered residential dwellings, as well as the distance from any schools (over one mile) make it unlikely that a great number of students would walk to or from school on Cherry Valley Boulevard. A 10-foot-wide trail section would be constructed along the project frontage on the northern side of Cherry Valley Boulevard, consisting of decomposed granite to accommodate pedestrians and equestrians. Therefore, this would create a safe facility for pedestrians that does not currently exist. The design of the project also includes curbs and sidewalks where required. Development of the project will comply with the development standards for the County of Riverside. These standards require sidewalks, and all access will be in compliance with Americans with Disabilities Act (ADA) standards for accessibility.

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CC:
Kevin Jeffries 1st District
Josh Pavaglione 2nd
Chuck Washington 3rd
V. Manuel Perez 4th
Marion Ashley 5th

ST. FRANCIS MONASTERY
9443 SHARONDALE RD.
CALIMESA, CALIF. 92320

June 23, 2017

Riverside County Planning Department
San Gorgonio Crossings Warehouse/Distribution
No. 534 - Project # 2019 - EIR Date: May 26, 2017

Att: Brett Dawson, Project Planner

4080 Lemon Street 12th Floor
Riverside, Calif. 92501

GRAY

Dear Mr. Dawson,

Thanks for your valuable assistance to inquiries made concerning San Gorgonio Crossings (Gateway) Warehouse/Distribution. I want to apologize for the rage and anger directed to you from concerned and frustrated citizens. In writing and at meetings, I requested that people be respectful of you, especially from the 5th district.

Visiting door to door, people are distraught, insecure, and worried about their families, parents, and children concerning the proposed warehouse/distribution center, particularly after reading the May 26, 2017 EIR. (see enclosed). Threats to their health and safety are revealed, without mitigating solutions or protections. They ask, what kind of man, William Shopoff would promote such a horrible project which would harm them; building over our Beaumont Water Basin, (drinking water) and 200 ft. from a wonderful senior community, some of whom are elderly, in wheel chairs, house-bound with declining health, COPD - on oxygen, w/ visiting grandchildren on week-ends. 1

The EIR Air Quality violates Calif. Air quality Standards. It will "degrade water quality"— our drinking water for 1,000's of people. Current traffic congestion will increase with daily addition of 3,126 vehicles. Noise, though denied by EIR, will effect 190 homes 200 ft. away. Some people are moving and — all expect property values to decrease. Zone changing will allow the same type businesses to spread adjacent to other communities. 24/7 trips to and from site will create toxic air now and in future. YES, YES, people are worried and afraid since 2013 when project was proposed. There are no mitigating solutions.

Christ Jesus said, "What you do to others, you do to Me!" OUR Last Judgment depends on OUR treatment of others in a lifetime: FOR GOOD OR ILL!

Please, pray that this nightmare disappears.

Respectfully,

Br. John Gray BBSF

Brother John Gray bbsf

Encl.

CONSEQUENCES

PLEASE SHARE WITH NEIGHBORS

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

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

AIR QUALITY

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

Criteria Pollutant

Air Pollutant		
Ozone	**Impact AQ-3:**	**The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).**
Sulfates	**Air Quality**—The project could impede attainment of the Air Quality Management Plan because its emissions will exceed the SCAQMD regional significance thresholds for NO_x and ROG during operations, even after implementation of all feasible mitigation. The predominance of operational emissions are generated by project traffic, and at present there are no additional feasible mitigation measures that would reduce these emissions to levels that are less-than-significant.	
Nitrogen dioxide [b] (NO_2)	The project would also result in cumulatively considerable net increase in a criteria pollutant, ozone, because regional significance thresholds for ROG and NO_x, both ozone precursors, are exceeded.	
Carbon monoxide (CO)	Regional emissions include those generated from all on-site and off-site activities. Regional significance thresholds have been established by the SCAQMD because emissions from projects in the Basin can potentially contribute to the existing emission burden and possibly affect the attainment and maintenance of ambient air quality standards.	
Diesel particulate (diesel PM)		

Impact AQ-2: The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.	No mitigation measures are required.	Less than significant impact.
Impact AQ-3: The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).		

[THOUSANDS OF FAMILIES LIVE WITHIN 1-2 MILES FROM PROJECT. ONE COMMUNITY IS 200 FT. FROM SITE W/ CHILDREN AND SENIORS - LOVING FAMILIES!]*

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

Toxic Air Pollutants—Project Construction

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

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

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

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

irritation

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

TRAFFIC

Project Trip Generation Summary

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

Total

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

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

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

Impact AQ-4: The project would not expose sensitive receptors to substantial pollutant concentrations.* No mitigation measures are required. [SENSITIVE RECEPTORS = HUMAN BEINGS]* Less than significant impact. [?]*

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

WATER QUALITY

Impact Analysis

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

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

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

Long-Term Operational Impacts

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

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

Impact Analysis

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

CONSEQUENCES

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John Gray (GRAY)

Comment GRAY-1

Commenter expresses general opposition to the project and summarizes community concerns and fears about the project.

Response to GRAY-1

These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Date: June 19, 2017

County of Riverside Planning Department

4080 Lemon Street, 12th Floor

Riverside. CA 92502

Re: San Gorgonio Crossing RDEIR #534

R. DOMINGUEZ-1

Dear Mr. Brett Dawson:

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017. I am extremely concerned of the developer's deception/trick to my prior letter from being seen by the County Supervisors. As a County Planning Representative I am hopeful that you will exercise your responsibility of good conscious and fair play in presenting this message to our elected County Officials.

1

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and will expect comments from both letters to be answered and included in the final EIR.

Sincerely Yours,

Roman Dominguez

Roman Dominguez
317 Calvert Park
Beaumont, CA 92223

Date: June 19, 2017

Riverside County Planning Department

4080 Lemon Street 12th floor

Riverside, Ca. 92501

Attn: Mr. Brett Dawson, Project Manager

RE: San Gorgonio Crossing DEIR

Dear Mr. Dawson,

R. DOMINGUEZ-1

My name is Roman Dominguez. I am a U.S. Army veteran of the Korean War. My wife and I have resided in the city of Beaumont for over seven years now. In writing this letter I wish to express my serious concerns regarding the proposed warehouse being considered to be built in the rural community of Cherry Valley.

We chose to move to the city of Beaumont because of the many amenities it has to offer to its citizens; such as low crime rate, a friendly small town atmosphere, rural living choices and an overall better healthful living environment.

2

Since the proposed warehouse proposal has come up, my wife and I have become very worried and dread of what will occur if it is build. Automobile and truck traffic will increase significantly and become a nightmare to commuters. This increased traffic congestion will contribute to air pollution and unhealthful conditions. There will be smog alerts. School children will be affected who attend the local schools. The beauty of the rural area will become an eyesore. Wild life and hiking trails will be destroyed.

We are asking you to please give serious thought to these major concerns of the citizens of Beaumont and Cherry Valley who will be affected by this warehouse

R. DOMINGUEZ-1

project. The zoning of this area is and should remain residential for the future growth of Beaumont and the basic health of our children. We thank you for the serious consideration you might give to these disturbing unhealthful issues.

2
CONT

Sincerely Yours,

Roman Dominguez

Roman Dominguez
317 Calvert Park
Beaumont Ca. 92223

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Roman Dominguez (R. DOMINGUEZ-1)

Comment R. DOMINGUEZ 1-1
Commenter expresses concern that the recirculation was done for an improper purpose, and states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to R. DOMINGUEZ 1-1
Please refer to Master Response #1. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment R. DOMINGUEZ 1-2
Commenter provides background information about his residency in Beaumont and states his concerns regarding traffic, air quality, impacts on local school children, aesthetic impacts, and destruction of wildlife and hiking trails.

Response to R. DOMINGUEZ 1-2
These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project. CEQA requires analysis of potential hazardous materials impacts to schools within one-quarter mile of a proposed project. There are no schools in close proximity to the project site, as discussed on RDEIR page 3.8-13. Please also refer to Response to SIERRA-22 with regard to potential health impacts to students who may walk to school. Potential aesthetic impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible.

The project would not destroy hiking trails. The project would actually conserve approximately 84.8 acres as open space and would feature on-site trails that connect with existing trails in the northern portion of the site, to contribute to the development of the City of Calimesa's trail system. Easements for these trails would be donated/dedicated to a responsible entity to be determined prior to project approval. The project will not have a significant impact regarding interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. (RDEIR at page 3.4-37).

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June 26, 2017

Riverside County Planning Department

Attention: Brett Dawson, Project Planner

4080 Lemon Street, 12th Floor, P.O. Box 1409

Riverside, CA 92502-1409

Re: **San Gorgonio Crossings, General Plan Amendment No. 1079, Change of Zone No. 7799, Plot Plan No. 25337, Parcel Map No. 36564**

Dear Mr. Dawson:

A. BECHTHOLDT

I am a concerned citizen of the Cherry Valley/Beaumont community. I moved to this area in 2012, with the hope of spending my retirement years in a safe community with clean air, and minimal traffic congestion, yet easy access to I-10.

I continue to **OPPOSE** the industrial warehouse being planned for the Cherry Valley area. The added truck traffic and air quality are my primary concerns. I have never smoked, and I'm concerned about the air pollution resulting in respiratory problems, cancer, or heart problems as the result of the increased semi-truck traffic and diesel pollution. I've read through many of the lengthy analysis/reports attached and question whether the theoretical scenarios are correct. 1

I feel this project for the property "northerly of Cherry Valley Blvd, easterly of I-10, and westerly of Vineland Street" is in opposition to the county plan for "protecting the rural character of Cherry Valley." **Thank you for your stopping this Mega-Warehouse project in Cherry Valley.**

Sincerely,

Ann Bechtholdt

Ann Bechtholdt

1512 Baxter Woods

Beaumont, CA 92223

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Ann Bechtholdt (A. BECHTHOLDT)

Comment A. BECHTHOLDT-1
Commenter expresses general opposition to the proposed project, citing health risk concerns from increased truck traffic.

Response to A. BECHTHOLDT-1
These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59).

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Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon St., 12th Floor
Riverside, CA 92501
(951) 955-0972

HUFFMAN

Mr. Dawson

Our whole family is opposed to the massive warehouse that is in the planning stages on Cherry Valley Boulevard. Cherry Valley Boulevard is one of the routes into Beaumont and Cherry Valley. The congestion this facility will create is unacceptable to those of us who must travel the 10 freeway to our homes. Traffic will be backed up down interstate 10 for who knows how long. Already there has been no money spent at all to improve the roads coming into Beaumont. As we all know the extra money we have been paying for traffic relief has been stolen. The Pass already has the smoggiest, heavily polluted air in all of California. These trucks and this facility will only worsen our air quality along with our quality of life. There are schools that will be heavily impacted by this facility. The water runoff from this facility will be heavily polluted from all of the oil and grease from the 100's of trucks using this facility. There is no way any of the negative impacts this facility will cause can be mitigated. You'll open the floodgates of woe onto the residential property owners in Cherry Valley and Beaumont if you approve this facility. We already pay the highest property taxes of any community in California. Please let that count for something and deny this facility. 1

Thank you for your consideration.

Ronald and Diane Huffman
1635 Jade Moon lane
Beaumont Ca. 92223

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Ronald and Diane (HUFFMAN)

Comment HUFFMAN-1
Commenter expresses general opposition to the project, citing concerns related to traffic, air quality, schools, and water quality runoff from truck oil and grease.

Response to HUFFMAN-1
These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project. Potential aesthetic impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. CEQA requires analysis of potential hazardous materials impacts to schools within one-quarter mile of a proposed project. There are no schools in close proximity to the project site, as discussed on RDEIR page 3.8-13. With regard to water quality impacts from oil and grease, these are among the pollutants that are expected to occur from a warehouse development. (RDEIR at 3.9-19). This will be addressed by on-site water quality features. A water quality basin would be constructed to the west of Building 1.

A rectangular concrete channel would be located north and south of Buildings 1 and 2. Additionally, a grouted riprap berm and a water quality infiltration trench would be located north of Building 2. Riprap is a foundation or sustaining wall of stones or chunks of concrete, which can be used to line channels. Riprap berms would also be located east of Building 2, and a water quality basin is planned west of Building 2. The project is designated as a Priority Project. Therefore, treatment control BMPs are required to remove pollutants typically associated with urban runoff. Water quality treatment for the project site includes implementation of a vegetated swale system in the southern portion of the project. There is adequate treatment length to treat the first flush generated from the site.

For the drainage area of Building 1, approximately 209,945 square feet of the site would be selftreating. The roof, landscaping, and concrete/asphalt areas would be treated by the basin (811,000 square feet, 317,290 square feet, and 757,798 square feet, respectively). For the drainage area of Building 2, approximately 1,142,153 square feet would be self-treated, and roofs, landscaping, and concrete/asphalt would be treated by the basin (1,012,760 square feet, 760,661 square feet, and 870,554 square feet, respectively). The final Water Quality Management Plan shall provide detailed descriptions and instructions for implementing the various BMPs for the project. Long-term stormwater quality concerns will be managed pursuant to a County-approved WQMP or SWPPP. In addition, the project will need to apply for an Industrial Storm Water General Permit 2014-0057-DWQ (Industrial General Permit), which is an NPDES permit that regulates discharges associated with 10 broad categories of industrial activities. Industrial General Permit 2014-0057-DWQ became effective July 1, 2015 and shall expire June 30, 2020, and the project would be subject to this new permit since construction will commence after the effective date. As indicated on the State Water Resources Control website, the General Industrial Permit requires implementation of management measures to achieve the performance standard of best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT).

Additionally, the General Industrial Permit requires the development of a SWPPP and a monitoring plan. The SWPPP facilitates the identification of pollutant sources and the means by which to manage pollutant sources to reduce stormwater pollution. Together, these measures will ensure that the project does not result in polluted runoff that may impact water quality. (See RDEIR at p. 3.9-19 to 3.9-21).

31133 Outer Hwy. 10
Redlands, CA 02373
June 19, 2017

Mr. Brett Dawson
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Mr. Dawson:

Re: Recirculated DEIR, #534, issued May 26, 2017

SMYTH

The recent pssing of my father took me to Fallbrook via Moreno Valley and Perris Blvd. and each time I traveled this route, I was more and more appalled to see the sprawl of warehouses where open space and agricultural land used to be. Barely visble are the landmarks we grew up with in this area during the 1950s. And now, this Commission and Board wants to bring this kind of loss and waste to Cherry Valley? Who really needs this? By the looks of so many empty buildings there and in the Redlands warehouse district with more being built despite the lack of tenants, the logic being used to "sell" this monstrous project defies explanation. 1

To allow for this zone change and to support this strongly contested project is a direct assault on thousands of residents across Riverside County and yes, even those in neighboring San Bernardino County who highly oppose this dwarfing of the entrance to Cherry Valley. I live a stone's throw from the truck-climbing lane of the I-10 between Redlands and Yucaipa. I live with the logistics trucks day and night—and with the accidents resulting from the overcrowding of the trucking lanes near Live Oak Canyon Road and subsequent crashes. I also live with the never-ceasing slow to a crawl of traffic coming from Banning, Beaumont, and Calimesa that only increases as the I-10 is built-out to try to accommodate for the increase in truck trafficking, mainly. This farmhouse was built in 1926 when all we had was the "Ocean to Ocean Highway." 2

You know well the concerns of the most affected community: air quality/pollution, traffic congestion, noise, and loss of the enjoyment of the rural residential quality of life. Are all of these very serious issues and more going to be contributed to by all of you? Does the County pay you all enough to justify heartlessness? How about callous disregard? How about financial, emotional, and physical suffering? Yes, that's right. When we ask these questions: Who suffers? Who pays the price? Who shoulders the burden? And then we ask: "Who has the responsibility to prevent this level of human suffering?" The answer points to you and your fellow representatives. As to who is suffering and paying the (and possibly the ultimate price), 3

Brett Dawson
Recirculated DEIR, #534, issued May 26, 2017
Page two

SMYTH

the answer is the people of your own county—your own constituency—your own voters. Many of these people are WWII veterans who have chosen to retire and to enjoy what is left of their still healthy years in the surrounding gated communities. Yet, the Riverside County Planning Commission and, it would appear, the Riverside County Board of Supervisors, pays little or no regard to their rights as property owners residing in what is and should remain designated in your general plan as a rural living community? 3 CONT

This saddens and angers me. Moreso, it shames me. Yes, I am ashamed of this Board of Supervisors for falling gullible to the myths that warehouses will bring jobs and all the rest of the "hype" the media slickly puts out to sell these mostly unwanted and truly ugly landscapes in the name of progress. "Show me the money" is really what they are selling the Commission and the Board. As I have said in previous correspondence, it's not about need—it's all about greed. 4

I drove across Redlands a week ago along an old route I used to take to get to Highland when I taught classes for SBVC at Norton Air Force Base. Mr. Dawson, I could not even recognize the road that turned into Palm. I could not even see an old familiar landmark; I was essentially lost in a valley of cement and warehouses. This is not what the people of Cherry Valley and even Yucaipa want to see. Please stand up to these money-hungry land grabbers and fight for us—the "little people"—your moms, dads, grandfathers and grandmothers—the people who love this quiet and peaceful valley—and who worked long and hard to earn their right to live in this cherished Cherry Valley and still peaceful environment. 5

Fight for us, Mr. Dawson. Can you? Will you? Would it be so hard to do that?

Yours sincerely,

Pamela L. Smyth

Pamela L. Smyth
Redlands, CA

Pamela Smyth (SMYTH)

Comment SMYTH-1
Commenter describes her observations of warehouse development in surrounding communities and expresses general opposition to the project.

Response to SMYTH-1
Comment noted.

Comment SMYTH-2
Commenter describes her observations of traffic issues caused by heavy trucks on the I-10 freeway.

Response to SMYTH-2
Comment noted.

Comment SMYTH-3
Commenter generally refers to potential environmental issues as a result of the project and questions the County's decision-making process.

Response to SMYTH-3
Comment noted.

Comment SMYTH-4
Commenter expresses her disapproval of the Board of Supervisors.

Response to SMYTH-4
Comment noted.

Comment SMYTH-5
Commenter describes her observations of warehouses in Redlands and states that this is not what the people of Cherry Valley and Yucaipa want to see.

Response to SMYTH-5
Comment noted.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

NICKOLAS

I BOUGHT MY FIRST HOME HERE IN BEAUMONT JUST THIS LAST JANUARY 2017. IT'S TO BE MY RETIREMENT HOME! I CHOSE IT BECAUSE OF THE BEAUTIFUL HILLS SURROUNDING US. JUST LAST WEEK I NOTED MY FATHER WILL LOVE THIS PLACE WHEN HE COMES TO VISIT. I UNDERSTAND DEVELOPEMENT WILL INEVITABLY COME - MAY BE HOUSES, MARKETS, ETC. — BUT TO PUT A WAREHOUSE? OR BIG RIG PARKING? — THAT WOULD IMEDIATELY SUCK THE NEIGHBORHOOD. TRUCKS, FUMES, ADDED TRAFFIC. SO MANY AREAS ARE BEING BUILT UP, CAN'T STOP PROGRESS — BUT IT SHOULD BE THOROUGHLY THOUGHT THROUGH. THERE SHOULD BE ALTERNATIVES. DON'T RUIN OUR BEAUTIFUL NEIGHBORHOOD. I JUST MOVED HERE AND PLANNED ON MANY YEARS HERE. 1

Sincerely
Owen Nickolas

Print Name and Address
OWEN NICKOLAS
975 GLENEAGLES RD
BEAUMONT, CA 92223

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Owen Nickolas (NICKOLAS)

Comment NICKOLAS-1
Commenter expresses general opposition to the project and explains his reasons for moving to Beaumont.

Response to NICKOLAS-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

PATRICIA PARKER

Dear Mr. Dawson

My Name is PATRICIA PARKER, I have lived in Solera Beaumont for 7 years Now. My Husband & I Moved From Big Bear, which is A Beautiful Area, We Moved here which is Another Beautiful Area. We have Health issues So Air Quality is Very important. The Traffic would Destroy our Rural Area. We Don't Want our Green & Brown Rolling Hills Disfigured By Buildings & Trucks. Our Stress Level would Rise, & We Need Peace in our Golden Years. My Husband is A Veteran & his Health & Mine would Suffer

1

Sincerely

Patricia Parker

Print Name and Address

PATRICIA PARKER
1006 Northview Dr
Beaumont, CA 92223

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Patricia Parker (PATRICIA PARKER)

Comment PATRICIA PARKER-1
Commenter expresses general opposition to the project.

Response to PATRICIA PARKER-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Marsha LaDam
1714 Desert Almond Way Beaumont, CA 92223
951.212.1477 ms.ladam@verizon.net

December 16, 201[illegible]
Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92591

Attention: Mr. Brett Dawson, Project Manager

Regarding: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson,

LADAM

My Name is Marsha LaDam and I am a resident of Solera in Beaumont. I moved to this location in 2006 from Upland, CA where I lived since 1952. Although I still love the Upland area I chose to leave it due to the high density of homes and traffic. I came to Beaumont because it was rural, quiet, with low traffic and congestion. I believed it would provide me with the smaller town quality of life I need in my retirement years. This included healthy air, reduced stress and qualities that are beneficial.

1

I was able to purchase a quality home at an affordable price. If the San Gorgonio Crossing DEIR #534 is allowed to be built, it is a proven fact that traffic and congestion will increase along with diminished air quality. This could have an effect on the health of the residents and on our property values. At this stage in my life I cannot afford to or should have to relocate due to the greed of some business people. There are thousands of 55 and over residents that live and support this community and their wellbeing must be taken into consideration.

Sincerely,

Marsha LaDam

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Marsha LaDam (LADAM)

Comment LADAM-1
Commenter expresses general opposition to the project and explains her reasons for moving to Beaumont.

Response to LADAM-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

My Name is Mary Virginia Porter
I've lived here 12 years & Opposed
the Warehouse.
I like my Residential Area
& don't like traffic, noise,
& Smog from To much Cars & people
I Come from a busy Area
& I don't want it back
with a warehouse & lots
of Trash to deal with.
So No! No! No! Warehouse

1

Sincerely Mrs Mary Virginia Porter

Print Name and Address MRS MARY VIRGINIA PORTER
930 SOUTH WIND CT
BEAUMONT, CA. 92223

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Mary Porter (PORTER)

Comment PORTER-1
Commenter expresses general opposition to the project.

Response to PORTER-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Riverside Co. Planning Dept
4080 Lemon St. 12th Flr
Riverside, CA 92501

June 15, 2017

ATTN: Brett Dawson

RE: San Gorgonio Crossing & DEIR #534

Dear Mr. Dawson,

STICK TO THE GENERAL PLAN!

We are retired seniors who moved here for a rural lifestyle. 1

We love it here & do not want the air polluted by trucks.

Sincerely,

Jan & Mike Sandberg
Jan Sandberg
Mike Sandberg
5934 Lake Bluewood Dr
Banning, CA 92220

cc: M. Ashley

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Mike and Jan Sandberg (SANDBERG)

Comment SANDBERG-1
Commenter expresses general opposition to the project.

Response to SANDBERG-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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6/28/17

County of Riverside Planning Dept.
4080 Lemon St. 12th Floor
Riverside, CA. 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

TORBITT

I am commenting on the Recirculated DEIR, #534 issued May 26, 2017

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both these letters to be answered & included in the final EIR. 1

Sincerely yours,
Debra A. Torbitt
Debra A. Torbitt
1005 Riviera Ct.
Beaumont, CA. 92223

January 14, 2017
Riverside County Planning Department
4080 Lemon St. 12th Floor
Riverside, California 92501
Attn: Mr Brett Dawson, Project Planner
RE: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson:

I have been living in Beaumont for 2 years. I moved here from San Bernardino desiring a quieter pace with less crime, traffic & pollution. I love the area and enjoy the rural atmosphere. It's such a contrast to what San Bernardino has become. I live in a 55 and over community which is very close to where this massive warehouse project is proposed to be built.

To re-zone this quiet residential area, to one where there is a constant flow of trucks and industry would be a crime. Riverside counties own general plan states that it's goal is to "retain and enhance the integrity of existing residential, employment, agricultural and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic." How would this protect our community?

Please take into consideration the many senior communities in the area and those who are vulnerable to health problems due to the pollution alone. Also with this type of business comes crime and traffic. We are already in need of changes to our overpasses due to the many homes in the area.

Please consider the people who are affected by what this project would do to our quiet community.

Debbie Torbitt
1005 Riviera Court
Beaumont, CA. 92223

Debra Torbitt (TORBITT)

Comment TORBITT-1

Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to TORBITT-1

Please refer to Master Response #1. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Riverside County Planning Commision
4080 Lemon St 12th Floor
Riverside Ca.
92502-1409

ATTN: MR. Brett Dawson, Project Planner

Re; San Gorgonio Crossing
recirculated DEIR #534

FOSBERG

My name is Cheryl Forsberg. I have resided at 1645 Scottsdale Rd. Beaumont for over 10 yrs. I retired here, for a more quiet and rural living I moved here for less conjestion, crime and better air quality. 1

I was under the impression that Riverside County's goal was to protect the rural choracter of Cherry Valley.

I am definetly opposed to DEIR #534

cheryl forsberg

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Cheryl Fosberg (FOSBERG)

Comment FOSBERG-1
Commenter expresses general opposition to the project.

Response to FOSBERG-1
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

County of Riverside Planning Dept.
4080 Lemon St., 12th Floor
Riverside, CA 92502

RE: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

CHENOSKI-WILSON

I am commenting on the Recirculated DEIR, # 534, issued May 26, 2017.

How sad that the system is rigged to allow a wealthy person to circumvent the law and ignore the letters of the "common people."

1

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to the Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the Final EIR.

Sincerely,
Carey Chenoski-Wilson
1790 Saracen St
Beaumont, CA 92223

December 14, 2014

Riverside County Planning Department
4080 Lemon St, 12th Floor
Riverside, CA 92501

Attn: Brett Dawson, Project Planner
RE: San Gorgonio Crossing DEIR # 534

Dear Mr. Dawson:

I am a resident of Solera 55+ community. My husband and I purchased our home in 2010 because we liked the rural environment. Our property backs up to a wildlife corridor and we enjoy watching animals roam freely. We are concerned about the destruction of our rural environment.

Specifically, its my understanding that a conservative estimate of truck traffic is 1,400 trucks per day. The trucks will not only enter and exit the warehouse, but also park on nearby streets as they await the next load. This will decrease property values, increase crime, and reduce air quality. See pg 3.16 of the DEIR, along with pg 3.16-55.

The increased traffic will be a hazard to wildlife and the reduced air quality from truck traffic will negatively impact the health of seniors living in the area.

STOP THE ZONING CHANGE

Carey Chenoski-Wilson
Carey Chenoski-Wilson
1790 Sarazen St.
Beaumont, CA 92223

cc: Marian Ashley

Carey Chenoski-Wilson (CHENOSKI-WILSON)

Comment CHENOSKI-WILSON-1
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to CHENOSKI-WILSON-1
Please refer to Master Response #1. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 22, 2017

Mr. Dawson,
RDEIR #534

D. PARTAIN

My name is Dennis Partain I've lived in this area for 58 years. The Beautiful Thing about Cherry Valley is its Rural!! I am opposed to this project because just all the new houses have allready caused way to much congestion much less what this project would bring. 1
I believe this would be in conflict with LU-46-48 (Rural Characteristics) that we currently embrace. There is a lot of open land in other areas like South of Beaumont that would be a much better choice! I urge you to please keep our Little Community Rural!

Sincerely yars,

Dennis Partain

Dennis Partain
39521 Cherry Oak Rd
Cherry Valley Ca. 92223

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Dennis Partain (D. PARTAIN)

Comment D. PARTAIN-1

Commenter expresses general opposition to the project and states that it would be in conflict with the General Plan, and that there are other areas south of Beaumont that would be more appropriate for the project.

Response to D. PARTAIN-1

These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project. With regard to the project's consistency with the County General Plan, please refer to Responses to Comments CVAN-7 and CVAN-12. With regard to the possibility of an alternative site location, please refer to Response to JENNINGS-2.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

HAMERIA

I HAVE VERY CONCERNS ABOUT THE WAREHOUSES
(1) AREA will no longer HAVE RURAL ATMOSPHERE
(2) AIR Pollution from trucks
(3) SAFETY CONCERNS.
(4) DAMAGING ROADWAYS
(5) Property (HOME DEVALUATION)
(6) TRAFFIC congestion.
(7) WHAT ARE THEY ALTERNATE Routes to be USED by TRUCKS, through RURAL AREAS + STREETS
(8) NOISE + pollution
(9) will become A ONTARIO IN THE MAKING. I MOVED from THERE for JUST this REASON AND MOST NEW WAREHOUSES ARE empty now.
(10) KEEP ZONING AS IS for NOW + FUTURE.
(11) Respect the animals + wildlife. ADHERE TO A REALISTIC EIR REPORT.

1

Sincerely Thomas J Hameria

Print Name and Address THOMAS J. HAMERIA
1645 S. FOREST OAKS Dr.,
BEAUMONT, CALIF. 92223

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Thomas Hameria (HAMERIA)

Comment HAMERIA-1
Commenter expresses general opposition to the project.

Response to HAMERIA-1
These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

WOOD

Dear Brett Dawson

I oppose the building of the Gateway Warehouse. I am concerned about traffic and health issues. Our Community says NO to this project

1

Sincerely Dianne Wood

My Address is:
1553 Big Horn
Beaumont, CA

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Dianne Wood (WOOD)

Comment WOOD-1
Commenter expresses general opposition to the project.

Response to WOOD-1
These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 26, 2017

County of Riverside Planning Department
4080 Lemon street, 12th Floor
Riverside, CA. 92502

Re: San Gorgonio Crossing RDEIR #534
Attn: Brett Dawson

Dear Brett Dawson:

TAMPLIN

I am commenting on the recirculated DEIR, #534, issued May 26, 2017. I'm very concerned that my property value will decline if this project is approved. The noise, increased traffic, pollution, wear and tear on streets, destruction of habitat will all be impacted. I heartily disapprove of this development in a neighborhood area. 1

All the comments concerning the environmental issues in my statement above remain pertinent and relevant to this Recirculated DEIR. I expect these comments to be answered and included in the final EIR.

Sincerely yours,

Gene Tamplin
183 Brush Creek
Beaumont, CA. 92223

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Gene Tamplin (TAMPLIN)

Comment TAMPLIN-1

Commenter expresses general opposition to the project and states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to TAMPLIN-1

Please refer to Master Response #1. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

KONRAD

I am opposed to the San Gorgonio Crossing for many reasons.

However, prime among these is the impact that a structure such as this will have on the local area.

There will be a plethora of new traffic, i.e. semi-trucks that will negatively impact an already over-burdened traffic issue.

The interchange of 60, 60, and connecting Beaumont streets will fail with the type and amount of new traffic that follows this structure 1

My sincere thanks for your consideration

Sincerely

Print Name and Address George Konrad
1621 Landmark Way Beaumont, CA 92223

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George Konrad (KONRAD)

Comment KONRAD-1
Commenter expresses general opposition to the project, citing traffic concerns.

Response to KONRAD-1
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

G. COLEMAN

I am opposed to the warehouse in Alessy Valley.

1

Georgia Coleman
6-26-2017
1691 Mark Creek
Beaumont, CA
92223

Sincerely

My Address is:

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Georgia Coleman (G. COLEMAN)

Comment COLEMAN-1
Commenter expresses general opposition to the project.

Response to COLEMAN-1
These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 21, 2017

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

RE: San Gorgonio Crossing RDEIR #534

Dear Mr. Dawson:

NURSEMENT

My husband and I are commenting on the Recirculated DEIR, #534, issued May 26, 2017. We submitted an email letter in January of this year with our concerns and objections to this project. Your additional mitigation measure MMAQ-lf stating more signage will be added to the property to "ensure" that trucks are not queuing outside of the facility has no basis to "ensure" anything. Unless there is someone there to observe and ticket individuals for infractions this will do nothing. Also, MMAQ-lh states the site shall be designed in such a way that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside the facility. The original DEIR stated there could be as many as 30-40 trucks waiting in line to check in……are you sure there is adequate space to accommodate a line of trucks this long? The air quality of our community will definitely be impacted in a negative way from all these trucks idling and moving around. 1

Traffic flow is still a great concern. In the RDEIR it indicates that the project applicant will construct some of the interim improvements to the road system only "if" both Cal Trans and the City of Calimesa authorize construction and "if" there is sufficient interest in the land with will permit the improvements and "if" the necessary right-of-ways are obtained to allow for the improvements and "if" the improvements are actually required to be constructed. Nothing is guaranteeing that Cal Trans and the City of Calimesa will agree to certain things and the revised RDEIR only covers the time during construction. What happens after construction? 2

All the comments concerning the environmental issues in my previous and attached email letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original email letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 3

Sincerely yours,
Gerald Nursement
Linda Nursement

Gerald and Linda Nursement
10961 Desert Lawn Drive, Space 262
Calimesa, CA 92320

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From: l_nursement@twc.com

To: Bdawson@rctlma.org

Cc:

Subject: San Gorgonio Crossing General Plan NO: 1079 - DEIR NO: 534

Priority: High **Date:** Sunday, January 15, 2017 3:10 PM **Size:** 2 KB

January 15, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing
General Plan NO: 1079 - DIER NO: 534
Change of Zone NO. 7799
Parcel Map No. 36564

Dear Mr. Dawson:

We are Gerald and Linda Nursement, Gerald is a retired veteran, and have lived at the Plantation On The Lakes located at 10961 Desert Lawn Drive, Space 262, Calimesa, CA, for 18 years. We are writing in opposition to the above referenced project and change of zoning in our rural area. We moved from Alta Loma, CA, to this area to retire and be in a more rural area. Our community of 550 senior homes is the perfect place for doing this and the zoning in this area is "rural". The idea of bringing in 18 wheelers onto our access to the freeway with three senior communities and several family housing developments all using the same on-and-off ramps is not what our County Planning Department should even be considering. The noise level, air quality, and our physical safety would be negatively affected by this zone change and allowing the building of this project.

Our property values will be lowered by this project, affecting over a thousand senior households who already are struggling to maintain their homes. Their home values are what they depend on to help pay for assisted living facilities should they need that in their later years.

Again, your top priority should be to protect the citizens of our county, leave the rural zoning in small communities alone. There are plenty of open land areas away from the communities of Cherry Valley, Calimesa and Beaumont this is were the "warehouses and traffic" should be located in Riverside County. I appreciate your consideration in this matter.

Sincerely,

Gerald Frank Nursement
Linda Lou Nursement
10961 Desert Lawn Drive, Space 262
Calimesa, CA 92320

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Gerald and Linda Nursement (NURSEMENT)

Comment NURSEMENT-1
Commenter expresses concerns regarding truck queuing and questions the adequacy of Mitigation Measure AQ-1f regarding signage.

Response to NURSEMENT-1
Please see Response to FEATHERSTONE-2.

Comment NURSEMENT-2
Commenter questions the efficacy of traffic mitigation measures that are subject to approval from both Caltrans and City of Calimesa and states that nothing guarantees agreement, and that the RDEIR only covers the time during construction; what happens after construction?

Response to NURSEMENT-2
The RDEIR analyzed several traffic scenarios beyond the construction period and opening year of the project, as follows:

- Existing (2017) Conditions, as described in RDEIR Section 3.16.1, Existing Conditions
- Existing plus Project
- Existing Plus Ambient Growth plus Project (EAP) (2018) Conditions
- Existing Plus Ambient Growth plus Project plus Cumulative (EAPC) (2018) Conditions
- Horizon Year (2040) Without Project
- Horizon Year (2040) With Project

With regard to the mitigation measures referenced by commenter, it should be noted that the I-10/Cherry Valley Boulevard freeway ramps (and several other intersections) would operate at an unacceptable Level of Service under Horizon Year (2040) Without Project conditions; although the project would contribute to this cumulatively significant impact, the impact would exist even without the project under Horizon Year 2040 conditions, and therefore the future interchange improvements would be necessary even if the project were not constructed. (See RDEIR at 4-18; 3.16-93). The RDEIR acknowledges the uncertainty surrounding completion of some of the improvements, and therefore discloses a significant and unavoidable impact to certain traffic facilities. (See RDEIR at 3.16-88 to 3.16-95). Nonetheless, the project will implement all feasible mitigation measures and pay its fair share towards cost of improvements, which will reduce traffic impacts of the project to the greatest extent possible.

Comment NURSEMENT-3
Commenter states that all of their previous comments to the Draft EIR remain pertinent, and expects the concerns addressed in both letters to be answered and included in the Final EIR.

Response to NURSEMENT-3
Please refer to Master Response #1.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

SUTTON

Dear Brett Dawson

I'm opposed to the warehouse in Cherry Valley. This is A Rule Community which is not zone for ware house. 1

Sincerely Carolyn B. Sutton

My Address is: 1542 Big Horn

Carolyn Sutton

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Carolyn Sutton (SUTTON)

Comment SUTTON-1
Commenter expresses general opposition to the proposed project.

Response to SUTTON-1
These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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County of Riverside
Planning Dept
4080 Lemon St. 12 Flr
Riverside, Ca 92501

Brett Dawson project mgr.

MODDLING

Dear Sir

I am again writing you to protest the the new San Gorgonio Crossing. I don't know why you need a new Letter-go-in, I guess "you" don't not the result wanted.

I moved from Orange County to return a County area, & small Town. Why are we changing a Farm area to a Tenement House, There are empty Warehouse in South Area of Beaumont already, why build more?

the Freeway off ramp at Cherry Valley Coarse not be able to handle all these Trucks, It is just a 3 way Stop Sign.

the Large Truck Traffic would hurt the environment & the Value would add to our already poor roads

Please look into this and use common Sense!

Thank you Time

Keith Moddling
1634 Wood Land Rd
Beaumont, Ca 92223

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Keith Moddling (MODDLING)

Comment MODDLING-1
Commenter expresses general opposition to the project, citing traffic concerns.

Response to MODDLING-1
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 27, 2017
Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92502-1409

Attention: Mr. Brett Dawson, Project Planner

Re: San Gorgonio Crossing recirculated DEIR #534

KOVALCIK

Dear Mr. Dawson,

Our names are Les Kovalcik & Phyllis Kovalcik and we are writing to tell you about our objection to the above mentioned project. I (Les) am a retired from Southern California Edison and we moved to Beaumont about 7 years ago, to downsize and get to a place with less traffic and congestion and a country atmosphere. We are very happy here in Beaumont, with the cleaner air and open land, low crime rate etc. We were told that Riverside County says that its goal is to protect the rural character of Cherry Valley.

1

We are shocked that you would consider putting this project in this lovely rural area, where thousands of trucks would be coming into this area, with more pollution, traffic and our country atmosphere would be gone! How sad would that be? We would hope that you would reconsider this project and put it somewhere else..... Redlands already has warehouses.... just put your project there.

We are totally opposed to this project and would like this "rural area to stay rural".

Sincerely yours,

Les Kovalcik
Phyllis Kovalcik

Les & Phyllis Kovalcik
337 Calvert Park
Beaumont, CA. 92223

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Phyllis and Les Kovalcik (KOVALCIK)

Comment KOVALIK-1

Commenters express general opposition to the project and explain their reasons for moving to Beaumont.

Response to KOVALIK-1

Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 25, 2017

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

Re: Comments on Recirculated DEIR, #534, issued May 26, 2017. CROWE

I am not in favor of the proposed project. Firstly, the project was proposed by Mr. Shopoff only because he is trying to get out of a failed housing land investment. Think about it: the entire hullabaloo over the proposed action, created mainly through Mr. Ashley's support of it, is because Mr. Shopoff made a bad land investment…extraordinary…not a good basis for thoughtful county planning. Other areas of Riverside County are already zoned for such development. Mr. Ashley and Riverside County government should support the General Plan as it is currently articulated. What good is a general plan if it is going to end up like Swiss cheese from frivolous zoning changes? 1

Secondly, I am concerned about visual, quality of life intrusion into picturesque Cherry Valley. Nearly the entire landscape of what was once beautiful Southern California is visually ruined from landowners trying to maximize the amount of money they can get from selling land. Open space is nearly extinct. Residents of Cherry Valley and nearby areas of Beaumont – including me - are overwhelmingly not in favor of this project for this reason. 2

Thirdly, regardless of the EIR's description and proposed mitigations, diesel air pollution from hundreds per day of large trucks will increase and ooze over the residents of Banning Pass. The condition is bad enough in the Banning Pass with ever-increasing traffic on the I-10 and Highway 60. Population health in the Banning Pass is declining and will further decline from additional logistics center projects. 3

If the proposed action is approved, I will join interest groups that will seek legal action against the County. 4

Sincerely yours,

Richard E. Crowe

Richard E. Crowe
1572 Castle Pines Lane
Beaumont, CA 92223

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Richard Crowe (CROWE)

Comment CROWE-1
Commenter expresses general opposition to the project and states that applicant made a bad land investment.

Response to CROWE-1
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment CROWE-2
Commenter expresses concerns regarding aesthetic impacts and loss of open space.

Response to CROWE-2
Potential aesthetic impacts of the project are discussed in RDEIR Section 3.1, and would be less than significant with mitigation and incorporation of thoughtful design features to ensure compatibility with the rural setting. In addition, the project would conserve approximately 84.8 acres as open space in perpetuity—much of this acreage is currently designated Very Low Density Residential (VLDR)—thereby increasing the amount of area that is designated as Open Space-Recreation (OS-R).

Comment CROWE-3
Commenter expresses concerns regarding health risks from diesel truck pollution.

Response to CROWE-3
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59).

Comment CROWE-4
Commenter states that if the project is approved, he will join public interest groups who will seek legal action against the County.

Response to CROWE-4
Comment noted.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

DYSKANT

Dear Brett Dawson

I am a WW2 Veteran age 93
I moved to Beaumont to get out of L.A. traffic and smog.
The proposed San Gorgonio Crossing would destroy Cherry Valley's rural setting, would add air pollution and truck traffic. 1
Do not change zoning for this warehouse
We don't need it and we don't want it!
Build it in Orange County!

Sincerely Robert Dyskant

My Address is:
339 Calvert Park
Beaumont Ca. 92223

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Robert Dyskant (DYSKANT)

Comment DYSKANT-1
Commenter expresses general opposition to the proposed project.

Response to DYSKANT-1
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 24, 2017

County of Riverside Planning Department

4080 Lemon Street, 12th Floor

Riverside, Ca. 92503

Re: San Gorgonio Crossing RDEIR #534

HOFFECKER

Dear Brett Dawson,

I am commenting on the Recirculated DEIR, #534, Issued May 26, 2017. My wife and I have lived in Beaumont in the community of Solera since January of 2004. We were attracted to this area because of the clean air and the rural character of the community. We don't understand how Riverside County can even consider allowing a 1.8 Million Sq. ft. industrial warehouse in Cherry Valley. It is estimated this warehouse will attract nearly 600 18-wheel diesel trucks a day. This will generate a massive amount of air pollution and noise, but even worse, it will put an unacceptable number of big-rigs on our already over-crowded freeways. I have seen the truck traffic at the intersection of Etiwanda and Van Buren in Mira Loma and it is horrific. We don't want that same scenario in Cherry Valley. 1

The General Plan for the county states the goal of the county is "to protect the rural character of Cherry Valley". We feel it is the duty of the board of supervisors to do just that and not allow this project to move forward. 2

In conclusion, we do not feel the residentially zoned property is a suitable place to build the Gateway/ San Gorgonio mega-warehouse because of the pollution, noise, and traffic congestion it will cause. 3

Sincerely yours,

Robert Hoffecker Robert Hoffecker

979 Blackhawk Dr.

Beaumont, Ca 92223

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Robert Hoffecker (HOFFECKER)

Comment HOFFECKER-1
Commenter expresses general opposition to the project due to traffic concerns and states his reasons for moving to Beaumont. Commenter states his observations of truck traffic in Mira Loma.

Response to HOFFECKER-1
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment HOFFECKER-2
Commenter states that the goal of the County under the General Plan is to protect the rural character of Cherry Valley.

Response to HOFFECKER-2
Please refer to Responses to Comments CVAN-7 and CVAN-12 related to the project's consistency with the County General Plan.

Comment HOFFECKER-3
Commenter expresses general opposition to the project due to its location and environmental concerns.

Response to HOFFECKER-3
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 26, 2017

Brett Dawson
Riverside County Planning Department
4080 Lemon St., 12th floor
Riverside, CA 92501

Dear Mr. Dawson,

I am commenting on the Recirculated DEIR, #534, issued 5-26-17. HAASE

All the comments and questions concerning the environmental impact issues in my previous letter remain pertinent and relevant to this Recirculated DEIR. I am attaching a copy of that letter, dated 1-10-17. I have additional comments concerning the RDEIR, and will expect my concerns expressed in both letters to be answered and included in the final EIR. 1

Mitigation measures MM AQ-1f and MM AQ-1h do nothing to "ensure" that trucks won't line up on Cherry Valley Blvd. The original DEIR indicated that there could be 30-40 trucks lined up at any one time. How do they suddenly have room for all of these trucks *inside* the facility? Does *inside* mean they won't be polluting the air, which is my main concern, as expressed in the attached original letter? Signs certainly won't help, and the trucks still have to get to and from the warehouse, as well as on our local, already crowded, freeway. There is no way that the additional pollution caused by these hundreds of trucks can be mitigated. The lives of cancer patients, cancer survivors like myself, ill people, the elderly, children, and every other breathing person, will be forever damaged, if this warehouse is allowed to be built. 2

There is plenty of industrial zoned property that this builder could purchase, where he could build his mammoth warehouse, without destroying the lives of those of us who live in the Pass Community. 3

Sincerely,

William J. Haase

William J. Haase
316 Blowing Rock
Beaumont, CA 92223

January 10, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attention: Brett Dawson, Project Planner
Re: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson,

My name is William Haase. I'm a veteran of the Vietnam War. I am 100 % disabled because of Agent Orange. It caused me to develop cancer in my voice box, which was removed 15 years ago. While I've learned to talk without a voice box, it is not easy. It is difficult for me to breathe and to talk, and air pollution makes it even harder.

Therefore my primary concern regarding the proposed warehouse, is its affect on air quality in the Pass area. Pollution caused by the trucks required to move goods to and from the warehouse will negatively affect my quality of life, my very ability to breathe and talk.

Another concern is the kind of goods that would be housed in the warehouse. Would there be any toxic materials? Is there any guarantee that there won't be? What if there is a spill?

I moved here to enjoy my retirement, but if the air quality worsens, I might not be able to stay.

Sincerely,

William J. Haase

William J. Haase
316 Blowing Rock
Beaumont, CA 92223

(951)237-6937

William Haase (HAASE)

Comment HAASE-1
Commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to HAASE-1
Please refer to Master Response #1.

Comment HAASE-2
Commenter expresses concerns regarding truck queuing and questions the adequacy of Mitigation Measures AQ-1f and AQ-1h regarding signage, and expresses concerns regarding health risk from diesel truck pollution.

Response to HAASE-2
With regard to truck queuing, please refer to Response to FEATHERSTONE-2. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59).

Comment HAASE-3
Commenter states that there is other industrial-zoned property where the project could be built.

Response to HAASE-3
With regard to the possibility of an alternative site location, please refer to Response to JENNINGS-2.

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June 8, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, Ca 92501

Attn: Mr. Brett Dawson, Project Planner

Re: San Gorgonio Crossing RDEIR # 534

B. BROWN

Dear Mr. Dawson,

I am commenting on the Recirculated, RDEIR, # 534, issued May 26, 2017.

On page 3.14-58 of the RDEIR it states that all traffic (truck) is expected to come from the I-10, to the west of the project. Trucks would access the project through a left turn at the fully signalized intersection of Cherry Valley Boulevard and "A" Street. Trucks and delivery vehicles would call, radio or drive up to the various gates to check in. In another section it states that there could be up to 40 or more trucks on Street "A". With private vehicles merging with all these trucks coming off of the I-10 there is no way there will be a smooth transition. There will be many accidents with cars in between trucks.

With all of the growth with extra vehicles we don't need all the truck traffic too.

1

Sincerely,

Barbara H. Brown

10143 Pawnee Circle
Cherry Valley, Ca 92223-5644

January 4, 2017

Brett Dawson, Project Planner
Planning Department
P. O. Box 1409
Riverside, California 92502-1409

Dear Mr. Dawson,

After reading parts of the EIR on the San Gorgonio Crossing Logistics Warehouse so many of the statements are wrong. This warehouse will affect Everyone in the area.

Cherry Valley is a rural county area with one house per acre and the zoning should not be changed. As Marion Ashley said we are the only area to ever turn down the economic developement funds when the county thought we should have curbs, gutters and street lights. We want to stay rural and we don't want or need these things. This includes warehouses. This project will affect every adult, child, retirees and the large animals who live here.

They had mentioned a round about off ramp from the freeway. This seems like a very dangerous idea with diesel trucks alternating with passenger cars trying to maneuver this area. I would rather see one house per acre as the zoning stands now than a warehouse that on one knows what it will contain and it could be hazardous material that could affect our water table which sits right under this area.

Sincerely,

Barbara A. Brown

10143 Pawnee Circle
Cherry Valley, Ca 92223-5644

Barbara Brown (B. BROWN)

Comment BROWN-1
Commenter cites discussion in the RDEIR related to truck access and expresses concerns regarding accidents between passenger cars and trucks.

Response to BROWN-1
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Riverside County Planning Department

4080 Lemon Street 12th Floor

Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

Re: San Gorgonio Crossing ~~DEIR #534~~ ADEIR 534

B. WILSON

Dear Mr. Dawson

I moved here to Solera ten and a half years ago as a widow looking for a safe place to live, easy to reach my health care facilities, near family members, rural calmer living, and over all calmer living. I must say what you are planning to do will most positively and totally ruin my way of life.

You are going to ruin our quality of life by boxing us into a community we cannot go and come from without massive traffic jams of trucks. Horrible air pollution not to mention noise pollution twenty-four seven. You will totally ruin this residential area . Lower the value of our homes , and just plain ruin our lives. 1

This really is not the right area for such a project. Please go somewhere else.

Sincerely

Beverly J. Wilson

1710 Brittney Rd.

Beaumont, CA 92223

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Beverly Wilson (B. WILSON)

Comment B. WILSON-1
Commenter expresses general opposition to the project.

Response to B. WILSON-1
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 22,2017

Riverside Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92502-1409

Attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing recirculated DEIR #534

BELDEN

Dear Mr Dawson:

I am a resident of Plantation on the Lake manufactured home community in Calimesa. I have lived there for almost thirteen years and have seen continual growth. I moved here to have a more relaxed living in a rural setting. So many new homes have been built that the traffic is almost at a stand still on the freeway on weekends. I can't imagine a mega warehouse with large trucks coming and going. We couldn't get around at all. Not to mention the unhealthy air quality it would pose. 1

Please try to keep at least one area of Southern California free of warehouses, and keep a rural area for the sake of people living here, and the wildlife who have had almost all their land taken.

I strongly oppose this project moving forward and if it does I think it will reflect on further elections in our area toward officials supporting this project.

Thank you for listening to my objections. Please block this project.

Sincerely,

Carol Belden

Carol Belden
10961 Desert Lawn Dr Space 325
Calimesa, CA 92320

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Carol Belden (BELDEN)

Comment BELDEN-1

The commenter expresses general opposition to the project, citing concerns related to air quality and traffic concerns.

Response to BELDEN-1

The project's impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

This is in reference to the Recirculated DEIR, #534, issued May 26, 2017.

S. BECK

I wrote a previous letter opposing this warehouse and all comments therein pertinent — Therefore, I resubmit my original letter along with these comments — Save our Air! our roads! our children in schools nearby!

Stop this atrocity and I will expect comments from both letters to be answered and included in the final EIR.

1

Sincerely Yours,

Print Name and Address

Sheryn Beck
10143 Avenida Miravilla # 10089
Rhonn Valley CA 92223

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Sheryn Beck (S. BECK)

Comment S. BECK-1
This commenter states general opposition to the project. The commenter states that she had previously submitted a letter with comments in opposition of the project.

Response to S. BECK-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. With regard to previous comments submitted on the Draft EIR, please refer to Master Response #1.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

R. DOMINGUEZ-2

Dear Brett Dawson

I am a Korean Veteran. My name is Roman Dominguez and I have resided in the city of Beaumont for over seven years. I strongly oppose the proposed San Gorgonio Crossing RDEIR #534 being considered in Cherry Valley.
The traffic congestion and air pollution that will be caused by the trucks that will be coming and going will be devastating to the community's health. ~~the~~ School Children will be in constant danger of being runned over by trucks. This warehouse must not be allowed to be built!

1

Sincerely Roman Dominguez

My Address is: 317 Calvert Park
Beaumont, Ca 92223

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Roman Dominguez (R. DOMINGUEZ-2)

Comment R. DOMINGUEZ-2-1

This commenter expresses opposition to the project and is specifically concerned about the traffic and air pollution and impacts to community health, as well as potential collisions between trucks and school children.

Response to R. DOMINGUEZ-2-1

Please refer to Response to Comment BELDEN-1. Health risks are discussed within the RDEIR and the Health Risk Assessment prepared for the project. **(See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57**). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. **(*See* RDEIR at 3.3-54 to 3.3-59)**. With regard to potential hazards to school children, please refer to Response to D. DOMINGUEZ-1.

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Riverside County Planning Department
4080 Lemon St. 12th floor
Riverside, CA 92501

June 22, 2017

Attn: Mr. Brett Dawson, Project Planner

RB: San Gorgonio Crossing Recirculated DEIR #534

STREET

Dear Mr. Dawson:

I am a 72-year-old Vietnam vet, I am also a native of California. I now reside in Calimesa California. I recently moved from Fontana to Calimesa to get away from all the trucks, diesel fumes, noise and God Dam Warehouses everywhere. Calimesa is a rural community predominantly retired and elderly. Both Calimesa City and Riverside County general plan are very much against this type of development.

The DEIR is paid for by the developer and written in a way that the average person (Layman) cannot make much sense of it. I know because I tried it's probably got 20 pages on just the traffic impact, But you Mr. Dawson as a project manager of a major city I assume can understand these type of documents. My personal feeling is by the time a company goes to the major expense of getting an environmental impact report they believe they have a good chance of getting it through.. I hope this is not the case.

1

It is my understanding that all cities large and small are required to make a general plan. This is also a costly and time-consuming endeavor. Then the first time some deep pocket company comes along all the city can do is see some tax money coming in and the general plan goes out the door. Mr. Dawson I do not know you personally and I don't mean to question your veracity. I bought a home in Cailmesa because the general plan was to keep it rural, you only have to look to Fontana to see when one warehouse comes in and opens the door it doesn't stop.

I have lived in Calinesa for 2 1/2 years and the traffic on the 10 at Cherry Valley Boulevard is pretty bad most the time, to get on the freeway from Cherry Valley Boulevard going West at most times of the day it's very congested (the traffic coming from Beaumont's south).This is without having big rigs every three minutes getting on or off the freeway.

In closing I would just like to add you just have to look at the last presidential election to see that the average American is tired of electing officials that say one thing and do another. Our new president is as far from being a politician as you can get in despite all odds and protests he is now our president.

Sincerely yours,

Steven Street
10961 Desert Lawn Dr SP#40
Calmesa California, 92320

cc: M. Ashley

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Steven Street (STREET)

Comment STREET-1
The commenter states general opposition to the project.

Response to STREET-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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From: Roz McDonald [mailto:buddydesert@yahoo.com]
Sent: Thursday, June 15, 2017 2:13 PM
To: Dawson, Brett <BDawson@RIVCO.ORG>
Subject: My comments concerning the San Gorgonio Crossings, General Plan Amendment No. 1079, Change of Zone No. 7799

MCDONALD

The major adverse impacts of this proposed huge warehouse facility (1,823,760 square feet) with 300 bay doors is as follows: I. The major increase in tractor trailer traffic on the 2 and 3 lane roads surrounding the proposed warehouse. The impact on Interstate "10" which already carries a high volume of traffic currently will result in a high level of tractor trailer congestion. 2. The hundreds of tractor trailers servicing the warehouse facility daily will emit high levels of air pollution. The current air quality is likely in the acceptable range at the proposed warehouse site. 3. Inorder to enable the developer of this land to earn a fair return on his investment, I propose a compromise where-by the Riverside County Supervisors will permit the owner/developer to build a residential community including single family homes and townhouses. The owner/developer will be required to work with the County of Riverside Planning Department to ensure this residential area conforms and is compatible with the surrounding area. The Planning Department is to ensure that the proposed homes are well constructed and professionally landscaped. The County of Riverside Planning Department must give final approval before the owner/developer can build the residential community. If the legal counsel for this project determines that granting the construction of the residential area requires new zoning in order to prevent new warehouse construction, industrial development, and commercial development than the Riverside County Supervisors should do so. 4. Conclusion- The Riverside County Supervisors should not change the current zoning to permit the construction of this or any warehouse on this site. The Supervisors should zone this area and 5 square miles around it not to permit the new construction of new warehouses, new industrial facilities, and no new commercial facilities.

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Roz McDonald (MCDONALD)

Comment MCDONALD-1
The commenter expresses concerns regarding truck traffic on surrounding roadways, as well as concerns regarding air quality.

Response to MCDONALD-1
Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment MCDONALD-2
The commenter continues to state that in order to enable the developer of this land to earn a fair return on his investment, the owner/developer should be permitted to build a residential community including single family homes and townhouses.

Response to MCDONALD-2
Comment noted. Two residential alternatives were evaluated in the RDEIR (the No Project—CVGPA SP Alternative and the Residential Alternative). The No Project—CVGPA SP Alternative would result in fewer impacts related to Air Quality, Greenhouse Gas Emissions, Hydrology and Water Quality, Noise, and Traffic. However, the No Project—CVGPA SP Alternative would not eliminate the significant and unavoidable traffic impacts that would occur under the proposed project. The Residential Alternative would result in similar significant adverse and unavoidable impacts to Air Quality and Traffic compared with the project, due to increased vehicle trips. Moreover, a residential development would not achieve any of the stated project objectives related to efficient goods movement and taking advantage of the project site's proximity to the I-10 Freeway. Please refer to RDEIR pages 6-4 to 6-5; and 6-10 to 6-35.

Comment MCDONALD-3
The commenter concludes that the Riverside County Supervisors should not change the current zoning to permit the construction of this or any warehouse on this site. The Supervisors should zone this area and 5 square miles around it not to permit the new construction of new warehouses, new industrial facilities, and no new commercial facilities.

Response to MCDONALD-3
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

DIAMOND

As a Lovera resident, I've enjoyed the quiet, beautiful atmosphere in this area for twelve years. I am adamantly opposed to the proposed warehouse project for a variety of reasons: traffic congestion, pollution, aesthetics, inconvenience during a lengthy construction project, noise, and devaluation of property values. 1

Officials in Riverside County Government have pledged to maintain a rural character in this pastoral setting. This project will destroy the area permanently.

I repeat, this project MUST not be approved. "I like County Living... No diesels Driven!"

Sincerely

Susan Diamond

Print Name and Address Susan Diamond
891 Westchester Rd.
Beaumont, CA 92223

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Susan Diamond (DIAMOND)

Comment DIAMOND-1
The commenter expresses general opposition to the project because the commenter believes the project will cause traffic congestion, pollution, negative impacts to aesthetics, inconveniences during a lengthy construction, project noise, and devaluation of property values.

Response to DIAMOND-1
Comment noted. Potential aesthetic and lighting impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Noise impacts are addressed in RDEIR Section 3.12, and would be less than significant with mitigation. Mitigation Measure TRAN-5 requires preparation of a construction traffic management plan, which will ensure that inconveniences to motorists and nearby residents are minimized. Other economic or social considerations such as property values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project.

This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

WEST

I WRITE THIS LETTER BECAUSE I THINK THE PROJECT IS NOT GOOD FOR OUR NEIGHBOR. AND IT WILL POLLUTE THE ENVIRONMENT, ESPECIALLY THE DIESEL FUME, ALL THE PROPERTY AROUND HERE WILL DECREASE, CREATE TRAFFIC JAM, ESPECIALLY WITH THE BIG RIG (18 WHEELS). HUNDRED ENCUMBER EVERYDAY & NIGHT FUSE TO LIVE CLOSE TO THE WAREHOUSE SIMILAR TO THIS BEFORE & WE HAVE HARDTIME BREATHING WHEN WE GO OUT TO WALK, EXERCISE OR WALK THE DOG OR GARDENING. AND THE DIESEL TRUCK IDLING ALL DAY ALL NIGHT LONG & IT TAKE OVER ALL OF LOCAL STREET, CAUSE A LOT OF STRESS & HAVE A LAW SUITE LATER - I HOPE WE WILL LEARN FROM OUR EXPERIENCE AND FROM OUR HARD THINKING IT IS NOT GOOD FOR ANYTHING THIS PROJECT PLEASE BELIEVE ME.

1

Sincerely

MATTHEW WEST

Print Name and Address

963 ESSEX RD.
BEAUMONT, CA 92223

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Matthew West (WEST)

Comment WEST-1

The commenter states opposition to the project citing concerns regarding diesel fumes, property values and truck traffic.

Response to WEST-1

Please refer to Response to Comment BELDEN-1 and R. DOMINGUEZ-1.

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ATT: MR BRett DAWSON PROJECT MANGER
RE SAN GERGONIO CHOSSING & DEIR #534
DEAR MR DAWSON 6-7-17
Wendy Nielsen

NIELSEN

Live in cherry Vly since 1970
moved Here FOR less URBAN AREA
less TRAFFIC + CRIME
This WAREHOUSE is Going to
BRING TRAFFIC SMOG its close 1
TO A SENIOR community
Ruin the Aesthetics of our
town this will Also Displace
wild life AND the Families living on
ROBERTS RD.
DROP of PROPERTY Values

SINCERELY YOURS
Wendy Nilsen

Wendy Nielsen
10885 JONATHAN AVE
CHERRY VALLEY CA
92223

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Wendy Nielsen (NIELSEN)

Comment NIELSEN-1

The commenter expresses opposition to the project because of the traffic and smog the commenter believes the project will produce, and the commenter believes the project will ruin the aesthetics of the town and displace wildlife and families, and drop of property values.

Response to NIELSEN-1

Comment noted. Please refer to Response to Comment DIAMOND-1, MILLER-1 and R. DOMINGUEZ-2-2.

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Robert & Carol Jensen
1559 High Meadow Drive
Beaumont, CA 92223

June 13, 2017

To Riverside County Supervisors:
Kevin Jeffries
John Tavaglione
Chuck Washington
V. Manuel Perez
Marian Ashley

County of Riverside Administrative Center
4080 Lemon Street, 5th Floor
Riverside, CA 92501

Gentlemen:

JENSEN

As residents of Beaumont, living near Cherry Valley Boulevard, we are very concerned about a proposal before the Board of Supervisors to rezone property in unincorporated Cherry Valley from rural/residential to industrial in order to build a 1.8 million square foot logistics warehouse complex called Gateway/Gorgonio Crossing.

The Gateway/San Gorgonio site is located a mile or less from four senior communities (one of which is where we reside) and less than three miles from four public schools. A recent study by the SCAQ Management District found that a logistics warehouse of this size would attract an estimated 1600, 18-wheel diesel truck trips a day. This means immense pollution and traffic congestion. 1

In addition, according to a panel of local realtors, residential property values in the surrounding area would drop by 10 percent or more if the warehouse is built.

We support continued economic growth in the County, but this type growth should not be done in a zoned residential area.

We urge all of you to vote NO on this "spot rezoning."

Thank you,

Robert G. Jensen Carol R. Jensen

2017 JUN 20 AM 10:47
RECEIVED RIVERSIDE COUNTY
CLERK OF THE BOARD OF SUPERVISORS

Robert and Carol Jensen (JENSEN)

Comment JENSEN-1

The commenter states opposition to the project due to concerns related to pollution and traffic congestion. The commenter states that residential property values in the surrounding area would drop by 10 percent or more if the project is built, and urges the Board of Supervisors to vote no on this "spot zoning."

Response to JENSEN-1

Comment noted. Please refer to Response to Comment DIAMOND-1. With regard to allegations of spot zoning, please refer to Master Response #2.

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6-21-17

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92502-1409
Attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing Recirculated Deir # 534

Dear Mr. Dawson

V. CHAVEZ

my name is Victor Chavez, I live at the Plantation on the Lake - sp# 342. I've been here for 2½ years. I love it. I love the Less, urban area, and the quality of life in this small town, low crime area. I Do not want any warehouses in this area!!

1

The air quality will be very bad for all. the amount of semi-trucks with the diesal fumes in the area will affect us even more, than already is. the traffic will become even more heavy, than it is.

I'm opposit to this plan — I do not want warehouses, or semi trucks in this area"

Sincerely yours,
Victor Chavez
Victor Chavez
10961 Desert Lavender sp# 342
Calimesa, CA 92320

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Victor Chavez (V. CHAVEZ)

Comment CHAVEZ-1

The commenter states opposition to the project due to the air quality from diesel fumes from the semi-trucks and heavier traffic.

Response to CHAVEZ-1

Comment noted. Please refer to Response to Comment BELDEN-1.

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From: sw072153@aol.com [mailto:sw072153@aol.com]
Sent: Saturday, May 27, 2017 7:51 PM
To: Dawson, Brett <BDawson@RIVCO.ORG>
Subject: San Gorgonio Crossings

WILSON

Dear Mr.Dawson,
I have looked at the revised EIR for this project and it seeks to justify a diabolical misuse of rural land in the name of profit at the expense of residents of Beaumont,Cherry Valley and others.
More trucks,more pollution and more concrete are not needed here and it is laughable that it states that they want to make the warehouses compatible with Cherry Valley,an absurd concept !
The I-10 freeway and Banning truck scales are already overloaded so how would more trucks help ? I and many others object to this hideous warehouse and my view will not change.
We don't want it and don't need it.
Sincerely,Geoffrey Wilson.

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Geoffrey Wilson (WILSON)

Comment WILSON-1
The commenter expresses general opposition to the project.

Response to WILSON-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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From: Jack Hannemann [mailto:dj.hannemann@verizon.net]
Sent: Thursday, June 22, 2017 2:14 PM
To: Baez, Ken <KBAEZ@RIVCO.ORG>
Subject: Mr. Ken Baez

June, 2017

Riverside County Planning Department

4080 Lemon Street, 12th Floor

Riverside, CA 92501

Attn: Mr. Ken Baes

RE: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson:

HANNEMANN

I am writing this letter to oppose the Gateway/San Gorgonio Crossing mega-warehouse in Cherry Valley submitted May 26, 2017. My wife and I opposed the original EIR and we oppose this EIR. As I mentioned in the previous letter, the truck pollution and traffic will impact Cherry Valley's rural life style. There at least 9 schools downwind from the proposed mega warehouse, the increase pollution for the school age children will be harmful. There is one school within one mile of the proposed project and it is a gramer school. 1

Cherry Valley Blvd off ramp is not equipped to handle the existing traffic now. We have at time traffic backing up onto the freeway. High School students will be traveling this road to the houses across the freeway. 2

Now the serenity of Cherry Valley (zoned RA1) will be gone forever. Cherry Valley was zoned many years ago for low density and this spot zone will encroach on the rural life style that was promised. Until the increased pollution, noise and traffic is taking care BEFORE and project can be looked at and approved. 3

Douglas Jack Hannemann

Kathleen Clark Hannemann

40170 Lincoln St.

Cherry Valley, Ca. 92223

957-845-5727

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Jack and Kathleen Hannemann (HANNEMANN)

Comment HANNEMANN-1
The commenter states that the truck pollution and traffic will impact Cherry Valley's rural life style, and states concerns regarding air pollution impacts on nearby schools.

Response to HANNEMANN-1
Please refer to Response to Comment SIERRA-22. As shown on Table 3.3-17 of the RDEIR, Tournament Elementary School (located approximately 1.10 miles south of the project site), Brookside Elementary School, and Beaumont High School (located approximately 2 miles east) have a 0.0 lifetime cancer risk from project operations based on the current SCAQMD threshold. As shown on Table 3.3-18 of the RDEIR, Tournament Elementary School, Brookside Elementary School, and Beaumont High School all have a 0.1 lifetime cancer risks using OEHHA Cancer Risk Guidance. Therefore, health impacts to local school receptors will be less than significant.

Comment HANNEMANN-2
The commenter states that the Cherry Valley Boulevard off ramp is not equipped to handle the existing traffic now, at times traffic backing up onto the freeway. High School students will be traveling this road to the houses across the freeway.

Response to HANNEMANN-2
The I-10/Cherry Valley Boulevard freeway ramps would operate an unacceptable Level of Service under Horizon Year (2040) Without Project conditions. Although the project would contribute to this cumulatively significant impact, the impact would exist even without the project under Horizon Year 2040 conditions, and therefore the future interchange improvements would be necessary even if the project were not constructed. (See RDEIR at 4-18). Impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to transportation (including local roadways within the study area, and freeway on/off-ramps), and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Please refer to Response to EICHNER-2. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment HANNEMANN-3
The commenter states that the serenity of Cherry Valley (zoned RA1) will be gone forever. Cherry Valley was zoned many years ago for low density and this spot zone will encroach on the rural life style that was promised.

Response to HANNEMANN-3
Comment noted. With regard to allegations of spot zoning, please refer to Master Response #2. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 7, 2017

Mr. Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

RE: San Gorgonio Crossing RECIRCULATED EIR No. 534

ELSER

DEAR MR. DAWSON,

I AM COMMENTING ON THE RECIRCULATED EIR #534, ISSUED MAY 26, 2017. ON PAGE V-2 OF THE GENERAL PLAN THAT STATES, "WE VALUE THE HEALTH OF OUR RESIDENTS," THE POLUTION FROM BUILDING WAREHOUSES SO CLOSE TO RESIDENTS IS NOT SAFE. ON PAGE V-13 UNDER #9 OF THE GEN. PLAN IT STATES THAT, "THE EXTENSIVE HERITAGE OF RURAL LIVING CONTINUES TO BE ACCOMODATED IN AREAS COMMITTED TO THAT LIFESTYLE AND ITS SUSTAINABILITY IS REINFORCED BY STRONG OPEN SPACE..." 1

ALL THE COMMENTS & QUESTIONS CONCERNING THE ENVIRONMENTAL ISSUES IN MY PREVIOUS & ATTACHED LETTER REMAIN PERTINENT AND RELEVANT TO THIS RECIRCULATED EIR. THEREFORE, I AM RESUBMITTING MY ORIGINAL LETTER ALONG WITH THE ABOVE COMMENTS. I WILL EXPECT COMMENTS FROM BOTH LETTERS TO BE ANSWERED & INCLUDED IN THE FINAL E.I.R.

Jeff Elser • 9089 Whispering Pines Road • Cherry Valley, CA 92223

January 4, 2017

Mr. Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

RE: San Gorgonio Crossing DEIR #534

Mr. Dawson:

I moved to Cherry Valley in 2000 because I loved the open space and the rural lifestyle offered in this area. My home is situated on one acre of land in the foothills of Cherry Valley. I work, shop and volunteer locally. I am invested in this community and my commitment to its preservation is strong.

I am writing to express my opposition to the proposed San Gorgonio Crossing warehouse development. Firstly, the area is zoned as residential and any effort to fast-track the rezoning to industrial goes against the Riverside County General Plan (RCGP) which states the goal of the county is to protect the rural character of Cherry Valley. Secondly, I have serious concerns regarding the environmental impact on the habitat of that area and the impact on the health of area residents from the many negative effects of the increased traffic from air and noise pollution. According to the South Coast Air Quality Management District (SCAQMD), diesel trucks are Southern California's primary air polluter. I believe that the Draft Environmental Impact Report (DEIR) does not adequately address the negative impact of the pollution. Thirdly, I believe that any large warehouse and the subsequent heavy truck traffic does not fit into a Community of Interest (COI). I fully anticipate that it will diminish property values in this rural residential area.

As a property owner and resident of Cherry Valley, I expect Riverside County representatives to act in a responsible manner to protect my community as directed in the RCGP and to safeguard my investment in my home.

Respectfully,

Jeff Elser
9089 Whispering Pines Rd
Cherry Valley, CA 92223

Jeff Elser (ELSER)

Comment ELSER-1

The commenter cites to County General Plan provisions regarding health and rural living. The commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to ELSER-1

With regard to potential health impacts from the proposed project, please refer to Response to Comment R. DOMINGUEZ-1. With regard to the project's compatibility with General Plan policies related to rural character, please refer to Responses to Comments CVAN-7 and CVAN-12. With regard to the decision to recirculate the EIR, please refer to Master Response #1.

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MONAHAN

4080 Lemon St 12th Floor
Riverside, CA 92501 - attn ML Brett Dawson, Project Planner

RE:
San Gorgonio
Crossing DEIR
#534

My name is Jerry Monahan and I live at Four Seasons. I am a retired police officer and a veteran of the Armed Services.

I am against this warehouse being built in Cherry Valley because it will effect the quality of life. It will create a lot of truck traffic, create dangerous traffic conditions, effect air quality for the entire area.

It also will mix a warehouse in a rural area of residential homes and will lessen the aesthetics of the small town character of the community.

I am against this warehouse project for all the above reasons and Request that our elected officials vote against this project. I believe strongly that we should protect the rural areas and keep them rural.

This is a terrible project that does not help the community. Thank you.

Jerry Monahan 439 Yellowstone Park Beaumont
June 15, 2017
ca m. Ashley

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Jerry Monahan (MONAHAN)

Comment MONAHAN-1
This commenter expresses general opposition to the project.

Response to MONAHAN-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502-1409
Attention: Brett Dawson, Project Planner

RE: San Gorgonio Crossing recirculated DEIR #534

J. PARRISH

These comments reflect my views as a retired corporate executive and university educator who has lived in Beaumont as a homeowner since 2006. I pass the proposed San Gorgonio Crossing rezoning site daily in egress and ingress to my home.

I am fortunate that (should the spot-zoning proposal be approved against all reason!) I will probably be able to avoid the congestion and traffic risk of that enterprise by driving to another freeway exit and circling back several miles to the home I bought in the belief (and general plan assurance) that a peaceful rural lifestyle would prevail here.

Many other residents - some seniors, school children, etc. - are not so able to avoid the pollution and danger of this terrible project. Please consider them and follow longstanding guidelines to reject this rape of our community!

John Parrish (JOHN PARRISH)
1733 Brittney Road, Beaumont, CA 92223

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John Parrish (J. PARRISH)

Comment J. PARRISH-1
This commenter expresses general opposition to the project and refers to the proposed zone change as "spot zoning."

Response to J. PARRISH-1
Comment noted. With regard to allegations of spot zoning, please refer to Master Response #2. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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From: Michael Eichner [mailto:eichner.m@yahoo.com]
Sent: Wednesday, June 28, 2017 2:04 PM
To: Dawson, Brett <BDawson@RIVCO.ORG>
Subject: San Gorgonzola Crossing No. 1079-534

Hello Brett,

EICHNER

I reviewed the Draft EIR Docs and I am concerned about the aesthetics of the project. Tilt-up buildings are generally ugly and I don't see anything in the docs on how the look of a square building will be addressed to be an attractive building. All I see is notes about colors, a little glass and a few metal canopies. I would like to see more details and more requirements on the Architectural elevations. This project is surrounded by residential and no one wants to drive by every day looking at something ugly. 1

I don't agree with the traffic study. Everything references "50 peak hour trip". Report says it does not anticipate 50 or more trips during peak hours coming from either freeway (60,10,215). Project consists of over 100 parking spaces for employees and over 1000 spaces for commercial trucks. Normal business hours of logistics company's or manufacturing would put these employees coming to work and going home during peak hours. Add that to any actual commercial transport truck on the move and you got a lot of traffic. What is the immediate plan to mitigate the traffic on Cherry Valley on/off ramps to the 10 freeway? It wasn't clear to me when all the on ramp/off ramps where going to be realigned. If the mitigation is part of the 2040 caltrans plan this will not work. I won't approve of sitting in traffic brought on by a new project for the next 20 plus years. Please address what will be conditioned in this project for Certificate of Occupancy as it relates to traffic/street improvements. I don't feel it should just be a DIF/TUMF fee, actual work needs to be completed by the developer to mitigate the traffic and it needs to be conditioned to CofO. 2

Please address my concerns in the approval process. I will be at any planning commission hearing and city council hearing to address my concerns. 3

Mike Eichner
Commercial Property Developer
909-266-3430
Confidentiality Disclaimer

This email is confidential and intended solely for the use of the individual(s) to whom it is addressed. The information contained in this message may be privileged and confidential and protected from disclosure. If you are not the author's intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing, or copying of this email is strictly prohibited. If you have received this email in error please delete all copies, both electronic and printed, and contact the author immediately.

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Michael Eichner (EICHNER)

Comment EICHNER-1
This commenter states that he is concerned about the aesthetics of the project.

Response to EICHNER-1
Exhibits 3.1-2a through 3.1-2d depict elevations for the project. Additionally, Exhibits 3.1-3a through 3.1-3m contain visual simulations of the project at likely viewpoints of pedestrians and motorists. The project would utilize neutral earth tones and architectural features to provide a rural design scheme that is in keeping with the existing character of the surrounding area. The elevations would generally include rural, western, and agricultural elements. For example, the project would utilize shades of brown with natural accent colors for the majority of the building elevations. The project buildings would also include decorative metal canopies, appropriate signage, and barn style façades. The buildings have also been designed to include vertical and horizontal elements and features to break up the massing of the structures and provide visual interest. In addition, substantial landscaping along the site perimeter and building façades will soften views into the site and further enhance the visual character of the project. Please refer to RDEIR Section 3.1 for a detailed description of project architectural features and aesthetic impacts.

Comment EICHNER-2
The commenter questions the conclusions of the traffic study and asks whether there is an immediate plan to mitigate the traffic on Cherry Valley on/off ramps to the 10 freeway. The commenter states that the timing of the realignment of all the on ramp/off ramps was not clear, and advises that if the mitigation is part of the 2040 Caltrans plan, it will not work. The commenter states that he does not approve of sitting in traffic brought on by a new project for the next 20 plus years, and asks that the conditions related to traffic/street improvements in the Certificate of Occupancy be addressed. Finally, the commenter states that payment of a DIF/TUMF fee is not adequate mitigation, and states that actual work needs to be completed by the developer to mitigate the traffic and it needs to be conditioned to [Certificate of Occupancy].

Response to EICHNER-2
Please refer to Response to Comment LANDA-4. MM TRAN-1a addresses the deficiency at the I-10 and Cherry Valley Boulevard Interchange. It requires that, if a fair share contribution program has been established that provides for full funding and a schedule for construction of the future new interchange at the I-10 eastbound and westbound offramps at Cherry Valley Boulevard, the project applicant shall pay the project's fair share toward the construction of such improvements.

If a fair share contribution program has not been established at the time the applicant submits for building permits, and provided that both Caltrans and the City of Calimesa authorize construction within their respective jurisdictional control and sufficient interest in the land which will permit the improvements to be made is acquired prior to the issuance of building permits, the project applicant shall construct the interim improvements prior to the issuance of final occupancy permits as outlined in MM TRAN-1a.

Similarly, MM TRAN-1b requires that, if a fair share contribution program has been established that provides for full funding and a schedule for construction of the future new interchange at the I-10

eastbound and westbound offramps at Cherry Valley Boulevard, the project applicant shall pay the project's fair share costs to realign Calimesa Boulevard approximately 550 feet east of the I-10 westbound ramps and construct an eastbound left turn lane at the intersection of Calimesa Boulevard and Cherry Valley Boulevard.

If a fair share contribution program has not been established at the time the applicant submits for building permits, and provided that the City of Calimesa authorizes construction within its jurisdictional control and sufficient interest in the land which will permit the improvements to be made is acquired prior to the issuance of building permits, the project applicant shall construct the improvements prior to the issuance of final occupancy permits as outlined in MM TRAN-1b.

The RDEIR acknowledges the uncertainty surrounding completion of some of the improvements if no fair-share contribution program is in place, and therefore discloses a significant and unavoidable impact to certain traffic facilities. (See RDEIR at 3.16-88 to 3.16-95). Nonetheless, the project will implement all feasible mitigation measures and pay its fair share towards cost of improvements, which will reduce traffic impacts of the project to the greatest extent possible.

Comment EICHNER-3
The commenter would like his concerns addressed in the approval process. The commenter will be at any planning commission hearing and city council hearing to address his concerns.

Response to EICHNER-3
Comment noted. The project will be considered in a public hearing before the Riverside County Board of Supervisors. The project will not be subject to review by the County Planning Commission or any city council.

June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson,

J. FERGUSON

I am a 12 year resident of Solera an adult community, located in Beaumont Ca. I was born and raised in the Metropolitan L.A. area, and moved to Beaumont after retirement, to enjoy the clean air, relaxed life style, decreased traffic and open air feeling. Our property values will plummet our rural, quiet life style will tarnish, our environment will suffer! I don't want to live like that!! That's why I'm opposed to this warehouse!

There are already many warehouses in the I.E. some that are not even being used! We don't need another noisy traffic producing, loss of rural life style facility in this community. I have grown to love! NO WAY GATEWAY!!

1

Sincerely Judy Ferguson

Print Name and Address JUDY FERGUSON
809 KINGSMILL CT.
BEAUMONT, CA. 92223

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Judy Ferguson (J. FERGUSON)

Comment J. FERGUSON-1
This commenter expresses general opposition to the project.

Response to J. FERGUSON-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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HELEN M. MESSRAH
38915 Cherry Valley Blvd.
Cherry Valley, CA 92223
(951) 845-4890 Home
(951) 318-0611 Cell

County of Riverside
PLANNING DEPT.
4080 Lemon St., 12th Floor
Riverside, CA 92501

Brett Dawson, Project Planner
(951) 955-0972
Bdawson@rctlma.org

July 5th 2017

Subject: San Gorgonio Crossings – General Plan Amendment No. 1079

Dear Mr. Dawson and all concerned:

MESSRAH

My name is Helen Messrah and I have lived in Cherry Valley for 60 years.

Cherry Valley now has a population of 6,700 and Cherry Valley Blvd. is the only access for residents of Cherry Valley to get to the 10 Fwy.

I have seen it change to a much less rural area over the years, especially with Beaumont encroaching Cherry Valley with thousands of homes being built and plans for thousands more. This alone has increased heavy traffic and with the warehouse project adding to the traffic congestion, the air quality will be unimaginable! 1

We need to protect the rural character of Cherry Valley!
WE DO NOT WANT THIS WAREHOUSE in our lovely rural valley.

I sincerely hope you will squelch this project.

Thank you,

Helen Messrah

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Helen Messrah (MESSRAH)

Comment MESSRAH-1
This commenter expresses general opposition to the project.

Response to MESSRAH-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

SPONSLER

I'm against the Warehouse in Cherry Valley

I signed an original letter, This is my second letter.

1

Sincerely Lorene Sponsler

My Address is: 1681 Pipes Creek
Beaumont, Ca. 92223

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Lorene Sponsler (SPONSLER)

Comment SPONSLER-1
This commenter expresses general opposition to the project and states that this is her second letter.

Response to SPONSLER-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

I am commenting on the Recirculated Deir #534, Issued May 26, 2017. New Comments would be added here and then Finish letter below.

JACQUEZ

I am concerned about traffic.
In the RDEIR it States that Signage will be added which will prevent Trucks from parking or queuing on public streets, the question here would be What Kind of powerful signs would actually prevent Trucks from parking or ~~queue~~ queuing on public Streets" No signs that I Know about. 1

There is enough traffic as it is, I am politions.

Sincerely

Print Name and Address MARIA R. JACQUEZ
11955 CLIFF Rose Way Beaumont, CA. 92223

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Maria Jacquez (JACQUEZ)

Comment JACQUEZ-1

This commenter is concerned about traffic and questions the efficacy of signage mitigation measures to prevent trucks from parking or queuing on public streets.

Response to JACQUEZ-1

Comment noted. Please refer to Response to Comment FEATHERSTONE-2.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

AMOS

ALL THE COMMENTS AND QUESTIONS CONCERNING THE ENVIRONMENTAL ISSUES IN MY PREVIOUS AND ATTACHED LETTER REMAIN PERTINENT AND RELEVANT TO THIS RECIRCULATED DEIR. THEREFORE, I AM RESUBMITTING MY ORIGINAL LETTER ALONG WITH THESE ADDITIONAL COMMENTS CONCERNING THE RDEIR AND I WILL EXPECT COMMENTS FROM BOTH LETTERS TO BE ANSERED AND INCLUDED IN THE FINAL EIR. 1

GIVEN THESE FACTS, WE BELIEVE THAT THERE IS NO LONGER ANY JUSTIFICATION FOR KEEPING THIS ZONING CHANGE ON THE FAST TRACK. THEREFORE, WE REQUEST THAT IT BE GIVEN TO THE COUNTY PLANNING COMISSION FOR THOROUGH REVIEW.

Sincerely

Print Name and Address

RICHARD A. AMOS
1695 WOODLANDS RD
BEAUMONT, CA 92223

RIVERSIDE COUNTY PLANNING DEPARTMENT
4080 LEMON ST 12TH FLOOR
RIVERSIDE, CA 92501

ATTN: MR BRETT DAWSON, PROJECT PLANNER
RE: SAN GORGONIO CROSSING DEIR 534

DEAR MR. DAWSON:

MY NAME IS RICHARD AMOS, AN 82 YEAR OLD ARMY VETERAN WHO CAME TO LIVE IN THE CHERRY VALLEY. MY WIFE & I HAVE ENJOYED 12 YEARS IN OUR GATED COMMUNITY.
DUE TO OUR YEARS, AIR QUALITY IS UPPER MOST TO US. AS STATED ON PAGE AQ-15 OF THE GENERAL PLAN IT STATES: SENSITIVE RECEPTORS REFER TO THOSE SEGMENTS OF THE POPULATION MOST SUSCEPTIBLE TO POOR QUALITY (I.E. CHILDREN, ELDERLY AND THE SICK) AND TO CERTAIN AT-RISK SENSITIVE LAND USES SUCH AS SCHOOLS, HOSPITALS, PARKS OR RESIDENTIAL COMMUNITIES. THE INTENT... IS TO REDUCE THE NEGATIVE IMPACTS OF POOR AIR QUALITY ON RIVERSIDE COUNTRY SENSITIVE RECEPTORS.
I CANNOT STRESS ENOUGH, THE IMPORTANCE FOR YOU TO KEEP THE ZONING IN COMPLIANCE WITH PAGE AQ 15.
PLEASE FEEL FREE TO CONTACT ME.

RESPECTFULLY,
RICHARD AMOS
1695 WOODLANDS RD
BEAUMONT
CA 92223

CC: Marian Ashley

Richard Amos (AMOS)

Comment AMOS-1

The Commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR. The commenter states that there is no justification for keeping the zoning change on the fast track and that it should be reviewed by the County Planning Commission.

Response to AMOS-1

Comment noted. With regard to issues related to recirculation of the EIR, please refer to Master Response #1. With regard to the project's fast track application status, please refer to Master Response #3.

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Jun 28, 2017
Riverside County Planning Dept
4080 LEMON ST 12th Fl
Riverside CA 92502-1409
Attn: Mr Brett Dawson Project Planner
- San Gorgonio Crossing RDEIR 534

NGUYEN

Dear Mr Dawson
I am MINH NGUYEN I have been living in Solera Community 55+ since 2005. I moved in this area because I expected a low crime rate, less urban area, better environment, small town atmosphere. Especially my wife suffering heavy asthma illness. She couldn't sustain all the pollution of big trucks traffic. We escaped LA city area with bad air quality to come in this community to hopefully enjoy a better, healthier life. 1
Please keep Beaumont / Cherry Valley rural areas rural.

Sincerely yours
Minh T Nguyen
MINH NGUYEN
1784 Brittney Rd
Beaumont CA 92223

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Minh Nguyen (NGUYEN)

Comment NGUYEN-1
This commenter expresses general opposition to the project, citing concerns related to air quality.

Response to NGUYEN-1
Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson,

RADABAUGH

My husband and I are retirees in our 60's - I am 63 and my husband is 69. My reason for writing is to oppose the San Gorgonio Crossing Project. We moved here to enjoy the rurality of the area, as well as reduced traffic and better air quality.

I have serious allergies and asthma - both of which have improved in the 11+ years we have lived here. The SGC project would undoubtedly gravely affect - negatively - the current good air quality.

We also support the Riverside County zoning on pg. LU-18 of the General Plan which strives to "help preserve the unique rural character of the county and its rich open spaces." Current infrastructure can NOT support any more traffic, and especially not large diesel trucks!

1

Sincerely

Rachael Lyon & Robert Radabaugh

Print Name and Address

886 Annandale Rd.
Beaumont, CA 92223

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Rachel Lyon and Robert Radabaugh (RADABAUGH)

Comment RADABAUGH-1

This commenter expresses general opposition to the project, citing concerns regarding air quality and the project's consistency with County General Plan policies related to rural character.

Response to RADABAUGH-1

Comment noted. Please refer to Responses to Comments NGUYEN-1, CVAN-7 and CVAN-12.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

UNKNOWN

I am against the warehouse in Cherry Valley to much traffic

1

Diana Clerk
1685 Clerk Ave
Beaumont
92223

Sincerely

My Address is:

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Unknown (UNKNOWN)

Comment UNKNOWN-1
This commenter expresses general opposition to the project based on "too much traffic."

Response to UNKNOWN-1
Comment noted. Impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 22, 2017

#534
RDEIR

PAMELA PARKER

Dear Mr. Dawson

My name is Charles Parker, I'm a resident of Rancho Calimesa M.H.P. space 37. I'm a Veteran who suffers from P.T.S.D., and C.O.P.D. My Concerns are our quality and stress related to additional traffic. I and wife moved here to get away from the hustle and bustle of the traffic and the stress brought on from it. Since moving out my health has improved, as a senior citizen I can't afford to move again. There's enough traffic at this time, and there are many empty new houses already.

My wife Pam and I would really appreciate any help you can give us, and our neighbors in this area. This last year we've battled our land lord over a 50% rent increase, which may cause two seniors to have heart attacks. Our concerns are health for ourselves and neighbors and their safety.

1

PAMELA PARKER

1
CONT

I also consider we are already here, and are trying to live out our remaining years here.

Thank you
Charles Parker
Pamela Parker

10320 Calimesa Blvd. #37
Calimesa Ca. 92320 cc M. Ashley

Charles and Pamela Parker (PAMELA PARKER)

Comment PAMELA PARKER-1

This commenter expresses general opposition to the project, citing concerns related to air quality and traffic.

Response to PAMELA PARKER-1

Comment noted. Please refer to Response to Comment BELDEN-1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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BENDER

1

en Redlands / SB where they have benches and room for more. There is such a layer of smog running along the 10 Freeway each and every day not to mention just black most other days.

We know it takes but a warehouse in this area w/all that accompanies it -- i.e. 3126 daily Truck & cars off an inadequate road/Freeway and something nobody wants is a gregious mistake. Tell the Supervisors. Let us win just once.

Thank You
Gladys Bender
35927 Bella Vista DR
Yucaipa CA 92399

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Gladnie Bender (BENDER)

Comment BENDER-1

This commenter expresses general opposition to the project, citing concerns related to air quality and traffic.

Response to BENDER-1

Comment noted. Please refer to Response to Comment BELDEN-1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 9, 2017

Riverside County Planning Department

4080 Lemon Street, 12th Floor

Riverside, Ca 92501

Attn: Mr. Bret Dawson, Project Planner

RE: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson;

GERCIS

My name is Nick Gercis. I am a Viet Nam Veteran. My wife, Linda, and I have lived in the Solera community since late 2013. We relocated from Northeast Ohio when I retired. One of our criteria for moving to any area was that it would have a small town aura, more rural than the average Southern California town and city areas, and with generally light traffic. Our plan is that this would be our final residence. Dropping a 1.8 million sq. ft. warehouse in the Cherry Valley area is not something we want nor would we support any attempt to change the zoning of the area to accommodate it. 1

The additional traffic, both diesel and auto, not only would greatly increase the hazards when traveling on Cherry Valley Blvd. from I-10 to the east, but would also negatively affect the air quality in the area. We use this route to enter Solera often, as it allows us a direct route to the mail room on the way home from west of Cherry Valley. At this stage of our lives, we neither want nor need the unhealthy effects this would pose for us. 2

On Page LU-25, LU 7.4 of the Riverside County General Plan it states that the policy is to: "Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic." It seems to me that putting a large warehouse in this area would directly violate the policy as stated above. In our opinion, to do anything to circumvent or change the established intent of the general plan to accommodate this endeavor, would be counter to the best interests of those who would be most directly impacted, the local residents. 3

In closing, we reiterate that we are seriously opposed to the project most recently known as the San Gorgonio Crossing and any similar projects planned, either past, present or future. 4

Sincerely yours,

Nick Gercis
Linda M. Gercis

Nick & Linda Gercis
999 Wind Flower Rd.
Beaumont, Ca. 92223

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Nick and Linda Gercis (GERCIS)

Comment GERCIS-1
The commenter states their reasons for moving to the area and expresses general opposition to rezoning associated with the project.

Response to GERCIS-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment GERCIS-2
The commenter cites concerns related to air quality and traffic.

Response to GERCIS-2
Please refer to Response to Comment BELDEN-1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment GERCIS-3
The commenter cites to Page LU-24, LU 7.4 of the Riverside County General Plan which states that the policy is to: "Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts form noise, noxious fumes, glare, shadowing, and traffic." The commenter states that putting a large warehouse in the area would directly violate the policy as stated above. In the commenter's opinion, anything that circumvents or changes the established intent of the general plan to accommodate this endeavor would be counter to the best interests of those would be most directly impacted, the local residents.

Response to GERCIS-3
With regard to General Plan Consistency, please refer to Responses to CVAN-7 and CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3.

Comment GERCIS-4
This comment reiterates opposition to the project and any similar projects planned, either past, present or future.

Response to GERCIS-4
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Patsky Realty
P.O. Box 3026, Beaumont, CA 92223
Direct: 951-452-3747
Pager: 1-800-325-8402



Joan Marie Patsky
Realtor, Broker, GRI
CalBRE: #01203966

JUNE 11, 2017

Riverside County Planning Department
Attn: Mr. Brett Dawson, Project Planner
4080 Lemon Street 12th Floor
P.O. Box 1409
Riverside, CA 92502-1409

PATSKY
Page 1 of 1

RE: Recirculated Draft Environmental Impact Report #534
Project: San Gorgonio Crossings, General Plan Amendment No. 1079
Change of Zone #7799; Plot Plan #25337; Parcel Map #36564

PATSKY

Dear Sir:

Thank you for the Planning Dept. letter of May 26, 2017 concerning the subject issue. We are Cherry Valley residents and homeowners, and members of Cherry Valley Acres & Neighbors (CVAN). From the CVAN group, we have received a copy of a Riverside County Land Use, Zoning clause (General Plan, Page LU-18) that states: *"In order to efficiently use land, growth must be focused into strategically located centers or into existing developed area, thus minimizing development pressures on rural, agricultural, and open space areas. This will also help to preserve the unique rural character of the county and the rich open space."*

A map designating the proposed construction of a 1.8 million sq. ft. industrial warehouse at the proposed Cherry Valley situs has been reviewed. The proposed project is unequivocally nonconforming to the unique Cherry Valley country lifestyle of scenic mountain vistas, restricted residential housing density, ranches, equestrian & hiking trails, golf courses, home-based businesses and rural-agricultural residential zoning. 1

It is also understood that the proposed subject DEIR #534 would adversely increase vehicular and truck traffic on the two-lane stretch of Cherry Valley Blvd. as well as adversely affect air quality.

The proposed situs represents non-conforming land use in the Cherry Valley residential, rural, and agricultural area and it is most definitely NOT acceptable to us or the many, many home owner residents of Calimesa, Cherry Valley, and Beaumont who very adamantly oppose the monstrosity being constructed in their "backyard."

Please input this letter as a request for REJECTION of the referenced proposed Gateway/San Gorgonia Crossings project in or near the Cherry Valley community.

Thank you again for the notification concerning the Recirculated Draft Environmental Impact Report #534, and please continue to keep us posted as to further updates. Your consideration is very much appreciated.

Yours truly,
Bob Patsky
Joan Marie Patsky, GRI,*Realtor owner, Patsky Realty
P.O. Box 3026, Beaumont, CA 92223 Phone: (951) 452-3747
Email: jmpatsky@aol.com

Cc: Patsy Reeley, CVAN President

pnygateway

*The GRI designation represents in-depth training in legal, regulatory, and professional standards supported by the National Association of Realtors.

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Bob and Joan Patsky (PATSKY)

Comment PATSKY-1

This commenter expresses general opposition to the project, stating that the project is inconsistent with County General Plan policies related to rural character, and citing concerns related to traffic and air quality.

Response to PATSKY-1

Comment noted. With regard to consistency with General Plan policies related to rural character, please refer to Response to Comments CVAN-7 and CVAN-12. With regard to air quality and traffic concerns, please refer to Response to Comment BELDEN-1.

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JUNE 12, 2017

FESLER-2

THE FACT THAT THIS PROJECT ~~HAS~~ IS GOING FOWARD. DESPITE THE FACT IT WILL IMPACT THOUSANDS OF CITIZNS OF THIS AREA WILL NOW ~~HAVE~~ HAVE TO FIND OTHER ROUTES TO CITYES THE NEED TO TO TO. THE INTERSTATE ROUTE IN NOT ADEQUATE TO HANDLE THIS TRAFFIC. THE TIME AND MONEY NECESSARY TO AVOID THIS AREA IS UNACCEPTABLE PUT THE GREED OF OVER DEVELOPMENT ASIDE. AND CONSIDER THE HEALTH IMPACT TO THE PEOPLE OF THIS AREA. 1

DENNIS FESLER
10400 CIMARRON TRAIL
CHERRY VALLEY CA 92223

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Dennis Fesler (2) (FESLER-2)

Comment FESLER-2-1
This commenter expresses general opposition to the project.

Response to FESLER-2-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 3, 2017

FESLER-1

RECEIVED LETTER DATED MAY 26, 2017. THIS PROJECT WILL NOT BENEFIT ARE COMMUNITY. THE CLAIMS MADE BY THE DEVELOPER ARE SUSPECT AT BEST. THIS IS A PROJECT OF GREED. THE HEALTH IMPACT OF THE REDINTS HERE WILL HAVE IMPACT FOR DECADES. THE BENEFITS ARE A SMOKE AND MIRRORS ILLISION. THE EXPENSE OF THIS WILL BE HIGH FOR PEOPLE. 1

DENNIS FESLER
10400 CIMARRON TRAIL
CHERRY VALLY CA.
92223

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Dennis Fesler (FESLER-1)

Comment FESLER-1-1
This commenter expresses general opposition to the project.

Response to FESLER-1-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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1736 Desert Almond Way
Beaumont, CA 92223

June 12, 2017

Brett Dawson, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing (recirculated Draft EIR #534)

Dear Mr. Dawson:

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017. S. MEHLMAN

All the comments and questions concerning the environmental issues in my letter of 1/3/17 responding to the original draft EIR (attached) remain pertinent and relevant to this recirculated DEIR. Therefore, I am resubmitting my original letter and I will expect my comments and questions comments to be answered and included in the final EIR.

I also want to again express my deep concern with the manner in which the release of the original draft EIR and recirculated draft EIR has been handled by the Shopoff Group and the county. 1

The fact that the original draft EIR was released on the Friday of Thanksgiving week and the recirculated draft was released on the Friday of Memorial Day weekend is not just a coincidence, in my opinion. It seems to me to be a transparent attempt by the Shopoff Group to limit review and comments from the public by releasing them during holiday periods when people are less likely to notice them and respond.

Sincerely yours,

Steven Mehlman

Attachment

January 3, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner
RE: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson:

My wife and I have lived in Beaumont for nearly six years. . We moved here because we wanted a home with a small town atmosphere and natural beauty. That's why we were shocked when a land speculator from Orange County proposed building a huge, 1.8 million sq. ft. industrial warehouse in our backyard.

On Page 3.1-20 of the draft EIR, it states: "the project will include a rural water tower and a wooden barn structure in the project's southwest corner that are designed to evoke a rural theme and honor the history of Cherry Valley."

We are supposed to believe that "a rural water tower and a wooden barn structure" directly adjacent to two industrial warehouses totaling 1.8 million sq. ft.--the size of more than 32 football fields-- will evoke a rural theme. I suggest it would be like putting a log cabin in front of the pyramids to "enhance their rural character."

It will take more than a barn and water tower to cover up the spot zoning of a rural/residential property and a clear violation of the county's General Plan. Given that there is no longer a jobs crisis in Riverside County, there is no compelling reason to spot zone this property or violate the General Plan simply to allow a land speculator to make a profit.

Sincerely,



Steven Mehlman

1736 Desert Almond Way
Beaumont, CA 92223

Steven Mehlman (S. MEHLMAN)

Comment S. MEHLMAN-1

The commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR. The commenter expresses concerns with the manner in which the Draft EIR and RDEIR were circulated beginning on holiday weekends.

Response to S. MEHLMAN-1

Comment noted. The DEIR and RDEIR conformed to all appropriate processing and public review times as required under CEQA. With regard to the issues related to recirculation of the EIR, please refer to Master Response #1.

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5/26/17

TO: Riverside County Planning Dept
Brett Dawson, Project Manager
From: Mary Shelley - 39450 Oak Vewin Cherry Valley CH 92223

Concering: State Clearinghouse No: 2014011009
Recirculated Draft EIR report #534
Project # & Name: San Gorgonio Crossings
General Plan Amendment # 1079
Change of Zone # 7799
plot plan # 25337
Parcel Map # 36564

SHELLY

I am highly opposed to this proposed change in the Zone.

We are a rural area and do not want commerical development.

The County made this an area for 1 acre lots or larger - not for commerical.

We want to maintain this plan & lifestyle.

go to areas that have this commerical developpet now - most can't even sell out or rent building left open I don't want that here - because of vandalism, etc. look to Banning, Ca & see what happened!!!

Don't do this please, Mary Shelley
951 321 0441

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Mary Shelly (SHELLY)

Comment SHELLY-1
This commenter expresses general opposition to the project.

Response to SHELLY-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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13 JUNE 2017

RIVERSIDE COUNTY PLANNING DEPT.
4080 LEMON ST. 12TH FLOOR
RIVERSIDE, CA. 92501

ATTN: MR. BRETT DAWSON, PROJECT MANAGER

RE: "SAN GORGONIO CROSSING," RECIRCULATED DEIR, #534.

DEAR MR. DAWSON:

FEASTER

I AM SURE YOU ARE A BUSY MAN SO I WILL TRY TO KEEP THIS SHORT. MY WIFE AND I HAVE NOW LIVED IN CHERRY VALLEY OVER THIRTY-FIVE YEARS AND COMMUTE THE BLVD. REGULARLY. AS SUCH WE ARE STRONGLY OPPOSED TO ANY FUTURE WAREHOUSES THAT MIGHT BE BUILT THERE. I COULD LIST YOU THE MANY AND VARIED REASONS FOR OUR OPPOSITION, I.E., AIR QUALITY, RURAL SETTING, ETC., ETC., BUT I AM SURE A MAN IN YOUR POSITION HAS HEARD THEM ALL MANY TIMES BEFORE, AND THAT YOU ARE QUITE AWARE OF THE WISHES OF RESIDENTS LIKE OURSELVES. I DID FEEL IT NECESSARY, HOWEVER, TO WRITE TO YOU AND SPECIFICALLY TELL YOU OF THE IMPORTANCE OF THIS MATTER TO MY WIFE AND I, AND WE RESPECTFULLY ASK THAT YOU DO WHAT YOU CAN TO STOP IT.

1

SINCERELY, Steven and Jacquelyn Feaster

STEVEN AND JACQUELY FEASTER, 11089 SANDRA DR. CHERRY VLY, CA. 92223
H# 951-845-6058

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Steven and Jacquelyn Feaster (FEASTER)

Comment FEASTER-1
This commenter expresses general opposition to the project.

Response to FEASTER-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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8886 Whispering Pines Road
Cherry Valley CA 92223
951-845-9778
rhobson@csusb.edu

May 30, 2017

Mr. Brett Dawson, Project Planner
County of Riverside
Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

Re: San Gorgonio Crossings

HOBSON

Dear Mr. Dawson,

Like many of our neighbors, I'm a U.S. military veteran, and like all our neighbors, my wife and I oppose the proposed San Gorgonio Crossings Truck Megawarehouse project. Evidently, our past statements opposing the megawarehouse must be re-filed because the Shopoff Group has changed the name of the project from Gateway to San Gorgonio Crossings. 1

It seems to us that these millions of tons of goods should be moving by rail rather than truck. The impact on our quality of life would be far more benign, and a load would be removed from our already-overworked freeway system. And let's not forget that rail freight companies build their own roads, while taxpayers build and repair roads for the trucking companies. 2

Thanks for your attention. If Shopoff changes the name again, you'll be getting more letters.

Sincerely,

Richard Hobson and Carol Mansell

Cc: Supervisor Marion Ashley, 5th District, Riverside County Board of Supervisors, 14375 Nason St., Suite 207, Moreno Valley CA 92555

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Richard Hobson and Carol Mansell (HOBSON)

Comment HOBSON-1
This commenter expresses general opposition to the project.

Response to HOBSON-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment HOBSON-2
This comment suggests the goods should be moved by rail rather than truck to reduce impacts to quality of life.

Response to HOBSON-2
Comment noted. With regard to the assertion that rail would be an appropriate alternative to the project, please refer to Response to Comment CVAN-42.

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Jay & Nancy Honeyfield

9249 Oak Creek Rd.

Cherry Valley, CA 92223

June 16, 2017

Riverside County Planning Department

ATT: Brett Dawson Project Planner

4080 Lemon Street

12th Floor

P.O. Box 1409

Riverside, CA 92502-1409

State Clearinghouse #- 2014011009

HONEYFIELD

Dear Sir,

Concerning the above general plan amendment and change of Zone we want to go on record as **opposing** this change. These people purchased the property and knew the zoning and we feel a change will affect our way of life in Cherry Valley. This project with the changes proposed will still have an impact of those of us living here, and also for future building that has been approved in the area like Fairway Canyon. We already have issues with the additional homes and to had more to this traffic issue will not be good for those of us left with a change in zoning. We also feel this number of trucks will also add to pollution that we will have to live with. This San Gorgonio Crossings will affect our way of life. Please vote **NO for this change!**

1

Sincerely yours,

Jay Honeyfield

Nancy Honeyfield

Jay Honeyfield

Nancy Honeyfield

Please notify us of any upcoming meetings that we could attend to express our concerns.

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Jay and Nancy Honeyfield (HONEYFIELD)

Comment HONEYFIELD-1
The commenters express general opposition to the project.

Response to HONEYFIELD-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 12, 2017

Supervisor Marion Ashley
4080 Lemon Street
Riverside, CA 92501

Brette
Original sent to Marion Ashley
This is for your file

RE: Recirculated and Revised DEIR #534

Dear Supervisor Ashley:

DANIEL

I was very disappointed when the Riverside County Planning Department as Lead Agency for San Gorgonio Crossing (AKA Gateway warehouse) agreed to recirculate the DEIR for this project. They took advantage of a loop-hole in the CEQA guidelines that said that ***if*** the DEIR was "substantially revised" then it could be recirculated in its entirety and all the letters received on the original DEIR could be ignored and remain unanswered. As a result of this recirculation ploy, almost 600 letters from your constituency were ignored by this game-playing developer. And since there were very few changes in the DEIR and those that were made do not seem to meet the criteria of "substantial", this recirculation is both a travesty and a mockery of the CEQA process. It also shows an utter disregard -- by this developer in conjunction with the County Planning Department -- for the environmental concerns voiced by the many citizens who took the time and effort to write letters in protest about having a 1.8 million square foot warehouse built in the rural area of Cherry Valley where they have their homes and raise their families. 1

Years ago, LAFCO granted Cherry Valley the designation of being an "Unincorporated Community" in order to help the people who live here protect themselves from rapacious developers such as this one who care nothing for their quality of life, but simply buy up vacant land and then demand that zoning, General Plans, and Land Use elements be changed in order for them to build to their own specifications. If that is allowed to happen, then developers -- who are only concerned with their profits -- are able to dictate to the governing authorities how a specific area is going to look. In this specific case, these demanded changes will completely override the vision already built into the General Plan for this rural area and irrevocably spoil the gateway into Cherry Valley by changing this site from one with a rural designation to one with industrial uses. 2

DANIEL

In addition, of course, any warehouse brings along with it numerous other problems, such as worsening air pollution, increasing traffic gridlock, and a loss of wildlife habitat. Most of these problems -- along with many other environmental issues -- were glossed over or summarily dismissed in the original DEIR and in the recirculated one as well. The writers acted as if two mega-warehouses totaling 1.8 million square feet could be plopped down anywhere and no one would notice! However, we all know that problems begin the minute any warehouse is built and will only get worse from then on into perpetuity. 3

However, that doesn't have to happen in this case. I refer you in particular to the Certainty Principle on page I-7 of the Riverside County General Plan, where it states that the **"overriding consideration, is the absolute necessity to maintain a high level of confidence in the Plan and enable people affected by it to have reasonable expectations regarding how the Plan will impact them. The Certainty System serves the needs of those who value a rural lifestyle."** 4

Basically, all that is needed is for you and your fellow supervisors to simply enforce and uphold the vision, principles and protections already written into the General Plan -- the "constitution", incidentally, upon which all your decisions should be based. Those policies, when enforced, are the front line of protection for the rural lifestyle the citizens of Cherry Valley have chosen for themselves and when they are utilized to make appropriate and sensible development decisions, it demonstrates a sincere respect and genuine regard on your part for the people who elected you. 5

Thank you for your kind consideration of this matter.

Sincerely yours,

Mary A. Daniel
P O Box 2041
Beaumont, CA 92223

Mary Daniel (DANIEL)

Comment DANIEL-1
The commenter expresses disappointment concerning the recirculation of the DEIR. The commenter believes there were only minor changes to the RDEIR and it doesn't meet the "substantial" criteria to have been recirculated.

Response to DANIEL-1
Comment noted. With regard to the decision to recirculate the EIR and the changes that were made in the RDEIR, please refer to Master Response #1 and Master Response #11. There were a number of substantial changes throughout the RDEIR.

Comment DANIEL-2
This comment states that the Cherry Valley designation of being an "Unincorporated Community" was made in order to help the residents protect themselves from rapacious developers who care nothing for their quality of life, but buy up vacant land and demand zoning, General Plan, and Land Use Elements be changed in order for them to build to [?] their own specifications. The commenter believes that if that is allowed to happen, then developers will be able to dictate to the governing authorities how a specific area is going to look.

Response to DANIEL-2
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. With regard to the project's consistency with General Plan policies related to the rural character of the area, please refer to Responses to Comments CVAN-7, to CVAN-12 and SIERRA-33.

Comment DANIEL-3
This comment states that warehouses bring numerous other problems, such as worsening air pollution, increasing traffic gridlock, and a loss of wildlife habitat. The commenter claims these problems along with other environmental issues were glossed over or summarily dismissed in both the DEIR and RDEIR.

Response to DANIEL-3
Please refer to Response to Comment BELDEN-1. With regard to impacts to wildlife habitat, please refer to Response to Comment R. DOMINGUEZ (2)-2. The analysis within the RDEIR addresses all physical environmental impacts as required pursuant to CEQA.

Comment DANIEL-4
The commenter cites the Certainty Principle on page I-7 of the Riverside County General Plan, "overriding consideration, is the absolute necessity to maintain a high level of confidence in the Plan and enable people affected by it to have reasonable expectations regarding how the Plan will impact them. The Certainty System serves the need of those who value a rural lifestyle."

Response to DANIEL-4
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3.

Comment DANIEL-5

The commenter suggests that the recipient (Supervisor Marion Ashley) and fellow supervisors enforce and uphold the vision, principles, and protections already written into the General Plan.

Response to DANIEL-5

Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

From: Martha van Rooijen [mailto:martha@mvrconsulting.com]
Sent: Friday, July 07, 2017 6:45 PM
To: Dawson, Brett <BDawson@RIVCO.ORG>
Subject: Comments on Recirculated DEIR 534 - SCH No. 2014011009 San Gorgonio Crossings (formerly I-10 Gateway) Project - DEIR 534 IS INADEQUATE AND UNACCEPTABLE
Importance: High

Hello Brett,

Here is my response to DEIR 534. Please answer me back that you received this email.
I also want to continue to be notified about this project. My contact information is below.
Thank you.

Martha van Rooijen

RESPONSE TO DEIR 534 San Gorgonio Crossing Project (Formerly i1-10 Gateway Project)

July 7, 2017

TO: Brett Dawson
Riverside County Planning Department

RE: RESPONSE: Deny San Gorgonio Crossings--It is Inadequate and Unacceptable
Draft EIR No. 534, San Gorgonio Crossing Warehouse Project, Riverside County, California (SCH No. 2014011009) shows Project will Permanently Damage the Community!

FROM: Martha van Rooijen, Resident, Beaumont, CA

VAN ROOIJEN

Draft EIR No. 534 for the San Gorgonio Crossing Warehouse Project is completely inadequate and an insult to the residents in the area.

This speculative warehouse application should be denied by Riverside County as it has significant negative environmental impacts that cannot be mitigated. Cherry Valley deserves better than this poorly conceived, environmentally unsound warehouse project. 1

1. Cherry Valley is part of the Riverside County Pass Area Plan and is listed as a "unique community"

2. Cherry Valley residents have spent years working with Riverside County on the appropriate General Plan, Zoning, and Overlays for their community.
Warehousing, including logistic and fulfillment centers are inconsistent with the current and planned land uses in the proposed project area. The area itself is vacant and in a rural setting surrounded by small farms and rural-type estate residential. The area has large minimum lot sizes and is intended to preserve the Cherry Valley coveted rural lifestyle. 2

3. Cherry Valley Gateway Policy Area is in place and shows the following for the "Gateway" to Cherry Valley. The proposed Shopoff San Gorgonio Crossing (formerly I-10 Gateway)

VAN ROOIJEN

Warehouse Project is not consistent with what the approved planning document is for this area. Here is what the Plan states is consistent, buffering and rural aesthetic gateway features--not big-rigs, warehousing, pollution, visual blight and noise.

The Cherry Valley Gateway Policy Area is located at the westerly edge of the community of Cherry Valley in an area that is presently largely agricultural or undeveloped. The policy area shall be developed as a gateway to Cherry Valley, and it shall be developed to evoke the rural character of that area. The policy area shall also serve as a community separator between Beaumont and Calimesa. To accomplish these two goals, it is envisioned that clustering and buffering will be utilized in order to preserve open space and maintain the rural character of the area. Higher densities may be allowed through a general plan amendment provided such development meets the goals of the policy area.

Policies:
PAP 4.1 Clustering of dwelling units and lots is encouraged in order to preserve open space areas.
PAP 4.2 Provision shall be made for establishment of a visible "entrance" feature for Cherry Valley within this area that evokes the rural identity of the community.

2 CONT

4. The DEIR confirms that environmental mitigation is not possible for Air Quality and Traffic impacts and that the neighbors in the area will be significantly impacted. The traffic is so bad now with the existing traffic and approved developments--the Roundabout won't handle the traffic--and it is years from being studied, designed, funded, or built. We all have to deal with what is reality for the Cherry Valley/I-10 Interchange. It is substandard now. It cannot handle big semi-trucks 24-7. Please join me anytime for a site visit and you will see the traffic backed up at peak hours and throughout the day--there is no signal now and the lunacy/ludicrous solutions from Shopoff to squeeze out some room in slivers on the existing on/off ramps if the Roundabout doesn't happen is completely ridiculous--there are no slivers of space on the ramps for the trucks to use.

3

This reads like a comic strip and would be laughable, if the entire Planning staff wasn't laying down and passing this on through to the Board of Supervisors. All of you should be ashamed.

In addition, I do not agree with the DEIR that suggests the following items are of no real concern or could be easily mitigated. They cannot be wished away. All of these areas are still unmitigated by the project and cannot just be conjured away for project expediency.

a. Aesthetics--the project will cause visual blight and ruin the rural character of Cherry Valley. The fake Barn Motif is a joke to anyone living in a rural area. Do you think the residents here and the farms in Cherry Valley are so easily suppressed by cheap "Hollywood Western" level facades…insulting and ignorant approach. If any Board of Supervisor, or County Planner, or County Consultant thinks this is good architecture, I welcome this to be built next to their homes.

4

b. Biological Resources--there are animals, flora and fauna that will be affected and destroyed. There is natural pathway animals take through this rural area to get from

5

VAN ROOIJEN

the project site to San Timoteo area where there is actually land preserved by the State and local agencies. This project destroys that natural connector. 5 CONT

c. Greenhouse Gas Emissions--Warehousing and the associated big-rig trucks, workers and machinery will emit greenhouse gases that are not currently in this pristine rural environment 6

d. Land-Use Planning--Warehousing is 100% out of compliance with the existing land uses, planning designation and overlays that the Cherry Valley community has worked diligently with Riverside County to have in place. The existing land-use regulations are in place to specifically prevent the type of planning application,. A speculative warehouse scheme with massive density and environmental impacts changing quality of life in the small, unique Cherry valley area. 7

e. Housing---the area is meant for estate, rural housing and small agricultural uses--all on large lots--warehousing will impact the existing homes and small farms and in fact, prevent further development of the rural housing--when people see giant warehousing, big-rig trucks and associated impacts, they do not want to invest in the Cherry Valley rural lifestyle--they believe their investment will be wasted. So it is not just the current residents who are affected, it is the future small farming, equestrian and estate home builders who will not want to be located in a warehouse zone. I must bring up the Sketchers Warehouse in Moreno Valley--it is a travesty that turned a rural estate area into a visually blighted mess. 8

f. Transportation/Traffic--Traffic is a prime concern as mentioned above. Neither Cherry Valley or Oak Valley I-10 onramps are widened or signalized. Traffic backs up from the existing land-uses. Cherry Valley on-ramps have severe visibility issues, are not configured well now--adding in big-rig or warehouse trucking will cause accidents and insane traffic back ups. Even if this developer is required to pay a fair share of the needed interchange upgrades--signalization, lane widening, new ramp configurations with appropriate acceleration lanes on I-10, etc.-- the improvements MUST be in place prior to any warehouses being developed. People say, well it's in the plan and a fair share will be paid. Unfortunately, the intersection is too under-sized and dangerous at both Cherry Valley/I-10 and Oak Valley/I-10 to count that a future Caltrans project will mitigate traffic/transportation concerns. The existing housing that was approved by Riverside County in the Oak Valley area has been built and more is planned, and still the two Interchanges are not on schedule for upgrades or even signals. The back up in the morning and night with just the existing traffic today is a cause for concern. 9

g. Agriculture--the area has agricultural uses. Warehousing is not consistent with the area's agricultural, small farm-to-table concept. 10

h. Cultural Resources--the Edward Dean Museum is within Cherry Valley. In addition, Cherry Valley serves as a rural gateway to the small hamlet of apple orchards and rural estate homes in Oak Glen in San Bernardino County. Warehousing impacts the cultural resources in Cherry Valley that preserve living pieces of California rural lifestyle. There may also by significant Indian artifacts and other cultural items found in the area that will require sensitive treatment and a high-level of consideration by both Riverside and 11

VAN ROOIJEN

San Bernardino County historical/cultural groups, as well as potentially having statewide significance. 11 CONT

i. Hazards and Hazardous Materials--Warehousing is Industrial and will potentially bring chemicals, processes, pollution, and waste products to Cherry Valley that are significantly negative for the environment. 12

j. Public Services--Cherry Valley does not have adequate police or fire services now. Riverside County is spread thin in these resources. Adding warehouses to the Cherry Valley area will require additional police and fire services that are not needed now. The developer of the warehouses is just a speculator who will leave--will there be conditions for a Mello Roos/Assessment District that they pay for their share of added services. Will the County expect the warehouse to pay for its impacts to public services? The administration for Cherry Valley is not close to Cherry Valley-warehouses are working and operating 24/7. There is a significant impact on public services to create an island of warehousing in a rural area. 13

k. Utilities/Service Systems. Cherry Valley is rural. Are the warehouses planning on underground utilities? They should be. The existing grid is older and not a modernized system in Cherry Valley. Warehouses require power and utilities 24/7. In addition, warehouses draw in other land uses such as truck stops, diesel fuel--the warehouses may even put onsite fuel and truck parking that could become a default truck stop--with or without fuel. The reason is that we have seen big-rigs pulled over for months on I-10 as Caltrans has closed the rest stop in Beaumont area--it is not clear if the closure is permanent or for maintenance. However, the trucks that were stopping there are now just pulling over for hours to rest. Will the I-10 Gateway project become a defacto truck stop--it is entirely possible that this will happen as it will be an attractive stop for truck drivers. 14

l. Air Quality--Big problem with air quality. Cherry Valley now enjoys fairly clear air with good quality--associated with rural living. Intermittently, pollution comes from Los Angeles, San Bernardino and Riverside and from the Coachella Valley now. There is no warehousing in the proposed project area in Cherry Valley--the warehouses will create new air pollution, new emissions that will damage the Cherry Valley residents in the rural area and residents in Beaumont and Calimesa nearby. The area will be a magnet for Big-Rig trucks and many will sit in the parking lot generating emissions. The Big-Rig and smaller trucks will sit idle waiting to get on the inadequate freeway on/off ramps on I-10 at Cherry Valley and Oak Valley. 15

m. Geology. The soils are pristine in the Cherry Valley Area--emissions, oil and other warehouse/trucking impacts could leak into the soil and affect neighboring rural homes and farms. 16

n. Hydrology and Water Quality. We are out of water here in the Pass. Wake up. Water Quality is a big issue for Cherry Valley. There are studies that new water supplies must be found for the existing land-uses and rural plans. Warehousing is not compatible with an area that has water quality concerns. It is noted that Yucaipa Valley Water District will serve the development. Interesting that Beaumont-Cherry Valley 17

VAN ROOIJEN

Water District is not serving. Beaumont-Cherry Valley Water District has been clear that water supplies are limited, conservation is needed and development may not occur if new water sources are not identified and put into place. Now suddenly enter Yucaipa Valley Water District--they are willing to serve. This is smoke and mirrors. Beaumont-Cherry Valley District should be consulted along with San Gorgonio Pass Water District who brokers water in the region before any warehousing is considered in this area. A water study is needed. The area also has a natural water shed that will be impacted by the warehouses. 17 CONT

o. Noise--warehouses go 24/7. They will bring noise pollution to our region 18

p. Light/Glare--Warehouses go 24/7. They will bring light pollution to our rural region. City of Beaumont has a Dark Sky Ordinance. Cherry Valley may not have this kind of protection. It is needed. The County of Riverside should consider the effect of a 24/7 warehouse operation on the night skies and surrounding rural land-uses. The effect of Beaumont needs to be addressed. 19

q. Greenhouse Gas Emissions (GHG). Section 3.7 GHG Analysis is inadequate--less than significant? Not acceptable. Section 3.7 is just a bunch of "cut and paste" boilerplate information drawing a conclusion that a giant warehouse project with thousands of trucks has no GHG impacts and no mitigation is required. 20

r. Cumulative Impacts--- My favorite indignity of Section 4.1: The 1-10/Cherry Valley Interchange is already below standard--Level F. DEIR therefore concludes Shopoff project isn't responsible for mitigation as this "Interchange has already been identified as deficient without the project." Yes, it always make sense when you have a substandard (crap) traffic congestion Interchange situation, to just throw out any hope of improvement, and just say, "what the heck, just build anything now--since it sucks anyway" Really??? 21

s. Growth inducing impacts were not even considered. A reasonable person would expect that once the massive warehouse is entitled, then truck stop and other trucker services will want to locate close by. This project clearly has Growth Inducing Impacts. Where is the analysis? 22

t. Fire Services are already inadequate in our area. The existing fire stations are serving rural and residential areas. There is no fire station ready for big industrial fires or big rig accidents. The DEIR says no impact and no mitigation needed. This is completely outrageous conclusion. Beaumont and Calimesa don't have the resources for such a large project. Calimesa has been in the news exploring a volunteer fire department to save money because of Riverside County requirements that more fireman need to be available. Rather than pay for more fireman, Calimesa is considering volunteer or they will somehow just run their own department--even though they don't have the money to staff it at County standards in the first place. DEIR is wrong on its fire service analysis. 23

VAN ROOIJEN

u. Responsible Agencies--My very reasonable request that a list of agencies be given Notice of the DEIR as Responsible Agencies was virtually ignored. Does anyone even read these letters? DEIR Page 7-1 only listed three agencies from my list that were Consulted. Your Consultation list is entirely too limited. It has a total 10 Contacts, two being Riverside County Departments, and one being Shopoff because it is so important to consult the fox about the hen house. Riverside County must add the following agencies to the Noticing this project for the NOP and as Responsible Agencies. They have skin in this game. Honestly, you don't even list Caltrans District 8. This is #ignorant. Riverside County needs to send DEIR 534 to the following Responsible Agencies:

1. **City of Beaumont**
2. **City of Calimesa**
3. **City of Yucaipa**
4. **San Bernardino County (Oak Glen Community Planning)**
5. **San Bernardino County Board of Supervisors**
6. **San Gorgonio Pass Water District**
7. **San Bernardino Valley Municipal Water District**
8. **Yucaipa Valley Water District**
9. **Riverside County Parks and Recreation**
10. **San Bernardino County Parks and Recreation (related to Oak Glen)**
11. **Caltrans District 8**
12. **Wildlands Conservancy**
13. **San Gorgonio Memorial Hospital (Do they have emergency capacity for industrial accidents)**
14. **Riverside County Transportation Commission (RCTC)**
15. **Western Riverside Council of Governments (WRCOG)**
16. **Morongo Band of Mission Indians**
17. **Native American Heritage Commission**
18. **California Department of Fish and Game**

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19. California Regional Water Quality Control Board

20. Waste Management

21. Pass Area Transit

22. Spectrum Cable

23. Frontier Communications

24. Pass Transit

25. Riverside Transit Agency

26. California Highway Patrol

24 CONT

5. Cherry Valley and the surrounding neighbors of Beaumont and Calimesa deserve to have the rural character and supportive land-use plan that is in place honored for the Cherry Valley Gateway area. This DEIR is so weak--it does not represent much more than a shoddy attempt by the developer to try to pull the wool over the eyes of regular people while Riverside County Planning Department and Board of Supervisors hustles this mess through the system. There are thousands of acres already zoned for industrial and warehousing uses all over the Inland Empire that have transportation/freeway improvements in place or being built. There is no shortage of land--March Airforce Base, Norton Airforce Base, George Airforce Base, as well as many vacant industrial zoned areas from Beaumont, San Bernardino, Ontario, Colton, Riverside, all the way to the Coachella and Mecca Area in Riverside County. Why Riverside County is even entertaining this loser project is mystifying. It isn't like the project site was sitting there with no land use planning done--the Cherry Valley Gateway plan was just approved for a rural treatment a few years ago. And suddenly because Mr. Laguna Beach Shopoff (originally Texas based) comes up with a speculator project on land he picked up on the cheap in the worst economic and real estate recession in recent times, we who live in the area, our elected Supervisors, and their planning staff should all just bow down and throw out the years of planning that has been done and just let him ruin our way of life? Shopoff won't be paying for diddly squat to mitigate this project. Reading the DEIR, he just wants to entitle the property so some other speculator can plop a warehouse down in the middle of a rural and residential community--all the while kicking the necessary mitigations and costs down the road for some other developer to deal with and to be eventually loaded on to us residents--who will pay the price for something that ruins us and attracts more warehouses and trucks. Shopoff has no tenant-this project is all smoke and mirrors, and once approved and entitled, he will be long gone.

25

6. The project cannot be supported without a complete change of land-use to warehousing and trucking, millions of transportation dollars from the region to fix the interchange for trucks (we have seen no action for the residents to have any easier freeway access by the way!), most likely a vote for over-riding considerations led by Lame-duck Supervisor Marion Ashley who will be skating out of town soon after as he has already announced he will not run again. So convenient to vote against our quality of life, our neighborhoods, and instead support this

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VAN ROOIJEN

monstrosity and millions of dollars in regional transportation funds that the residents need far more than Mr. Shopoff's warehouse. 26 CONT

7. This Shopoff Warehouse should have never been allowed to get this far in the process. It is corruption at every level of the planning and political process that has allowed to keep being brought it forward. I can only imagine the meetings at Riverside County with Shopoff to assure him that things are on track and he just needs to do this or that, etc., etc., and it will soon sail through. The DEIR should list all the project meetings at Riverside County Planning, and Board of Supervisors with the Shopoff Group. Now that would be a full disclosure DEIR. 27

8. The DEIR only reveals how ugly and disgusting this project is--how it will bring in low-paid jobs soon to be replaced with robots-resulting in all the impacts and negative cots--with little or no realized economic development, and that our hope that promises by Riverside County Board of Supervisors to preserve Cherry Valley's Rural entry way would be kept is slipping away as they insist on moving this along. Plan for this region than a large-out of scale, out of place, polluting, noisy, traffic/Big-Rig Generating warehouse project that is nothing more than a speculative venture by out-of-town developers. The region deserves monument signage, land-uses and public improvements that celebrate the rural, estate housing, farm-to-home, and rural-service and rural-tourist lifestyle that Cherry Valley stands for, and has always stood for. Warehousing is a tragic development in one of the last places in the Inland Empire that has remained and wants to remain close to its rural/agricultural and local, home-town roots. 28

Stop this type of irresponsible project. Our community deserves consideration and appropriate land-uses--not speculative warehouses that tear out our limited natural resources.

I pray the Riverside County Planning Department recommends to the Board of Supervisors to cancel this project. Please do not just ignore all the facts that this project is damaging, inappropriate, wrong. I pray that the Riverside County Board of Supervisors does not sell out the residents in the Pass and just roll over by adopting overriding considerations for this nightmare project. I do not believe the planning system is working if this ill-conceived project has gotten this far. Sending this letter and Prayer is all I have left. 29

TO SUM IT UP: DRAFT EIR 534 IS INADEQUATE AND UNACCEPTABLE. STOP THIS PROJECT!

Attached are photos, and video of the existing conditions at Cherry Valley/I-10 UNSIGNALIZED Intersection. Shopoff/San Gorgonio Crossing does not want to pay for the damage to our community or for appropriate traffic mitigation--and Riverside County is just letting this all float by. Well, you will be paying for traffic cops out here daily and the taxpayers will be paying to subsidize a speculative warehouse while Mr. Shopoff laughs at us in Laguna Beach all the way to the bank. 30

What is wrong with our County that they can't just say no to poorly planned and cheap-ass out-of-town, speculators?

This project needs to be denied on environmental grounds, and that it is an unsustainable venture and will require massive, long-term public subsidy and the community taking on its

VAN ROOIJEN

polluting/congestion externalities for long into the future. We will always be trashed by this ill-conceived project.

- Video "Cherry Valley-I-10 Interchange 12-4-2014 3:58 pm - Narrow Offramp - Safety Issues-Congestion": https://www.dropbox.com/s/rdhejju6sq6kb6t/Cherry%20Valley-I-10%20Interchange%2012-4-2014%20358%20pm%20-%20Narrow%20Offramps%20-%20Safety-Congestion.MOV?dl=0

I took this video while waiting at the un-signalized Cherry Valley/I-10 Ramp and it shows the narrowness of the existing interchange/offramps, as well as the safety and congestion issues. This also shows how just one truck affects the unsafe and narrow interchange and causes more traffic delay. I took this video in December 4, 2014 3:48 pm at the I-10/Cherry Valley offramp trying to exit the freeway waiting for a chance to turn left going south towards my neighborhood in Beaumont. There is no signal at any place on this interchange/offramps so vehicles line upon the ramps and the bridge waiting it out for an opening. There is literally no room for Semi-Trucks here. In fact If there is a line of cars waiting, I typically drive an additional mile to the next I-10 offramp, which is Singleton Road, because at this point it is less crowded and then I circle back on Calimesa Blvd to Cherry Valley in order to get to my home. Note: this video is just a snippet of the time I spent waiting to get across on the intersection--it is so congested so often, that I thought a video might help the County Planners and people who don't live here understand how bad it is. I can go take a new video and its even worse today. Beaumont, the County of Riverside and Calimesa have ignored Cherry Valley Interchange to the point that the existing approved development is causing problems--but we should trust Riverside County and Shopoff that the warehouses are just a minor user of this interchange???

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CONT

- Photos of the I-10/Cherry Valley Interchange and Offramps showing Narrow Offramp, Safey Issues, and Congestion:



VAN ROOIJEN

One Truck can barely turn onto I-10 Cherry Valley Interchange which is very narrow and cannot handle trucks 24/7.



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CONT

Traffic is regularly backed up on Tukwet Canyon Drive (Formerly Cherry Valley Blvd) to enter I-10/Cherry Valley Un-signalized Interchange

- The three photos below show the Rural Nature and Character that the County of Riverside Cherry Valley Gateway Policy Area is supposed to protect!

This is the DEIR 534 San Gorgonio Crossing (formerly I-10 Gateway Project) Location.

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VAN ROOIJEN



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CONT

VAN ROOIJEN



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CONT

VAN ROOIJEN



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The video and photos need to be included with my Response below to DEIR 534 San Gorgonio Crossing (formerly I-10 Gateway Project)

Please Riverside County Planning Department, stand up for our community, don't ruin one of the last examples in our region of rural living and stay true to the years of planning that was done for the Cherry Valley Policy Area and recommend A STRONG DENIAL for this project.
And this project is untenable and must be denied by the Board of Supervisors!

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MARTHA VAN ROOIJEN
P. O. Box 236
Calimesa, CA 92320
(909) 709-7505

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Martha Van Rooijen (VAN ROOIJEN)

Comment VAN ROOIJEN-1
The commenter expresses general opposition to the project.

Response to VAN ROOIJEN-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment VAN ROOIJEN-2
The commenter describes the rural character of Cherry Valley and refers to the Pass Area Plan and Cherry Valley Gateway Policy Area.

Response to VAN ROOIJEN-2
Comment noted. With regard to the project's consistency with General Plan policies concerning rural character and consistency with the Pass Area Plan, please refer to Responses to Comments CVAN-7, CVAN-10 and CVAN-12.

Comment VAN ROOIJEN-3
The commenter discusses the existing traffic deficiencies in the area and at the Cherry Valley/I-10 interchange.

Response to VAN ROOIJEN-3
Comment noted. Please refer to Responses to Comments HANNEMANN-2 and LANDA-4.

Comment VAN ROOIJEN-4
The commenter states that the project will have negative aesthetic impacts, as it will cause visual blight and ruin the rural character of Cherry Valley. The commenter also expresses disapproval of the proposed barn feature.

Response to VAN ROOIJEN-4
Comment noted. Aesthetic impacts of the project were analyzed in detail in Section 3.1 of the RDEIR. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment VAN ROOIJEN-5
The commenter states that the project will affect and destroy biological resources, such as animals, flora and fauna. There is a natural pathway animals take through this rural area to get from the project site to the San Timoteo area, where there is actually land preserved by the State and local agencies. This project destroys that natural connector.

Response to VAN ROOIJEN-5
Please refer to Responses to Comments KRANTZ 1-11. As detailed in the RDEIR at page 3.4-37, the project will not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. All potential impacts to biological resources will be mitigated to less than significant levels, with implementation of mitigation that was developed in consultation with appropriate resource agencies.

Comment VAN ROOIJEN-6
The commenter states that warehousing and the associated big-rig trucks, workers and machinery will emit greenhouse gases that are not currently in this pristine rural environment.

Response to VAN ROOIJEN-6
All greenhouse gas emissions of the project will be less than significant with mitigation and the inclusion of a wide range of project design features. These include building efficiency measures, and other mitigation measures and features that will conserve energy and minimize greenhouse gas emissions. Please refer to Responses to Comments CVAN-18 and CVAN-19 for a detailed description of these measures.

Comment VAN ROOIJEN-7
The commenter states that warehousing is 100% out of compliance with the existing land uses, planning designation and overlays that the Cherry Valley community has worked diligently with Riverside County to have in place. The existing land-use regulations are in place to specifically to prevent this type of planning application.

Response to VAN ROOIJEN-7
The project would require the following actions:

- General Plan Amendment (No. 1079) proposing the following changes:
  - Change in land use designation from Rural Mountainous (RM) and Very Low Density Residential (VLDR) to RM, Open Space Recreation (OS-R), Public Facility (PF) and Light Industrial (LI); see Exhibit 2-8 in the RDEIR
- A Change of Zone (No. 7799) from Controlled Development (W-2) to Industrial Park (IP); see Exhibit 2-9: in the RDEIR.

Therefore, any inconsistencies with existing zoning would be reconciled by the approval of these actions. The County Board of Supervisors will make a decision based on all information contained within the record for the project, including the RDEIR, public comments, and whether the requisite findings can be made (see Master Response #2). Compatibility with surrounding land uses is discussed in detail in RDEIR Section 3.10, Land Use and planning. The various factors that could result in land use incompatibility (noise, aesthetics, etc.) have been determined to be less than significant, or less than significant with the imposition of mitigation. See also RDEIR Table 3.10-3 at pages 3.10-30 to 3.10-31, discussing General Plan policies related to land use compatibility. Please also refer to Responses to CVAN-7 to CVAN-12.

Comment VAN ROOIJEN-8
The commenter states that the area is meant for estate, rural housing and small agricultural uses—all on large lots—and that warehousing will impact the existing homes and small farms and in fact, prevent further development of the rural housing. The commenter states that when people see giant warehousing, big-rig trucks and associated impacts, they will not want to invest in the Cherry Valley rural lifestyle, as they believe their investment will be wasted. Thus, not only will current Cherry Valley residents be affected, but so will the future small farming, equestrian and estate home builders who will not want to be located in a warehouse zone. The commenter mentions the

Sketchers Warehouse in Moreno Valley which, the commenter states, is a travesty that turned a rural estate area into a visually blighted mess.

Response to VAN ROOIJEN-8
Please refer to Responses to Comments VAN ROOIJEN-2 and VANROOIJEN-7. Other economic or social considerations such as home prices or real estate investment are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of the project.

Comment VAN ROOIJEN-9
The commenter reiterates concerns regarding traffic and existing deficiencies at the Cherry Valley/I-10 freeway on-ramps, and states that payment of fair share fees will not be adequate in light of other recently completed and planned residential development in the area.

Response to VAN ROOIJEN-9
Comment noted. Please refer to Response to Comment NURSEMENT-2. The traffic scenarios analyzed in the RDEIR included traffic from ambient and cumulative growth in the area, and took into account existing deficiencies, which are acknowledged in RDEIR Table 3.16-4.

Comment VAN ROOIJEN-10
The commenter states that the area has agricultural uses, and that warehousing is not consistent with the area's agricultural, small farm-to-table concept.

Response to VAN ROOIJEN-10
Please refer to Response to Comment CVAN-17.

Comment VAN ROOIJEN-11
The commenter states that the Edward Dean Museum is within Cherry Valley. In addition, Cherry Valley serves as a rural gateway to the small hamlet of apple orchards and rural estate homes in Oak Glen in San Bernardino County. The commenter notes that warehousing impacts the cultural resources in Cherry Valley that preserve living pieces of California rural lifestyle. Additionally, the commenter states that there may be significant Indian artifacts and other cultural items found in the area that will require sensitive treatment and a high-level of consideration by both Riverside and San Bernardino County historical/cultural groups, and that some of these resources may potentially have statewide significance.

Response to VAN ROOIJEN-11
There are no known cultural or historic resources within the project site that would be impacted by project development. (RDEIR at 3.5-8).

Although there are no observable historic cultural resources within the project area, the potential exists for encountering unknown buried historic resources during project construction. As such, Mitigation Measure CUL-1 and CUL-1b are proposed to reduce impacts related to potential inadvertent discovery of historic resources to a level of less than significant. In addition, Mitigation Measure CUL-1b has been revised in consultation with the Soboba Band of Luiseno Indians to require mitigation related to the curation of any tribal artifacts in a manner that is acceptable to the tribe.

Comment VAN ROOIJEN-12
The commenter states that warehousing is industrial and will potentially bring chemicals, processes, pollution, and waste products to Cherry Valley that are significantly negative for the environment.

Response to VAN ROOIJEN-12
As stated in RDEIR Section 3.8, Hazards and Hazardous Materials, the project is not anticipated to create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. Although a limited amount of cleaning supplies and other potentially hazardous fluids may be stored on-site during construction and operation, they are not anticipated to be of sufficient quantity to pose a significant hazard to the public or environment. Additionally, the project would comply with all applicable laws regarding the use, storage, and disposal of hazardous materials, including provision of spill prevention kits in accordance with CalOSHA standards.

Comment VAN ROOIJEN-13
The commenter states that Cherry Valley does not have adequate police or fire services now and that Riverside County is spread thin in these resources. Adding warehouses to the Cherry Valley area will require additional police and fire services that are not needed now. The commenter opines that the developer of the warehouses is just a speculator who will leave, and asks whether conditions for a Mello Roos/Assessment District will be imposed that requires the developer to pay for their share of added services. The commenter advises that there is a significant impact on public services to create an island of warehousing in a rural area.

Response to VAN ROOIJEN-13
The project's impacts to fire protection services will be effectively addressed through the requirement to participate in the County's development impact fee program. Total project fees related to fire protection and related infrastructure would be approximately $747,683. Payment of such fees will be required prior to issuance of occupancy permits. (RDEIR at 3.14-12; 4-17).

Furthermore, the RDEIR states that based on the nature of the project and the security measures that will be implemented, the project is not anticipated to impact sheriff department service ratios or response times such that additional sheriff facilities would need to be constructed. The Riverside County Sheriff's Department (RCSD) was provided with a copy of the January 6, 2014 Notice of Preparation and did not indicate any concerns with respect to increased service calls, service call response times, or the need to construct additional RCSD facilities as a result of the proposed project. The project would be required to pay approximately $315,686 to offset incremental impacts to police protection services. (See RDEIR at pages 3.14-11 to 3.14-13).

Comment VAN ROOIJEN-14
The commenter states that Cherry Valley is rural. As such, the commenter questions whether the warehouses intend to underground utilities; this should be done in the commenter's opinion. Further, the commenter notes that the existing grid is older and is not a modernized system in Cherry Valley. Given that warehouses require power and utilities 24/7 and draw in other land uses such as truck stops and diesel fuel, the commenter is concerned that the project may put on-site fuel and truck parking on-site such that it could become a default truck stop (with or without fuel). According to the commenter, big-rigs have been pulled over for months on the I-10 Freeway because

Caltrans has closed the rest stop in Beaumont area (although it is not clear if the closure is permanent or for maintenance). Because of the closure, trucks now simply pull over along the freeway for hours to rest. The commenter questions whether the project will become a de facto truck stop, and states that it is entirely possible that this will happen as it will be an attractive stop for truck drivers.

Response to VAN ROOIJEN-14
Correspondence with utility providers that serve the project site, including Southern California Edison and The Gas Company, has confirmed that existing infrastructure or previously planned improvements would be adequate to serve the energy demands of the project. Any infrastructure improvements deemed necessary for the project would be developed according to energy provider specifications and/or state and local regulations. The proposed project will not be providing services for truck drivers such as on-site dining or fuel options. Therefore, the project will not be utilized as a rest stop. Adequate parking for short-term loading and unloading will be provided within the project site, and signage will be posted advising drivers that parking or stopping along nearby residential streets is not permitted.

Comment VAN ROOIJEN-15
The commenter states that the project will create a big problem with air quality. Currently, the commenter notes, Cherry Valley enjoys fairly clear air with good quality, which is associated with rural living. Intermittently, pollution comes from Los Angeles, San Bernardino and Riverside and from the Coachella Valley. The commenter is concerned that the introduction of warehousing into the proposed project area in Cherry Valley will create new air pollution and new emissions that will damage the Cherry Valley residents in the rural area and residents in Beaumont and Calimesa nearby. The area will be a magnet for Big-Rig trucks and many will sit in the parking lot generating emissions. The Big-Rig and smaller trucks will sit idle waiting to get on the inadequate freeway on/off ramps on I-10 at Cherry Valley and Oak Valley.

Response to VAN ROOIJEN-15
Air Quality impacts of the proposed project are analyzed in RDEIR Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. For more detailed responses on air quality related to similar issues that were submitted by other commenters, please refer to Responses to SCAQMD-5 TO SCAQMD-14; and SIERRA 13-16 and SIERRA 20-23. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment VAN ROOIJEN-16
The commenter states that the soils currently are pristine in the Cherry Valley Area. The commenter expresses concern that emissions, oil and other warehouse/trucking impacts could leak into the soil and affect neighboring rural homes and farms.

Response to VAN ROOIJEN-16
Please refer to Response to Comment HUFFMAN-1. No emissions, oils, or other chemicals related to warehouse operations are anticipated to impact any surrounding properties.

Comment VAN ROOIJEN-17
The commenter states that there is currently inadequate water supply in the Pass Valley area, and that water quality is a major concern for Cherry Valley. There are studies that new water supplies must be found for the existing land-uses and rural plans. Warehousing is not compatible with an area that has water quality concerns. The commenter notes that the Yucaipa Valley Water District will serve the development, and finds it interesting that Beaumont-Cherry Valley Water District will not, and states that Beaumont-Cherry Valley Water District should be consulted along with the San Gorgonio Pass Water District, due to concerns about limited water supplies.

Response to VAN ROOIJEN-17
Please refer to Response to Comment CVAN-38 and SIERRA-54.

Comment VAN ROOIJEN-18
The commenter states that warehouses operate 24/7, and will therefore bring noise pollution to the region.

Response to VAN ROOIJEN-18
Please refer to Response to Comment LANDA-7. All noise impacts of the proposed project were analyzed within Section 3.12 of the RDEIR, and were found to be less than significant with mitigation.

Comment VAN ROOIJEN-19
The commenter states that the County of Riverside should consider the effect of a 24/7 warehouse operation on the night skies and surrounding rural land-uses in Cherry Valley.

Response to VAN ROOIJEN-19
As stated in Aesthetics Section 3.1 of the RDEIR, the project site is currently regulated by Riverside County Lighting Ordinance No. 655, which provides the appropriate lighting methods to be used to reduce light and glare within 45 miles of the Mt. Palomar Observatory as areas develop. The project will comply with Ordinance No. 655, which includes regulations for the type of lighting, lamp source, and shielding of light emissions for outdoor light fixtures intended to minimize effects of lighting on the viability of the observatory, as demonstrated in the project-specific Photometric Plans. (See RDEIR at 3.1-31 to 3.1-32).

Comment VAN ROOIJEN-20
The commenter states that Section 3.7 GHG Analysis is inadequate, and that the conclusion of less than significant is unacceptable. The commenter claims that Section 3.7 does not have substantial evidence to support its conclusion that the project's GHG impacts will be less than significant.

Response to VAN ROOIJEN-20
The commenter erroneously states that no mitigation is required; the greenhouse gas impacts of the project will be less than significant with implementation of Mitigation Measure GHG-1 (see RDEIR p. 3.7-44); please also refer to Response to Comment CVAN-18. The project adheres to the Riverside County Climate Action Plan which ensures GHG impacts are reduced appropriately under CEQA.

Comment VAN ROOIJEN-21
The commenter states that the 1-10/Cherry Valley Interchange is already below Level of Service F. Thus, the commenter objects to the DEIR's conclusion that the project is not responsible for mitigation as this "Interchange has already been identified as deficient without the project."

Response to VAN ROOIJEN-21
Please refer to Response to Comment VAN ROOIJEN-9, above.

Comment VAN ROOIJEN-22
The commenter states that growth-inducing impacts were not considered.

Response to VAN ROOIJEN-22
Please refer to Response to Comment SIERRA-57. Growth-inducing impacts were appropriately addressed within RDEIR Section 5.

Comment VAN ROOIJEN-23
The commenter states that fire services are already inadequate in the area. The existing fire stations are serving rural and residential areas. There is no fire station ready for big industrial fires or big rig accidents, and the commenter disagrees with the RDEIR's conclusion that impacts will be less than significant.

Response to VAN ROOIJEN-23
Comment noted. Please see Response to Comment VAN ROOIJEN-13.

Comment VAN ROOIJEN-24
The commenter provides a list of "responsible agencies" that she claims should be consulted regarding the project and added to the noticing list for the project.

Response to VAN ROOIJEN-24
Pursuant to Public Resource Code Section 21069, "Responsible agency" means a public agency, other than the lead agency, which has responsibility for carrying out or approving a project. None of the agencies listed by commenter have approval authority over the project. All appropriate agencies were provided with a copy of the Notice of Preparation for the project and have been provided with the opportunity to comment on the previous Draft EIR and RDEIR. In addition, the State Clearinghouse was provided with all proper notices related to the project, which serves to notify all applicable state agencies about the proposed project.

A request was sent to the Native American Heritage Commission (NAHC) for a search of the Sacred Lands File for the project area. A response from the NAHC was received on September 10, 2012 indicating that no Native American cultural resources were known within the project area. Included with the response was a list of eight Native American representatives who were sent information request letters on September 12, 2012. As of the date of the Phase I Cultural Resources Assessment report, one response was received from Michael Contreras of the Morongo Band, who indicated that there were no sacred lands located within the project area. The Soboba Band of Luiseno Indians has also participated in the CEQA process by commenting on both the Draft EIR and RDEIR, and providing revisions to cultural resources mitigation measures which have been incorporated. In addition, comment letters evidencing consultation with Caltrans District 8, California Department of

Fish and Game, South Coast Air Quality Management District, City of Beaumont and City of Calimesa are included within this Final EIR.

Comment VAN ROOIJEN-25
The commenter expresses general opposition to the project and questions the propriety of the County's decision making process and the intentions of the developer.

Response to VAN ROOIJEN-25
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment VAN ROOIJEN-26
The commenter continues to express general opposition to the project and criticizes Supervisor Marion Ashley.

Response to VAN ROOIJEN-26
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project. Statements related to decisions by public or elected officials and the County's decision-making process are not within the purview of CEQA or the RDEIR.

Comment VAN ROOIJEN-27
The commenter states that the project should have never been allowed to get this far in the process, and alleges that it is corruption at every level of the planning and political process that has allowed the project to be brought forward. The commenter states that the EIR should list all the project meetings between Riverside County Planning officials, the Board of Supervisors and the project applicant.

Response to VAN ROOIJEN-27
Comment noted. Statements related to decisions by public or elected officials and the County's decision-making process are not within the purview of CEQA or the RDEIR.

Comment VAN ROOIJEN-28
The commenter continues to express general opposition to the project, stating concerns regarding Cherry Valley's rural "entry way." The commenter opines that the area deserves monument signage, land uses and public improvements that celebrate the rural, estate housing, farm-to-home and rural service and rural-tourist lifestyle that for which Cherry Valley stands.

Response to VAN ROOIJEN-28
Comment noted. Please refer to Response to Comment CVAN-7. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment VAN ROOIJEN-29
The commenter continues to express general opposition to the proposed project.

Response to VAN ROOIJEN-29
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comments VAN ROOIJEN-30 to VAN-ROOIJEN-31
The commenter attaches phots and links to a video to illustrate existing traffic problems and the rural character of the area.

Responses to VAN ROOIJEN-30 to VAN ROOIJEN-31
Comment noted. These resources will be provided to the County decision makers for their review and consideration in determining whether to approve the project. With regard to the rural character of the area, please refer to Responses to Comments CVAN-7 to CVAN-12. With regard to the traffic issues described by the commenter, please refer to Response to Comment VAN ROOIJEN-9, above.

Comment VAN ROOIJEN-32
The commenter urges the County to deny the project.

Response to VAN ROOIJEN-32
Comment noted.

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From: Nancy Brunick [mailto:nancy.brunick1@outlook.com]
Sent: Sunday, July 09, 2017 12:00 PM
To: Dawson, Brett <BDawson@RIVCO.ORG>; warehouseupdate <warehouseupdate@gmail.com>
Subject: RE: The project of no way gateway project RDEIR #534

7-9-17

To Whom this May Concern:

I have lived in the Beaumont Solera Del Webb gated 55 + for almost two years. We are not happy that you and the planner of this project are trying every which way to ruin this nice area as it is, to trucks that create smog, health problems to all including children, safety etc., People moved out here because it is clean air and quiet here.

My suggestion, is we should all sue the County of Riverside and the Planner of this project, for at least 4 billion dollars to pay all of us for the health problems we will get because of them. They are playing games and know nothing about the environment, it takes at least two years to test, even longer. So go ahead, disregard what any of us have to say and We will get an attorney and several other people in the Community to sue you all. 1

I know progress is progress, take it somewhere else there is lots of land out there, away from Residential homes.

We are upset, to say the least.

Sincerely,

Nancy and Barry Brunick
1750 Scottsdale Road
Beaumont, CA 92223

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*Nancy and Barry **Brunick (BRUNICK)***

Comment BRUNICK-1
This comment expresses general opposition to the project.

Response to BRUNICK-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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From: advice@legalez.org [mailto:advice@legalez.org]
Sent: Monday, July 10, 2017 4:56 PM
To: Dawson, Brett <BDawson@RIVCO.ORG>
Subject: Recirculated draft EIR 534 San Gorgonio Crossing

KRAUSZ

I am sorry to be so cynical but this project is deserving of the full measure of my cynicism. My comments, although ostensibly directed to the County Supervisors are in fact really directed to the Court. When the Supervisors approve this illicit project, they will fail to meet the legal burden of justifying the extraordinary, overriding benefits that balance all the impacts that cannot be mitigated. On that day, the public will have exhausted more than just its administrative remedies.
The people will also have exhausted their patience and for many of us our faith in the honesty of local government.

1

One would hope and think in a County with the worst particulate air pollution in the entire United States of America, that there would be hesitation about approving a project that by its own admission is incapable of avoiding or mitigating significant negative additional impacts to the air quality. This is the kind that harms our children and potentially kills old people. This is the kind of sick assault on the commons for the benefit of only a few wealthy investors exercising their disproportionate capacity to influence the levers of local government, to the detriment of the people. The project is, quite literally, sickening.

2

The only check on this is Code of Civ. Proc. section 1094.5(b). “Abuse of discretion” is established when: the agency has not proceeded in the manner required by law; the order or decision is not supported by the findings; or the findings are not supported by the evidence. See Leal v.
Gourley, (2002) 100 CA 4th 963, 968. To countenance the "spot zoning"
that this project demands the Supervisor's to grant, requires them to negate the General Plan, existing zoning, and special plan.

"A General Plan Amendment is proposed as part of the project entitlements to change the Land Use designation from RM and VLDR to RM, Open Space Recreation (OS-R), Public Facility (PF) and Light Industrial (LI)."

3

"Amending a General Plan is no small thing. The Planning and Zoning Law itself precludes consideration of a zoning ordinance which conflicts with a general plan as a pro tanto repeal or implied amendment of the general plan. The general plan stands. A zoning ordinance that is inconsistent with the general plan is invalid when passed and one that was originally consistent but has become inconsistent must be brought into conformity with the general plan. The Planning and Zoning Law does not contemplate that general plans will be amended to conform to zoning ordinances. The tail does not wag the dog. The general plan is the charter to which the ordinance must conform."
(Excerpted from Land Use 101 A Field Guide. By: Christine Dietrick, City Attorney Jon Ansolabehere, Assistant City Attorney. City of San Luis
Obispo) This project is so extremely at odds with zoning, that the entire General Plan must change to accommodate it. This is a very big tail.

Before getting to the question of amending the General Plan, the project has to have an approved EIR. There are standards for this:

Approval of an EIR.
After the final EIR is complete, the city must make certain findings before it can certify and approve the EIR. Specifically, the city must find that:

4

1. Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the

KRAUSZ

significant effects on the environment;

2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; or

3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

Pub. Res. Code section 21081; CEQA Guidelines sections 15091 – 15094.
Item 3 is generally referred to
as a “statement of overriding conditions.”

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CONT

By its own admission, this project has significant effects on the environment that cannot be mitigated. That leaves number 3 to overcome this fatal flaw.
So what considerations are the "overriding conditions" that make this project so important as to stomp on the vigorously expressed objection to this project by thousands most impacted by it, and which warrant giving the shove to the General Plan itself?

5

One would think that the stated objectives of the project itself would be the best place to check, where the critical necessity of this project would leap off the page.
Here they are right from the Recirculated EIR. The annotation in italics are mine.
The project objectives are listed below.
• OBJ-1: Provide an industrial park that supports regional warehouse distribution and logistics tenants which benefit from the strategic location located in close proximity to the I-10 Freeway.
Well, this is honest, at least. No doubt about it, this is a strategic location for a warehouse for the developers. That is not of overriding value to the community. This is a classic situation of privatizing the gain, and socializing the cost in terms of air pollution and increased traffic, to name just a few.
• OBJ-2: Provide local employment and economic opportunities for residents of Cherry Valley and neighboring cities that would help reduce commute times and associated
air pollution, in accordance with Riverside County 2015 General Plan Policies LU 8.12, LU 11.1 and AQ 8.2.
The facts don't support the finding. Warehousing provides almost no employment. Nonsense. It is a lie. Instead, we will get thousands of diesel truck trips and increased pollution. This claim would be laughable if it were not so brazen as to claim enhancement to air pollution.
• OBJ-3: Provide new development that would assist the County in obtaining fiscal balance in the years and decades ahead through increased tax revenues.
• OBJ-4: Provide convenient freeway access to trucks that would use the warehouse distribution facilities in a manner that limits truck traffic disruption to residential areas within Cherry Valley and neighboring cities.
See the first bullet. Good for the warehouse, not a help of overriding benefit to the community. NO warehouse would facilitate traffic disruption a whole lot more!
• OBJ-5: Locate industrial uses near existing roadways and freeways to reduce traffic congestion and air pollutant emissions.
This is being located within an open-space areas not zoned for this, by special permission. Claiming being near the freeway as a community benefit is specious!
• OBJ-6: Facilitate goods movement for the benefit of local, regional, statewide and nationwide economic growth.
We sacrifice Cherry Valley and neighboring cities for national economic growth. Nice trade-off of overriding benefit.
• OBJ-7: Provide for a reasonable return on investment needed to develop the project.
Not an overriding benefit to the public.

6

KRAUSZ

• OBJ-8: Create a high-quality design warehouse complex that maximizes the use of a site and promotes the efficient use of land while still providing natural open space consistent with the rural identity of the community. Ask the Community if they feel this is "consistent" with our Rural Identity". Danny Thomas would roll-over in his grave. You have
thousands of letters telling you why this is a huge lie. 6 CONT

In sum, by the projects own statement of objectives… a Supervisorial override of the General Plan and of serious impacts that cannot be mitigated qualifies as an ABUSE of DISCRETION, the kind that only the Court can redress. 7

Thank you.

James R. Krausz
8712 Apple Tree Lane
Cherry Valley, CA 92223

San Gorgonio Crossing
Recirculated Draft EIR No. 534 Project Description FirstCarbon Solutions 2-25 Y:\Publications\Client (PN-JN)\3426\34260005\EIR\8 - Screencheck RDEIR\34260005 Sec02-00 Project Description.docx • OBJ-9: Develop and operate a facility supporting regional warehouse distribution and logistics tenants that meets industry standards for operational design criteria.

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James R. Krausz (Krausz)

Comment KRAUSZ-1
The commenter expresses general opposition to the project.

Response to KRAUSZ-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment KRAUSZ-2
The commenter expresses displeasure with the air quality impacts that were identified by the RDEIR.

Response to KRAUSZ-2
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment KRAUSZ-3
The commenter cites to the "abuse of discretion" standard under California Code of Civil Procedure Section 1094.5, and states that the project's requested zone change would amount to "spot zoning." The commenter cites to a "Land Use 101 Field Guide" regarding the importance and legal effect of amending a general plan.

Response to KRAUSZ-3
With regard to spot zoning please refer to Master Response #2. With regard to the effect of amending the General Plan, please refer to Response to Comments CVAN-9 and SIERRA-33.

Comment KRAUSZ-4
The commenter cites Public Resource Code Section 21081 and State CEQA Guidelines sections 15091–15094 concerning the findings a lead agency must make before approving a project.

Response to KRAUSZ-4
Comment noted. The proposed project and RDEIR have complied with the Public Resource Code and State CEQA Guidelines in every respect. The Riverside County Board of Supervisors retains the ultimate discretion whether to approve the project and adopt a Statement of Overriding considerations, due to the project's significant and unavoidable air quality impacts that are disclosed in the RDEIR. The Statement of Overriding Considerations may be based on economic, legal, social, technological or other considerations that justify approving a project despite certain significant and unavoidable environmental impacts that would occur. Should the County decide to approve the project, the County will adopt all legally required findings.

Comment KRAUSZ-5
The commenter questions whether the "overriding conditions" necessary for project approval can be made. Further, the commenter asks the decision makers to consider whether the project so important as to stomp on the vigorously expressed objection by thousands of residents most impacted by it, and whether the project warrants "giving the shove" to the General Plan itself.

Response to KRAUSZ-5
Please see Response to KRAUSZ-4.

Comment KRAUSZ-6
The commenter recites the project objectives and states that annotations are provided in italics (however, no text is italicized). The commenter expresses disagreement with the project objectives.

Response to KRAUSZ-6
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment KRAUSZ-7
The commenter claims that in sum, by the project's own statement of objectives, a Supervisorial override of the General Plan and serious impacts that cannot be mitigated qualifies as an abuse of discretion, the kind that only the Court can redress.

Response to KRAUSZ-7
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Elaine Morgan
1730 Las Colinas Road
Beaumont, CA 92223
951.267.1341

July 8, 2017

Mr. Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502-1409

RE: San Gorgonio Crossings, RDEIR No. 534, General Plan Amendment No. 1079, Change of Zone No. 7799, Plot Plan No. 25337, Parcel Map No. 36564 (State Clearinghouse Number 2014011009)

Dear Mr. Dawson:

MORGAN

Please accept this letter as my formal opposition to the construction of the San Gorgonio Crossings industrial warehouse project and my protest as to errors and omissions within the above referenced project RDEIR and comments regarding additional plan changes. The theory that all power of government ultimately resides in the people is a strong assumption when courts review matters at hand. There have been hundreds of letters in protest of the outrageous attempt to amend Riverside county's General Plan and zoning regulations that have been in place since 2003 and updated in 2015. The people of this region have spoken and it appears that the County is not listening. The idea that the county of Riverside can allow an investor that purchased a plot of land, that was **clearly zoned** in contrast to the investor's plan for that land, and then entertain a variance against the county's General Plan is beyond my comprehension. 1

On January 16, 2017, I emailed to you my opposition statements regarding the original DEIR. I am resubmitting a copy of that original email with this letter as an inclusion to these additional comments in reference to the RDEIR #534.

I will begin first, with an excerpt from a California Supreme Court ruling in August 2014, Tuolumne Jobs & Small Business Alliance v Superior Court of Tuolumne County, Wal-Mart Stores

"The time required to prepare a full EIR varies. The public review period must be at least 30 days. (Pub.Res.Code, § 21091, subd. (a).) The lead agency must then prepare written responses to the public comments and incorporate the comments and responses into a final EIR. (Pub.Res.Code, §§ 21091, subd. (d)(2), 21104, 21153; Cal.Code Regs., tit. 14, § 15088.) If significant information is added**, the EIR must be recirculated for another round of public review and comment before issuance of a final EIR. (Cal.Code Regs., tit. 14, §§ 15088.5, 15090.)"** 2

In addition, CEQA Guidelines Section 15088.5(g) states "When recirculating a revised EIR, either in whole or in part, the "**lead agency shall**, in the revised EIR or by an attachment to the revised EIR, **summarize the revisions made** to the previously circulated Draft EIR.

The language within Section 15088.5 is very specific as to when a RDEIR can be issued as well as the requirements for the reissuance when being done. I have reviewed the RDEIR and find **no summary** of

MORGAN

the revisions. In addition, when I emailed you a few weeks ago inquiring as to a link to the original DEIR so that I could compare the two reports, you informed me that there was no original DEIR link available to do so. Without the required summary and the lack of a copy of the original report, there is no way to compare the reports for 'significant information' that has been added to the original. I must demand that you provide a RDEIR to comply with the requirements of Section 15088.5 and provide a summary of the updated 'significant information' contained in the RDEIR.

2 CONT

The RDEIR maintains an absurd conclusion that there is no impact to change in the visual character of the parcel. I beg to differ. The shift in low density residential, open space character to a large industrial development represents not only a large visual change but a significant impact to the overall character of the community as a whole. The County's General Plan has reinforced the preservation of the rural open space concept throughout its plan for this area. There is nothing within the RDEIR indicating why the County should throw its well documented and zoned plan for this area out the window for the benefit of an investor with no ties to the area other than monetary benefit. I will again emphasize that not only were the overall plan for the area but the zoning regulations in place at the time of acquisition by this investor. His background leaves no doubt he clearly understood the ramifications of the purchase of this property as it was zoned.

3

The County's established guides within the General Plan for the Cherry Valley and surrounding area are clearly not addressed within the RDEIR as to why a variance should be allowed to change the visual character of the land that was to be so adamantly protected within the Plan. Nowhere within the Plan is there an allowance for a variance for this community for industrial/warehouses. Quite the opposite was established within the **Cherry Valley Gateway Policy Area**.

The following excerpts are from the County's General Plan at The Pass Area Plan:
http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/area_plans/PAP_120815m.pdf?ver=2016-04-01-101009-427

Character Rich Communities Pg 6. There are a few special communities within the unincorporated lands in the Pass, and their character and lifestyle have been preserved within this area plan. The community of Cherry Valley, located in the north-central portion of the planning area, is distinguished from other communities by its concentration of cherry orchards, a distinctive southerly entrance along tree-lined Beaumont Avenue, and distinctive rural community character. A one-acre minimum parcel size policy has been ***in effect for many years*** in this area.

Cherry Valley Unincorporated Community Pg 8. Cherry Valley is a charming community distinguished by and named after a concentration of cherry orchards. It is a rural community characterized by large-lot residential, agricultural and animal-keeping uses, with a commercial core along Beaumont Avenue, northerly of Cherry Valley Boulevard. Cherry Valley is designated by LAFCO as an Unincorporated Community ***in order to preserve*** this existing rural character.

4

Land Use Plan Pg 11. Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles, both of which focused, in part, on preferred patterns of development within the County of Riverside; the Community Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the Multiple Species Habitat Conservation Plan (MSHCP) that focused on opportunities and strategies for

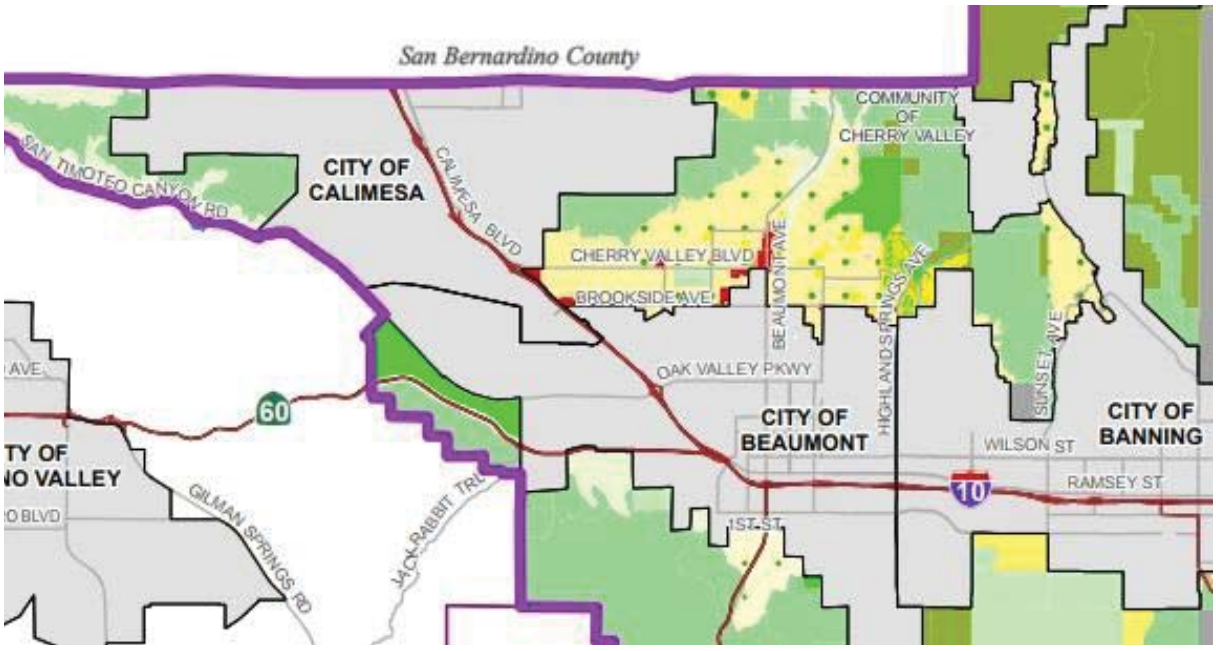
significant open space and habitat preservation; established patterns of existing uses, and parcel configurations; current zoning; and the oral and written testimony of Riverside County residents, property owners, and representatives of cities, Indian tribes, and organizations at the many Planning Commission and Board of Supervisors hearings. The result of these considerations is shown in Figure 3, Land Use Plan, which portrays the location and extent of proposed land uses.

Land Use Concept Pg 11. Outlying areas such as Cherry Valley and the San Timoteo Canyon generally maintain their rural character. Cherry Valley will continue its focus around an existing retail and service-oriented community core on Beaumont Avenue. Cabazon retains its tourist identity along Interstate 10 as well as its existing residential and desertoriented uses. The rugged terrain, open space, and scenic qualities of the San Bernardino and San Jacinto Mountains that are so prominent in the area ***will continue to be preserved*** through the Rural Mountainous and Open Space Conservation land use designations.

Table 1: Land Use Designations Summary Pg 12
Very Low Density Residential (RC-VLDR) 1 ac min. Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Low Density Residential (RCLDR) 0.5 ac min. Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged. Open Space Conservation (C) N/A The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.

4
CONT

Figure 3 Pg 19

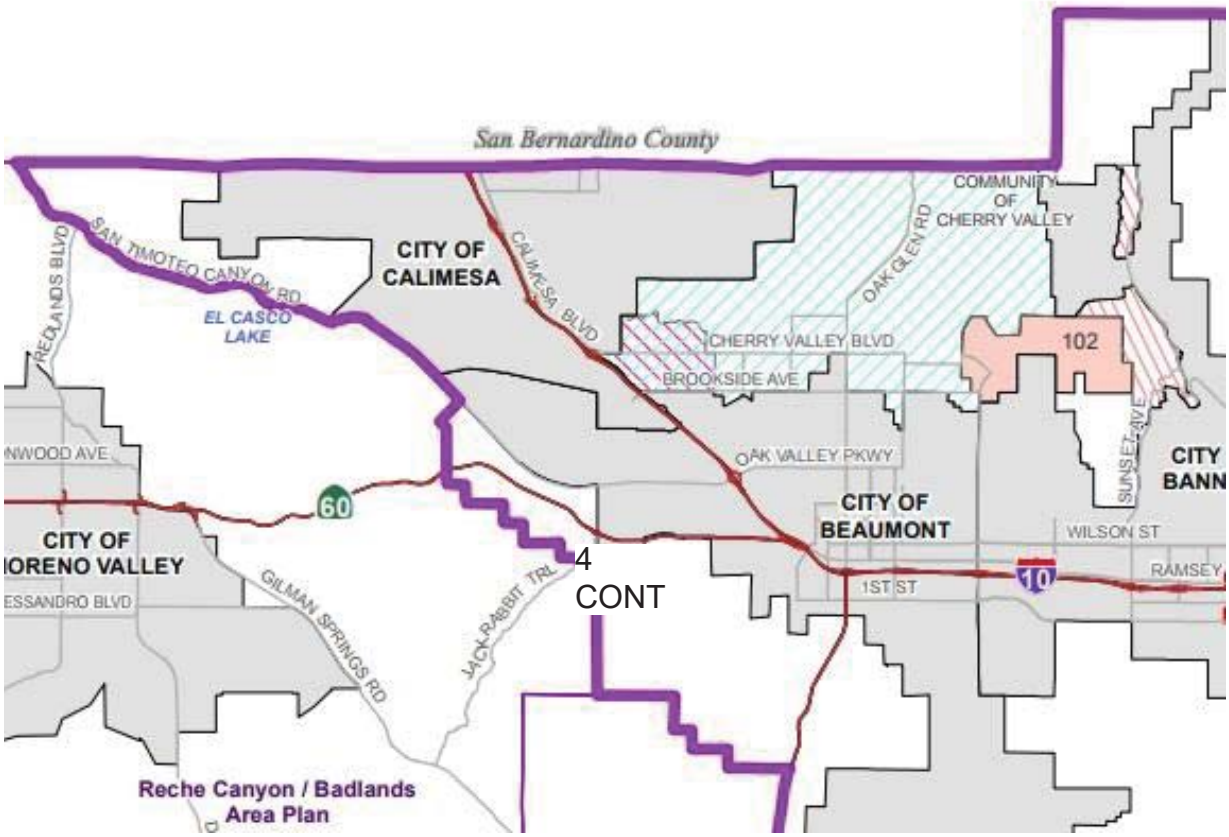


COMMUNITY DEVELOPMENT: ZONING - Very Low Density Residential/Conservation
Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies (Cherry Valley Plan)

MORGAN

Overlays and Policy Areas Pg 22. Six policy areas and two overlays have been designated within The Pass Area Plan. In some ways, **these policies are even more critical to the sustained character of the area** than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Their boundaries are shown on Figure 4, Overlays and Policy Areas

Cherry Valley Policy Area Figure 4 pg 27



Cherry Valley Gateway Policy Area including the overlay of Cherry Valley Policy Area (NOTE that the subject project is located smack in the middle of this critical overlay)

Cherry Valley Gateway Policy Area pg 24

The policy area shall be developed as a gateway to Cherry Valley, and it shall be developed to evoke the rural character of that area. The policy area shall also serve as a community separator between Beaumont and Calimesa.

PAP 4.2 Provision shall be made for establishment of **a visible entrance feature for Cherry Valley within this area that evokes the rural identity of the community.**

4
CONT

MORGAN

Not only is the project in direct violation of current zoning & General Plan regulations, the visual project plan being submitted for approval is absolutely no indication of what the project will look like upon completion. There is no allowance for the full grown trees in the rendition that is purportedly hiding this monster project directly at the entrance to Cherry Valley Gateway Policy Area. There is nothing to hide the multiple vehicles sitting on the surrounding roadways waiting for entrance to the project. The drawings are also absurdly tucked below the street level that the RDEIR has not addressed in the digging that would be required to reduce the project to this visual level. 5

As stated earlier, I am attaching a copy of my objections to this project under the original DEIR that was sent to you on January 17, 2017. Without the required summary of significant changes the the original DEIR, my original comments stand as I wrote them. 6

Respectfully,

Elaine Morgan
1730 Las Colinas Road
Beaumont, CA 92223

Gmail

Elaine Morgan <welainemorgan@gmail.com>

Public Comment regarding Environmental Impact Report No. 534 (EIR) San Gorgonio Crossings

Elaine Morgan <welainemorgan@gmail.com> Tue, Jan 17, 2017 at 1:55 PM
To: bdawson@rctlma.org

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501
Attn: Mr. Brett Dawson, Project Planner
RE: Draft EIR #534

To whom it may concern:

Please accept this letter as my formal opposition to the construction of the San Gorgonio Crossings warehouse project and the Draft EIR #534. Some of my specific concerns in regards to the report are contained in this letter.

I would like to begin by stating that the poor timing of the release of the EIR report has limited the review and investigation time that I was given in addressing many issues in the report. During my research, I became aware of another EIR report that was done for the SummerWind Project which is located within a mile of the San Gorgonio Crossing project. I have had no time to obtain a copy of the report to investigate and compare the two reports. T&B Planning prepared the SummerWind's Specific Plan Amendment which was praised by the National Audubon Society as an example of how to design a project in response to the site's ecosystem and environmental resources. I'm not sure that without being able to compare the two projects, that the building of the San Gorgonio Crossings warehouse will be in conflict with the SummerWind Specific Plan & EIR reports currently being relied upon for that approved project.

I am a retired resident of Solera at Oak Valley Greens and have lived in this region since May 2014. My home is less than 3 miles from the proposed location of the San Gorgonio Crossings warehouse. I chose my retirement home based on the beautiful countryside of Cherry Valley, lower population expectations based on current zoning regulations and Riverside County's description of our area under the County's General Plan (yes, I read them prior to buying). My almost daily trips to Yucaipa, Redlands and Riverside to care for my parents are accessed by Cherry Valley Blvd. and I have many concerns about the EIR's lack of, or inadequate address of, the

traffic that this project will bring to our region in addition to other subjects within the report.

Section 3.16 - Transportation and Traffic

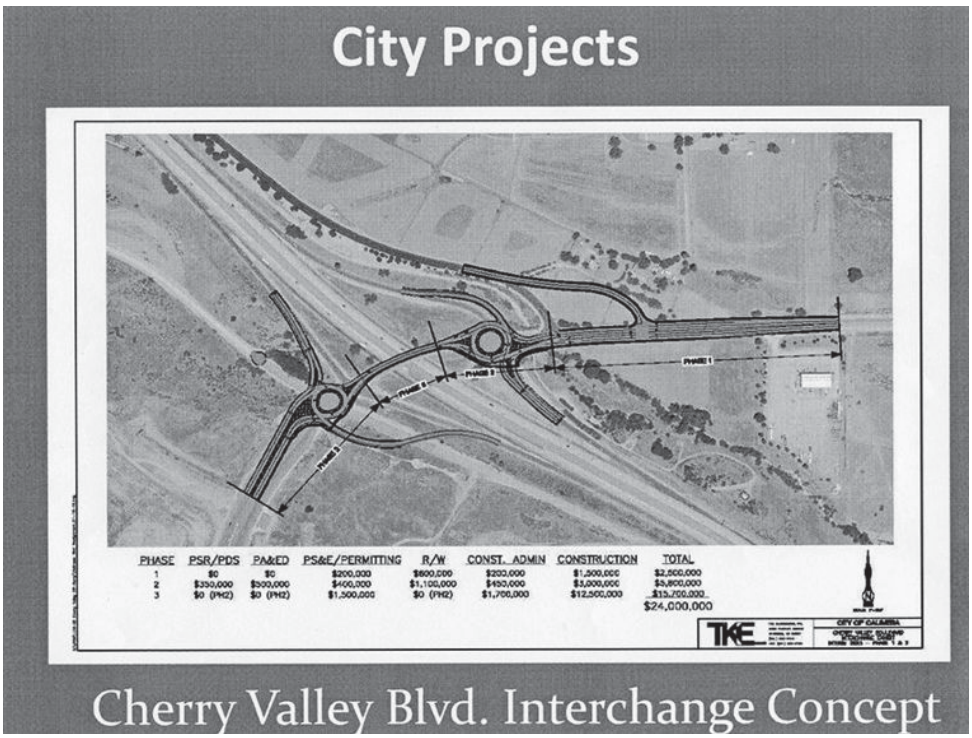
Existing Intersection Operations

The intersection operations analysis results provided on Table 3.16-4 shows that the following intersection analysis locations currently experience unacceptable conditions.

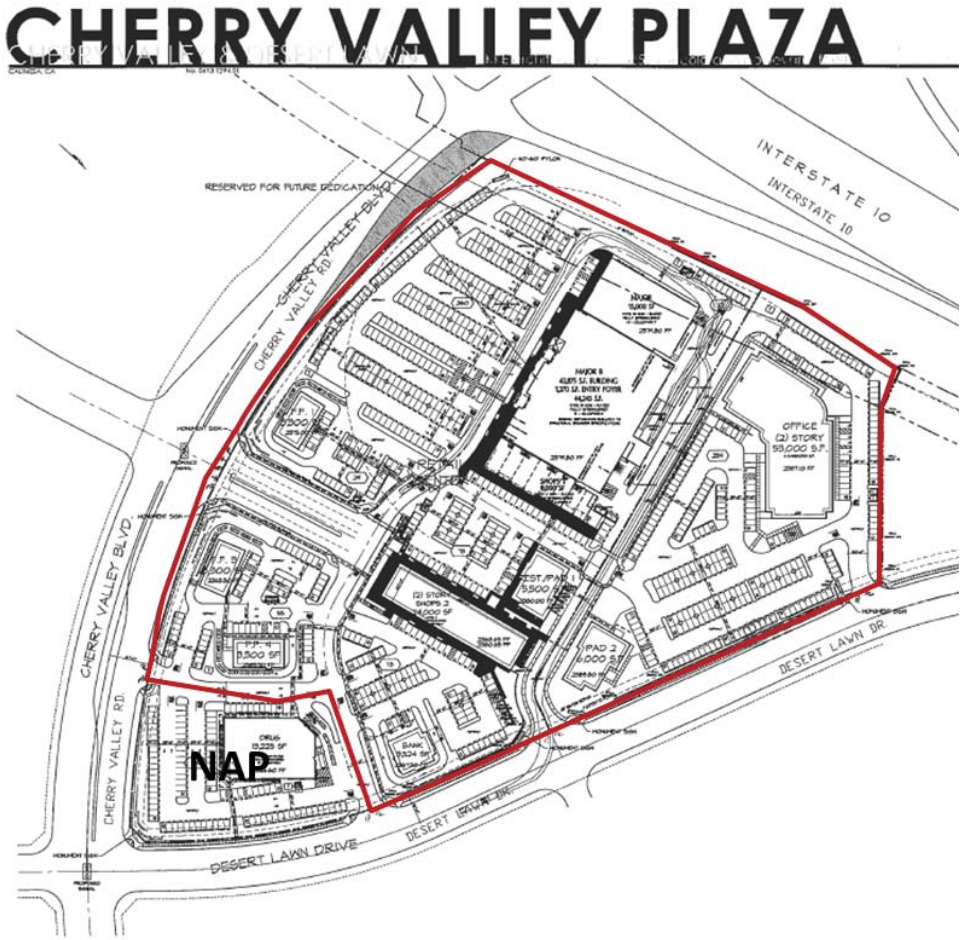
- I-10 Eastbound Ramps/Cherry Valley Boulevard–LOS F PM Peak Hour only.
- I-10 Westbound Ramps/Cherry Valley Boulevard–LOS F AM Peak Hour only

In addressing the traffic congestion that the San Gorgonio Crossings project will add to our region, the Executive Summary proposes that either a percentage of costs be contributed, or a list of improvements be made by the builder, to mitigate the impact. (Impact TRAN-1 pgs ES33 - ES36) What is lacking in the diagram and analysis is the existing plans of construction for the Eastbound & Westbound ramps to I10 that the City of Calimesa has in progress. Your mitigation response does not address the adaptations that would be required under the current plan but assumes that there would be adaptations based on the roads as they exist today.

The existing plan (not addressed within the EIR report) reflects Round-abouts at the ramps, not direct flow access onto I10. Semi 3 axle trucks trying to maneuver these roundabouts within the estimated 50 peak hour trips, will cause significant traffic delays with probable congestion backups in the #3 lane of the freeway. (specifically Impact TRAN-4)



The EIR report is not addressing the additional traffic flow from the Cherry Valley Plaza that is due to break ground within the next couple of months. This is a significant shopping center that is expected to draw considerable traffic while serving over 6000 homes within a mile of the center. This does not include the additional traffic draw of the residences within Yucaipa, Calimesa and Beaumont that will be drawn to this center in lieu of others at a greater driving distance.



MORGAN
Page 8 of 17

In addition, the Sunny-Cal housing development for approximately 500 single family residences has been approved by the city of Beaumont. This development sits directly across the street from the 3 access points to the proposed San Gorgonio Crossings project. These homes will be sharing access in the same location as the hundreds of trucks will be using daily.

The presumptive figures used in the traffic studies are fine when projects are not currently in place but in the case of this Report, these projects are well under way and need to be responded to. The CEQA guidelines direct lead agencies to use existing physical conditions when preparing environmental review documents and this clearly has not been done in this case. In addition, I do not find that this report is addressing the requirements of SB 743 in the transportation analysis but it has based

C-VAR_00937

presumptive figures on the old standard of vehicle delay and level of service (LOS) instead of the new standards. Although SB743 may not be mandated to be used as of the date of this Report, its requirements should be addressed.

Intersections Analyzed

The Report has not addressed the I10 offramp at Singleton Rd which is 1 mile from the Cherry Valley Blvd exit. This exit will be used by truck drivers as an alternative to congestion on the Cherry Valley Blvd exit during peak times as it is a short distance utilizing Calimesa Blvd to reach San Gorgonio Crossings. Calimesa Blvd is a small frontage road that is not built to handle heavy truck traffic and should have been addressed in this report.

Freeway Mainline Segments

The assumption that traffic East of the SR60 and I10 interchange is not anticipated to contribute 50 or more peak-hour trips is not substantiated. With an estimate of 40 percent of the nation's imports passing through Southern California, I10 is a major gateway to the East and heavily traveled by local and interstate trucks during all hours of the day and night. There is no indication that there will be a tenant in San Gorgonio Crossings to leave this travel route out of the Traffic Study. With the upcoming buildout of the World Logistics Center in Moreno Valley and the Hidden Canyon Industrial Park and Crossroads Logistic Centers in Beaumont, the convergence of additional traffic from San Gorgornio Crossings at the SR60 and I10 interchange is a very big concern for continuing traffic to the East and should have been addressed.

The Report does not address mitigation requirements for the interchanges at I10 and SR60. There would be a substantial increase in hazards due to existing design features for both the interchange from I10 to SR60 East and SR60 East to I10 West.

The Report addresses exits all along SR60 with the exception of the interchange at SR60 and I10 when traveling East. The exit from SR60 East onto I10 West is a dangerous switchback that is difficult for a passenger car to maneuver and is in no way built to accommodate commercial truck traffic. The Report does not address how trucks would reach the San Gorgornio Crossings warehouse traveling East along SR60.

The Report does not address the sharp curve and very short entrance to SR60 West from I10. There is insufficient distance for a commercial truck to accelerate prior to entering onto SR60. Mitigation requirements would have to be in place to accommodate this travel route.

Standing Wait Time

C-VAR_00938

As the County is well aware, issues of standing wait times for trucks to enter into these large warehouses are a big problem. Regulations on wait times do little to deter truck drivers from parking/sitting in turn lanes and along curbs for 15 minutes or more waiting to get into these centers. Violations of idling & wait time regulations are well documented. In a recent article in the Press Enterprise, a state Air Resources Board team visited the Smart & Final warehouse in Riverside and found 25 trucks trying to get into the warehouse. There was little they could do since state rules against idling apply only within 100 feet of a residence. I have seen nothing in the Report addressing where the trucks will be allowed to queue while waiting to load or unload their cargo within the confines of the San Gorgonio Crossings site and not out on public roadways. The fact that the Report is stating that signage would prevent parking or queuing on public streets, it has been documented that signage has done little to deter this practice at warehouses that do not provide on site queuing stations.
(ref: **http://www.pe.com/articles/city-820569-drivers-staylor.html?page=2**)

Riverside county's General Plan was very specific in the overall plan for the Cherry Valley area. I can assure you that the following statements in no way tolerates a mega warehouse with hundreds of trucks entering and exiting its site daily to be evoking the 'rural character' of the area. Is this warehouse & the truck traffic it will bring, truly what was envisioned as a 'visible entrance feature' to this beautiful valley?

Page PAP-24, PAP 4.2 of the General Plan concerning the Cherry Valley Gateway Policy Area it states that: ***The policy area shall be developed as a gateway to Cherry Valley, and it shall be developed to evoke the rural character of that area. The policy area shall also serve as a community separator between Beaumont and Calimesa. Provision shall be made for establishment of a visible entrance feature for Cherry Valley within this area that evokes the rural identity of the community.***

The General Plan also committed to the following statements of protection for this area. The entertainment of a zoning change to allow for a warehouse is a clear violation of the overall plan for Cherry Valley's rural and agricultural lifestyle that has been in place for over a hundred years.

On Page LU-25, LU 7.4 of the General Plan it states that the policy is to: ***Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.***

On Page I-7 of the General Plan it states that: ***"The overriding consideration, however, is the absolute necessity to maintain a high level of confidence in the Plan and enable people affected by it to have reasonable expectations regarding how the Plan will impact them. The Certainty System serves the needs of those who value a rural lifestyle…..***

The San Gorgonio Crossings warehouse project is not suited for this rural residential area and I find it shocking that the county of Riverside has allowed this project to get as far as it has. The warehouse is in direct conflict with the General Plan and its industrial nature has no fitting here and there are no alternatives to this project that would be acceptable to the community. The DEIR report is flawed and in no way addresses so many aspects of this project that it cannot be approved as it stands.

Respectfully,

Elaine Morgan
1730 Las Colinas Road
Beaumont, CA 92223

From: Elaine Morgan [mailto:welainemorgan@gmail.com]
Sent: Sunday, July 09, 2017 4:13 PM
To: Dawson, Brett <BDawson@RIVCO.ORG>
Subject: Fwd: San Gorgonio Crossings, RDEIR No. 534, General Plan Amendment No. 1079, Change of Zone No. 7799, Plot Plan No. 25337, Parcel Map No. 36564 (State Clearinghouse Number 2014011009)

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Riverside County Planning Department
4080 Lemon Street, 12th Floor
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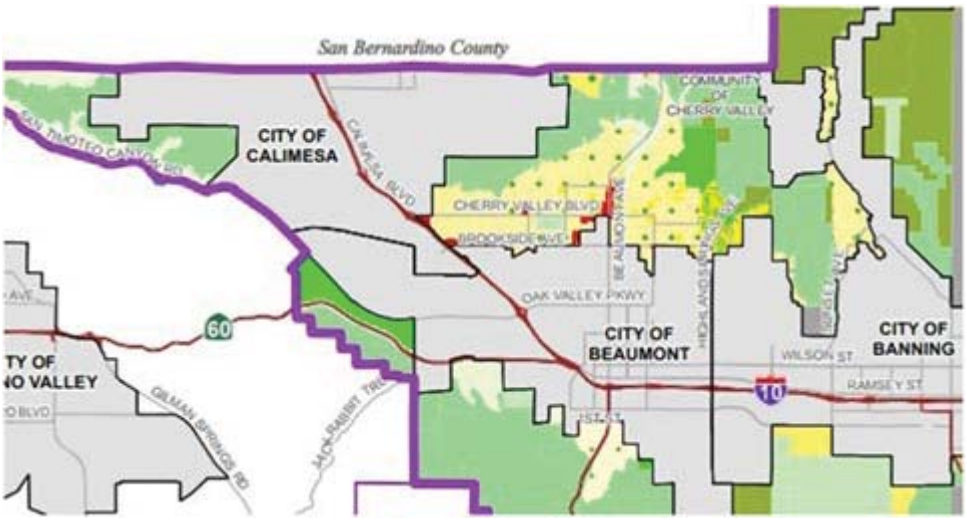
Cherry Valley Unincorporated Community Pg 8. Cherry Valley is a charming community distinguished by and named after a concentration of cherry orchards. It is a rural community characterized by large-lot residential, agricultural and animal-keeping uses, with a commercial core along Beaumont Avenue, northerly of Cherry Valley Boulevard. Cherry Valley is designated by LAFCO as an Unincorporated Community ***in order to preserve*** this existing rural character.

Land Use Plan Pg 11. Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles, both of which focused, in part, on preferred patterns of development within the County of Riverside; the Community Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the Multiple Species Habitat Conservation Plan (MSHCP) that focused on opportunities and strategies for **significant open space and habitat preservation**; established patterns of existing uses, and parcel configurations; current zoning; and the oral and written testimony of Riverside County residents, property owners, and representatives of cities, Indian tribes, and organizations at the many Planning Commission and Board of Supervisors hearings. The result of these considerations is shown in Figure 3, Land Use Plan, which portrays the location and extent of proposed land uses.

Land Use Concept Pg 11. Outlying areas such as Cherry Valley and the San Timoteo Canyon generally maintain their rural character. Cherry Valley will continue its focus around an existing retail and service-oriented community core on Beaumont Avenue. Cabazon retains its tourist identity along Interstate 10 as well as its existing residential and desertoriented uses. The rugged terrain, open space, and scenic qualities of the San Bernardino and San Jacinto Mountains that are so prominent in the area ***will continue to be preserved*** through the Rural Mountainous and Open Space Conservation land use designations.

Table 1: Land Use Designations Summary Pg 12
Very Low Density Residential (RC-VLDR) 1 ac min. Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Low Density Residential (RCLDR) 0.5 ac min. Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged. Open Space Conservation (C) N/A The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.

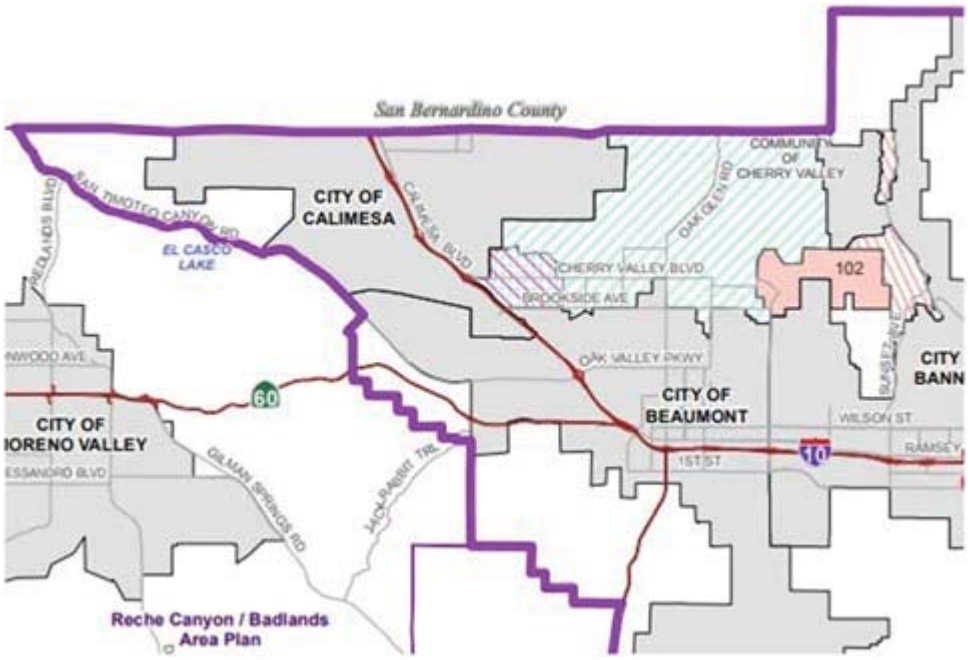
Figure 3 Pg 19



COMMUNITY DEVELOPMENT: ZONING - Very Low Density Residential/Conservation Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies (Cherry Valley Plan)

Overlays and Policy Areas Pg 22. Six policy areas and two overlays have been designated within The Pass Area Plan. In some ways, **these policies are even more critical to the sustained character of the area** than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Their boundaries are shown on Figure 4, Overlays and Policy Areas

Cherry Valley Policy Area Figure 4 pg 27



Cherry Valley Gateway Policy Area including the overlay of Cherry Valley Policy Area (NOTE that the subject project is located in the middle of this critical overlay)

Cherry Valley Gateway Policy Area pg 24

The policy area shall be developed as a gateway to Cherry Valley, and it shall be developed to evoke the rural character of that area. The policy area shall also serve as a community separator between Beaumont and Calimesa.

PAP 4.2 Provision shall be made for establishment of **a visible entrance feature for Cherry Valley within this area that evokes the rural identity of the community.**

Not only is the project in direct violation of current zoning & General Plan regulations, the visual project plan being submitted for approval is absolutely no indication of what the project will look like upon completion. There is no allowance for the full grown trees in the rendition that is purportedly hiding this monster project directly at the entrance to Cherry Valley Gateway Policy Area. There is nothing to hide the multiple vehicles sitting on the surrounding roadways waiting for entrance to the project. The drawings are also absurdly tucked below the street level that the RDEIR has not addressed in the digging that would be required to reduce the project to this visual level.

As stated earlier, I am attaching a PDF copy of this current objection as well as my objections to this project under the original DEIR that was sent to you on January 17, 2017. Without the required summary of significant changes the the original DEIR, my original comments stand as I wrote them.

Respectfully,

Elaine Morgan
1730 Las Colinas Road
Beaumont, CA 92223

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Elaine Morgan (MORGAN)

Comment MORGAN-1
The commenter expresses general opposition to the project and states that on January 16, 2017, the commenter emailed the project planner her opposition statements regarding the original DEIR. She is resubmitting a copy of that original email with this letter as an inclusion to these additional comments in reference to the RDEIR #534.

Response to MORGAN-1
Comment noted. Please refer to Master Response #1 for a discussion of the recirculation of the DEIR.

Comment MORGAN-2
The commenter cites an excerpt from a California Supreme Court ruling in August 2014, *Tuolumne Jobs & Small Business Alliance v. Superior Court of Tuolumne County, Wal-Mart Stores*, relating to the public review provisions under CEQA, and the requirements under State CEQA Guidelines section 15088.5 pertaining to recirculation.

Response to MORGAN-2
With regard to the decision to recirculate the EIR and the changes that were made to the RDEIR, please refer to Master Response #1.

Comment MORGAN-3
The commenter expresses disagreement with the RDEIR's conclusions regarding impacts to visual character, and states that the shift in low density residential, open space character to a large industrial development represents not only a large visual change but a significant impact to the overall character of the community as a whole. The commenter further states that the County's General Plan has reinforced the preservation of the rural open space concept throughout its plan for this area.

The County's established guides within the General Plan for the Cherry Valley and surrounding area are clearly not addressed within the RDEIR as to why a variance should be allowed to change the visual character of the land that was to be so adamantly protected within the Plan. Nowhere within the Plan is there an allowance for a variance for this community for industrial/warehouses. Quite the opposite was established within the Cherry Valley Gateway Policy Area.

Response to MORGAN-3
Aesthetic impacts are addressed in Section 3.1, Aesthetics, of the RDEIR. Please refer to Responses to Comments CVAN-7 and CVAN-12. The project would require the following actions:

- General Plan Amendment (No. 1079) proposing the following changes:
  - Change in land use designation from Rural Mountainous (RM) and Very Low Density Residential (VLDR) to RM, Open Space Recreation (OS-R), Public Facility (PF) and Light Industrial (LI); see Exhibit 2-8 in the RDEIR
- A Change of Zone (No. 7799) from Controlled Development (W-2) to Industrial Park (IP); see Exhibit 2-9: in the RDEIR.

A variance is not being sought as part of the project entitlements.

Comment MORGAN-4
The commenter cites multiple excerpts, tables, and figures from the County's Pass Area Plan.

Response to MORGAN-4
Comment noted. Please refer to Response to Comment CVAN-10 for a discussion of the applicability of, and the project's compatibility with the Pass Area Plan. A complete analysis of the project's consistency with the applicable General Plan is provided in RDEIR Table 3.10-3. The applicability of the Pass Area Plan and the Cherry Valley Gateway Policy Area is discussed at RDEIR page 3.1-16. The project site is located within the Cherry Valley Policy Area (CVPA). However, although the boundaries of the CVPA encompass the project site and the entire Cherry Valley area, the CVPA applies only to properties within the Rural Community Foundation Component, and is therefore inapplicable to the project site.

Comment MORGAN-5
The commenter states that the project is in direct violation of current zoning and General Plan regulations, and that the visual project plan being submitted for approval is absolutely no indication of what the project will look like upon completion. The commenter states that there is no allowance for the full grown trees in the rendition that is purportedly screening the project. The commenter states that there is nothing to hide the multiple vehicles sitting on the surrounding roadways waiting for entrance to the project. The commenter also claims that the drawings are absurdly tucked below the street level and that the RDEIR has not addressed the digging that would be required to reduce the project to this visual level.

Response to MORGAN-5
Please refer to Responses to Comments SIERRA-8 and SIERRA-9.

Comment MORGAN-6
The commenter states that she is attaching a copy of her objections to this project under the original DEIR that was sent on January 17, 2017. Without the required summary of significant changes to the original DEIR, her original comments stand as she wrote them.

Response to MORGAN-6
Please refer to Master Response #1 for a discussion of recirculation of the DEIR.

From: libi [mailto:libiure@gmail.com]
Sent: Monday, July 10, 2017 10:53 AM
To: Dawson, Brett <BDawson@RIVCO.ORG>; Judy Bingham <judyb115@aol.com>; Patsy Reeley <patsydol11@gmail.com>
Subject: RDEIR 534 San Gorgonio Crossings

Libi Uremovic

P.O. Box 2894

Rancho Cordova, CA 95741

(702) 503-2022

libiure@gmail.com

beaumontgate.org

July 10, 2017

Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon St., 12th Floor
Riverside, CA 92501

Re: Environmental Impact Report No. 534 (EIR) for San Gorgonio Crossings which includes a Change of Zone (CZ) No. 7799, General Plan Amendment (GPA) No. 1079, Plot Plan (PP) No. 25337, and Parcel Map (PM) No. 36564. EA42179, SCH#20140110009

Mr. Dawson,

UREMOVIC

Please submit the following comments and documentation in Opposition to the San Gorgonio Crossing Change of Zone and General Plan Amendment. 1

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I am the Accountant that performed the Forensic Audits on the City of Beaumont which has produced Investigations by numerous State and Federal Agencies. Read the SEC Subpoenas, State Controllers' Investigative Report, and D.A. Indictments on beaumontgate.org.

The San Gorgonio Crossings Project Applicant is TSG-Cherry Valley L.P., of which Russ Bogh is an Investor. In 2015 Russ Bogh conspired with former Beaumont City Manager Alan Kapanicas and former Chief of Police Frank Coe to form a phony 'Fire Station' and a phony 'Finance Committee' in an attempt to hide Beaumont's illegal activity. (ATTACHMENT A)

The Lead Agency for the Project is Riverside County. The Planning Department is responsible for processing the EIR. Riverside County Building and Safety Director Mike Lara oversees the Planning Department. Mr. Lara is under Federal Investigation for Forging Government Documents with the Intent to Defraud Financial Institutions. As a Beaumont Councilman; Lara has refused to establish and staff a Finance Department, Approved Forged Documents, continued Beaumont's illegal Bond & Construction Scam, and has failed to follow State and Federal Laws regarding Public Bid Contracts and the CEQA.

1
CONT

In 2012 Mike Lara used his County Agency for Predatory Purposes to Illegally gain entrance onto the Binghams' Property by staging a 'Storm Water Compliance Inspection' in an attempt to Intimidate Mrs. Bingham because she was exposing Beaumont's Illegal Activity. (ATTACHMENT B)

Although RDEIR No. 534 mitigates for future impacts, it fails to mitigate for the past impact of 1/4 century of Beaumont Corruption. The City of Beaumont has no Insurance. The City was part of an insurance Collective called ERMAC. Beaumont has been removed from ERMAC because ERMAC Principal, James Gregg, also drew a salary as 'Risk Manager' from the City of Beaumont and because Beaumont Falsified its Assets. (ATTACHMENT C)

Beaumont can not obtain Insurance for the City, mainly because they never built Fire Stations. But also because the City of Beaumont swindles the School District out of their Property Taxes and Mitigation Fees. In exchange for the money; the City busses the School Children on Public Transportation. Because even ERMAC refused to Insure the City's Busses for school kids; the City calls the school children 'Youth Passengers'.

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Riverside Building and Safety Director/Beaumont City Councilman Mike Lara's Wife Suzie Lara has been a Beaumont Unified School District Board Member for over a decade.

State and Federal Laws are established to protect the Citizens. A Forged Document is one that contains intentional Errors, False Statements, or the intentional Omission of Facts.

Submitting Fraudulent CEQA EIR Documents is a Felony under California State Law. Submitting Fraudulent CEQA EIR Documents for the purpose of illegally Acquiring Municipal Bond Funds is a Federal Felony.

1
CONT

The original EIR No. 534 was revised because it was created with fraudulent and misleading information. The Revised EIR also contains errors, omissions, and false information.

Section 3-1 states: "Thresholds are developed using criteria from the State CEQA Guidelines and checklists; State, federal, and local regulatory schemes; local/regional plans and ordinances; acceptable practices; consultation with recognized experts; and other professional opinions."

A Public Records Request for the backup documentation verifying the conclusions on the RDEIR from FirstCarbon Solutions, Urban Crossroads, Helix Environmental, Ginter and Associates , Neblett and Associates , Hunsaker and Associates , Kosmont Companies, Urban Environs, and Webb and Associates was submitted on May 30, 2017. TO THIS DAY the Riverside Planning Department has not released the backup to prove their conclusions.

2

Either the Riverside County Planning Department is refusing to release the Public Records because they know the Reports from the Consultants are Fraudulent, or Planning Department Staff neglected to review or obtain documentation from Consultants.

EIR No. 534 Must Provide Documentation Verifying Consultants Reports or Remove Consultants' Reports from the EIR.

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SECTION 3.14 PUBLIC SERVICES

Section 3.14-1 states: "Additional Information on this section is also base on Economic & Politics, January 2014 Economic Impact of Gateway Distribution Center Analysis…"

John Husing is the Principal of Economic & Politics. John Husing and his company Economic & Politics have a long history of Forging Reports in the Pass Area. From 1993 to 2015 Husing Colluded with the City of Beaumont to commit Bond Fraud by Forging Housing Market Projections. 3

The City of Beaumont is currently locked out of the Bond Market because of past Fraud. Read SEC Subpoenas here: http://beaumontgate.org/news/sec-subpoenas-city-amid-investigation-into-its-finances/

RDEIR No. 534 Must Provide Documentation Verifying Economic & Politics' Reports or Remove Economic & Politics' Reports from the EIR.

3.14.1 - EXISTING CONDITIONS

FIRE STATIONS:

RDEIF No. 534 states: "In addition to providing fire protection services to unincorporated areas, the RCFD provides fire protection services to 16 cities on a contractual basis." 4

Because of Riverside County's past negligence in enforcing planning and building standards; 16 cities in Riverside County are not providing their own fire protection including the City of

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Beaumont. Riverside County is currently experiencing budget problems and can not guarantee that the County will provide adequate fire protection services to the Project.

A warehouse will not produce enough County tax revenue to pay for additional fire services needed.

The National Association of Fire Protection sets response time standards at four (4) minutes.

EIR No. 534 highlighted the already hazardous Call Response Times by listing Calimesa Fire Station #21 with a total response time of 7 minutes 5 seconds, Cherry Valley Station #22 with a total response time of 7 minutes 43 seconds, and Beaumont Fire Station #66 with a total response time of 8 minutes 22 seconds.

The Riverside County Fire Protection Master Plan recommends one new fire station and/or engine company for every 2,000 new dwelling units and/or 3.5 million square feet of commercial/industrial occupancy.

4
CONT

In 2015 Calfires tried to get the City of Beaumont to build three (3) more fire stations to protect their Citizens, but Beaumont Staff and Council refuse. The City has collected approximately $27 Million to build Fire Stations, but deposited the money in the General Fund. At the June 22, 2017 LAFCO Meeting Beaumont Employee Kyle Warsinski pretended that the City just started collecting Fire Station Mitigation Fees and stated the City only had $2.8 Million in Fire Station Mitigation Fees after building 20,000 houses. *"that's almost enough to build one"*. (Attachment D)

Although this Project in itself does not necessitate an additional Fire Station; the Pass Area needs at least five (5) more Fire Stations to adequately protect the current Citizens BEFORE an additional drain on Fire Services can be responsibly Approved.

RDEIR No. 534 Must Recommend Construction of at Least a Minimum of Three (3) Operating Fire Stations to be Valid CEQA Document.

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Sheriff Services:

The RDEIR references email communication dated June 25, 2013 regarding Sheriff Services in Riverside County.

On June 21, 2017 it was reported that the Riverside County Sheriff Stan Sniff demanded an additional $50 Million or the Sheriff's Department will be forced to reduce services including ***"cutting patrols in unincorporated communities to the bare minimum.":*** http://www.pe.com/2017/06/21/riverside-countys-sheriff-wants-50-million-or-he-may-shut-down-patrol-stations/ 5

RDEIR No. 534 Must Include Recent Reports and Evidence that the Riverside County Sheriff's Department Will Provide Services to Project.

3.16 - Transportation and Traffic

The RDEIR verifies that "Existing Conditions are at an Unacceptable Condition." However; the statement "No new deficiencies would occur due to the addition of 2.0 percent ambient growth along with project traffic under EAP 2018 conditions" is a false statement.

'It's already so bad that adding additional traffic can't hurt' is the neglectful and dismissive mentality that has created an environmental catastrophe in the Pass Area. 6

Level of Significance After Mitigation "Significant and Unavoidable Impact."

The Impact is avoidable if the Developers build one house per one acre as established in the General Plan for Unincorporated Cherry Valley.

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Not only did Beaumont Staff and Council misuse/embezzle $42 Million in TUMF roadway fees; they also stole approximately $150 Million in Mitigation Fees collected by the City for local roadways. Beaumont also stole $13 Million under the guise of 'Potrero Interchange'. These Funds were derived from Federal Municipal Bond Funds and are part of the SEC Investigation.

Roads and Expansions needed to accommodate Beaumont's additional 40,000 vehicles were never built. Traffic buildup along the I-10 attempting to take the Cherry Valley Boulevard Exit can be up to 50 cars long during rush hour.

6
CONT

The Cumulative Impact of Beaumont's 20 years of submitting Fraudulent Government Documents and Misusing/Embezzling Taxpayer Money has resulted in over $200 Million in Fire Stations and Roadway Infrastructure must be built to make the current Citizens whole BEFORE additional development can be considered.

RDEIR No. 534 Must Recommend Mitigate the Cumulative Effect Traffic Congestion to be Valid CEQA Document.

3.9.1 - Groundwater

RDEIR fails to identify that the Project's only natural water supply is the Beaumont Basin. The Beaumont Basin has been in Overdraft for over a decade. Overbuilding and Beaumont's lack of producing Recycled Water has created a sever water shortage in the Pass Area. Currently; 2/3's of water used by the Beaumont-Cherry Valley Water District is Imported, 1/2 of the Yucaipa Valley Water District's water is Imported.

7

Albert A. Webb & Associates are referenced in the RDEIR. Albert A. Webb & Associates are under Federal Investigation for Falsifying numerous Reports for the City of Beaumont including for Reports for Taxes, Wastewater Treatment Facility, and Recycled Water. The County has refused to release documentation from Albert A. Webb & Associates proving their conclusions.

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RDEIR No. 534 Must Recommend Mitigate the Cumulative Effect of a Decade of Overdrafting the Beaumont Basin to be Valid CEQA Document.

7
CONT

From: libi [mailto:libiure@gmail.com]
Sent: Monday, July 10, 2017 10:55 AM
To: Dawson, Brett <BDawson@RIVCO.ORG>; Judy Bingham <judyb115@aol.com>; Patsy Reeley <patsydol11@gmail.com>
Subject: Re: RDEIR #534 Attachment A

forgot the attachment - very sorry

On Mon, Jul 10, 2017 at 10:54 AM, libi <libiure@gmail.com> wrote:

ATTACHMENT A

Russ Bogh/Bogh Construction

Russ Bogh is a former State Assemblyman from Beaumont that owns Bogh Construction.

Records show that Bogh Construction received money from Beaumont's Bond Fund Accounts to pay Bogh Constructn through the Beaumont-Cherry Valley Water District. Records also show that Bogh Construction received payments directly from the City of Beaumont from as far back as 2007 up until November, 2015.

Federal Laws require cities that have municipal bonds to have a Finance Committee with qualified Members. Common decency requires cities to use Mitigation Fees and Bond Funds acquired to build and maintain Fire Stations to use the money for its intended purpose.

In the Spring of 2015 the City was scrambling to cover up their corruption. Emails between former Chief of Police Frank Coe and Russ Bogh show that they helped former City Manager Alan Kapanicas organized the phony Fire Station and Finance Committee.

The Fire Station Committee resulted in a report confirming that yes, there were no fire stations.

From 2010 to 2016 the City of Beaumont funded the position of Executive Director with the Beaumont Chamber of Commerce for his wife Sheri.

In January, 2014, Russ Bogh was filed by the Fair Political Practices Commission $3,000 for accepting a campaign contribution that exceeded the limit from Bogh Engineering: http://www.pe.com/2014/01/16/campaign-finance-ex-assemblyman-menifee-mayor-penalized-for-infractions/

View Russ Bogh's 2009 700 Form here: http://www.thebanninginformer.com/wp-content/uploads/2013/08/DOC-Copy.pdf

From: libi [mailto:libiure@gmail.com]
Sent: Monday, July 10, 2017 11:05 AM
To: Dawson, Brett <BDawson@RIVCO.ORG>; Patsy Reeley <patsydol11@gmail.com>; Judy Bingham <judyb115@aol.com>
Subject: RDEIR 534 Attachment B

Use of Government Agency for Predatory Purposes

Edward and Judy Bingham moved to Riverside County in 1985 after purchasing land to operate a nursery business that resided predominately outside of the Beaumont city limits, but included a small portion inside the city limits. The City owned a parcel of land between the Bingham property and Coopers Creek that the Binghams began leasing in 1991.

The Bingham's property is located directly southwest of the Beaumont Sewer Plant, separated by Coopers Creek. The Binghams also purchased property on 6th Street in Beaumont and have operated a retail operation, the Beaumont Garden Center, since 1988.

Judy Bingham first reported foul odors emitting from Beaumont's Wastewater Treatment Plant in 2004 and was told by the City to "Get used to it".

When Mrs. Bingham started to question the City's activities former City Attorney Joe Aklufi told Mrs. Bingham that if she did not shut up he would "bring 15 government agencies onto her property to shut down her business."

One of the government agencies that illegally entered the Bingham's property and colluded in an attempt to intimidate the Binghams was the Santa Ana Regional Water Quality Control Board.

In late 2011 and early 2012 the City of Beaumont, County of Riverside, and the Santa Ana Regional Water Control Board conspired to use government agencies and employees to acquire access to the Bingham Property and once again target and harass the Binghams' business and family.

As Director of the Riverside County Department of Environmental Compliance Division; Beaumont Councilman Mike Lara used his County Agency to stage a 'Storm Water Compliance Inspection' at the Binghams' Wholesale Nursery.

On January 18, 2012, Riverside County Issued a Storm Water Compliance Inspection that states: "Federal and State NPDES requirements mandate the County of Riverside to implement a business Storm Water Compliance Inspection Program to inspect businesses located within the unincorporated areas of Riverside County."

There are no State and Federal Laws allocating NPDES Requirements to the County. A Public Record Request was submitted for any/all other Storm Compliance Inspections performed by Riverside County. The County has no other Inspection Reports and no documentation regarding a NPDES Program.

On May 11, 2012 the Santa Ana Regional Water Quality Control Board issued a Notice of Violation for 'Unpermitted Discharge of Pollutants' to the Binghams costing them thousands in penalties plus loss of revenue and reputation.

Federal EPA Title 40 Section 117.1(a) defines 'Reportable Quantities' as "Discharge that may be harmful."

Title 40 Section 401.11(d) defines a 'Point Source' as "any discernible, confined and discrete conveyance".

The Bingham Family grows plants in containers. Water had dripped from newly potted bare-root plants. The State Water Quality Control Board Cited the Binghams Wholesale Nursery with a Notice of Violation for an 'Unpermitted Discharge' that was nothing more than drips of water from freshly potted plants.

Water Board Employee Stephen Mayville addressed the letter not to Judy Bingham or their 45 year old son Jason in charge of operations, but to 70 year old Edward Bingham, who had just suffered a heart attack.

Bingham property EPA violations

EPA Title 40 Subpart A—General Provisions

§117.1 Definitions.

As used in this part, all terms shall have the meanings stated in 40 CFR part 116.

Reportable quantities means quantities that may be harmful as set forth in §117.3, the discharge of which is a violation of section 311(b)(3) and requires notice as set forth in §117.21.

§401.11 (d) The term **point source** means any discernible, confined and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged.

(2) The following are **not "waters of the United States"** even where they otherwise meet the terms of paragraphs (l)(1)(iv) through (viii) of this section.

(G) Puddles.

California Water Code 13050:

(2) "Hazardous substance" does **not** include any of the following:

(C) Any discharge to surface water of a quantity less than a reportable quantity as determined by regulations issued pursuant to Section 311(b)(4) of the Federal Water Pollution Control Act.

(D) Any discharge to land which results, or probably will result, in a discharge to groundwater if the amount of the discharge to land is **less than a reportable quantity,** as determined by regulations adopted pursuant to Section 13271, for substances listed as hazardous pursuant to Section 25140 of the Health and Safety Code. No discharge shall be deemed a discharge of a reportable quantity until regulations set a reportable quantity for the substance discharged.

From: libi [mailto:libiure@gmail.com]
Sent: Monday, July 10, 2017 11:09 AM
To: Dawson, Brett <BDawson@RIVCO.ORG>; Judy Bingham <judyb115@aol.com>; Patsy Reeley <patsydol11@gmail.com>
Subject: RDEIR 534 Attachment C

ATTACHMENT C

James Gregg and ERMAC Insurance

The City of Beaumont was Self Insured through the Exclusive Risk Management Authority (ERMAC). ERMAC was comprised of four (4) cities; Beaumont, Hayward, Laguna Hills, and Santa Maria.

The Principal of ERMAC, James Gregg, also received a salary as Beaumont's Risk Manager. Beaumont's Internal Control Report FYE 2015, Finding 2015-20 stated: "The City paid the salary of the General Manager of ERMAC, including all City paid benefits (CalPERS retirement benefits, health insurance, etc,) for risk management services, as if he was an employee of the City of Beaumont."

Beaumont also paid twice the premium as the other three member entities.

James Gregg was removed from ERMAC on January 1, 2017. The City of Beaumont has also been removed from ERMAC. Beaumont's Insurance Policy from ERMAC expires July 1, 2017. There was no Agenda Item on the June 20, 2017 Council Meeting to approve another Insurance Policy.

Property Owners in Beaumont are having trouble getting Homeowners' Insurance because of the lack of Fire Protection. The City attempted to acquire other Insurance in 2015, but could not because of the lack of Infrastructure.

Exclusive Risk Management Authority ERMAC: http://www.ermacjpa.com/profile/

ERMAC Profile

The Exclusive Risk Management Authority of California (ERMAC) was founded in 2003 specifically for the purpose of providing risk-sharing and risk-transfer municipal liability protection to California Governmental Agencies. The Authority has been very successful in providing comprehensive coverage while maintaining stable premiums. The Authority has never assessed its members and continues to maintain extremely strong reserves. The following provides some insights into the direction, products and services associated with ERMAC.

Current Officers:

President Donald J. White – City of Laguna Hills

Secretary Michael Lawson – City of Hayward

Treasurer Mellissa Guerrero – City of Santa Maria

From: libi [mailto:libiure@gmail.com]
Sent: Monday, July 10, 2017 11:13 AM
To: Dawson, Brett <BDawson@RIVCO.ORG>; Patsy Reeley <patsydol11@gmail.com>; Judy Bingham <judyb115@aol.com>
Subject: RDEIR 534 Attachment D

ATTACHMENT D

Lack of Fire Services in Pass Area Region

In the past 20 years the City of Beaumont has grown from 8,000 to 40,000 people, but never built additional fire stations. Email communication shows that Calfires has tried to get the City to build three (3) more fire stations to protect their Citizens.

The City of Banning has a population of 30,000 and only one (1) operating Fire Station. Banning has built two other Fire Stations, but the buildings are empty. Neither City owns a Fire Engine and must lease equipment from Riverside County.

The National Association of Fire Protection sets response time standards at four (4) minutes, but Fairway Canyon Area 19 has no fire stations within 15 minutes of the Development. Emails show that Fairway Canyon claims to have already paid 'all' of their fire protection mitigation fees and Bond Debt has been acquired, but no Fire Station was ever built.

When lack of fire protection in the Pass Area was revealed the Beaumont City Council orchestrated a phony 'Fire Station Committee' comprised of CalFires Chief Smith and a group of 'citizens' hand picked by Council for their willingness to cover up corruption. Chief Smith presented a report to Council on October 28, 2015 verifying that yes, there is a lack of fire and safety services in the Pass Area.

CalFires Chief Smith was rewarded with a brand new vehicle for his 'trouble'.

On November 3, 2015 the City of Beaumont retired the last two Fire Engines they owned and started leasing equipment from Riverside
County: http://www.ci.beaumont.ca.us/DocumentCenter/View/26620

Money allocated in 2017/2018 Budget for Fire Station Equipment Supplies: $1,500.

The City of Beaumont has collected Municipal Bond Funds, Mitigation Fees, and Taxes to build another Fire Station. Council's Lawyers and Consultants assure the Citizens that there's plenty of money to 'build' a fire station, but since there's no money to 'operate' a fire station, there's no reason to make any plans to build one.

On July 6, 1999 Beaumont City Council Approved Ordinance No. 794 establishing Traffic Signal and Railroad Crossing Mitigation Fees.

The following fees were listed in the Ordinance:

Traffic Signal Mitigation Fee: $176 per EDU

Railroad Crossing Mitigation Fee: $199 per EDU

The Fire Station Mitigation Fees weren't listed in the Report to Council or the Ordinance, they were only listed in the Attachment. The Fire Station Mitigation Fees were based on the following calculations:

I.C General Plan Authorized New EDU's

2. Non-Transportation EDU's

Residential: 32,000 EDU

Commercial/Industrial: 1,965 AC x 10 EDU/AC = 19,650

Total Non-Transportation EDU's: 51,650

The general rule is one (1) Fire Station per 10,000 people. 32,000 houses would bring the population to 70,000; which would require seven (7) fire stations, not three.

The 1999 estimated cost for three fire stations was $9 Million. Divided by 51,650 = $181 EDU.

The City should have charged $406.58 EDU in Fire Station Mitigation Fees, but since separate accounts were never set up and all the money was stolen anyway; it's a mute point.

The Developers would have realized that the Fire Station Mitigation Fees were too low, but never said anything because it was saving them $225 on every house. It probably never occurred to the Developers that the City wouldn't build any fire stations.

The only justification for their actions that I can think of is that they had to hide the Fire Station Mitigation Fees because they were already collecting Mello Roos bond debt for Fire Stations.

(EDU) Equivalent Dwelling Units

At the June 22, 2017 LAFCO Meeting Beaumont Employee Kyle Warsinski pretended that the City just started collecting Fire Station Mitigation Fees and stated the City only had $2.8 Million in Fire Station Mitigation Fees after building 20,000 houses. *"that's almost enough to build one"*.

On July 1, 2017 the City of Beaumont's Insurance expired. Beaumont was part of the ERMAC collective, but the City of Beaumont and ERMAC Principal/Beaumont Risk Manager James Gregg have been thrown out of ERMAC.

Beaumont tried to obtain city-wide insurance two years ago, but one of the first questions on the application is "How many Fire Stations are in the City".

To: Russ Bogh
Cc: Alan Kapanicas
Subject: RE: Fire Committee

I am open all day Monday, let me check with Alan on his schedule to confirm Monday works for him

Frank Coe
Chief of Police
City of Beaumont Police Department "Exceeding Expectations"
550 East 6th Street
Beaumont, CA 92223
(951) 769-8500 (Main)
(951) 769-8507 (Office)
(951) 769-8508 (Fax)
(951) 990-2523 (Mobile)

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From: Russ Bogh [mailto:russ@bogh.biz]
Sent: Friday, April 10, 2015 5:24 AM
To: Frank Coe
Cc: Alan Kapanicas
Subject: Fire Committee

Frank/Alan,

Let's meet early next week to discuss fire committee Monday or Tuesday,

Please respond

Russ Bogh
Bogh Engineering
401 W 4th Street
Beaumont CA 92223
951-378-1204
russ@bogh.biz
www.boghengineering.com

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(951) 769-8515

From: Frank Coe
Sent: Wednesday, May 27, 2015 12:47 PM
To: Russ Bogh
Cc: Alan Kapanicas; Kari Mendoza; Elizabeth Gibbs-Urtiaga
Subject: RE: Public Safety Agenda

OK, I talked with Alan and we will get those mitigation fee numbers to Nancy so she can report them

Frank Coe
Chief of Police
City of Beaumont Police Department "Exceeding Expectations"
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From: Russ Bogh [mailto:russ@bogh.biz]
Sent: Wednesday, May 27, 2015 7:28 AM
To: Frank Coe
Subject: RE: Public Safety Agenda

I planned it for 4 pm. Let me check with Chief Hawkins Schedule

From: Frank Coe [mailto:FCoe@beaumontpd.org]
Sent: Tuesday, May 26, 2015 4:07 PM
To: Russ Bogh
Subject: RE: Public Safety Agenda

That should work. I will get something showing the current available funding (I believe there is $2.2 million in the mitigation account) so that Nancy Carroll can present that. Monday is actually June 1st, and I need to be in Calimesa for a meeting at 6pm. Do you anticipate this meeting will be done? I assume we will meet at 5pm?

Frank Coe
Chief of Police
City of Beaumont Police Department "Exceeding Expectations"
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(951) 769-8508 (Fax)
(951) 990-2523 (Mobile)

Frank Coe

From: Frank Coe
Sent: Wednesday, May 27, 2015 1:55 PM
To: Alan Kapanicas; Mel Drown; Elizabeth Gibbs-Urtiaga
Subject: RE: Public Safety Agenda

Thanks, once we have identified their availability can we get a report from Finance and we can get it to Nancy to report out at the committee meeting on Monday

Frank Coe
Chief of Police
City of Beaumont Police Department "Exceeding Expectations"
550 East 6th Street
Beaumont, CA 92223
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From: Alan Kapanicas
Sent: Wednesday, May 27, 2015 1:44 PM
To: Mel Drown; Elizabeth Gibbs-Urtiaga
Cc: Frank Coe
Subject: FW: Public Safety Agenda

Here are the fees that I show that would have been transferred to mitigation. Below is all CFD funds that have been/could be used.

Public Safety Facilities

Community and Civic Center Parking Lot - RDA	$96,000
Community and Civic Center Upgrades - RDA	$500,000
Banning Fire Station Assistance - RDA	$500,000
Communication Inner-operability Project	$3,000,000
Police Station Upgrades - RDA	$500,000
Station 6 Upgrades - RDA	$200,000
Station 22 Warning Signals - RDA	$35,000
Civic Center Campus	$5,500,000
Subtotal	$10,331,000

Alan Kapanicas
AlanK@ci.beaumont.ca.us
AlanK@BeaumontCares.com

Frank Coe

From: Frank Coe
Sent: Friday, May 29, 2015 8:22 AM
To: Russ Bogh
Subject: RE: Monday Mtg

Alan gave the interim Finance Team info on the available funds and I hope that Nancy will have that to present Monday, was she suppose to set up a Finance Committee within the committee??

I guess what we really to find out from the group is if there is an interim gap measure they want to pursue as we present the fiscal year budget. SO maybe from a discussion perspective we can ask them to toss out ideas so we can at least have Council thinking of contingency items.

It might also be good to set up a site team to go look at other stations so you have that moving forward at the same time

Frank Coe
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From: Russ Bogh [mailto:russ@bogh.biz]
Sent: Friday, May 29, 2015 8:10 AM
To: Frank Coe
Subject: Monday Mtg

Frank Do I have anything to present for a Monday meeting. Should you and I get together or you I and Mike?

Russ Bogh
Bogh Engineering
401 W 4th Street
Beaumont CA 92223
951-378-1204
russ@bogh.biz
www.boghengineering.com

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Exhibit A

Requisition No. 8

CITY OF BEAUMONT
PAYMENT CERTIFICATE

Comprehensive Public Facility Financing Program

Date July 6, 2011

- [ ] Sewer Revenue Bond
- [x] 2008 Series A
- [ ] Other

ACCOUNT #6711840107
DESCRIPTION Construction Fund

The following payments are authorized pursuant to electronic transfer or mailing instructions on attached invoices.

Payee	Contractor Certificate No.	Description	Amount
Beaumont-Cherry Valley Water District *Attn. Blanca Maria* *560 Magnolia Ave.* *Beaumont, CA 92223*	1	Albert Chatigny Center	8,162.03
TOTAL			$8,162.03

CITY APPROVALS:

- [x] Finance Director — Date 7-7-11
- [x] City Manager — Date 7-7-11

Urban Logic Consultants

BOGH CONSTRUCTION
8" FIRE SERVICE METER

DESCRIPTION	QTY	UNIT PRICE	EXT. PRICE
8 MEGA LUG	1	45.91	45.91
8 FLG X MJ 90 ELBOW	1	128.87	128.87
2 X 3/4 BELL REDUCER	4	8.42	33.68
STEEL 3" PIPE	7	5.30	37.10
7/8 ALL THREAD	3	8.16	24.48
MATERIAL			270.04
01.07.09			
205	7	33.81	236.67
219	7	33.81	236.67
LABOR			473.34
#7	7	35.00	245.00
BH - DEER	7	27.00	189.00
EQUIPMENT			434.00
01.08.09			
205	5.5	33.81	185.96
219	5.5	33.81	185.96
LABOR			371.91
#7	5.5	35.00	192.50
EQUIPMENT			192.50
01.12.09			
205	5.25	33.81	177.50
219	5.25	33.81	177.50
LABOR			355.01
#7	5.25	35.00	183.75
EQUIPMENT			183.75
01.14.09			
212	5	33.81	169.05
LABOR			169.05
#9	5	35.00	175.00
WELDING TRAILER	5	25.00	125.00
EQUIPMENT			300.00

MATERIAL	270.04
LABOR	1,369.31
EQUIPMENT	1,110.25
SUB TOTAL	2,749.60
ADMINISTRATION CHARGE @ 15%	412.44
GRAND TOTAL	3,162.03

System: 06/26/2007 2:19:39 PM
User Date: 06/26/2007

City Of Beaumont
VENDOR CHECK REGISTER REPORT
Payables Management

Page: 1
User ID: nacosta

Ranges:	From:	To:		From:	To:
Check Number	058580	058674	Check Date	First	Last
Vendor ID	First	Last	Checkbook ID	First	Last
Vendor Name	First	Last			

Sorted By: Check Number

* Voided Checks

Check Number	Vendor ID	Vendor Check Name	Check Date	Checkbook ID	Audit Trail Code	Amount
058580	ZEME001	GRANT ZEMEL	06/14/2007	GENERAL	PMTRX00000761	$1,300.00
058581	ACTI001	ACTION TRUE	06/14/2007	GENERAL	PMCHK00000700	$98.12
058582	AGGR001	AGGREGATE MACHINERY SPECIALIST	06/14/2007	GENERAL	PMCHK00000700	$2,316.63
058583	AMIR001	AMIR HAMIDZADEH	06/14/2007	GENERAL	PMCHK00000700	$492.50
058584	AMYP001	AMY PIPPENGER	06/14/2007	GENERAL	PMCHK00000700	$100.00
058585	AQUA002	AQUARION OPERATING SERVICES CO	06/14/2007	GENERAL	PMCHK00000700	$68,789.64
058586	ARAM001	ARAMARK	06/14/2007	GENERAL	PMCHK00000700	$166.26
058587	BEA052	BEAUMONT TIRE	06/14/2007	GENERAL	PMCHK00000700	$98.81
058588	BEAU010	BEAUMONT ACE HOME CENTER	06/14/2007	GENERAL	PMCHK00000700	$673.07
058589	BEAU012	BEAUMONT ELECTRIC INC.	06/14/2007	GENERAL	PMCHK00000700	$5,587.50
058590	BEAU015	BEAUMONT STATIONERS	06/14/2007	GENERAL	PMCHK00000700	$3.28
058591	BEAU025	BEAUMONT LAWNMOWER	06/14/2007	GENERAL	PMCHK00000700	$240.07
058592	BLUE001	BLUE CROSS OF CALIFORNIA	06/14/2007	GENERAL	PMCHK00000700	$52,487.59
058593	BOGH001	BOGH CONSTRUCTION, INC	06/14/2007	GENERAL	PMCHK00000700	$8,715.26
058594	C.O.001	C.O.P.S.	06/14/2007	GENERAL	PMCHK00000700	$1,350.00
058595	CAD 001	THE CAD ZONE INC.	06/14/2007	GENERAL	PMCHK00000700	$699.00
058596	CALI008	CALIF.LAW ENFORCEMENT ASSOC.	06/14/2007	GENERAL	PMCHK00000700	$70.00
058597	CDWG001	CDW GOVERNMENT, INC.	06/14/2007	GENERAL	PMCHK00000700	$4,591.42
058598	CHER004	CHERRY VALLEY NURSERY	06/14/2007	GENERAL	PMCHK00000700	$287.05
058599	CHERA	CHERRY VALLEY AUTOMATIVE	06/14/2007	GENERAL	PMCHK00000700	$738.06
058600	CINT001	CINTAS CORPORATION #150	06/14/2007	GENERAL	PMCHK00000700	$1,064.88
058601	CLEA001	CLEAN STREET	06/14/2007	GENERAL	PMCHK00000700	$3,000.00
058602	CNOA001	CNOA	06/14/2007	GENERAL	PMCHK00000700	$90.00
058603	COLO001	COLONIAL LIFE AND	06/14/2007	GENERAL	PMCHK00000700	$450.00
058604	COMS001	COMSERCO	06/14/2007	GENERAL	PMCHK00000700	$5,760.00
058605	COPL001	COPLOGIC	06/14/2007	GENERAL	PMCHK00000700	$21,000.00
058606	DAVI003	DA VINCI	06/14/2007	GENERAL	PMCHK00000700	$89.43
058607	DAVI012	CYNTHIA DAVIS	06/14/2007	GENERAL	PMCHK00000700	$180.00
058608	E.S.001	E.S.BABCOCK & SONS, INC.	06/14/2007	GENERAL	PMCHK00000700	$3,786.00
058609	EFFI001	EFFICIENT SPACE PLANNING	06/14/2007	GENERAL	PMCHK00000700	$8,461.61
058610	FEDE001	FEDEX	06/14/2007	GENERAL	PMCHK00000700	$76.42
058611	FLEM001	DIONA FLEMING	06/14/2007	GENERAL	PMCHK00000700	$330.00
058612	GARD001	GARDNER DENVER INC.	06/14/2007	GENERAL	PMCHK00000700	$280.20
058613	GARY002	GARY R ROBERT	06/14/2007	GENERAL	PMCHK00000700	$1,330.00
058614	GENE001	GENERAL GOVERNMENT	06/14/2007	GENERAL	PMCHK00000700	$5,851.44
058615	GREE001	GREENWOOD'S UNIFORMS	06/14/2007	GENERAL	PMCHK00000700	$616.19
058616	GUAR001	GUARDIAN LIFE INSURANCE	06/14/2007	GENERAL	PMCHK00000700	$6,458.43
058617	HARD001	HARDIE D.LEWIS,C.B.O.	06/14/2007	GENERAL	PMCHK00000700	$6,205.50
058618	HEAR001	HEARD'S INVESTIGATIONS	06/14/2007	GENERAL	PMCHK00000700	$375.00
058619	HIGH004	HIGHLAND SPRINGS CAR WASH	06/14/2007	GENERAL	PMCHK00000700	$59.90
058620	HIGH005	HIGH TECH IRRIGATION,INC.	06/14/2007	GENERAL	PMCHK00000700	$737.71
058621	JEFF002	JEFFREY FOX	06/14/2007	GENERAL	PMCHK00000700	$90.00
058622	JPST001	JP STRIPING	06/14/2007	GENERAL	PMCHK00000700	$2,200.00
058623	KAIS001	KAISER FOUNDATION	06/14/2007	GENERAL	PMCHK00000700	$17,055.61
058624	KARE001	KAREE TRINIDAD	06/14/2007	GENERAL	PMCHK00000700	$90.00
058625	KEYS001	MARK KEYSER	06/14/2007	GENERAL	PMCHK00000700	$16.00
058626	LAND002	LANDMARK	06/14/2007	GENERAL	PMCHK00000700	$251.84
058627	LARR002	LARRY R. DEAN,	06/14/2007	GENERAL	PMCHK00000700	$447.35
058628	LARR006	LARRY W. WARD ASSESSOR	06/14/2007	GENERAL	PMCHK00000700	$6.00
058629	LETS001	LET'S HAVE A PARTY	06/14/2007	GENERAL	PMCHK00000700	$19.37
058630	LEWI001	LEWIS BRISBOIS BISGAARD & SMIT	06/14/2007	GENERAL	PMCHK00000700	$5,423.51
058631	LIL'001	LIL' RUSSO 'S ITALIAN KITCHEN	06/14/2007	GENERAL	PMCHK00000700	$417.53
058632	MATT001	MATTHEW PISTILLI	06/14/2007	GENERAL	PMCHK00000700	$650.00
058633	MCI 001	MCI RESIDENTIAL SERVICE	06/14/2007	GENERAL	PMCHK00000700	$9.48
058634	MITC002	MITCHELL WHITE	06/14/2007	GENERAL	PMCHK00000700	$180.00
058635	MOBI005	MOBILE MINI, INC.	06/14/2007	GENERAL	PMCHK00000700	$9,772.93

System: 08/15/2007 3:33:10 PM
User Date: 08/15/2007

City Of Beaumont
VENDOR CHECK REGISTER REPORT
Payables Management

Page: 1
User ID: nacosta

Ranges:	From:	To:		From:	To:
Check Number	059090	059198	Check Date	First	Last
Vendor ID	First	Last	Checkbook ID	First	Last
Vendor Name	First	Last			

Sorted By: Check Number

* Voided Checks

Check Number	Vendor ID	Vendor Check Name	Check Date	Checkbook ID	Audit Trail Code	Amount
059090	BEAU001	BEAUMONT UNIFIED SCH DIST	07/31/2007	GENERAL	PMTRX00000788	$1,000.00
059091	SOUN001	SOUND CONNECTIONS	08/01/2007	GENERAL	PMTRX00000788	$10,055.00
059092	A&AF001	A & A FENCE	08/01/2007	GENERAL	PMCHK00000726	$27,661.00
059093	A&J 001	A&J POOLS	08/01/2007	GENERAL	PMCHK00000726	$3.93
059094	ADVA001	ADVANCED WORKPLACE STRATEGIES	08/01/2007	GENERAL	PMCHK00000726	$61.00
059095	ALLP001	ALL PURPOSE RENTALS	08/01/2007	GENERAL	PMCHK00000726	$110.20
059096	AMAE001	AMA ENTERPRISES	08/01/2007	GENERAL	PMCHK00000726	$1,293.00
059097	AMER004	AMERICAN FORENSIC NURSES	08/01/2007	GENERAL	PMCHK00000726	$38.00
059098	AMER005	AMERICAN AIR SERVICE	08/01/2007	GENERAL	PMCHK00000726	$140.00
059099	AQUA002	AQUARION OPERATING SERVICES CO	08/01/2007	GENERAL	PMCHK00000726	$2,564.50
059100	BEA052	BEAUMONT TIRE	08/01/2007	GENERAL	PMCHK00000726	$750.50
059101	BEAU007	BEAUMONT UNIQUE FLOWERS	08/01/2007	GENERAL	PMCHK00000726	$381.52
059102	BEAU009	BEAUMONT-CHERRY VALLEY WATER D	08/01/2007	GENERAL	PMCHK00000726	$508.31
059103	BEAU010	BEAUMONT ACE HOME CENTER	08/01/2007	GENERAL	PMCHK00000726	$543.77
059104	BEAU011	BEAUMONT SAFE & LOCK	08/01/2007	GENERAL	PMCHK00000726	$79.42
059105	BEAU012	BEAUMONT ELECTRIC INC.	08/01/2007	GENERAL	PMCHK00000726	$6,124.53
059106	BEAU014	BEAUMONT CHAMBER	08/01/2007	GENERAL	PMCHK00000726	$1,500.00
059107	BEAU015	BEAUMONT STATIONERS	08/01/2007	GENERAL	PMCHK00000726	$28.74
059108	BEAU025	BEAUMONT LAWNMOWER	08/01/2007	GENERAL	PMCHK00000726	$625.23
059109	BEAU035	BEAUMONT MOTORCYCLES, LLC	08/01/2007	GENERAL	PMCHK00000726	$465.82
059110	BENN001	RICHARD BENNECKE	08/01/2007	GENERAL	PMCHK00000726	$50.00
059111	BIGT001	BIG TEX TRAILERS	08/01/2007	GENERAL	PMCHK00000726	$592.63
059112	BIO-001	BIO-TOX LABORTORIES	08/01/2007	GENERAL	PMCHK00000726	$1,027.00
059113	BOGH001	BOGH CONSTRUCTION, INC	08/01/2007	GENERAL	PMCHK00000726	$29,000.00
059114	BRYS001	BRYSON PAINTBALL	08/01/2007	GENERAL	PMCHK00000726	$111.79
059115	C.A.003	C.A.C.E.O	08/01/2007	GENERAL	PMCHK00000726	$315.00
059116	CALI026	CALIFORNIA LICENSED PHLEBOTOMI	08/01/2007	GENERAL	PMCHK00000726	$720.00
059117	CAST002	DAVID CASTALDO	08/01/2007	GENERAL	PMCHK00000726	$50.00
059118	CDWG001	CDW GOVERNMENT, INC.	08/01/2007	GENERAL	PMCHK00000726	$351.07
059119	CELL001	CELLULAR DATA RESOURCES, LLC	08/01/2007	GENERAL	PMCHK00000726	$425.00
059120	CENT001	CENTRAL COAST GANG INVESTIGATO	08/01/2007	GENERAL	PMCHK00000726	$550.00
059121	CHA001	CHAIR PROS	08/01/2007	GENERAL	PMCHK00000726	$92.00
059122	CHERA	CHERRY VALLEY AUTOMATIVE	08/01/2007	GENERAL	PMCHK00000726	$1,548.27
059123	CIN001	Gregory Cinko	08/01/2007	GENERAL	PMCHK00000726	$417.44
059124	CINT001	CINTAS CORPORATION #150	08/01/2007	GENERAL	PMCHK00000726	$1,144.57
059125	COCA001	COCA-COLA ENTERPRISES	08/01/2007	GENERAL	PMCHK00000726	$1,877.18
059126	COMT001	COMTRONIX OF HEMET	08/01/2007	GENERAL	PMCHK00000726	$747.72
059127	CONG002	CONGRESSIONAL YOUTH LEADERSHIP	08/01/2007	GENERAL	PMCHK00000726	$1,469.00
059128	CONS003	CONSOLTECH RESOURCES, INC	08/01/2007	GENERAL	PMCHK00000726	$62.50
059129	CORM001	CORMAN LEIGH COMMUNITIES	08/01/2007	GENERAL	PMCHK00000726	$29,100.00
059130	CORO001	CORONA CLAY CO.	08/01/2007	GENERAL	PMCHK00000726	$1,542.75
059131	CPCA001	CPCA	08/01/2007	GENERAL	PMCHK00000726	$320.00
059132	CUST001	CUSTOM TROPHIES	08/01/2007	GENERAL	PMCHK00000726	$160.28
059133	DAVI003	DA VINCI	08/01/2007	GENERAL	PMCHK00000726	$164.74
059134	DEPA003	DEPARTMENT OF JUSTICE-CVPC	08/01/2007	GENERAL	PMCHK00000726	$1,910.00
059135	DEPA006	DEPARTMENT OF TRANSPORTATION	08/01/2007	GENERAL	PMCHK00000726	$1,388.64
059136	DINE001	DINERS CLUB	08/01/2007	GENERAL	PMCHK00000726	$2,914.50
059137	E.S.001	E.S.BABCOCK & SONS, INC.	08/01/2007	GENERAL	PMCHK00000726	$3,870.00
059138	FEDE001	FEDEX	08/01/2007	GENERAL	PMCHK00000726	$300.04
059139	FIES001	FIESTA VILLAGE	08/01/2007	GENERAL	PMCHK00000726	$222.50
059140	FRAN002	FRANCISCO VELASQUEZ	08/01/2007	GENERAL	PMCHK00000726	$1,907.10
059141	GAI001	KRYSTLE GAINES	08/01/2007	GENERAL	PMCHK00000726	$1,000.00
059142	GASS001	GASSCO	08/01/2007	GENERAL	PMCHK00000726	$61.95
059143	GBHD001	GBH DISTRIBUTING, INC	08/01/2007	GENERAL	PMCHK00000726	$431.30
059144	GENE001	GENERAL GOVERNMENT	08/01/2007	GENERAL	PMCHK00000726	$5,722.13
059145	GORM001	GORM, INC.	08/01/2007	GENERAL	PMCHK00000726	$46.76

CITY OF BEAUMONT
DETAILED TRANSACTION LIST
NOV 2015

Journal Entry	Series	TRX Date	Account Number	Account Description	Debit Amount	Credit Amount	Originating Master Name	Reference
300489	Purchasing	11/30/2015	01-6100-4025-0000	OFFICE SUPPLIES	$112.39	$0.00	WAL-MARTCOMMUNITY	SUPPLIES
300089	Purchasing	11/13/2015	01-6150-4015-0000	TELEPHONE	$59.18	$0.00	VERIZON CALIFORNIA	PHONE
300174	Purchasing	11/16/2015	01-6150-4070-0000	SPEC DEPT SUPPLIES	$25.24	$0.00	BEAUMONT DO IT BEST HOME CENTER	Supplies & Parts
300340	Purchasing	11/25/2015	01-6150-4085-0000	BUILDING SUPPLIES AND MAINT	$5,283.12	$0.00	KNORR SYSTEMS INC.	POOL SUPPIES
300403	Purchasing	11/30/2015	01-6150-4085-0000	BUILDING SUPPLIES AND MAINT	$11.56	$0.00	CED BEAUMONT	SUPPLIES/MATERIALS
299796	Purchasing	11/2/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$10,732.50	URBAN LOGIC CONSULTANTS	Contracts
299909	Purchasing	11/3/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$1,130.73	CED BEAUMONT	Supplies/Materials
299914	Purchasing	11/3/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$65,010.66	SOUTHERN CALIF.EDISON	Utilities
299916	Purchasing	11/3/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$60,724.00	UTILITY PARTNERS	Contracts
299917	Purchasing	11/3/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$2,645.00	UTILITY PARTNERS	Contracts
299918	Purchasing	11/3/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$15,985.00	WILLDAN ENGINEERING	Inspection Control-Sewer
301670	Financial	11/5/2015	10-0000-0001-9999	CASH - INTERFUND	$3,219.45	$0.00	WOODMONT	Bank Transaction Entry
301671	Financial	11/5/2015	10-0000-0001-9999	CASH - INTERFUND	$35,413.95	$0.00	SKYCREST PH 1-3	Bank Transaction Entry
301672	Financial	11/5/2015	10-0000-0001-9999	CASH - INTERFUND	$32,194.50	$0.00	NORTHSTAR 1-5	Bank Transaction Entry
301759	Financial	11/9/2015	10-0000-0001-9999	CASH - INTERFUND	$38,633.40	$0.00	SKYCREST	Bank Transaction Entry
301813	Financial	11/12/2015	10-0000-0001-9999	CASH - INTERFUND	$811.64	$0.00	1650 CROTON SUNDANCE	Bank Transaction Entry
299951	Purchasing	11/13/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$285.00	ADLER TANK RENTALS	RENTALS
299952	Purchasing	11/13/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$648.00	ADLER TANK RENTALS	RENTALS
299953	Purchasing	11/13/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$653.28	ADLER TANK RENTALS	RENTALS
300000	Purchasing	11/13/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$2,210.00	INTERWEST CONSULTING GRP, INC.	CONSULTING
300001	Purchasing	11/13/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$23,288.00	JDL DESIGN	WWTP CONTRATS
300055	Purchasing	11/13/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$483.00	COUNTY OF RIVERSIDE OFFICE OF THE RECORDER	CLERK RECORDER
300080	Purchasing	11/13/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$24,027.84	UTILITY PARTNERS	UTILITIES MANG SERVICES
300083	Purchasing	11/13/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$40,193.00	WILDERMUTH ENVIRONMENTAL INC	ENGINEERING SERVICES CTR
300084	Purchasing	11/13/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$40,941.75	WILDERMUTH ENVIRONMENTAL INC	ENGINEERING SERVICES CTR
300085	Purchasing	11/13/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$86,139.75	WILDERMUTH ENVIRONMENTAL INC	ENGINEERING SERVICES CTR
300086	Purchasing	11/13/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$3,418.67	BEAUMONT-CHERRY VALLEY WATER DIST.	WATER
300090	Purchasing	11/13/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$310.77	VERIZON CALIFORNIA	PHONE
301873	Financial	11/16/2015	10-0000-0001-9999	CASH - INTERFUND	$3,219.45	$0.00	BOGH	Bank Transaction Entry
300228	Purchasing	11/17/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$6,977.00	CLINICAL LABORATORY OF SAN BERNARDINO	LAB TESTS WWTP
300229	Purchasing	11/17/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$6,317.00	CLINICAL LABORATORY OF SAN BERNARDINO	LAB TESTS WWWTP
300230	Purchasing	11/17/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$9,562.00	CLINICAL LABORATORY OF SAN BERNARDINO	LAB TESTS WWTP
301952	Financial	11/17/2015	10-0000-0001-9999	CASH - INTERFUND	$41,852.85	$0.00	NORTHSTAR 1-6	Bank Transaction Entry
300261	Purchasing	11/19/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$6,520.00	WILLDAN ENGINEERING	ENGINEERING SERVICES
300264	Purchasing	11/19/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$5,564.16	POLYDYNE, INC.	QUIMICAL SUPPLIES
300265	Purchasing	11/19/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$2,782.08	POLYDYNE, INC.	QUIMICAL SUPPLIES
300266	Purchasing	11/19/2015	10-0000-0001-9999	CASH - INTERFUND	$0.00	$2,782.08	POLYDYNE, INC.	QUIMICAL SUPPLIES
301990	Financial	11/19/2015	10-0000-0001-9999	CASH - INTERFUND	$9,658.35	$0.00	LUNETTA MODELS	Bank Transaction Entry
300000	Purchasing	11/13/2015	10-3100-4060-0000	CONTRACTUAL SERVICES	$2,210.00	$0.00	INTERWEST CONSULTING GRP, INC.	CONSULTING
299914	Purchasing	11/3/2015	10-4050-4010-0000	UTILITIES	$65,010.66	$0.00	SOUTHERN CALIF.EDISON	Utilities
300086	Purchasing	11/13/2015	10-4050-4010-0000	UTILITIES	$3,418.67	$0.00	BEAUMONT-CHERRY VALLEY WATER DIST.	WATER
300090	Purchasing	11/13/2015	10-4050-4025-0000	OFFICE SUPPLIES	$310.77	$0.00	VERIZON CALIFORNIA	PHONE
299796	Purchasing	11/2/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$10,732.50	$0.00	URBAN LOGIC CONSULTANTS	Contracts
299916	Purchasing	11/3/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$60,724.00	$0.00	UTILITY PARTNERS	Contracts

CVAR_00977

UREMOVIC

CITY OF BEAUMONT
DETAILED TRANSACTION LIST
NOV 2015

Journal Entry	Series	TRX Date	Account Number	Account Description	Debit Amount	Credit Amount	Originating Master Name	Reference
299917	Purchasing	11/3/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$2,645.00	$0.00	UTILITY PARTNERS	Contracts
299918	Purchasing	11/3/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$15,985.00	$0.00	WILLDAN ENGINEERING	Inspection Control-Sewer
299951	Purchasing	11/13/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$285.00	$0.00	ADLER TANK RENTALS	RENTALS
299952	Purchasing	11/13/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$648.00	$0.00	ADLER TANK RENTALS	RENTALS
299953	Purchasing	11/13/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$653.28	$0.00	ADLER TANK RENTALS	RENTALS
300001	Purchasing	11/13/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$23,288.00	$0.00	JDL DESIGN	WWTP CONTRATS
300055	Purchasing	11/13/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$483.00	$0.00	COUNTY OF RIVERSIDE OFFICE OF THE RECORDER	CLERK RECORDER
300080	Purchasing	11/13/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$24,027.84	$0.00	UTILITY PARTNERS	UTILITIES MANG SERVICES
300083	Purchasing	11/13/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$40,193.00	$0.00	WILDERMUTH ENVIRONMENTAL INC	ENGINEERING SERVICES CTR
300084	Purchasing	11/13/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$40,941.75	$0.00	WILDERMUTH ENVIRONMENTAL INC	ENGINEERING SERVICES CTR
300085	Purchasing	11/13/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$86,139.75	$0.00	WILDERMUTH ENVIRONMENTAL INC	ENGINEERING SERVICES CTR
300228	Purchasing	11/17/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$6,977.00	$0.00	CLINICAL LABORATORY OF SAN BERNARDINO	LAB TESTS WWTP
300229	Purchasing	11/17/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$6,317.00	$0.00	CLINICAL LABORATORY OF SAN BERNARDINO	LAB TESTS WWWTP
300230	Purchasing	11/17/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$9,562.00	$0.00	CLINICAL LABORATORY OF SAN BERNARDINO	LAB TESTS WWTP
300261	Purchasing	11/19/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$6,520.00	$0.00	WILLDAN ENGINEERING	ENGINEERING SERVICES
300264	Purchasing	11/19/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$5,564.16	$0.00	POLYDYNE, INC.	QUIMICAL SUPPLIES
300265	Purchasing	11/19/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$2,782.08	$0.00	POLYDYNE, INC.	QUIMICAL SUPPLIES
300266	Purchasing	11/19/2015	10-4050-4060-0000	CONTRACTUAL SERVICES	$2,782.08	$0.00	POLYDYNE, INC.	QUIMICAL SUPPLIES
299909	Purchasing	11/3/2015	10-4050-4085-0000	BLDG SUPPLIES & MAINT	$1,130.73	$0.00	CED BEAUMONT	Supplies/Materials
301670	Financial	11/5/2015	10-9100-8651-0000	SEWER PERMITS/APPL.FEES	$0.00	$25.00	WOODMONT	Bank Transaction Entry
301671	Financial	11/5/2015	10-9100-8651-0000	SEWER PERMITS/APPL.FEES	$0.00	$275.00	SKYCREST PH 1-3	Bank Transaction Entry
301672	Financial	11/5/2015	10-9100-8651-0000	SEWER PERMITS/APPL.FEES	$0.00	$250.00	NORTHSTAR 1-5	
301759	Financial	11/9/2015	10-9100-8651-0000	SEWER PERMITS/APPL.FEES	$0.00	$300.00	SKYCREST	Bank Transaction Entry
301813	Financial	11/12/2015	10-9100-8651-0000	SEWER PERMITS/APPL.FEES	$0.00	$25.00	1650 CROTON SUNDANCE	Bank Transaction Entry
301873	Financial	11/16/2015	10-9100-8651-0000	SEWER PERMITS/APPL.FEES	$0.00	$25.00	BOGH	Bank Transaction Entry
301952	Financial	11/17/2015	10-9100-8651-0000	SEWER PERMITS/APPL.FEES	$0.00	$325.00	NORTHSTAR 1-6	Bank Transaction Entry
301990	Financial	11/19/2015	10-9100-8651-0000	SEWER PERMITS/APPL.FEES	$0.00	$75.00	LUNETTA MODELS	Bank Transaction Entry
301670	Financial	11/5/2015	10-9100-8660-0000	SEWER CONNECTION FEES	$0.00	$3,194.45	WOODMONT	Bank Transaction Entry
301671	Financial	11/5/2015	10-9100-8660-0000	SEWER CONNECTION FEES	$0.00	$35,138.95	SKYCREST PH 1-3	Bank Transaction Entry
301672	Financial	11/5/2015	10-9100-8660-0000	SEWER CONNECTION FEES	$0.00	$31,944.50	NORTHSTAR 1-5	
301759	Financial	11/9/2015	10-9100-8660-0000	SEWER CONNECTION FEES	$0.00	$38,333.40	SKYCREST	Bank Transaction Entry
301813	Financial	11/12/2015	10-9100-8660-0000	SEWER CONNECTION FEES	$0.00	$786.64	1650 CROTON SUNDANCE	Bank Transaction Entry
301873	Financial	11/16/2015	10-9100-8660-0000	SEWER CONNECTION FEES	$0.00	$3,194.45	BOGH	Bank Transaction Entry
301952	Financial	11/17/2015	10-9100-8660-0000	SEWER CONNECTION FEES	$0.00	$41,527.85	NORTHSTAR 1-6	Bank Transaction Entry
301990	Financial	11/19/2015	10-9100-8660-0000	SEWER CONNECTION FEES	$0.00	$9,583.35	LUNETTA MODELS	Bank Transaction Entry
299915	Purchasing	11/3/2015	14-0000-0001-9999	CASH - INTERFUND	$0.00	$45,180.00	UNION BANK OF CALIFORNIA	Bonds Escrow Fees
299915	Purchasing	11/3/2015	14-1410-4060-0000	CONTRACT SERVICES	$45,180.00	$0.00	UNION BANK OF CALIFORNIA	Bonds Escrow Fees
301717	Financial	11/4/2015	19-0000-0001-9999	CASH-INTERFUND	$20.00	$0.00	2 CHALLENGE COINS	Bank Transaction Entry
300303	Purchasing	11/30/2015	19-0000-0001-9999	CASH-INTERFUND	$0.00	$1,900.00	WAL-MARTCOMMUNITY	Gifts Certificates
300304	Purchasing	11/30/2015	19-0000-0001-9999	CASH-INTERFUND	$0.00	$415.80	BIG TIME DESIGN	Christmas Kids-Tshirts
300305	Purchasing	11/30/2015	19-0000-0001-9999	CASH-INTERFUND	$0.00	$945.00	EL CHARRO	Catered Breakfast
300306	Purchasing	11/30/2015	19-0000-0001-9999	CASH-INTERFUND	$0.00	$200.00	CHAD DEVLIN	MISCELLANEOUS -CHRISTMAS

>
> City of Beaumont staff called me about two weeks ago regarding a potential NPDES issue at Bingham nursery. The nursery straddles the city/county line and they were hoping to get the county involved in an inspection.
>
>
>
> I asked the City to send me some information that I could then forward. I received the attached from Joe Aklufi today. I'm presuming that Joe is the initial point of contact for the City. He may refer you to someone else.
>
>
>
> I've cc'd Joe for your convenience.
>
>
>
> Jason Uhley
>
> Chief of Watershed Protection
>
> Riverside County Flood Control and Water Conservation District
>
> 1995 Market Street
>
> Riverside, CA 92501
>
> 951.955.1273
>
>
>
> From: AandWLaw@aol.com [mailto:AandWLaw@aol.com]
> Sent: Wednesday, November 30, 2011 9:10 AM
> To: Uhley, Jason
> Cc: kprathivadi@urbanlogicgroup.com; fcoe@beaumontpd.org; ULCdave@aol.com
> Subject: Joint Inspection of Bignham Nursery
>
>
>
> Jason: Please see attached letter from me....Joe Aklufi
>
>
>
> Aklufi and Wysocki
> 3403 Tenth Street, Suite 610
> Riverside, CA 92501
> Tel: (951)682-5480
> Fax: (951)682-2691
>

> (951) 990-2523 (Mobile)
>
>
>
> P Please do not print this e-mail unless it is completely necessary
>
>
>
>
>
> CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.
>
>
>
> From: Thomas, Chandra [mailto:CTHOMAS@rctlma.org]
> Sent: Thursday, December 01, 2011 10:07 AM
> To: 'kprathivadi@urbanlogicgroup.com'; Frank Coe; Dave Dillon
> Cc: Shetler, Mike; Uhley, Jason; Lara, Mike; Joe Aklufi
> Subject: FW: Joint Inspection of Bignham Nursery
>
>
>
>
>
> City of Beaumont Chief of Police and Mr. Prathivadi,
>
>
>
> It has come to my attention that there is a concern with a business within our two jurisdiction and a joint investigation is requested. Can you please provide me with some possible date for site investigation/inspection? I will cross reference date that we are all available, and schedule.
>
>
>
> If there are any questions, do not hesitate to call me at my direct line 951-955-5996.
>
>
>
>
>
> ~Chandra Thomas, County of Riverside
>
>
>
> From: Uhley, Jason [mailto:JUHLEY@rcflood.org]
> Sent: Wednesday, November 30, 2011 9:51 AM
> To: Thomas, Chandra
> Cc: Shetler, Mike; sthorn@rcflood.org; AandWLaw@aol.com
> Subject: FW: Joint Inspection of Bignham Nursery
>
>
>
> Chandra, Mike
>
>

Please do not print this e-mail unless it is completely necessary

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-----Original Message-----
From: Joe Aklufi
Sent: Thursday, December 01, 2011 3:14 PM
To: Thomas, Chandra
Cc: Brad Huff; Frank Coe; kprathivadi@urbanlogicgroup.com; Dave Dillon; Sean Thuilliez; Shetler, Mike; Uhley, Jason; Lara, Mike
Subject: Re: Joint Inspection of Bignham Nursery

Who is getting the Inspection Warrant?

On Dec 1, 2011, at 2:21 PM, Thomas, Chandra wrote:

> So it is confirmed. We will meet at the site Bingham Nursery at 2pm. Tuesday December 6th, 2011.
>
> ~Chandra Thomas
>
> -----Original Message-----
> From: Brad Huff [mailto:bhuff@ci.beaumont.ca.us]
> Sent: Thursday, December 01, 2011 10:45 AM
> To: Frank Coe; Thomas, Chandra; kprathivadi@urbanlogicgroup.com; Dave Dillon; Brad Huff; Sean Thuilliez
> Cc: Shetler, Mike; Uhley, Jason; Lara, Mike; Joe Aklufi
> Subject: RE: Joint Inspection of Bignham Nursery
>
> That works for me.
>
> Frank Coe <fcoe@beaumontpd.org> wrote:
>
> Would next Tuesday afternoon work for everyone...about 2pm?
>
>
>
> Frank Coe
>
> Chief of Police
>
> City of Beaumont Police Department "Exceeding Expectations"
>
> 550 East 6th Street
>
> Beaumont, CA 92223
>
> (951) 769-8500 (Main)
>
> (951) 769-8507 (Office)
>
> (951) 769-8508 (Fax)

-----Original Message-----
From: Overholt, Mary S.
Sent: Thursday, December 01, 2011 5:38 PM
To: Starkweather, Britt M.; Farlow, Brett E.
Cc: Towner, Tracey; Dietrich, Jacob T.
Subject: FW: Joint Inspection of Bignham Nursery

Britt and Brett -

I apologize, I was given misinformation regarding the inspection I requested Brett assist with on Tues., 12/06/11. The warrant has not been drafted or obtained yet (see update below).

Brett - Please plan to attend the pre-meeting. I will forward any updates as I receive them.

Thank you,

Mary Overholt
Supervising Code Enforcement Officer
County of Riverside Code Enforcement
Moreno Valley Neighborhood Enforcement Team
(951)485-5840

-----Original Message-----
From: Thomas, Chandra
Sent: Thursday, December 01, 2011 4:01 PM
To: 'Frank Coe'; Joe Aklufi
Cc: Brad Huff; kprathivadi@urbanlogicgroup.com; Dave Dillon; Sean Thuilliez; Shetler, Mike; Uhley, Jason; Lara, Mike; Overholt, Mary S.; Dietrich, Jacob T.
Subject: RE: Joint Inspection of Bignham Nursery

Frank and Joe,

We can do pre-site meeting and schedule another day for investigation, or do it after the meeting. Myself and Code Officer Jacob Dietrich will be to the City at 2pm.

~Chandra Thomas

-----Original Message-----
From: Frank Coe [mailto:fcoe@beaumontpd.org]
Sent: Thursday, December 01, 2011 3:24 PM
To: Joe Aklufi; Thomas, Chandra
Cc: Brad Huff; kprathivadi@urbanlogicgroup.com; Dave Dillon; Sean Thuilliez; Shetler, Mike; Uhley, Jason; Lara, Mike
Subject: RE: Joint Inspection of Bignham Nursery

I left you a phone message...I thought we were going to have a pre-inspection meeting to determine what needs to go into the warrant. We will need to cite experts in the warrant to give the judge the cause to issue the warrant.

Frank Coe
Chief of Police
City of Beaumont Police Department "Exceeding Expectations"
550 East 6th Street
Beaumont, CA 92223
(951) 769-8500 (Main)
(951) 769-8507 (Office)
(951) 769-8508 (Fax)
(951) 990-2523 (Mobile)

County of Riverside
District #5 (N.E.T.)
951-485-5840 (Phone)
951-485-4938 (Fax)

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-----Original Message-----
From: Starkweather, Britt M.
Sent: Monday, December 05, 2011 3:21 PM
To: Dietrich, Jacob T.; Overholt, Mary S.; Farlow, Brett E.
Cc: Towner, Tracey
Subject: Re: Joint Inspection of Bignham Nursery

When and where?

----- Original Message -----
From: Dietrich, Jacob T.
Sent: Monday, December 05, 2011 03:18 PM
To: Overholt, Mary S.; Starkweather, Britt M.; Farlow, Brett E.
Cc: Towner, Tracey
Subject: RE: Joint Inspection of Bignham Nursery

Mary,

Is Brett going to attend the meeting as the NPDES "EXPERT" in case they have any NPDES questions that I cannot answer? (City of Beaumont Chief of Police Frank Coe stated that they "will need to cite experts in the warrant to give the judge the cause to issue the warrant.")

Jacob.

Jacob Dietrich
Code Enforcement Officer
County of Riverside
District #5 (N.E.T.)
951-485-5840 (Phone)
951-485-4938 (Fax)

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From: Dietrich, Jacob T.
To: Thomas, Chandra; Farlow, Brett E.
Subject: Inspection of Bignham Nursery
Date: Tuesday, December 13, 2011 8:48:03 AM

Yes,

CV11-08390 (13800 Bolo Ct)
&
CV11-08391 (13815 Bolo Ct)

Jacob.

Jacob Dietrich
Code Enforcement Officer
County of Riverside
District #5
951-485-5840 (Phone)
951-485-4938 (Fax)

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-----Original Message-----
From: Thomas, Chandra
Sent: Monday, December 12, 2011 9:52 AM
To: Dietrich, Jacob T.; Farlow, Brett E.
Subject: RE: Joint Inspection of Bignham Nursery

Is there a code case for the Beaumont case?
~Chandra Thomas

-----Original Message-----
From: Dietrich, Jacob T.
Sent: Monday, December 05, 2011 3:28 PM
To: Starkweather, Britt M.; Overholt, Mary S.; Farlow, Brett E.; Thomas, Chandra
Cc: Towner, Tracey
Subject: RE: Joint Inspection of Bignham Nursery

Chandra,

Are we supposed to meet with you at City of Beaumont City Hall (550 E. 6th Street, Beaumont) at 1:30 p.m. on 12/06/11?

Jacob.

Jacob Dietrich
Code Enforcement Officer

Mike Lara
Director

COUNTY OF RIVERSIDE

Department of Building and Safety
Environmental Compliance Division
Business Registration and Licensing Program

Storm Water Compliance Inspection

January 18, 2012

BEAUMONT GARDEN CENTER, INC.
115 Viele Ave
Beaumont, CA 92223

Dear Business Owner,

Federal and State NPDES requirements mandate the County of Riverside to implement a business Storm Water Compliance Inspection Program to inspect businesses located within the unincorporated areas of Riverside County. This is a business requirement for the business registration holder; this is not a property owner requirement. Inspections for businesses and their practices are required to determine if a business has an impact on water quality. The results of the inspections will be discussed directly with you at the time of inspection. In the event a business is found to be contributing a significant source of pollution to our receiving waters, then those findings will be forwarded to the appropriate State Regional Water Quality Control Board.

To comply with this unfunded mandate, the Environmental Compliance Division of the Building and Safety Department must conduct an inspection of your business and its practices in order to evaluate the facility's overall site storm water compliance. Your business may not be a significant source of pollution, and an Environmental Compliance Inspector will certify that. This certification in most cases will last up to five (5) years. Initial inspections will document your site's current storm water compliance, develop an inspection priority level, and establish a frequency for subsequent storm water inspections.

CALIFORNIA
Water Boards

EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIQUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Santa Ana Regional Water Quality Control Board

May 11, 2012

Edward Bingham
Beaumont Garden Center, Inc.
115 Veil Avenue
Beaumont, CA 92223

Certified Mail
Return Receipt Requested

NOTICE OF VIOLATION – UNPERMITTED DISCHARGE OF POLLUTANTS FROM YOUR FACILITY LOCATED AT 115 VEIL AVENUE, BEAUMONT

Dear Mr. Bingham:

On January 25, 2012 staff from the Regional Board and County of Riverside conducted a joint inspection (with your permission) of the referenced facility. The inspection was a result of a complaint filed with both agencies. Your cooperation during the inspection was greatly appreciated.

During the inspection, a non-storm water discharge into a tributary to Cooper's Creek was observed. You said that the discharge was a result of a seasonal preparation for bare root plants and the discharge was not representative of year-round activity. Regional Board staff sampled the discharge, and pointed out to you that the discharge had the potential to discharge pollutants to Cooper's Creek, a water of the United States.

In accordance with California Water Code (CWC) Section 13376, any person discharging pollutants to waters of the United States shall file a report of the discharge in compliance with procedures set forth in CWC Section 13260. No such report for this facility is on file with the Regional Board. In accordance with CWC Section 13385, a violation of CWC Section 13376 subjects you to the potential for an administrative civil liability capable of imposing penalties of ten thousand dollars ($10,000) for each day in which the violation occurs and an additional liability not to exceed ten dollars ($10) multiplied by the number of gallons discharged in excess of the first 1,000 gallons.

In response to your enquiry, Regional Board staff pointed out that CWC Section 13360 prohibits staff from specifying the particular manner in which compliance may be achieved. They did say that the observed discharge could not continue. The sample results from the January 25, 2012 sampling of the observed discharge revealed that there were concentrations of ammonia that exceeded allowable limits in accordance with this Region's Basin Plan. Therefore, the concentration of ammonia constituted a discharge of a pollutant from your facility.

On March 14, 2012, Regional Board staff met with Judy and Jason Bingham to discuss the results of the sampling and to provide advanced notice that the Regional Board would be issuing a Notice of Violation. As a result of these findings, we request that you prepare and provide to the Regional Board by June 11, 2012 your action/implementation plan to eliminate future discharge of pollutants from your facility.

We would appreciate your continued cooperation in this matter. If you have any questions, please contact Chuck Griffin at (951) 782-4996 (email: cgriffin@waterboards.ca.gov).

Sincerely,

Stephen D Mayville

Stephen D. Mayville, R.C.E.
Chief, Enforcement and Dairy Units

cc: County of Riverside, NPDES Coordinator – Jason Uhley
County of Riverside, Safety Environmental Compliance – Chandra Thomas

EXCLUSIVE RISK MANAGEMENT AUTHORITY OF CALIFORNIA
GENERAL LIABILITY PROGRAM
MEMORANDUM OF COVERAGE
DECLARATIONS

ITEM 1: MEMBER:

ITEM 2: MEMORANDUM PERIOD: From July 1, 2014 to July 1, 2017, 12:01 a.m. local time of the Member as stated herein.

ITEM 3: MEMORANDUM NUMBER: BEA-0014-17

ITEM 4: EXCESS MEMORANDUM NO. EIA-PE 14 GL2-16 from July 1, 2014 to July 1, 2015, 12:01 a.m. local time of the Member as stated herein. Excess Policy numbers for July 1, 2015 to July 1, 2016 and July 1, 2016 to July 1, 2017 to be determined.

ITEM 5: SELF-INSURED RETENTION:

$250,000 – **Ultimate Net Loss** as the result of any one **occurrence**, offense or **wrongful act** or any combination thereof as to Coverage A (**Bodily injury** and **property damage**), B **Personal injury**), and C (**Public officials errors and omissions liability**) .

$1,000,000 – **Ultimate Net Loss** as the result of any one **occurrence** as to occurrence, offense, or **wrongful act** or any combination thereof as to Coverage D (**Employment practices liability**).

Ultimate net loss as the result of: any one **occurrence**; offense; **wrongful act** or any combination thereof.

ITEM 6: AUTHORITY'S LIMIT OF LIABILITY: $25,000,000, inclusive of self-insured retention stated in Item 5.

A. **Primary Layer: $750,000**

Reinsured by Catlin Re: $500,000 excess of $250,000 plus SIR

Ultimate net loss excess of $500,000 as the result of: any one **occurrence**, offense, **wrongful act**, or any combination thereof, and annual aggregate as respects the **completed operations hazard**.

B. **Excess Layer Limit of Liability: CSAC Excess Insurance Authority General Liability II Program: $24,000,000 excess of $1,000,000**

Ultimate net loss excess of $1,000,000 as the result of: any one **occurrence**, offense, **wrongful act**, or any combination thereof, and annual

aggregate as respects the **completed operations hazard** as more fully described below:.

1. **CSAC Primary Excess Layer: $9,000,000 excess of $1,000,000**

   Reinsured by Wesco Insurance Company $9,000,000

   Ultimate net loss excess of $1,000,000 as the result of: any one **occurrence**, offense, **wrongful act**, or any combination thereof, and annual aggregate as respects the **completed operations hazard**.

2. **CSAC Excess Layer: $10,000,000 excess of $10,000,000**

   Reinsured by Ironshore Indemnity, Inc. & Evanston Insurance Company (50/50% Quota Share)

   Ultimate net loss excess of $10,000,000 as the result of: any one **occurrence**, offense, **wrongful act**, or any combination thereof, and annual aggregate as respects the **completed operations hazard.**

3. **Excess Layer: $5,000,000 excess of $20,000,000**

   Reinsured by Evanston Insurance Company

   Ultimate net loss excess of $20,000,000 as the result of: any one **occurrence**, offense, **wrongful act**, or any combination thereof, and annual aggregate as respects the **completed operations hazard.**

ITEM 7: ANNUAL PREMIUM:

1. $243,322 - July 1, 2014 to July 1, 2015, 12:01 a.m. local time
2. TBD based upon underwriting criteria - July 1, 2015 to July 1, 2016, 12:01 a.m. local time
3. TBD based upon underwriting criteria - July 1, 2015 to July 1, 2016, 12:01 a.m. local time

Effective Date: July 1, 2014 **Memorandum No.: BEA-0014-17**

Issued to: ALL MEMBERS

Authorized Representative
Exclusive Risk Management Authority of California

CITY OF BEAUMONT
SCHEDULE OF FINDINGS AND RESPONSES
Year Ended June 30, 2015

2015-19 Vacation Cash Outs - Continued

Recommendation:
We recommend the City consult with the appropriate attorneys to determine if the City is in compliance with the applicable payroll tax laws.

Management's Response:
Vacation pay outs at the separation of service date are currently required, in total. There is no longer a policy of holding vacation pay and offsetting against COBRA insurance premiums. This policy was terminated at June 30, 2015.



2015-20 Exclusive Risk Management Authority of California (ERMAC) General Manager Employment

Condition:
The City paid the salary of the General Manager (GM) of ERMAC, including all City paid benefits (CalPERS retirement benefits, health insurance, etc.), for risk management services, as if he was an employee of the City of Beaumont. The 2014-15 salary and benefits paid to the GM of ERMAC totaled approximately $233,000. ERMAC reimbursed the City for the amount of salaries paid to the GM. We found no indication that the "Risk Manager" position is an authorized position of the City of Beaumont, established and approved by the City Council. In addition, City staff represented to us that this individual was working onsite at the City approximately 1-2 days a week. In addition, while at the City, the ERMAC GM was not strictly working on activity related to the City of Beaumont. Also, the salary expenditures were listed in the City's general ledger as "Legal Risk Management" instead of "Salaries" like all other employee salary payments.

Criteria:
City staff were unable provide evidence that this individual was a full-time employee of the City, and would be eligible to receive the City paid benefits, such as CalPERS retirement and health insurance.

Potential Effect of Condition:
The City may not be in compliance with applicable CalPERS eligibility requirements, and, in addition, the City is subject to providing retirement benefits for an individual that was not an employee of the City. Also, it appears that the City was paying salaries and benefits to an individual that would typically not meet the definition of a full-time "employee" of the City.

Recommendation:
It should be noted that the situation described above was terminated subsequent to June 30, 2015; however, we recommend the City determine what policies and procedures should be established to ensure all employees included in the payroll system are actual full-time Council-

CITY OF BEAUMONT
SCHEDULE OF FINDINGS AND RESPONSES
Year Ended June 30, 2015

2015-20 Exclusive Risk Management Authority of California (ERMAC) General Manager Employment - Continued

authorized positions. In addition, the City should determine the lasting effects on the City's retirement costs into the future for the service credits earned by this individual during the "employment" period.

Management's Response:
The Executive Director for ERMAC was no longer considered an employee of the City effective 7/31/15, and has in fact retired from ERMAC effective January 1, 2017. Maintaining a complete segregation of responsibility between any JPA and the City is a high priority.

2015-21 Overhead Cost Allocation

Condition:
The City allocates certain General Fund costs (administration, maintenance, etc.) to the Sewer Enterprise, Gas Tax, Transit Enterprise, and the Community Facilities District (CFD) Fund. The amounts are based on calculations included in schedules maintained by the Finance Department. However, we were not able to obtain evidence to support the actual percentages used to allocate the costs, such as a formal cost allocation study, which would formally document the methodology behind the percentages. For example, the General Fund allocated $2,750,000 in total overhead costs to the CFD Fund in the 2014-15 fiscal year.

Criteria:
Cost allocation plan methodologies should be thoroughly documented for transparency purposes, and updates to the plans should be done periodically in accordance with best practices.

Potential Effect of Condition:
The City could potentially be utilizing allocation methods which result in either less administrative costs or excessive administrative costs being allocated than would be allowable if detailed cost allocation studies were performed on a periodic basis, and in accordance with federal grant requirements. Currently the City is not allocating any indirect costs to federal (or state) grants. In addition, Sewer customers could potentially question the methods used to allocate costs to those funds, considering the basis for the percentages is not well documented.

Recommendation:
We recommend the City perform a full cost allocation study of administrative costs in order to ensure all administrative costs are reasonable and appropriately allocated, and that the methodology is clearly defined.

Beaumont City Council Special Meeting Transcript October 28, 2015: http://www.ci.beaumont.ca.us/index.aspx?NID=957

148:00 CALFire Chief Smith: Data from the U.S. Census Bureau indicates that Beaumont's populations in 2005 was 19,959 people. It is now slightly over 40,000 which constitutes an increase of over 100%. Fire and Emergency services have not expanded to meet the increased demands placed upon it. As a result; response times have increased.

In 2006, the earliest data query that I could rely on, indicated that Beaumont Fire Fighters responded to 2,112 calls for service and our average response time at that point was 3.6 minutes; well under the Four (4) minutes recognized as the National Standard of the NFP, the National Fire Protection Association.

149:00 Smith: Fire Fighters arrived within five (5) minutes to 80.3% of those total number of responses. However 193 calls were answered between 5 - 10 minutes That would indicate that as far back as 2006 we were lagging in our ability to respond expediently to every incident in the City. In 2014 Beaumont Fire Fighters responded 3,029 calls for service, a 30% increase. The average response time rose to 3.8 minutes. Fire Fighters arrived within 5 minutes to 79.4% of those incidents, a decrease from 8 years prior. 496 calls for service were answered between 5-10 minutes, an increase of 59%.

150:00 Smith: You would suspect that if our call volume had increased 30% then our call volume between that 5-10 minute window would also increase by roughly 30%, but instead it was double. What that means is that the expansion in our City is primarily in the southern portion and the southwest portion of the City, which are outside the reach of our current capacity to respond.

151:00 Smith: Last year Calimesa responded into the City of Beaumont 100 times. 87% of our total call volume are for EMS calls and Calimesa's engine company does not have paramedics.

156:00 Smith: Calimesa's Engine Company is the only engine company in the Riverside County fire department system of nearly 100 fire stations that's staffed with only two people and neither of those 2 people are paramedics. So whey they do respond into Beaumont they're providing an inferior level of service relative to what Engine #66 provides, or could provide.

2:30 Urtiaga: I am aware of a conversation between a Developer and the City of Calimesa offering land on the Southwest side of the 10 fwy, off Cherry Valley Blvd. There is a parcel that has the infrastructure already in; water, electricity. It's ready to go, it's been offered. It's just now waiting for Calimesa to move that station.

207:00 Smith: Calimesa is entertaining two developer agreements; one that's pledged property for a fire station and the other pledged construction of that station. Wherever they agree to build that station, provided that it's east of their City proper, then it will provide service to western Beaumont. If they do construct that station on the south side of the 10 fwy, obviously that would ease your concerns, but if it goes to the northern portion of the 10 fwy, they would still have to access Calimesa Blvd to Cherry Valley Blvd.

209:00 Smith: This is part of a larger process that may take a number of years to solve. And that involves construction of additional facilities and relocation of existing facilities. I do have some traction right now from the County to relocate the Cherry Valley fire station closer to Beaumont, which will also help to ease response times, specifically to Stetson and Solera.

2;20 Knight: How many fire stations do we have in the City of Beaumont.

Smith: There's currently one (1) funded by the City. Beaumont participates in an agreement with Banning and the County to fund 1/3 of the personnel of Engine #20 of the Banning Fire Station. You could say that you pay for 1 1/3 fire stations.

-----Original Message-----

From: Kyle Warsinski <kylew@beaumont-ca.gov>
To: Dave Dillon <ulcdave@aol.com>
Sent: Wed, Oct 22, 2014 10:54 am

Subject: Banning Fire Fee Study
Here is the Banning Fee study.

After speaking with the Fire Chief yesterday it appears there is still a need for 3 NEW Fire stations for the build out of Beaumont.

They are working to provide me a map to justify the needs of the community to define a new units impact.

Kyle Warsinski
Development Services Director
City of Beaumont, CA
(951) 769-8527
From: Dave Dillon
Sent: Wednesday, October 22, 2014 10:57 AM
To: Kyle Warsinski
Subject: Re: Banning Fire Fee Study

That's a good approach but Alan is going to have to see it because it sounds like we are going to be building stations that serve parts of Banning and Calimesa. We have the CV station that benefits Beaumont, but it looks like they want to close Station 20. etc....
From: Kyle Warsinski
Subject: RE: Banning Fire Fee Study
Date: October 22, 2014 at 10:59:01 AM PDT
To: Dave Dillon <ulcdave@aol.com>
They don't feel station 20, which is a State Station counts for local response times. I guess the thing is closed for months of the year?

It also sounds like Station 66 needs to be relocated in the future...
Kyle

From: Alan Kapanicas <akapanicas@ci.beaumont.ca.us>
To: Gaines, Kevin@CALFIRE <Kevin.Gaines@fire.ca.gov>
Cc: Hawkins, John@CALFIRE <John.Hawkins@fire.ca.gov>; Alex Gregg <alex.gregg@fire.ca.gov>; Bill Aylward <baylward@ci.beaumont.ca.us>; Frank Coe <fcoe1964@gmail.com>; Kyle Warsinski <kylew@beaumont-ca.gov>; Chavez, Tim@CALFIRE <Tim.Chavez@fire.ca.gov>; Michael, Bob@CALFIRE <Bob.Michael@fire.ca.gov>
Subject: RE: A new Comcate eFM case has been created and you are the owner
Date: Wed, 1 Oct 2014 12:14:25 -0800

Thank you for the update.
Please send data on Beaumont #66 calls to other Agencies and Banning and Calimesa calls to Beaumont in the same format as below, to show the benefits of Regional Fire Service. A breakout of all Station 20 calls would also be appreciated.
From the power point:
County Fire Sta. #22 responded into Beaumont City 545 times in 2013 (64.2% in under 5 min.) 132 calls are over 5 min. response time.
Beaumont City # 66 responded into Beaumont City 1468 times in 2013 (76.4% in under 5 min.) 241 calls are over 5 min. response times.
Calimesa City Sta.#21 responded into Beaumont City 148 times in 2013 (36.2% in under 5 min.) 76 calls are over 5 min. response time.
Banning Engine #20 responded into Beaumont City 897 times in 2013 (Contracted at 1/3 cost) 93 calls are over 5 min. response time.
542 calls into the city were greater than 5 min. response time.
1590 calls (52%) in Beaumont City are run by other city or county stations.
It more accurate to say that 693 calls (23%) were from others as Beaumont assists in the funding of Station 20 as passed by Council.
Calimesa had discussed Beaumont participating in their Summer Wind Fire station until their project stalled. At that time, the three cities developed approaches to placing and paying for fire stations regionally based on per-capita. It is assumed that we are still leaning in that direction, but I will contact the other City Managers once I have your updated data.
Alan Kapanicas
AlanK@Ci.Beaumont.Ca.US
AlanK@BeaumontCares.com
951-769-8520
-----Original Message-----

-----Original Message-----
From: Gaines, Kevin@CALFIRE [mailto:Kevin.Gaines@fire.ca.gov]
Sent: Wednesday, October 1, 2014 12:00 PM
To: Alan Kapanicas
Cc: Hawkins, John@CALFIRE; Alex Gregg; Bill Aylward; Frank Coe; Kyle Warsinski; Chavez, Tim@CALFIRE; Michael, Bob@CALFIRE; Gaines, Kevin@CALFIRE
Subject: RE: A new Comcate eFM case has been created and you are the owner

Alan,

It's the cities responsibility to build their own fire station not the county of riverside. With the city employees such as planning department, inspectors, fire marshal, I think the city would be able to do it cheaper. The County Fire Chief and I do not support the idea of a Paramedic only operation. The cost of 6 personnel (2 per day) on a very limited paramedic squad vs. 8 personnel (3 per day) on an all-risk, fully supplied paramedic engine is minimal when you compare their capabilities. The cost for an 8 person fully staffed paramedic engine would be the same as what the cost is for Sta. 66. Attached is the Power Point we provided in the meeting we had with your staff. The presentation gives you the calls for each station and shows that 52% of the calls in Beaumont City are being handled by other fire stations. Riverside County Fire station 22 in Cherry Valley responded 542 times into the city and the cost of the paramedic supplies were paid for by the county. There is also a map with colored dots to visually show the responses to the tournament hills and fairway canyon communities. By adding a 2nd fire station you will also provide better services to not only the tournament hills and fairway canyon communities but you will have faster response times and service to the Solera, Oak Valley, and Stetson communities. We are still working on actual incident time for these areas but the maps I provided to you show the general response times well outside of the NFPA standard 1710 of 4 minutes. The timing for a 2nd Beaumont City fire station is way overdue and should be a high priority for the city.

Kevin Gaines
Division Chief
Oak Glen Camp
909-797-5418 office
951-377-8186 cell

From: Frank Coe [mailto:FCoe@beaumontpd.org]

Sent: Monday, January 12, 2015 2:06 PM

To: dosperro@verizon.net

Cc: Alan Kapanicas

Subject: Fire Service

Alan asked me to forward this comment to you:

Of course Cal Fire is frustrated that Beaumont won't move forward with adding more fire stations. I can envision County/Cal Fire Chief Hawkins wringing his hands together, filled with glee that he again gets to whip out his canned RFP (with disappearing ink) to sell you down the river. He knows a city contracts with them, a city can't afford to go back to city owned services and your stuck paying their escalating prices.

Cal Fire wants to take over all fire services in California and they love, love, love little towns who drink their kool-aid. You see, little cities are all viewed as "Cash Cows" for Cal Fire and your District Supervisor. In Hemet we watched County/Cal Fire Chief Hawkins attempt to sell his snake oil to the citizens and it was shameful. For three years the RFP numbers were tweaked and manipulated by CF and they still couldn't hide the fact that our 103 year old fire department was far less expensive with equal if not better response times and services.

Cal Fire's Cal Per's are in the red and the State and Counties need to feed that bottomless pit. Beaumont's first mistake was contracting with County/CalFire. While there clearly is a need for more stations, the costs for those stations could run the city into bankruptcy. And don't begin to rely on San Jacinto or Moreno Valley for back-up coverage if there's a large burn within 30 miles. Cal Fire's units are prioritized to cover the big fires first and have left cities uncovered for as much as 30 minutes, until another unit from who knows arrives.

The City of San Jacinto contracted with Cal Fire and RSO and are now suffering financially and the city is attempting a second vote to impose an approximate 6% Utility Tax (water, phone, gas, electric, trash, TV) on the citizens to "cover LE and Fire expenses" but won't guarantee that all of the money will go to those services. Moreno Valley, also county fire and RSO, had to cut one fire station and several RSO jobs due to rising county costs. Canyon Lake was just hit with more ridiculously high fees (taxes) to cover Cal Fire services.

This is happening throughout the State of California as Cal Fire fees continue to rise and cities simply can't afford them. This was one of the major reasons Hemet fought and defeated the contracting out of their fire department and Police. The majority council members spend over $1 million in consultants fees (three different consultants to be exact) to ultimately advise them that city fire was the best choice.

If Beaumont has only one station, it might be more financially responsible for City Council to wait out the contract with Cal Fire and use the money to rebuild a city owned fire company and add 2 more stations. In the long run, Beaumont citizens will save billions.

Please feel free to share any of thoughts or concerns with me that you have or may have heard…we are trying to get a handle on this and move forward with what is best for our city and its residents.

Frank Coe
Chief of Police
City of Beaumont Police Department "Exceeding Expectations"
550 East 6th Street
Beaumont, CA 92223
(951) 769-8500 (Main)
(951) 769-8507 (Office)
(951) 769-8508 (Fax)
(951) 990-2523 (Mobile)

Exhibit A

Requisition No.
2

CITY OF BEAUMONT
PAYMENT CERTIFICATE
CFD 93-1, SERIES 2004D

Comprehensive Public Facility Financing Program

Date January 4, 2005

ACCOUNT ~~Program~~ Const. Fund
DESCRIPTION Acct. #671174~~2305~~ 2305

The following payments are authorized pursuant to electronic transfer or mailing instructions on attached invoices.

Payee	Contractor Certificate No.	Description	Amount
Beaumont-Cherry Valley Water District *P.O. Box 2037* *Beaumont, CA 92223*	1	Domestic Water Facilities	3,254,706.00
City of Beaumont *550 E. Sixth Street* *Beaumont, CA 92223*	1	Fire Station EDU's	613,047.00
		TOTAL:	**$3,867,753.00**

CITY APPROVALS:

☑ Public Works Director _____ Date 1/5/05

☑ City Manager _____ Date 1/5/05

Urban Logic Consultants, Inc.

Exhibit A

CITY OF BEAUMONT
PAYMENT CERTIFICATE

Comprehensive Public Facility Financing Program

Requisition No. 41

Date November 7, 2007

ACCOUNT DESCRIPTION Construction Fund Acct. #6711719006

- [ ] Sewer Revenue Bond
- [X] CFD 93-1/2003B
- [ ] Other

The following payments are authorized pursuant to electronic transfer or mailing instructions on attached invoices.

Payee	Contractor Certificate No.	Description	Amount
City of Beaumont *550 E. 6th Street* *Beaumont, CA 92223*	4	Prepaid TUMF & Westside Fire Station Fees	732,177.00
		STWMA Fees	7,438.00
BUA 2001A *Improvement Fund* *A/C #6711674106*	1	San Timoteo Lift Station	144,828.00
Pardee Homes *Attn: Michael Heishman* *1385 Old Temescal Road* *Corona, CA 92881*	2		
	TOTAL		$884,443.00

CITY APPROVALS:

- [X] Public Works Director — Date 11-8-07
- [X] City Manager — Date 11/8/07

Exhibit A

Requisition No. 1

CITY OF BEAUMONT
PAYMENT CERTIFICATE
CFD 93-1, SERIES 2007E

Comprehensive Public Facility Financing Program

Date January 7, 2008

ACCOUNT Construction Fund
DESCRIPTION Acct. #6711832105

The following payments are authorized pursuant to electronic transfer or mailing instructions on attached invoices.

Payee	Contractor Certificate No.	Description	Amount
City of Beaumont *FBO BCVWD Inv. #5794* *550 E. Sixth Street* *Beaumont, CA 92223*	1	STWMA Project Committee 1	250.000.00
BUA Series 2001A Imp. Fund *A/C #6711674106*	1	Sewer Treatment Capacity Fees	345.516.00
Urban Logic Consultants *Credit Union Bank of California* *Account #* [redacted]	1	Engineer's Report	50.000.00
City of Beaumont *550 E. Sixth Street* *Beaumont, CA 92223*	1	TUMF Facilities	2.411.040.00
City of Beaumont *550 E. Sixth Street* *Beaumont, CA 92223*	2	Regional Park Facilities	611.047.00
City of Beaumont *550 E. Sixth Street* *Beaumont, CA 92223*	3	Fire Station	124,709.00
City of Beaumont *550 E. Sixth Street* *Beaumont, CA 92223*	4	Citywide Fees - 56 Units	157,155.04
City of Beaumont *550 E. Sixth Street* *Beaumont, CA 92223*	5	Citywide Fees - 25 Units	47,987.00
		TOTAL:	$3,997,454.04

CITY APPROVALS:

☒ Public Works Director _____ Date 1-8-08

☑ City Manager _____ Date 1-9-08

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Libi Uremovic (UREMOVIC)

Comment UREMOVIC-1 to UREMOVIC-7
This comment requests that the following comments and documentation be filed in opposition to the San Gorgonio Crossing Change of Zone and General Plan Amendment. The commenter provides a variety of attached materials related to alleged fraud, investigations and embezzlement.

The commenter states that the original EIR No. 534 was revised because it was created with fraudulent and misleading information. The Revised EIR also contains errors, omissions, and false information.

Response to UREMOVIC-1 to UREMOVIC-7
The commenter does not provide any material or comment that is relevant to the proposed project, any environmental impact, or CEQA in general. The commenter does not provide any reliable factual basis to support her claims that the RDEIR was created with fraudulent or misleading information. Economic, political or social considerations are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. The RDEIR provided an accurate and detailed assessment of the potential physical environmental impacts related to the proposed project as required under CEQA.

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1

ROY-1
Page 1 of 11

July 3, 2017

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, Ca. 92501

Re: Ron Roy Comment Letter:
San Gorgonio Crossings Recirculated Draft Environmental Impact Report (DEIR) No.534
GPA 1079, COZ 7799, PP 25337, PM 36564,
State Clearinghouse 201401009

Dear Mr Brett Dawson

ROY-1

Regarding Section 6: Alternatives to the project.

According to CEQA Guidelines the lead agency, using First Carbon Solutions as its proxy, is required to provide a reasonable range of feasible project alternatives to the project.

Applicant limited its alternatives "evaluated in detail" as follows:

1. No Project—No Build Alternative
2. No Project—Cherry Valley Gateway Specific Plan (CVGPA SP)
3. Residential Alternative
4. Reduced Intensity Alternative
5. Mixed Use/Business Park Alternative

1

ALTERNATIVES ARE INSUFFICIENT

Developers alternatives for the project are far too narrow, too few in number, and too limiting to be considered reasonable, and are completely out-of-touch with the inherent and historical variety of known, existing and potential alternative uses in the Southern California region that reflect Southern California's uniquely global, rich and diverse economy, culture and environment.

ROY-1

Southern California has long been at the forefront of recreation and leisure, notably its world famous destination resorts. Yet this clearly prominent and proximate alternative was ignored in the DEIR. Only minutes away from the project site are found the recreation/resort areas of Highland Springs Resort, Oak Glen, Morongo Casino and Resort (Including nearby Tukwet Canyon GC). Idylwild, Big Bear, Lake Arrowhead, Sand to Snow Monument, Temecula Wine Country, Wildlands Conservancy Holdings such as Whitewater Preserve, Joshua Tree National Park, and, burying the lead, the world renowned Coachella Valley resort communities and destination resorts. By a one-and-one-half-hour reach are world class sports venues are nearby with Minor and Major League Baseball stadiums, sports arenas, football and soccer stadiums , and ski areas, just to start the list.

Other alternative uses that are prevalent nearby, but which were not fully identified or explained are:

- Agricultural or Agricultural Retail, including tourist component: 2
  - Manufacturer of agricultural product also distributes it products wholesale or retail
  - Regionally oriented farmers markets
  - Livestock and Grazing, including
  - Ranches
  - Please note many of these uses draw in other uses such as weddings, banquets, festivals etc.
  - Agricultural crops grown on-site with accompanying retail.
    -Crop types should be identified and explored.

- Regionally based memorial parks:
  - Forest Lawn
  - Catholic Cemetery's

- Rural/Ranch back-lots for movie industry
- Regional or wilderness Park
- Sports Training.
- Health, medical, and behavioral rehabilitation
- Recreation facilities

ROY-1

The EIR either ignores or fails to adequately address in sufficient detail Land Uses more compatible with the project site that are found in Chapter 3: Land Use Element of the Riverside County General Plan (GP) (December 2015 or newer).

For example there was either an omission or an inadequate assessment/explaination with supporting reasoning and facts of the following recommended land uses, their area plan use designations and their associated land use policies (LU) found in Chapter 3 of the Riverside County GPA960 or newer

Agriculture:
Agricultural Area Plan Designation:
- Agriculture (AG)

Policies:
- LU 20.1 thru LU 20.12

Rural:
Rural Area Plan Designation:
- Rural Residential (RR)
- Rural Mountainous (RM)

Policies
- LU 21.1 thru LU 21.7

3

Rural Community:
Rural Community Area Plan Designations:
- Estate Density Residential (RC-EDR)
- Very Low Density Residential (RC-VLDR)
- Low Density Residential (RC-LDR)

Policies
- LU 22.1 thru LU 22.8

Open Space:
Open Space Area Plan Designations
- Open Space-Conservation (OS-C)
- Open Space-Conservation Habitat (OS-CH)
- Open Space-Water (OS-W)
- Open Space-Recreation (OS-R)

ROY-1

- Open Space-Rural (OS-RUR)

Policies

- LU 23.1, LU 23.2
- LU 24.1
- LU 25.1 thru LU 25.1
- LU 26.1 thru LU 26. 6

Also in keeping with area residents preference for the project site to remain rural in character and given the predominance of residential communities near the project site, the following Residential Area Plan Designations were either omitted or inadequately addressed.

Residential Area Plan Designation:

- Estate Density Residential (EDR)
- Very Low Density Residential (VLDR)

3 CONT

Please note that the RC-EDR, RC-VLDR, RC-LDR, EDR, and VLDR are very compatible with established rural residential neighborhoods in the immediate vicinity of the project site: these neighborhoods are situated Northwest, North, and Northwest of the project site in the Cities of Calimesa and Yucaipa, accessible and anchored by Singleton Avenue, Selrocco Drive, Holmes Street, Mesa Grande Drive, Woodbier Street, Oak Ridge Drive, Wildwood Canyon Road, Oak Mesa Drive, Meadow View Lane, and Basil Lane to name a sampling of appropriate residential housing and land use designations very close to the project site.

Please note these alternative uses generate far less negative environmental impacts than the diesel soot belching, traffic congesting, aesthetic killing warehouse proposal.

4

The failure to address reasonable range of alternatives, clearly shows the developers complete lack of imagination, and surprisingly narrow focus on this issue.

In Alternative 6.1.1 the project applicant blatantly and blindly ignores the regional warehouse/logistics infrastructure that drives “Spec” and other developers to locate warehousing in Southern California within its 6 county parameters (Ventura, Los Angeles, Orange, San Bernardino,

5

Riverside, San Diego), insulting the intelligence of Pass area residents, when it claims that there are no suitable alternative sites nearby. 5 CONT

Warehouse and logistics infrastructure in Southern California links the Long Beach, San Pedro (and to a lesser extent San Diego Bay and Point Hueneme) ports to the rest of the region via rail and freeways. Key to the efficiencies here is the well established notion of hubs. In rail, hub examples are the Hobart yards, and Rialto yards. In Warehousing, hubs are found near major freeways and existing and proposed rail lines/corridors in Redlands, Ontario, and Moreno Valley. 6

Developers pay no attention to county boundaries when they purchase land on spec or other reasons. Its where the cheapest land is found that yields the highest ROI. There's no consideration whatsoever regarding the projects environmental and other adverse impacts to the community and surrounding area. 7

With San Gorgonio Crossing the applicant attempts to spot-zone a mega-sized industrial project into an area that surrounds the project with rural, agricultural and residential uses that are far more prevalent and compatible to the areas future than applicants proposed large scale industrial warehouses. 8

A far more suitable and obvious alternative to the project site would be the Redland's warehouse hub which is around 15-20 miles away. Redlands, a pre-planned commercial truck and rail supporting road system with , nearby access to the San Bernardino and Rialto Rail yard facilities and THREE major regional/transcontinental freeways/interstates that literally enclose the hub: I10, I15/I215, and Foothill Freeway 210. 9

Combined with San Bernardino warehouse hub which surrounds San Bernardino International Airport-another vital and nearby commercial air freight facility, the Redlands and San Bernardino warehouse hub (which some are calling the San Bernardino Valley Hub) is approximately 5 square miles in size on flat, easily buildable land.

Key to warehouse/logistics infrastructure is not only freeway and rail access (SGC has no adjacent or nearby rail access-it would require

ROY-1

hundreds of millions of dollars to add this) but an embedded, large scale, multi-street road system that supports heavy commercial truck traffic. This pre-planned, high volume infrastructure is found at the Redlands Hub. Redlands built in a comprehensive, grid, road system. San Bernardino Avenue and Alabama Avenue have 6 lanes with median. The entire street grid layout has been designed support large scale trucks and high traffic volume traffic.

9 CONT

The existing street, road, highway, commercial rail, and air-transport, utility supporting infrastructure existing in Redlands and San Bernardino Hubs, create an efficient, concentrated, and highest-and-best of the land to support a regional and transnational warehouse logistics. In contrast, San Gorgonio Crossing has no such infrastructure. In fact the projects most notable characteristic is its isolated land use via spot-zoning in relation to the more prevalent land uses in Cherry Valley and neighboring Pass Area cities.

Just because the developer made a poor economic and environmental decision in picking purchasing the SGC site, does not give the developer license to excuse away its choice by saying "an alternative site was not considered feasible, because **no other sites are owned or controlled by the project applicant, and no other site was deemed sufficient to support the project** Moreover, this conclusion is reached without any justification or explanation whatsoever.

10

6.1.3 Project Objectives
In each of the project objectives the applicant is incorrect

OBJ-1: Provide an industrial park that supports regional warehouse distribution and logistics tenants which benefit from the strategic location located in close proximity to the I-10 Freeway.

11

As stated previously this is a poor location for a warehouse complex. Warehouse hubs are better locations

ROY-1

OBJ-2: Provide local employment and economic opportunities for residents of Cherry Valley and neighboring cities that would help reduce commute times and associated air pollution, in accordance with Riverside County General Plan Policies LU 8.12, LU 11.1 and AQ 8.2.

The problem here is that due to the prevailing wages paid to warehouse workers, these workers will not be able to afford the housing prices found in the pass area, forcing workers to commute from long distances.

OBJ-3: Provide new development that will assist the County in obtaining fiscal balance in the years and decades ahead through increased tax revenues.

This is an overused and fallacious assumption made by the warehouse/logistics industry. In California, warehouses generate very little tax revenues. This project will create an undue tax burden to the county, and eventually the cities that will annex this project. The county will only receive 1% of the assessed value. There are no other tax revenue sources guaranteed. Even if a tenant moves in with products that involve sales taxes. Under California law, the state gets the lions share of sales tax revenue. Moreover there is no guarantee that the local government will get even a portion of the sales tax revenue. Warehouse developers are disinclined to negotiate sales tax agreements with counties and cities as it increases the price of their tenants product. Again California State law offers no revenue protections for the localities here. Regarding property tax, once a city annexes, it receives on average only 20% of the 1% base rate through an allocation formula, further straining a small-medium cities budget.

11
CONT

More than likely, the project applicant will create a bond-debt based assessment district which charges millions in interest and attaches bond debt default liability to the local government. In the Pass area this form of financing has proven to be a disastrous way to build new projects.

OBJ-4: Provide convenient freeway access to trucks that will use warehouse distribution facilities in a manner that limits truck

ROY-1

traffic disruption to residential areas within Cherry Valley and neighboring cities.

This is completely fallacious. Diesel Big Rig truck traffic will be severely disruptive to the local residents who need to use Cherry Valley Blvd to reach Beaumont High School, and the city of Beaumont. Travel times could shift from existing 5-10 minutes, to anticipated 20 minutes or more.

OBJ-5:Locate industrial uses near existing roadways and freeways to reduce traffic congestion and air pollutant emissions.

Again this is completely misleading as the best way to reduce traffic congestion and air pollutant emissions is to locate a warehouse project within an established warehouse hub such as Redlands/San Bernardino. And given their concentrated, efficient layout, these hubs will also be better positioned in the future to construct clean energy utility scale grids that can convert diesel truck fleets and other vehicles and equipment into electric, hydrogen, CNG etc.

11
CONT

OBJ-6: Facilitate goods movement for the benefit of local, regional, statewide and nationwide economic growth.

Again see the discussion on warehouse hubs as better regional districts/single use areas for facilitating goods movement.

OBJ-7: Provide for a reasonable return on investment needed to develop the project.
The applicant provides no factual evidence or adequate explanation of how this can be achieved. The project is “Spec”. There’s no guarantee of a tenant. Warehouse vacancy rates have increased in the region as of 2017. The industry is volatile and fluctuates as evidenced by South Korean shipping companies bankruptcies. Also with other port and canal expansions, the warehouse industry could become a white elephant.

OBJ-8: Create a high-quality design warehouse complex that maximizes the use of a site and promotes the efficient use of land while still providing natural open space consistent with the rural identity of the community.

This is simply not possible with a large scale warehouse project. Alternative uses will better maximize the use of the site. The warehouse will sit over hundreds of acres, obliterating the rural character of the area. Riverside County General Plan already states that the preferred commercial use for the project site would be small scale (under 10000 sq.ft.) rural community (see GPA 960 December 2015 or newer).

See discussion of warehouse hubs that achieve far better efficiencies here. If anything a tenant might shy away from the project due to its isolated location, lack of existing rail, commercial air facilities. Also there's only one access freeway-I10 that is a national defense security sensitive route through the San Gorgonio Pass in the event of "carmagedon" type, or lesser but more frequent and equally dangerous and disruptive bottlenecks. In contrast Redlands/San Bernardino hubs have far more access/egress points in and out of their areas.

• OBJ-9: Develop and operate a facility supporting regional warehouse distribution and logistics tenants that meets industry standards for operational design criteria.

11 CONT

See discussion of warehouse hubs. The industry standards and operational design criteria are completely at odds with Regional and State air (SQAMD), water quality, planning (Riverside GPA 960 or newer), and design standards (LEED, clean energy infrastructure).

No Project Alternative-No Build Alternative: Section 6.2

The report concedes in each and every one of the 17 topical issues discussed in this section of the RDEIR that the No Project Alternative-No Build Alternative NPA-NBA a superior alternative to the proposed warehouse project in terms of the environmental and other impacts on the nearby areas and the region.

12

First Carbon Solutions (FCS) fails, however, to adequately explain, or back-up with facts, why they chose the generic phrase (with slight variations) for each of the topical issues in 6.2 (listed below)

"Therefore, impacts from

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality (see below)
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation (did FCS/the applicant consider the positive economic, aesthetic, cultural values that the NPA-NBA would have, if the project site were utilized, with slight modifications, for recreation?0
- Transportation and Traffic
- Utilities and Service Systems

12 CONT

Under the No Project Alternative would be *slightly* less than would occur under the project, *although impacts from the project would be less than significant.*"

This phrase is preposterous and unsupported with facts or reasoning in all 17 topical issues.

The project (warehouses) impacts are, in fact, very significant. FCS spin on this issue is fallacious and erroneous in that FCS tries to minimize the differences between the project sites current open-space/rural condition vs warehouses, and thereby misleading Pass Area residents into thinking that putting in a mega-warehouse project will not be all that much different than leaving the property in its current, open-space rural condition.

Only in the case of Air Quality 6.2.3, does FCS go further in conceding that

13

ROY-1

"The No Project Alternative would result in no development on the site, so there would be no air quality impacts from construction or operational emissions. **The project would result in a significant, adverse, and unavoidable operational air quality impact**, as discussed in Section 6.1.2, Significant, Adverse, and Unavoidable Impacts, which would be avoided under the No Project Alternative. "

13 CONT

So the NPA-NBA alternative, despite FCS's unsupported claims, of "less than significant" impact, is clearly far better alternative in terms of our neighborhoods health, clean air, aesthetics, home values and all the other environmental and other "issues" addressed here.

In Section 6.2.18 - Conclusion for No Project Alternative: The applicant via FCS concludes:

The No Project Alternative would eliminate all of the significant and unavoidable impacts that would occur under construction and operation of the project, including impacts to air quality, greenhouse gas emissions, and traffic. However, this alternative does not achieve any of the objectives of the project, and would not generate substantial benefits to the County and local economy, by providing new jobs and additional tax revenues.

14

The failure of this assessment is that FCS has failed to support in detail with recent date from the warehouse/logistics industry, automation, labor conditions, and other studies addressing the of SGC warehouses impacts on the 17 topic areas that the touted benefits associated with building the SGC warehouse truly outweigh the costs, in a way that demonstrates the proposed project is superior to NPA-NBA.

Conclusion: Thank you for your consideration

Sincerely



Ron Roy
35161 Hogan Dr.
Beaumont, Ca. 92223

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Ron Roy (1) (ROY-1)

Comment ROY-1-1
This commenter states that the alternatives are insufficient, too narrow, too few in number, and too limiting to be considered reasonable. The alternatives are also completely out-of-touch with the inherent and historical variety of known, existing and potential alternative uses in the Southern California region that reflect Southern California's uniquely global, rich and diverse economy, culture and environment.

Response to ROY-1-1
Please refer to Response to Comment CVAN-40. The RDEIR provided a reasonable range of project alternatives as mandated under CEQA.

Comment ROY-1-2
The commenter states that although Southern California has long been at the forefront of recreation and leisure, notably its world famous destination resorts, this clearly prominent and proximate alternative was ignored in the DEIR.

Other alternative uses that are prevalent nearby, but which were not fully identified or explained are:

- Agricultural or Agricultural Retail, including tourist component
- Regionally based memorial parks
- Rural/Ranch back-lots for movie industry
- Regional or wilderness Park
- Sports Training.
- Health, medical, and behavioral rehabilitation
- Recreation facilities

Response to ROY-1-2
Please refer to Response to Comment CVAN-40. None of the above uses would advance any of the project objectives. The RDEIR provided a reasonable range of project alternatives as mandated under CEQA.

Comment ROY-1-3
The commenter states that the EIR either ignores or fails to adequately address in sufficient detail Land Uses more compatible with the project site that are found in Chapter 3: Land Use Element of the Riverside County General Plan, and cites to a list of General Plan designations and applicable policies.

Response to ROY-1-3
Please refer to Response to Comment CVAN-40.

Comment ROY-1-4
The commenter claims these alternative uses generate far less negative environmental impacts than the proposed warehouse. The commenter continues to state that failure to address reasonable

range of alternatives, clearly shows the developers complete lack of imagination, and surprisingly narrow focus on this issue.

Response to ROY-1-4
Please refer to Response to Comment CVAN-40.

Comment ROY-1-5
With regard to the RDEIR's discussion of an alternative site location in RDEIR Section 6.1.1, the commenter claims that the RDEIR insults the intelligence of Pass area residents, when it claims that there are no suitable alternative sites nearby.

Response to ROY-1-5
Please refer to Response to Comment CVAN-41.

Comment ROY-1-6
The commenter states that warehouse and logistics infrastructure in Southern California links the Long Beach, San Pedro (and to a lesser extent San Diego Bay and Point Hueneme) ports to the rest of the region via rail and freeways. Key to the efficiencies here is the well-established notion of hubs. In rail, hub examples are the Hobart yards, and Rialto yards. In Warehousing, hubs are found near major freeways and existing and proposed rail lines/corridors in Redlands, Ontario, and Moreno Valley.

Response to ROY-1-6
Comment noted. With regard to the feasibility of rail service for the proposed project, please refer to Response to CVAN-42.

Comment ROY-1-7
The commenter discusses the considerations of developers when purchasing land.

Response to ROY-1-7
Comment noted. The potential environmental impacts of the project have been carefully considered in the RDEIR.

Comment ROY-1-8
The commenter claims that the project is attempted spot zoning.

Response to ROY-1-8
Please refer to Master Response #2 for a discussion of spot zoning.

Comment ROY-1-9
The commenter describes other alternative locations for the project site in Redlands and San Bernardino with rail and air freight infrastructure.

Response to ROY-1-9
Comment noted. Please refer to Responses to Comments CVAN-40 to CVAN-42.

Comment ROY-1-10
The commenter expresses disagreement with the RDEIR's conclusions regarding the feasibility of an alternative site.

Response to ROY-1-10
Comment noted. Please refer to Response to Comment CVAN-41.

Comment ROY-1-11
The commenter states that each of the project objectives identified in RDEIR Section 6.1.3, Project Objectives are "incorrect" and critiques each project objective.

Response to ROY-1-11
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project. Regardless, the project objectives are complete and meet the required standards for such objectives pursuant to CEQA.

Comment ROY-1-12
The commenter states that the RDEIR concedes in each and every one of the 17 topical issues that the No Project Alternative-No Build Alternative is a superior alternative to the proposed warehouse project in terms of the environmental and other impacts on the nearby areas and the region. However, the commenter claims that the RDEIR fails to adequately explain why impacts under the No Project Alternative would only be slightly less than would occur under the project, although impacts from the project would be less than significant.

Response to ROY-1-12
The RDEIR does not make this conclusion for each of the topical areas in the RDEIR. Please refer to RDEIR pages 6-6 to 6-9, which discusses the impacts that would be eliminated under the No Project Alternative. In fact, page 6-9 the RDEIR states that: "the No Project Alternative would eliminate all of the significant and unavoidable impacts that would occur under construction and operation of the project, including impacts to air quality, greenhouse gas emissions, and traffic."

Comment ROY-1-13
The commenter claims that only in the case of Section 6.2.3, does the RDEIR concede that "The No Project Alternative would result in no development on the site, so there would be no air quality impacts from construction or operational emissions. The project would result in a significant, adverse, and unavoidable operational air quality impact, as discussed in Section 6.1.2, Significant, Adverse, and Unavoidable Impacts, which would be avoided under the No Project Alternative."

Response to ROY-1-13
Please refer to Response to ROY-1-12.

Comment ROY-1-14
The commenter claims that RDEIR Section 6.2.18—Conclusion for No Project Alternative concludes: "The No Project Alternative would eliminate all of the significant and unavoidable impacts that would occur under construction and operation of the project, including impacts to air quality, greenhouse gas emissions, and traffic. However, this alternative does not achieve any of the

objectives of the project, and would not generate substantial benefits to the County and local economy, by providing new jobs and additional tax revenues."

The commenter claims that the RDEIR does not support this assessment in detail with recent data from the warehouse/logistics industry, automation, labor conditions, and other studies addressing the project's impacts to show that the touted benefits associated with building the project truly outweigh the costs, in a way that demonstrates the proposed project is superior to the no project alternative.

Response to ROY-1-14
The No Project Alternative is identified as the Environmentally Superior Alternative (see RDEIR page ES-6). The RDEIR is permitted to state whether and to what extent the project objectives would be advanced by a given alternative; please refer to Response to Comment SIERRA-5.

June 21, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, Ca. 92501
Attn: Mr. Brett Dawson, Project Planner

Re: San Gorgonio Crossing Recirculated EIR #534

Dear Mr. Dawson ROY-2

My name is Ron Roy. Our family has lived in Beamont for over 8 years. My house is in the Fairway Canyon Master Planned Community with over 5000 homes and 15000 residents approximately 1 mile south from the proposed warehouse project. We moved to Beaumont for its quality housing and neighborhoods, clean air, quiet, ease of traffic movement, natural beauty, small town atmosphere and it unique natural, environmental and cultural aesthetics, all of which combined generate appreciating property values approaching 100% increase since we moved in. 1

This project will be permanently harmful in many ways. The visual and other sensory blight, diesel soot, traffic congestion, pollution from air-noise-water etc. will lower our property values. Nearby the project are sensitive receptors such as families, adults, children, senior communities, schools, thousands of housing units, occupied by small children, adults, elders, who will contract cardiopulmonary disease, birth defects and other chronic/fatal illnesses that will be harmful to our health. For these and many other reasons I'm adamantly opposed to the project. A warehouse complex should not be built on the project site. The developer has demonstrated a complete lack of imagination in proposing this project and has picked the worst conceivable option for this location, rather than looking earnestly into better suited alternative uses for the site, such as maintaining open space or a use that's in keeping with the rural, agricultural nature of the area. 2

3.1. Aesthetics

Project site is within a bucolic, scenic rural area with vast swaths of open space, rolling hills and unmatched vistas. The land use is dominated by open space, rural agricultural ranches, and nearby high-quality newer housing developments. Less than a mile North of the site are high-end hilltop/hillside 3

ROY-2

residential estates averaging over 1 acre with the highest property values in the Pass area. Placing high-cube, monolithic, mono-colored, mono-designed, view blocking, prison-like boxes surrounded by acres of iron-fencing and concrete parking will cause permanent visual and other sensory blight that will permanently destroy property values of the nearby ranches, estate properties and housing developments.

3
CONT

3.2 Agricultural and Forestry:

The dominant existing land uses are rural agricultural with livestock ranches and open space. San Bernardino National Forest and Oak Glen area are also near the site. These natural amenities relate in aesthetics and use to the sites existing rural-open space character rather than the proposed blight inducing warehouse proposal.

4

3.3. Air Quality

Arguably the most significant negative impact from the project will be the diesel emissions-the thousands of tons of gases and soot with more than 40 toxic contaminants, creating, birth defects, cancer, lung and heart diseases, that will spew out of the hundreds of heavy duty commercial diesel trucks each day from the warehouses. Add this to the pollution from I10, Hwy 60, and our nearby smog basins in Moreno Valley, San Bernardino and the desert, and Beaumont's fragile air mix becomes even more toxic, particularly to our most vulnerable populations, our senior communities and our children.

Diesel big-rig trucks will be, by far, the dominant vehicles within, and entering/exiting the project then spilling onto the congested roadways near the project and I10. Why?

5

According to the Diesel Technology Forum, an industry group based in Washington, D.C., California is dead last in the number of new trucks on the road meeting the six-year-old 2010 standard set by the ARB of 0.2 grams of nitrogen oxides (NOx) per horsepower hour.

As of 2016 only 18 percent of the heavy-duty or big-rig trucks on the road in California are year 2010 models or newer, the lowest compliance rate of all 50 states. Nationwide, 26 percent of commercial heavy-duty trucks are model year

ROY-2

2010 or newer, according to the report. That means that the vast majority of big-rig trucks accessing the project will be soot spewing diesel.

Moreover Southern California and the San Joaquin Valley are the two regions in the nation that do not meet the Clean Air Act standard for ozone, an invisible gas that causes premature lung aging and asthma after long-term exposures, wheezing and shortness of breath after acute exposures. Ozone, a major component of LA smog, is formed in the atmosphere when nitrogen oxides (NOx) from trucks, cars and other combustion sources combine with volatile organic compounds from coatings and factories and are cooked by sunlight in the lower atmosphere.

Heavy-duty trucks weighing at least 8,500 pounds are the fastest growing transportation sector in the country, according to the ARB's "Mobile Source Strategy" report. They account for 33 percent of all NOx pollution in California.

Also note SB1 transit law passed in 2017 exempts diesel trucks meaning they will continue to pollute our region via their role in warehouse and logistics goods movement.

Also out-of-state diesel trucks, that are not regulated by California pollution standards will pick-up and drop-off loads Therefore, these trucks produce more NOx than smaller, local trucks."

5
CONT

And due to growing container volume from LA's ports, the number of diesel trucks to and from the ports are increasing, causing even more emissions.

Also CNG powered trucks are also heavy polluters and health hazards due to the methane gas generated from the CNG engines.

Also, Per SCAQMD letter (dated January 18, 2017), the Lead Agency (Riverside County) and First Carbon Solutions sent HRA electronic files on January 17, 2017, one day before the January 18, 2017 filing deadline for the DEIR 534, which clearly was not reasonable time for SCAQMD to review the information. I request that the Lead Agency and First Carbon Solutions provide the revised HRA electronic files immediately for community and SCAQMD review. If this data is not provided in timely manner, that allows for SCAQMD to review the data in a manner SCAQMD sees fit, with a minimum review period of 90 days from the day SCAQMD receives the HRA electronic files, then the comment

ROY-2

period must be extended 90 beyond the July 10th 2017 deadline in order that SCAQMD can adequately review Air Quality impacts from the project. 5 CONT

Greenhouse Gas Emissions Section 3.7

This project will generate a significant and harmful amount of direct and indirect Greenhouse Gas Emissions.

Recent court case *Cleveland National Forest Foundation v. San Diego Association of Governments* (Nov. 24, 2014) 231 Cal.App.4th 1056 created a framework for addressing compliance with EO S-3-05 and impacts from greenhouse gasses (GHG). Specifically, the Court noted that EO S-03-05 was enacted in 2005, predating AB 32 and SB 375. In the Court's view, EO S-3-05, including its 2050 goal, was "effectively endorsed" by the adoption of AB 32 and SB 375. Therefore, SANDAG was obligated to address whether the increase in GHG emissions after 2020 "conflicted with the Executive Order, or would impair or impede the achievement of the Executive Order's goal." The Executive Order establishes goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. 6

In order to analyze whether the project would conflict with this executive order, the EIR would need to establish an analysis of what GHG emissions impacts would be from development of the project. The Draft EIR states that "Due to the technological shifts required and the unknown parameters of the regulatory framework in 2030 and 2050, quantitatively analyzing the project's impacts further relative to the 2030 and 2050 goals is speculative for purposes of CEQA." However, the Cleveland National Forest Foundation Decision addressed this uncertainty. In summary, the Court ruled that the lack of regulatory parameters precludes an EIR from performing a meaningful consistency analysis:

ROY-2

"Drafting an EIR ... necessarily involves some degree of forecasting. While foreseeing the unforeseeable is not possible, an agency must use its best efforts to find out and disclose all that it reasonably can." (Guidelines, § 15144.) Although SANDAG may not know precisely what future emissions reduction targets the transportation plan will be required to meet, it knows from the information in its own Climate Action Strategy the theoretical emissions reduction targets necessary for the region to meet its share of the Executive Order's goals. It also knows state climate policy, as reflected in the Executive Order and AB 32, requires a continual *decrease* in the state's greenhouse gas emissions and the transportation plan after 2020 produces a continual *increase* in greenhouse gas emissions. With this knowledge, SANDAG could have reasonably analyzed whether the transportation plan was consistent with, or whether it would impair or impede, state climate policy."

Similar to the Cleveland National Forest Foundation Decision, it is known that the project would produce a continual increase in GHG emissions in 2020 and beyond. The technology and analytical tools are available to produce such a quantitative analysis. Therefore, the EIR must analyze and disclose, specifically, if the project is consistent with, or whether it would impair or impede state climate policy, specifically EO S-3-05. If the project is found to be inconsistent with EO S-3-05, mitigation will be required to be included in the EIR to minimize impacts from this noncompliance with state climate policy.

6
CONT

Please revise and recirculate the EIR to include the following:

- A quantitative GHG analysis consistent with EO S-3-05 and the Cleveland National Forest Foundation Decision
- A determination of the project's compliance with EO S-3-05
- Proposed mitigation to reduce impacts from the project to a level less than significant and ensure compliance with EO S-3-05

Land Use and Planning Section 3.10 lup-2

The developer claims that the project would not disrupt the rural character of the area and the established community, or would it conflict applicable land us plan (general plan) or with habitat conservation plan.

7

These claims are patently untrue. This project is a classic example of spot zoning a project that is ill suited for the area. The Riverside County General Plan prohibits the proposed zoning for the project.

The finding of less-than-significant is unsupported. The finding should be changed to **significant**.

ROY-2

The current General Plan Land Use designations for the Project site consist of Rural Mountainous (RM) within the northern portion of the site and Very Low Density Residential (VLDR) within the southern portion of the site. The Draft EIR states that land uses allowed under the VLDR designation include single-family detached homes. Under the RM designation, single-family residential with a minimum of 10 acres lots is allowed. The Project site is also located within The Pass Area Plan (PAP)[1]. The Draft EIR describes that the PAP

> [i]s a component of the County of Riverside General Plan that provide area-specific policies and requirements to address local conditions and issues. The PAP encompasses the cities of Banning, Beaumont and Calimesa, as well as several unincorporated communities within Riverside County, including Cherry Valley. Within the PAP, individual, unincorporated communities are identified as 'policy areas.' According to the PAP, a policy area is a portion of an Area Plan that contains special or unique characteristics that merit detailed attention and focused policies. The project site is located within the Cherry Valley Gateway Policy Area, which is located on the western edge of the CVPA and, as the name implies, serves as a gateway to Cherry Valley. ***The intent of the Cherry Valley Policy Area is to maintain the predominantly rural community nature of this area***, ***while allowing existing uses that are of a higher density to remain legal conforming uses***. (emphasis added)

8

In terms of zoning, the site is zoned Controlled Development Area (W-2) "which typically allows for single-family residential, light agriculture, aviaries, apiaries, grazing of farm animals and animal husbandry."

The Project proposes to amend the applicable land use and zoning designations. A General Plan Amendment is proposed from RM and VLDR to RM, Open Space Recreation (OS-R), Public Facility (PF) and Light Industrial (LI). The RM area would remain designated as RM, and would not be developed. The new OS-R area would not be developed. The area re-designated as PF would contain the two proposed water tanks for use by the Yucaipa Valley Water District

[1] http://planning.rctlma.org/Portals/0/genplan/general_plan_2013/3%20Area%20Plan%20Volume%202/The%20Pass%20AP.pdf
This hyperlink and all hyperlinks cited herein are fully incorporated by reference.

ROY-2

(YVWD). The Project also includes a request for a Change of Zone from Controlled Development (W-2) to Industrial Park (I-P).

In terms of surrounding uses, the unincorporated County property to the north of the site is zoned Residential Agriculture, one acre minimum lot size (R-A-1). Areas to the east and south are also zoned R-A-1 and W-2. The General Plan Designation to the north of the site is primarily RM. The area to the east and south of the site is also designated VLDR. The area to the southeast of the site, near the I-10 Freeway, is designated Commercial Retail (CR). The areas directly west of the project site located within the City of Calimesa are zoned and designated by the General Plan as Commercial Regional, Residential Low (2 to 4 dwellings per acre), and Residential Low Medium (4 to 7 dwellings per acre). The area within the City of Calimesa that lies to the north and northwest of the project site is zoned/designated as Rural Residential (RR) (0 to 2 dwellings per acre).

Due to the proposed changes presented by the Project in terms of proposed intensity of use as well as amendments to adopted land use plans, the Project meets County of Riverside thresholds of significance for land use impacts insofar as the Project would: (a) result in a substantial alteration of the present or planned land use of an area; (b) affect land use(s) within a city sphere of influence and/or within adjacent city or county boundaries; (c) be inconsistent with the site's existing or proposed zoning; (d) be incompatible with existing surrounding zoning; (e) be incompatible with existing and planned surrounding land uses; and (f) be inconsistent with the land use designations and policies of the General Plan. The Project will also exceed CEQA thresholds for land use impacts as it will "conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect." The Project represents radical departure from existing land use designations and zoning; the finding of less-than-significant is simply unsupported.

8
CONT

In addition, regardless of the Project's design, or landscaping, or paint pallet, it involves the construction of two industrial warehouse distribution facilities comprising a total of 1,800,000 square feet in a community dominated by large lot, single-family residential, rural residential, and open space – and which seeks to preserve this way of life. At best, there is a planned residential development immediately to the south of Cherry Valley Blvd. The Draft EIR

9

ROY-2

asserts that the Project, *like* that development, proposes buffers, *etc*., to minimize impacts with *other* nearby uses. This says nothing of how the Project will impact the thousands of residents who will reside directly across the street – particularly how the Project's noise, lighting, and significant air emissions will affect residents who will be exposed on a 24-hour basis to the truck traffic and operations of the site. Furthermore, contrary to the Draft EIR, the Project is not similar to the type or intensity of use of other planned developments in the surrounding area. The Draft EIR admits that planned development is *residential*, not industrial. (*See* p. 3.1-10 – 11.)

9 CONT

Moreover, the Project is inconsistent with the County General Plan. The Draft EIR's analysis of the General Plan reasons that there are no land use impacts because the Project requests a General Plan Amendment and a zone change. For instance, County of Riverside Land Use Policy 7.1 states the County shall "[r]equire land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts." The Draft EIR asserts the Project conforms to this policy because it proposes a general plan amendment. Except this rationale defeats the whole purpose of the policy, which is to develop land uses *in accordance with* the General Plan. The Project also conflicts with LU 7.4, which states the County shall "[r]etain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic." The Project brings noise, fumes, and light to immediately surrounding residential and open space areas.

10

The Project likewise is entirely inconsistent with the goals, policies, and intent of the PAP and the Cherry Valley Gateway Policy Area ("CVGPA"). The PAP states, "[t]he community of Cherry Valley, located in the north-central portion of the planning area, is distinguished from other communities by its concentration of cherry orchards, a distinctive southerly entrance along tree-lined Beaumont Avenue, and ***distinctive rural community character***." (emphasis added) Regarding Cherry Valley, the Pass Area Plan (PAP) states:

11

> This community is located in the north-central portion of the Pass between the cities of Calimesa and Banning. Cherry Valley is a charming community distinguished by and named after a concentration of cherry orchards. It is a rural community characterized by large-lot residential, agricultural

ROY-2

> and animal-keeping uses, with a commercial core along Beaumont Avenue, northerly of Cherry Valley Boulevard. There are also two large mobile home parks adjacent to the commercial core. Cherry Valley is designated by LAFCO as an Unincorporated Community ***in order to preserve this existing rural character***. (emphasis added)

11 CONT

The CVGPA clearly envisions residential uses for the "gateway" to Cherry Valley, and one goal of the CVGPA is "***to evoke the rural character of the area***." Notwithstanding the decorative barn and water tower, the proposed industrial warehouse distribution buildings are not evocative of rural character. The Project with its intensity of use and countless heavy-duty trucks passing through the "gateway" to Cherry Valley on a daily basis, and mixing with residential traffic, is not consistent with rural character.

Finally, the Project conflicts with the Good Neighbor Policies relating to siting of industrial uses near sensitive receptors. For example, the Project is not shown to be consistent with Goal 1, which states that warehouses shall be located approximately 1,000 feet from sensitive receptors including homes – in particular as to the planned development across Cherry Valley Boulevard to the south. Also, Goal 5 requires cleaner trucks; the Draft EIR merely states that the Project will follow ARB regulations when they are implemented by ARB. This is inadequate under CEQA. It is within the power of the owner to require the use of cleaner trucks *faster* than regulatory standards.

12

Transportation and Traffic Section 3.16

The Draft EIR states that dirt roads traverse the Project site presently, and that these roads provide access for the four, single-family homes located to the north of the Project site. The Project proposes that its main driveway provide the "primary access" for the "four, existing, single-family residences located approximately 290 to 700 feet north of the project site." In terms of safety, is this a reasonable plan? Is this road considered in terms of whether the Project increases hazards due to a design feature, a CEQA threshold of significance? Furthermore, in terms pedestrians and equestrians, the Project is actually designed to *promote* the crossing of the Project's main entry/exit point. This is also a safety hazard. Also, the Draft EIR describes Street A as both a private and public street –could this make a difference in terms of the neighboring homes, such as with respect to police enforcement/response? What if

13

ROY-2

there is an accident between a truck and a private automobile on private Street A? All together, the intended use of Street A as the means of egress and ingress for northerly residences seems ill advised and potentially dangerous. 13 CONT

The Draft EIR states that the main access point and interior circulation pattern have been designed to accommodate the turning movements and stacking requirements of the truck-trailer traffic. But Draft EIR does not show, based on evidence, that trucks will not internally at the site. That is, there is not evidence to show that the internal circulation system is adequate to accommodate the number of trucks that may arrive/depart on a single day at any given time. The Draft EIR merely contains the cursory statement that 32-42 trucks could queue on the "private" road. This does not show that stacking on public roadways will not occur when it is possible that more than 42 trucks will queue at the site at any given time. Does the Draft EIR disclose the average processing time of a truck, calculate how many trucks are predicted to arrive at peak hours and consider, in turn, whether there are adequate bays and sufficient space within the site to prevent the stacking of trucks? If the Project generates 1,191 truck trips per day (assuming this is round trip), this equates to 590 one-way trips to the site, divided by 24 hours, which equals an average of 24.8 trucks per hour. This does not account for peak hour trips. Can the site accommodate/process a truck every 2 ½ minutes on average over 24 hours? Second, the stacking of trucks *on* the road has the potential to adversely affect residents who will use this road for access to their homes. What is the consequence to residents if trucks are stacked on the roadway and residents are stuck in this truck traffic? Also, what about emergency access to/from the northerly residences in the event of truck stacking? 14

Next, the conclusions at Draft EIR p. 3.16-56 through p. 3.16-64 are based on "with improvements". Particularly the "stacking" information is based on improvements being in place (p. 3.16-55, and 3.16-58). Is there assurance that these improvements will be in place? Is there an analysis of stacking in terms of the Driveway 1/Cherry Valley Boulevard intersection? Also, please explain why Driveway 1/Cherry Valley Boulevard analysis is not provided under the Near Term (2019) scenario. 15

Finally, there are potentially significant traffic impacts during construction to the extent that residences to the north rely on access *through* the Project site; the Draft EIR does not explain how these residents can be assured safe, reliable access to their homes during the one-two year construction timetable. There is no discussion of this potential impact, only a brief discussion of a traffic control plan as it relates to Cherry Valley Boulevard, although even this is inadequate since there is nothing to 16

ROY-2

show that truck traffic – particularly if haul trips are required – will not disrupt or slow traffic on Cherry Valley Boulevard below current level of service requirements, which is arguably LOS C at least until the road improvements are implemented. 16 CONT

Sincerely



Ron Roy
35161 Hogan Dr.
Beaumont Ca. 92223

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Ron Roy (2) (ROY-2)

Comment ROY-2-1
The commenter provides background information and his reasons for moving to the area.

Response to ROY-2-1
Comment noted.

Comment ROY-2-2
The commenter states general opposition to the project, citing concerns regarding visual and other sensory blight, diesel soot, traffic congestion, pollution from air-noise-water, among other impacts, that will lower property values. The commenter states that there are sensitive receptors nearby the project, such as families, adults, children, senior communities, schools, thousands of housing units, and that these are occupied by small children, adults, elders, who will contract cardiopulmonary disease, birth defects and other chronic/fatal illnesses.

Response to ROY-2-2
Potential aesthetic and lighting impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. All noise and water quality impacts will be less than significant with mitigation. Likewise, health impacts to sensitive receptors will be less than significant, as discussed in Section 3.3 and Responses to Comments SCAQMD-5 to SCAQMD-14. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment ROY-2-3
The commenter states that the project site is within a bucolic, scenic rural area with vast swaths of open space, rolling hills and unmatched vistas. The land use is dominated by open space, rural agricultural ranches, and nearby high-quality newer housing developments, with high-end hilltop/hillside residential estates averaging over 1 acre with the highest property values in the Pass area less than a mile north of the site. The commenter expresses concerns that the project will harm property values due to aesthetic impacts from the project.

Response to ROY-2-3
This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. Other economic or social considerations such as home prices are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. As stated in Section 3.1 of the RDEIR, the placement and design of the project will allow the buildings to blend with the existing landscape, despite their relatively large size. The buildings have also been designed to include vertical and horizontal elements and features to break up the massing of the structures and provide visual interest. The building façades will soften views into the site and further enhance the visual character of the project. Ultimately, the buildings would not be visible to viewers along the adjacent roadway. The project will not degrade the existing visual character or quality of the site and its surroundings, as the project will be designed to blend in with the existing surroundings.

Comment ROY-2-4
The commenter states that the dominant existing land uses are rural agricultural with livestock ranches and open space. San Bernardino National Forest and Oak Glen area are also near the site. These natural amenities relate in aesthetics and use to the sites existing rural-open space character rather than the proposed blight inducing warehouse proposal.

Response to ROY-2-4
Comment noted. As stated in Section 3.2.1 of the RDEIR, a site visit conducted in late 2014 and found none of the area surrounding the project site is currently used for agriculture (i.e., crop farming). Land to the east of the project site is currently used for grazing and land to the west, and to the southwest is a small horse ranch. Existing land uses surrounding the project site include rural residential land uses located north, east, and west of the project site. The land located south of the project site contains an abandoned egg farm that has been approved for residential development. Please refer also to Response to Comment CVAN-17.

Comment ROY-2-5
The commenter discusses general concerns regarding air quality and exposure to toxic air contaminants, particularly from diesel exhaust. The commenter cites to statistics from a Washington D.C. industry group to support his contention that heavy-duty trucks in California are not meeting vehicle emissions standards. Commenter discusses concerns regarding the air basin's nonattainment status for ozone, as well as other concerns related to increased container volume from local ports, California's Senate Bill 1 (2017), and use of compressed natural gas engines. Commenter also claims that the SCAQMD was not given enough time to review electronic files for the HRA and states that the July 10, 2017 deadline must be extended so that SCAQMD can adequately review air quality impacts from the project.

Response to ROY-2-5
Air quality, health risk, and exposure to toxic air contaminants (including diesel emissions) are discussed in detail in RDEIR Section 3.3, as well as the Health Risk Assessment contained in Appendix A. The sources cited to by commenter do not directly pertain to the proposed project or express a comment or question on information contained in the RDEIR; therefore, these comments are noted and no further response is required.

The air basin's nonattainment status for ozone is disclosed in RDEIR Table 3.3-4. California's Senate Bill 1 (2017) relates to transportation funding, and would increase the additional sales and use tax rate on diesel fuel by an additional 4%, thereby promoting the use of alternative fuels and cleaner engine technologies. SB 1 would not exempt diesel trucks from ARB's truck and bus regulation. With regard to truck trips attributable to local ports, please refer to Response to Comment SIERRA-16. The SCAQMD was given ample time to review project information, and submitted a comment letter to the RDEIR dated July 6, 2017. All SCAQMD comments are addressed in this Final EIR (please refer to Responses to Comments SCAQMD-1 to SCAQMD-14). To the extent that commenter is referring to SCAQMD's review of the previous Draft EIR, please refer to Master Response #1, Recirculation. All of SCAQMD's previous comments in their January 18, 2017 letter were addressed in the RDEIR.

Comment ROY-2-6
The commenter claims that the RDEIR has not shown the project's compliance with Executive Order S-3-05.

Response to ROY-2-6
See Response to SIERRA-25.

Comment ROY-2-7
The comment states that the project would disrupt the rural character of the community, is inconsistent with the General Plan and constitutes impermissible spot zoning. Accordingly, the comment asserts that the finding of less than significant under threshold LUP-2 should be changed to significant.

Response to ROY-2-7
See Master Response #2, Spot Zoning. See also Responses to CVAN-7, CVAN-9 and CVAN-12 which describe that the project is consistent with the General Plan and evokes the rural character of Cherry Valley.

Comment ROY-2-8
The comment restates the project site's existing and proposed General Plan designations and zoning, as well as surrounding uses. The comment also states that the project's proposed changes in intensity of use and amendments to the land use plans cause it to meet the following County of Riverside thresholds of significance for land use impacts: "(a) result in a substantial alteration of the present or planned land use of an area; (b) affect land use(s) within a city sphere of influence and/or within adjacent city or county boundaries; (c) be inconsistent with the site's existing or proposed zoning; (d) be incompatible with existing surrounding zoning; (e) be incompatible with existing and planned surrounding land uses; and (f) be inconsistent with the land use designations and policies of the General Plan."

The comment further asserts that the "radical departure from existing land use designations and zoning" will cause the project to exceed the CEQA threshold for land use impacts because it will "conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect."

Response to ROY-2-8
See Response to SIERRA-31, CVAN-9.

Comment ROY-2-9
The comment states that the project will impact thousands of residents who will reside directly across the street, particularly with respect to noise, lighting and significant air emissions, and that these residents would be exposed on a 24-hour basis to truck traffic and site operations. The comment further states that the project is not similar to the type or intensity of use of other planned developments in the surrounding area, which are residential, not industrial.

Response to ROY-2-9
See Response to SIERRA-32

Comment ROY-2-10
The comment states that the project is inconsistent with the General Plan. The comment also states that a request for a General Plan Amendment and Zone Change does not render the project in conformance with General Plan policies applicable to the existing land use designation and/or absent of land use impacts. As an example, the comment cites the RDEIR's consistency discussion regarding Land Use Policy 7.1, which requires "land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts." The comment also states that the project conflicts with Land Use Policy 7.4 which requires the County to "[r]etain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic." The project brings noise, fumes and light to surrounding residential and open space areas.

Response to ROY-2-10
See Response to SIERRA-33

Comment ROY-2-11
The comment states that the project is inconsistent with the goals, policies and intent of the PAP and the CVGPA. Specifically, the comment states that the intensity of use and trucks mixing with residential traffic is not consistent with "rural character."

Response to ROY-2-11
See Response to SIERRA-34, CVAN-7 and CVAN-10.

Comment ROY-2-12
The commenter states that the project conflicts with the Good Neighbor Policies relating to siting of industrial uses near sensitive receptors. For example, the Project is not shown to be consistent with Goal 1, which states that warehouses shall be located approximately 1,000 feet from sensitive receptors including homes—in particular as to the planned development across Cherry Valley Boulevard to the south. Also, the commenter states that Goal 5 requires cleaner trucks; the Draft EIR merely states that the project will follow ARB regulations when they are implemented by ARB. This is inadequate under CEQA. The commenter further states that it is within the power of the owner to require the use of cleaner trucks faster than regulatory standards.

Response to ROY-2-12
Please refer to Responses SCAQMD-9 to SCAQMD-11.

Comment ROY-2-13
The commenter questions whether Street A will be a public or private street, and expresses concerns regarding the use of this street as the means for ingress and egress for northerly residences, as well as safety hazards to pedestrians and equestrians at the project's main entry/exit point.

Response to ROY-2-13
Please refer to Response to SIERRA-48.

Comment ROY-2-14
The commenter questions the adequacy of the internal circulation system to accommodate trucks and prevent stacking on public roadways.

Response to ROY-2-14
Please refer to Response to SIERRA-49.

Comment ROY-2-15
The commenter states that the conclusions at RDEIR 3.16-58 are based on improvements being in place, and questions whether there is any assurance that these improvements will be in place. The commenter questions whether there has been an analysis of stacking in terms of the Driveway 1/Cherry Valley Boulevard intersection.

Response to ROY-2-15
Please refer to Response to SIERRA-50.

Comment ROY-2-16
The commenter expresses concerns related to access during the construction period for the residences to the north. The commenter expresses concerns that haul truck trips may be required, which may disrupt or slow traffic on Cherry Valley Boulevard temporarily during construction.

Response to ROY-2-16
Please refer to Response to SIERRA-51.

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July 3, 2017

County of Riverside Planning Department

4080 Lemon Street, 12th Floor

Riverside, Ca. 92501

Re: San Gorgonio Crossing RDEIR #534

Dear Mr Brett Dawson

ROY-3

I am commenting on the Recirculated DEIR #534 issued May 26, 2017. 1

The traffic study in the RDEIR is very confusing and needs clarification. 2

Also, the air pollution section AQ9 makes it clear that this project makes an already bad situation worse. You need further mitigation measures. 3

All the comments and questions concerning the environment issues in my previous and attached letter remain pertinent and relevant to this RDEIR.

Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and will expect comments from both letters to be answered and included in the final EIR. 4

Sincerely,

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Ron Roy (3) (ROY-3)

Comment ROY-3-1 to ROY-3-4
The commenter submitted comments that are identified as Form Letter 3.

Response to ROY-3-1 to ROY-3-4
Please refer to Master Response to Form Letter 3.

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ROY-4
Page 1 of 17

July 10, 2017

Mr. Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon St., 12th Floor
Riverside, CA 92501 bdawson@rctlma.org

Re:

Ron Roy Public Comments on:
San Gorgonio Crossings, Recirculated Draft Environmental Impact Report No. 534, General Plan Amendment No. 1079, Change of Zone No. 7799, Plot Plan No. 25337, Parcel Map No. 36564 (State Clearinghouse Number 2014011009).
To the County of Riverside:

Please accept these comments on behalf Ron Roy regarding the Recirculated Draft Environmental Impact Report for the San Gorgonio Crossings Warehouse Project in Cherry Valley, Riverside County, Ca.

General Comments

ROY-4

The San Gorgonio Crossings Project is a proposal for the construction and operation of a massive industrial warehouse distribution complex on a vacant site in a largely undeveloped area of the County of Riverside. The Draft EIR asserts the proposed Project is consistent with surrounding uses and applicable land use plans but this is a fallacy – in reality, the Project will be the first of its kind in the area, and the Project fundamentally conflicts with existing land uses and applicable land use plans. The land use conflicts, and the impacts resulting from inconsistent uses, are not resolved through the proposed land use amendments. The County's decision to fundamentally change the character of an area typified by open space, rural, and single-family, large-lot development should be considered carefully. We see no justification for the proposed land use at the particular location. We note that nearest developed uses are predominately *residential* – either existing or planned. The Project proposes the 24-hour, seven-day-a-week operation of two enormous warehouse facilities with 3,126 *daily* vehicle trips including 1,191 truck trips. Exposing local residents to the harmful effects of the Project, including significant air emissions and relentless noise, should be avoided. For instance, the California Air Resources Board's "*Air Quality and Land Use Handbook: A Community Health Perspective (2005)*" recommends that distribution centers like the proposed Project should not be within 1000 feet of residences[1]. Here, according to the Draft EIR's Air Quality Study, surrounding uses include[2]:

1

[1] https://www.arb.ca.gov/ch/handbook.pdf
This hyperlink and all hyperlinks cited herein are fully incorporated herein by reference.

ROY-4

37303 Cherry Valley Boulevard	0.73 mile east	Existing Residential
37345 Cherry Valley Boulevard	0.84 miles east	Existing Residential
37321 Cherry Valley Boulevard	0.75 mile east	Existing Residential
9865 Roberts Street	0.57 mile northeast	Existing Residential
9975 Roberts Street	0.64 mile northeast	Existing Residential
Sunny Cal Specific Plan	0.02 mile south	Future Residential (457 single-family units)
Holbert Ranch	0.34 mile north	Future Residential (131 single-family units)
Tournament Hills Elementary School	1.1 miles south	School
Brookside Elementary School	2.30 miles southeast	School
Beaumont High School	2.51 miles southeast	School
Bornstine Property	0.02 miles east	Future Residential (209 single family units)
Sunset Ranch	0.4 miles northwest	Future Residential (231 single family units)

1 CONT

In terms of the Draft EIR, for the reasons outlined below, the analyses and conclusions are unsupported and inadequate, and re-circulation is required.

Project Objectives

The Project Objectives are outlined in such a way that only development of an industrial project would satisfy "basic" project objectives. (*See,* State CEQA Guidelines § 15126.6 (a).) In turn, the County may easily reject alternatives that may reduce significant environmental impacts of the Project. CEQA prohibits the structuring of an alternatives analysis in this manner. Specifically, Objectives 1, 4, 5 8, and 9 all identify the objective of developing an *industrial* project.

2

Furthermore, the Project objectives list the applicant's desire to obtain a return on its investment (Objective 7). The applicant's reasons for desiring a certain project cannot be the determining factor in the lead agency's decision to approve a project, particularly one with significant impacts. As shown by the analysis of the residential alternative, there are alternatives that would reduce significant Project impacts, namely air quality, and these alternatives are consistent, or more consistent, with existing land uses and plans. These alternatives should be considered meaningfully apart from the applicant's wish to develop a certain type of project.

[2] In addition to those within the chart, there are the existing residential communities of Rancho Calimesa Mobile Home Park (senior), Singleton Road, Stetson, Solera (senior), Oak Valley Greens, Hannon, Fairway Canyon, Tournament Hills, Oak Valley II, Ryland, Heartland, Three Rings Ranch, the aforementioned communities with a population of over 25000 residents, all which are less than 2 miles from the site, many less than 1⁄2 mile from the site.

Aesthetic Impacts

ROY-4

According to the Draft EIR, the Project site is currently vacant with sloping terrain, native grasses and scrub, and it is traversed by three natural drainages. Also, "most of the surrounding area is currently in predominately undeveloped states." (p. 2-2). To the north and northwest are rolling hills and four, existing single-family homes. To the south are vacant parcels and also a planned community of 560 residential units. To the east are a mix of properties used for agriculture and large-lot single-family development. Presently, viewsheds across the Project site from these surrounding areas are of natural open space and rolling hills. These views will be replaced by two immense industrial buildings fronted by truck bays for hundreds of trucks. The introduction of these buildings as well as supporting infrastructure, roadways and lighting to the natural area represents a substantial adverse change to the existing environment, *i.e*., a significant CEQA impact. (State CEQA Guidelines § 15382.) As the Draft EIR states, 3

> Development of the project will convert vacant land into industrial land uses, and the visual character of the project site will change. Current views of the site consist of disturbed vacant land, with a limited number of trees and natural vegetation ... The project will remove existing vegetation and create an industrial development in an area that is predominantly developed with scattered rural residential lots (3.1-20).

The Draft EIR asserts, "[a]s demonstrated in the Visual Simulations ... project buildings would not be visible from any of the surrounding uses ... as designed, the proposed buildings would blend in with the foothills behind the site ... Although the project's building rise 41 in height, the project would not be visible to residents of adjacent developments or motorists traveling along Cherry Boulevard, as their line of sight would be directed above the building" (p. 3.1-29). However, this statement is not supported by substantial evidence. Firstly, elsewhere in the Draft EIR, the buildings are described as 47 feet in height (*see,* p. 2-9). Second, the visual simulations are misleading to the extent they depict very dense and mature landscaping (*e.g*., 2 and 11). Until landscaping matures in this manner, it is likely that visual impacts will be more severe. Visual simulations of short-term conditions must be provided; otherwise, visual impacts must be deemed significant at least on a temporary basis. 4

The Project also entails significant grading (Exhibit 2-11), some of which will occur in northerly areas with sloping or steeper terrain. To what effect does this grading have on natural landforms? This impact must be evaluated. Additionally, according to the Draft EIR, based on the sloping terrain of the Project site, a number of manufactured slopes and retaining walls *may* be needed to develop the site. These artificial slopes and walls must be fully described and evaluated in order to fully inform the reader of aesthetic impacts. 5

Finally, Mitigation Measure AES-4 is improperly deferred in that it describes that the photometric study will be prepared after Project approval. There is not substantial evidence in the record to show that lighting impacts will be less than significant. Similarly, the analysis has not considered the lighting impacts associated with trucks arriving/departing the site at early morning or late hours and whether and to what extent these lights will shine into homes. 6

Air Quality

ROY-4

Construction Air Quality

The Draft EIR states the design of the Project would seek to balance the earthwork necessary for grading and avoid the import or export of soil. This must be made a condition of the Project so that air quality impacts are consistent with the assumptions of the air quality analysis (*see,* Appendix B/Air Quality Study p. 83). The average commercial dump truck holds 10-14 cubic yards of material. The Draft EIR states the Project involves an estimated 3 million cubic yards of cut and 2.3 million cubic yards of fill. Thus soil work does not appear to be "balanced"; in other words, without more information, 3 million cubic yards of cut does not equate to 2.3 million yards of fill. Assuming there is the need to dispose or move 700,000 cubic yards of soil, and assuming an average truck can hold 12 cubic yards per dump truck, this equates to 60,000 off-site haul trips to dump location(s) unknown. This activity could radically change the conclusions of air quality study. For instance, unmitigated NOx emissions during construction are calculated to be 98.9 pounds per day with the regional threshold being 100 pounds per day. Additional mitigation for construction air quality would include requiring that:

- 30% of all trucks and off-road/onsite construction equipment must use alternative fuels including hydrogen, CNG, or electric power.
- All diesel powered scrapers shall meet Tier 4 final off road emissions standards;
- All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe;
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph; that wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction; that vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established;
- The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time;
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site; that site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel;
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent;
- Idling time of diesel powered construction equipment shall be limited to two minutes;
- The contractor shall use low VOC (i.e., ROG) coatings beyond the local requirements; that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM; and
- All contractors use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.
- All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available.

7

- The contractor use 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).
- The contractor improve traffic flow by signal synchronization.
- No Diesel-Powered Portable Generators.

7 CONT

Operational Air Quality

The Project generates significant NOx impacts; most of the NOx emissions are due to heavy duty diesel trucks. Yet operational air quality emissions are even understated when the air quality analysis is based on an average truck trip length of 40 miles (Appendix B, p. 85). This trip length is not justified. The Ports of Los Angeles and Long Beach are located 90-95 miles from the Project location. Thus average trips lengths should be double. At the least, the Project must evaluate truck trips using a breakdown of trips, with trips to the Ports representing a certain reasonable percentage of trips, unless it is shown that Project trucks will not be traveling to and from the Ports. Additional mitigation for operational air quality impacts includes:

- Accelerating the introduction of cleaner trucks through a project requirement that all heavy duty trucks generated by the project will be required to meet or exceed the U.S. EPA's 2010 heavy duty engine emission standards or be powered by natural gas, electricity, or other diesel alternative.
- Accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today.
- Require at least 5% of all vehicle parking spaces (including for trucks) include EV charging stations. Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NOx impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2012 and 2016 Regional Transportation Plan.
- Limit the daily number of trucks allowed at each facility to levels analyzed in the Draft EIR. If higher daily truck volumes are anticipated to visit the site, the County should commit to re- evaluating the project through CEQA prior to allowing this higher activity level.

8

The project makes no effort, whatsoever, to incorporate infrastructure that is 100% clean energy technology. The project proposals, designs or plans do not incorporate the latest and most advanced technology and infrastructure which achieves maximum energy efficiency and sustainability, produces zero pollutants or harmful emissions, greenhouse gases while supplying all necessary and anticipated energy needs for trucks, other vehicles, lighting, heating, cooling, and all other aspects of the overall operations of the project site through and including, the end user.

9

The applicant has not provided detailed information such as building plans, or supporting electrical or other schedules, and a report indicating the latest and most advanced technology relating to electrical, Compressed Natural Gas (CNG), Hydrogen, or other clean energy infrastructure or systems relating to Truck power, operation, or fuel resupply, including charging

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and refueling, and how this can be integrated with the overall energy supply needs of the project and anticipated end users/tenants of the project site. Applicant needs to produce a report with a set of plans that incorporates this technology with explanations as to how and why this technology will be applied. Applicant needs to install on site clean-energy- only refueling units with a capacity to refuel every truck using, or otherwise directly impacted by the facility, plus expected added capacity. Refueling units must support electric, hydrogen, CNG, and other alternative energy fuel sources and hybrid refueling for electric/hydrogen, electric/CNG, and any other clean energy hybrid combinations. Applicant must be required to provide a set of plans and supporting schedules to this effect that will be provided prior to any review of the project for approval, denial or modification.

10 CONT

The Project does not demonstrate consistency with regional plans aimed at reducing air quality emissions. The Project generates a significant amount of NOx during operational phases, which is not consistent with goals and policies aimed at reducing air emissions. Moreover, the regional plans are based on population projections. To the extent the Project represents a more intense land use in terms of air quality impacts than assumed by regional planning documents, the Project has impacts above and beyond what these plans have assumed.

11

Finally, the air quality analysis does not consider whether students who walk to school will pass the Project site or whether students will be exposed to harmful diesel emissions from trucks on roadways as they walk to school.

12

Health Risk Assessment

Please verify that the HRA accounts for vehicles idling or traveling at low speeds, which generate greater emissions and therefore underestimates health risks. Where on-site Heavy Duty Truck emissions were based on CalEEMod's operational emission calculations, this is inadequate because this considers vehicle speeds typically found on highway travel.

13

Please verify that idling and on-site travel (low speed travel – 5-10 mph) emissions are included in the analysis.

Greenhouse Gas Impacts

The Project does not discuss consistency with Executive Order S-3-05. This EO requires that GHGs be reduced in California to 1990 levels by 2020, and to 80% below 1990 levels by 2050. And is this Project consistent with these goals?

14

Biological Impacts

The Draft EIR does not adequately address the loss of biological habitat on a cumulative basis; how the Project impacts nearby MSHCP criteria areas; and whether the Project has "edge effects" as defined by the MSHCP.[3]

15

[3] http://rctlma.org/Portals/0/mshcp/volume1/sec3.html

Furthermore, the "DBESP" is not supported by substantial evidence as it is not shown that the manufactured riparian areas within the Project site is sufficient mitigation for the loss of on-site, natural drainage areas. 16

Land Use Impacts

The finding of less-than-significant is unsupported. The finding should be changed to **significant**.

The current General Plan Land Use designations for the Project site consist of Rural Mountainous (RM) within the northern portion of the site and Very Low Density Residential (VLDR) within the southern portion of the site. The Draft EIR states that land uses allowed under the VLDR designation include single-family detached homes. Under the RM designation, single- family residential with a minimum of 10 acres lots is allowed. The Project site is also located within The Pass Area Plan (PAP)[4]. The Draft EIR describes that the PAP

> [i]s a component of the County of Riverside General Plan that provide area- specific policies and requirements to address local conditions and issues. The PAP encompasses the cities of Banning, Beaumont and Calimesa, as well as several unincorporated communities within Riverside County, including Cherry Valley. Within the PAP, individual, unincorporated communities are identified as 'policy areas.' According to the PAP, a policy area is a portion of an Area Plan that contains special or unique characteristics that merit detailed attention and focused policies. The project site is located within the Cherry Valley Gateway Policy Area, which is located on the western edge of the CVPA and, as the name implies, serves as a gateway to Cherry Valley. ***The intent of the Cherry Valley Policy Area is to maintain the predominantly rural community nature of this area***, ***while allowing existing uses that are of a higher density to remain legal conforming uses***. (emphasis added)

17

In terms of zoning, the site is zoned Controlled Development Area (W-2) "which typically allows for single-family residential, light agriculture, aviaries, apiaries, grazing of farm animals and animal husbandry."

The Project proposes to amend the applicable land use and zoning designations. A General Plan Amendment is proposed from RM and VLDR to RM, Open Space Recreation (OS- R), Public Facility (PF) and Light Industrial (LI). The RM area would remain designated as RM, and would not be developed. The new OS-R area would not be developed. The area re-designated as PF would contain the two proposed water tanks for use by the Yucaipa Valley Water District (YVWD). The Project also includes a request for a Change of Zone from Controlled Development (W-2) to Industrial Park (I-P).

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4 http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/area_plans/PAP_120815m.pdf?ver=2016-04-01-101009-427

In terms of surrounding uses, the unincorporated County property to the north of the site is zoned Residential Agriculture, one acre minimum lot size (R-A-1). Areas to the east and south are also zoned R-A-1 and W-2. The General Plan Designation to the north of the site is primarily RM. The area to the east and south of the site is also designated VLDR. The area to the southeast of the site, near the I-10 Freeway, is designated Commercial Retail (CR). The areas directly west of the project site located within the City of Calimesa are zoned and designated by the General Plan as Commercial Regional, Residential Low (2 to 4 dwellings per acre), and Residential Low Medium (4 to 7 dwellings per acre). The area within the City of Calimesa that lies to the north and northwest of the project site is zoned/designated as Rural Residential (RR) (0 to 2 dwellings per acre).

Due to the proposed changes presented by the Project in terms of proposed intensity of use as well as amendments to adopted land use plans, the Project meets County of Riverside thresholds of significance for land use impacts insofar as the Project would: (a) result in a substantial alteration of the present or planned land use of an area; (b) affect land use(s) within a city sphere of influence and/or within adjacent city or county boundaries; (c) be inconsistent with the site's existing or proposed zoning; (d) be incompatible with existing surrounding zoning; (e) be incompatible with existing and planned surrounding land uses; and (f) be inconsistent with the land use designations and policies of the General Plan. The Project will also exceed CEQA thresholds for land use impacts as it will "conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect." The Project represents radical departure from existing land use designations and zoning; the finding of less-than-significant is simply unsupported.

17 CONT

In addition, regardless of the Project's design, or landscaping, or paint pallet, it involves the construction of two industrial warehouse distribution facilities comprising a total of 1,800,000 square feet in a community dominated by large lot, single-family residential, rural residential, and open space – and which seeks to preserve this way of life. At best, there is a planned residential development immediately to the south of Cherry Valley Blvd. The Draft EIR asserts that the Project, *like* that development, proposes buffers, *etc*., to minimize impacts with *other* nearby uses. This says nothing of how the Project will impact the thousands of residents who will reside directly across the street – particularly how the Project's noise, lighting, and significant air emissions will affect residents who will be exposed on a 24-hour basis to the truck traffic and operations of the site. Furthermore, contrary to the Draft EIR, the Project is not similar to the type or intensity of use of other planned developments in the surrounding area. The Draft EIR admits that planned development is *residential*, not industrial. (*See* p. 3.1-10 – 11.) The Draft EIR should also assume for analysis purposes in *all impact areas* that vacant parcels surrounding the Project will be developed with residential uses.

18

Moreover, the Project is inconsistent with the County General Plan. The Draft EIR's analysis of the General Plan reasons that there are no land use impacts because the Project requests a General Plan Amendment and a zone change. For instance, County of Riverside Land Use Policy 7.1 states the County shall **"**[r]equire land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts." The Draft EIR asserts the Project

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conforms to this policy because it proposes a general plan amendment. Except this rationale defeats the whole purpose of the policy, which is to develop land uses *in accordance with* the General Plan. The Project also conflicts with LU 7.4, which states the County shall **"**[r]etain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic." The Project brings noise, fumes, and light to immediately surrounding residential and open space areas.

19 CONT

The Project likewise is entirely inconsistent with the goals, policies, and intent of the PAP and the Cherry Valley Gateway Policy Area ("CVGPA"). The PAP states, "[t]he community of Cherry Valley, located in the north-central portion of the planning area, is distinguished from other communities by its concentration of cherry orchards, a distinctive southerly entrance along tree-lined Beaumont Avenue, and ***distinctive rural community character***." (emphasis added) Regarding Cherry Valley, the Pass Area Plan (PAP) states:

> This community is located in the north-central portion of the Pass between the cities of Calimesa and Banning. Cherry Valley is a charming community distinguished by and named after a concentration of cherry orchards. It is a rural community characterized by large-lot residential, agricultural and animal-keeping uses, with a commercial core along Beaumont Avenue, northerly of Cherry Valley Boulevard. There are also two large mobile home parks adjacent to the commercial core. Cherry Valley is designated by LAFCO as an Unincorporated Community ***in order to preserve this existing rural character***. (emphasis added)

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The CVGPA clearly envisions residential uses for the "gateway" to Cherry Valley, and one goal of the CVGPA is "***to evoke the rural character of the area***." Notwithstanding the decorative barn and water tower, the proposed industrial warehouse distribution buildings are not evocative of rural character. The Project with its intensity of use and countless heavy-duty trucks passing through the "gateway" to Cherry Valley on a daily basis, and mixing with residential traffic, is not consistent with rural character.

Next, the Project conflicts with the Good Neighbor Policies relating to siting of industrial uses near sensitive receptors. For example, the Project is not shown to be consistent with Goal 1, which states that warehouses shall be located approximately 1,000 feet from sensitive receptors including homes – in particular as to the planned development across Cherry Valley Boulevard to the south. Also, Goal 5 requires cleaner trucks; the Draft EIR merely states that the Project will follow ARB regulations when they are implemented by ARB. This is inadequate under CEQA. It is within the power of the owner to require the use of cleaner trucks *faster* than regulatory standards.

21

Finally, the County should be on alert that the proposed Project may amount to impermissible "spot zoning." There is no demonstrated public interest for allowing the Project less restrictive zoning restrictions than those applicable to surrounding properties. (*See, Foothills Community Coalition v. County of Orange* (2014) 222 Cal.App.4th 1302.)

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ROY-4

Noise

Construction Noise

Contrary to the Draft EIR's conclusion, construction noise impacts are significant and unmitigated in terms of at least the single-family home in the City of Calimesa as well as the closest home southeast of the site in the County of Riverside (Appendix H, Table 9). The noise analysis indicates that construction noise levels will cause an increase in 13 dBA Leq over existing conditions and 8 Lmax over existing conditions at the Calimesa home, and a 9 dBA Leq increase over existing noise at the County of Riverside home. This is a "substantial temporary increase" in existing ambient noise conditions, *i.e.*, a significant impact of the Project. The Draft EIR asserts that certain noise mitigation measures will reduce construction noise levels to less than significant. This is not shown to be accurate. First, MM NOI-1b is not shown to be effective when it will only be implemented "if feasible" and therefore the noise reduction cannot be credited. Second, there is no evidence that noise levels are reduced to below thresholds due to the implementation of mitigation. Finally, the fact that the County's and/or the City of Calimesa's noise ordinance exempts construction activities does not eliminate the CEQA impact. Additional mitigation would include the construction of temporary sound barriers to shield homes from construction noise. 23

Additionally, there does not appear to be an analysis of construction traffic noise. And, to the extent that off-site haul trips are required for soil export, these noise impacts could be substantial. 24

Operational Noise

Additional information and analysis is needed in terms of operational noise impacts, at least in the following respects.

First, existing noise measurements should include residences to the north. Measurement locations 3 and 4 are within the Project site, not at the property line of northerly residences. Due to the remoteness of these homes, it is possible that existing ambient noise levels are lower at the property line than at within the Project site. Furthermore, a noise measurement should have been selected and measurements taken at the location of planned residences on the south side of Cherry Valley Boulevard. The Draft EIR, Exhibit 3.12-2, does not indicate that the noise analysis considered the residences within Tract Map 36583, directly across the street from the Project site (*see also*, Appendix H, pp. 36-37). Where the County is aware of this planned development, it must, as part of a good faith CEQA analysis, consider the effects of the proposed Project on this development. 25

Second, the noise analysis does not appear to adequately evaluate traffic noise *as to* sensitive residential receptors. Appendix H/Noise Study states that, "[i]mpact criteria that apply to the proposed project include criteria for transportation noise impacts ***to noise sensitive land uses*** (e.g., an airport, freeway or arterial traffic noise in residential areas); and criteria that apply 26

ROY-4

to stationary noise impacts to sensitive land uses (e.g. stationary noise impacting neighboring communities)" (p. 18 [emphasis added]). The Noise Study continues that under County standards, "transportation related noise as measured inside residential dwellings should not exceed 45 CNEL; and exterior noise levels due to transportation noise at a residential parcel[] should not exceed 45 [CNEL]" (p. 18). The Draft EIR does not appear to evaluate the noise impact associated with truck traffic – particularly at nighttime – *on* residences, including the future residences directly across the street. Notably, the Draft EIR does consider whether traffic noise is significant in terms of traffic noise *to* the Project (*see*, p. 33). Furthermore, we question the existing traffic noise measurement of 67 dBA – particularly at nighttime. Overall, we strongly believe that the addition of substantial truck traffic (1,191 truck trips per day) will have a measureable increase on noise conditions particularly when trucks arrive or depart during early morning, evening, or nighttime hours when existing background noise conditions should be much quieter.

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Third, the Noise Study discloses that operational noise generating activities include truck loading and unloading, parking lot, and HVAC operation. However, the noise analysis appears to view these things in isolation in terms of calculating the Project's operational noise impacts; moreover, the emphasis appears to be on truck loading and unloading in terms of calculating operational noise impacts. Considered together, these activities may cause greater noise impacts. Slow moving trucks, at 5 to 10 mph, can generate noise up to 75 dBA at 50 feet when traveling and braking; parking lot activity can generate noise levels of 60 dbA at 50 feet; HVAC units can generate noise levels of 62 dBA at 50 feet; trash compactors can generate noise levels of 67 dBA at a distance of 10 feet; the analysis must also consider truck noise such back-up beepers and air brakes. These activities must be considered together to get a complete picture of the noise levels caused by the Project.

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Fourth, the assumptions of the Noise Study are not clear to the reader in terms of the number and frequency of simultaneously operating truck bays. Would not the simultaneous loading and unloading trucks mean louder noise conditions – and does the Noise Study adequately consider the number of truck which may load/unload simultaneously? That is, if each truck causes mitigated noise levels of 37-44 Lmax (southern residence) or 44-45 Lmax (western residence), should not Lmax levels due to the Project be greater?

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Fifth, does the noise analysis adequately consider the effects associated with "cross docking"[5]? The Draft EIR notes that cross-docking would be a component of Project operations. This type of activity can be louder than normal operation of loading docks.

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Finally, the County should require additional operational noise mitigation such as (1) limitations on operational activities such as prohibiting loading and unloading activities between the hours of 10 p.m. and 7 a.m.; (2) ambient-sensitive self-adjusting back-up alarms or manually adjustable alarms on all equipment that requires a back-up alarm.

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[5] Cross-docking is a practice in logistics of unloading materials from an incoming semi-trailer truck or railroad car and loading these materials directly into outbound trucks, trailers, or rail cars, with little or no storage in between. (https://en.wikipedia.org/wiki/Cross-docking)

Recreation

ROY-4

The Project proposes to construct buildings in the location of trails – planned or existing – within or near the City of Calimesa trail system. The Draft EIR states,

> the project would feature on-site trails that connect with existing trails in the northern portion of the site, to contribute to the development of the City of Calimesa's trail system. Easements for these trails would be donated/dedicated to a responsible entity to be determined prior to approval. A 12-foot wide decomposed granite trail section would be constructed along the project frontage on the northern side of Cherry Valley Boulevard to accommodate pedestrians and equestrians. A trailhead would also be constructed in the southwest corner of the site, near the decorative water tower and barn features. Another decomposed granite trail would be provided along the western margin of the project site to accommodate hikers and equestrians, and would connect to the existing trails in the northern portion of the project site. (p. 3.15-6)

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First, the dirt (DG) trail is shown at the base of a slope, and can be expected to receive run-off from the berm (*see*, Exhibit. 2-7). Thus there is the need to ensure the maintenance and upkeep of this trail. Also, the trail is not shown as 12 feet as described above; Exhibit 2-7 shows it as 10 feet. Further, the trail on the western boundary shown on Exhibit 3.15-1 is not indicated on Exhibit 2-6 or Exhibit 2-10, thus it is not clear how or if the trail connects to the trail network shown on Exh. 3.15-1. Without this connection the trail on the southern boundary is a trail to nowhere.

Second, the dedication of "easements" to a "responsible entity" for trail maintenance/ownership is not an effective and certain measure within the meaning of CEQA. The responsible party and a permanent funding mechanism must be identified in order to ensure the maintenance and/or the acceptance of the easement. Many resource organizations require a non-wasting endowment for acceptance and management of easements in perpetuity. It is generally inappropriate to defer formulation of mitigation measures to the future. (State CEQA Guidelines § 15126.4(a)(l)(B).) A lead agency can defer mitigation where formulation of the precise means of mitigating impacts is truly impractical at the time of project approval or where practical considerations prohibit devising such measures early in the planning process. *(Sacramento County Old City Assn. v. City Council of Sacramento* (1991) 229 Cal.App.3d 1011, 1028-1029.) To defer mitigation consistent with CEQA, the EIR must set forth criteria governing future actions to implement mitigation, and the agency must have assurances that future mitigation that is both "feasible and efficacious" will in fact be implemented. *(Californians for Alternatives to Toxics v. Dept. of Food &Agric.* (2005) 136 Cal.App.4th 1, 17.)

32

Lastly, the effectiveness of the trail is in question when the Project proposes that the trail run *in front of* the industrial buildings, contiguous with Cherry Valley Boulevard, and indeed, the trail will *cross* the main Project driveway. (*See*, Figure 2-10.) Can the trail function effectively and safely when pedestrians, equestrians, and horses will interface with 1,191 heavy-duty trucks (a total of 3,126 vehicles) entering and exiting the facility on a daily basis? The trail may be unable to function as a true recreational amenity. And the trail will require at a minimum an

33

adequate cross-walk, a crossing gate and/or flashing lights to provide a safe means of crossing the Project's main driveway. 33 CONT

Traffic

The Draft EIR states that dirt roads traverse the Project site presently, and that these roads provide access for the four, single-family homes located to the north of the Project site. The Project proposes that its main driveway provide the "primary access" for the "four, existing, single-family residences located approximately 290 to 700 feet north of the project site." In terms of safety, is this a reasonable plan? Is this road considered in terms of whether the Project increases hazards due to a design feature, a CEQA threshold of significance? Furthermore, in terms pedestrians and equestrians, the Project is actually designed to *promote* the crossing of the Project's main entry/exit point. This is also a safety hazard. Also, the Draft EIR describes Street A as both a private and public street –could this make a difference in terms of the neighboring homes, such as with respect to police enforcement/response? What if there is an accident between a truck and a private automobile on private Street A? All together, the intended use of Street A as the means of egress and ingress for northerly residences seems ill advised and potentially dangerous. 34

The Draft EIR states that the main access point and interior circulation pattern have been designed to accommodate the turning movements and stacking requirements of the truck-trailer traffic. But Draft EIR does not show, based on evidence, that trucks will not internally at the site. That is, there is not evidence to show that the internal circulation system is adequate to accommodate the number of trucks that may arrive/depart on a single day at any given time. The Draft EIR merely contains the cursory statement that 32-42 trucks could queue on the "private" road. This does not show that stacking on public roadways will not occur when it is possible that more than 42 trucks will queue at the site at any given time. Does the Draft EIR disclose the average processing time of a truck, calculate how many trucks are predicted to arrive at peak hours and consider, in turn, whether there are adequate bays and sufficient space within the site to prevent the stacking of trucks? If the Project generates 1,191 truck trips per day (assuming this is round trip), this equates to 590 one-way trips to the site, divided by 24 hours, which equals an average of 24.8 trucks per hour. This does not account for peak hour trips. Can the site accommodate/process a truck every 2 1⁄2 minutes on average over 24 hours? Second, the stacking of trucks *on* the road has the potential to adversely affect residents who will use this road for access to their homes. What is the consequence to residents if trucks are stacked on the roadway and residents are stuck in this truck traffic? Also, what about emergency access to/from the northerly residences in the event of truck stacking? 35

Next, the conclusions at Draft EIR p. 3.16-56 through p. 3.16-64 are based on "with improvements". Particularly the "stacking" information is based on improvements being in place (p. 3.16-55, and 3.16-58). Is there assurance that these improvements will be in place? Is there an analysis of stacking in terms of the Driveway 1/Cherry Valley Boulevard intersection? Also, please explain why Driveway 1/Cherry Valley Boulevard analysis is not provided under the Near Term (2019) scenario. 36

Finally, there are potentially significant traffic impacts during construction to the extent that residences to the north rely on access *through* the Project site; the Draft EIR does not explain how these residents can be assured safe, reliable access to their homes during the one-two year construction timetable. There is no discussion of this potential impact, only a brief discussion of a traffic control plan as it relates to Cherry Valley Boulevard, although even this is inadequate since there is nothing to show that truck traffic – particularly if haul trips are required – will not disrupt or slow traffic on Cherry Valley Boulevard below current level of service requirements, which is arguably LOS C at least until the road improvements are implemented. 37

Utilities/Water Supply

On January 17, 2014, California State Governor, Jerry Brown, declared a drought state of emergency. (https://ca.water.usgs.gov/data/drought/) The time period of December 2015 between November 2016 has been the 3rd warmest on record for California. *Id.* California saw 2015 as the warmest year on record. *Id*. California is still experiencing a drought. (http://drought.ca.gov/topstory/top-story-67.html) Drought has an impact on local water supplies such as groundwater. (*See*, https://ca.water.usgs.gov/data/drought/groundwater.html). 38

The Yucaipa Valley Water District (YVWD) will serve the Project. The YVWD recognizes, "water supply is clearly one of the most critical issues facing the Yucaipa Valley. In the past, the area has relied heavily on local sources of surface and groundwater for our supply. Continued growth has caused the water demands to exceed the locally available supply. The Yucaipa Valley Water District recognizes that in order for development to occur, there must be a reliable source of water delivered to meet the new demands in addition to the existing demands and replenishment required to recover the previously depleted groundwater basins." (YVWD 2010 Urban Water Management Plan[6]) The Draft EIR indicates that the YWVD has increasing dependency on imported water, which is not adequate to ensure that the long-term water supply needs are met for the Project (p. 3.17-5). The District in 2010 relied on imported water to meet 28.2% of demand. (*See*, 2010 Urban Water Management Plan, pp. 48 – 49.) Groundwater production is also historically down in the area. (*See, id*. at p. 57.)

The Draft EIR asserts that sufficient water supply is available to meet demand.[7] The YVWD 2010 Urban Water Management Plan likewise indicates that the District is planning to have sufficient water to meet demand. *See, id*. However, there are not assurances of the actual ability to meet demand. For instance, the 2010 Urban Water Management Plan at p. 90 notes that under single-dry year conditions "the Yucaipa Valley Water District anticipates adequate supplies for years 2015 to 2035." Also, the data and information in the cited YVWD planning documents may be outdated given the intervening drought. (*See, id.,* p. 86; *see also*, http://www.yvwd.dst.ca.us/home/showdocument?id=48) 39

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6 (http://www.water.ca.gov/urbanwatermanagement/2010uwmps/Yucaipa%20Valley%20Water%2 0District/YVWD%20Urban%20Water%20Management%20Plan.FINAL.pdf)

7 http://www.yvwd.dst.ca.us/home/showdocument?id=48

The Draft EIR states that a Water Supply Assessment (WSA) was prepared for the Project, and it is identified as a Draft EIR "Reference". Yet the document is not available with the materials online. Even so, the date of the WSA is apparently 2013, which is before the major drought began in year 2014. Furthermore, there is no analysis of the Project in view of the Governor Jerry Brown's Executive Order B-29-15, issued on April 1, 2015, requiring that, due to the severity of California's drought and likelihood that it will stretch to 2016 and beyond, water boards shall impose a statewide 25% urban water reduction in usage. (http://gov.ca.gov/docs/4.1.15_Executive_Order.pdf) Is this Project consistent with that mandate?) 40

In *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* 40 Cal. 4th 412, 432, the court held that the informational purposes of CEQA are not satisfied by an EIR that simply assumes a solution to the problem of supplying water to a proposed land use project. Here, water supply for the Project has not been shown to be available or adequate based on evidence in the record. The claim that the YVWD has "plans" in place that will meet water demand is not substantial evidence of adequate water supply. "Speculative sources and unrealistic allocations ('paper water') are insufficient bases for decisionmaking under CEQA." (*Vineyard Area Citizens, supra*, at p. 432). 41

Finally, according to Water Code § 10910(a)(4), "the water supply assessment for the project shall include a discussion with regard to whether the total projected water supplies, determined to be available by the city or county for the project during normal, single dry, and multiple dry water years during a 20-year projection, will meet the projected water demand associated with the proposed project, ***in addition to existing and planned future uses***, including agricultural and manufacturing uses." (emphasis added) Does the Project's WSA include water demands for future planned uses, such as those identified in the Draft EIR as cumulative projects? As the Draft EIR notes, there are a number of planned residential developments in the area. In other words, are the population projections in the 2010 Urban Water Management Plan and/or the Project's WSA consistent with planned growth for the area – or is it realistic to assume that population projections for the area, and therefore water demands, should be reevaluated in terms of available water supply? 42

Growth-Inducing Impacts

The Project has a number of features that may promote the development of the area and bring indirect, adverse environmental impacts (i.e., growth-inducing impacts). First, the Project proposes a new land use designation – Public Facilities (PF). The area re- designated as PF would contain the two proposed water tanks for use and operation by the Yucaipa Valley Water District (YVWD). A booster station would be located adjacent to the water tanks on-site. The water tanks would serve existing and planned development in the YVWD service area. Second, in order to provide service to the Project site, off-site water and sewer lines in Cherry Valley Boulevard and Calimesa Boulevard would be constructed. Third, the Project includes transportation improvements such as roadway widening, a signalized intersection and a new (public) road which will function to provide access to northerly parcels including undeveloped parcels. 43

The Project meets the threshold for growth-inducement: it removes obstacles to growth by providing infrastructure that would be needed for future growth. Examples of projects likely to have significant growth-inducing impacts include extensions or expansions of infrastructure systems *beyond what is needed to serve project-specific demand* (here, such as the water tanks), and development of new residential subdivisions or industrial parks *in areas that are currently only sparsely developed or are undeveloped*. Agencies often evaluate growth-inducing impacts in terms of whether the proposed project results in/causes: (a) Removal of an impediment to growth (e.g., the establishment of an essential public service or the provision of new access to an area); (b) Fostering economic expansion or growth (e.g., construction of additional housing, changes in revenue base, employment expansion, etc.); (c) Establishment of a precedent-setting action (e.g., an innovation, a change in zoning or general plan designation); or (d) Development or encroachment in an isolated or adjacent area of open space (being distinct from an "infill" type of development). 44

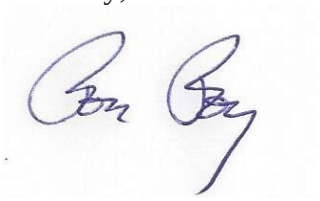
The Draft EIR concurs, for instance, that growth-inducement can occur when "projects [] would remove physical obstacles to population growth, such as a new road into an undeveloped area or a wastewater treatment plant with excess capacity that could allow additional new development." (p. 5-1) The Draft EIR further states that, "construction of the two water storage tanks, as well as the extension of wastewater and potable water services, would potentially encourage subsequent development by removing infrastructure barriers to growth in the vicinity of the project." (5-2) It also states, "the construction of off-site water and sewer lines in Cherry Valley Boulevard and Calimesa Boulevard and the inclusion of on-site water storage tanks have the potential induce growth, as the project would not only remove infrastructure barriers to growth in the project area but could also foster economic growth." (p. 5-2) Yet, because there is a residential development planned on the south side of Cherry Valley Boulevard, and because designated land uses include one commercial zone to the *west* of the site, the Draft EIR reaches the specious conclusion that "therefore, implementation of the project would not likely induce growth that is inconsistent with historic trends in the area, or inconsistent with the policy of allowing higher densities with approval of a general plan amendment, which will be part of the project entitlements." 45

There is no support for the assertion that the Cherry Valley "Gateway Policy area has historically accommodated a variety of industrial and commercial uses. " (p. 5-3) Nor is it a fact that the General Plan acknowledges that this type of "higher density" project is allowed. The site is designated under the General Plan for rural residential development, and the CVGPA anticipates at best residential not industrial-type growth, all the while maintaining the rural character of the area; indeed, only existing higher density uses are allowed. In any event, it is precisely the development of a large industrial project with attendant infrastructure that ushers in development – residential *or* industrial. 46

Conclusion

Thank you for your consideration of these comments.

Sincerely,



Ron Roy
35161 Hogan Dr
Beaumont, Ca. 92223

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Ron Roy (4) (ROY-4)

Comment ROY-4-1
The comment raises several air quality issues dealing with construction and operations.

Response to ROY-4-1
These comments are more fully identified in subsequent comments. Please refer to Responses to ROY4-7 to ROY4-9 and ROY4-11 to ROY4-13, below.

Comment ROY-4-2
This comment states that the Project Objectives are outlined in such a way that only development of an industrial project would satisfy "basic" project objectives, and that the lead agency may easily reject alternatives that may reduce significant environmental impacts of the project. CEQA prohibits the structuring of the alternatives analysis in this manner. Specifically, Objectives 1, 4, 5, 8, and 9 all identify the objective of developing an *industrial* project. The commenter states that objective 7 identifies the applicant's desire to obtain a return on its investment as an objective of the project, and that the applicant's reasons for desiring a certain project cannot be the determining factor in the lead agency's decision to approve a project, particularly one with significant air quality and traffic impacts. As shown by the analysis of the residential alternative, there are alternatives that would reduce significant project impacts, namely air quality, and these alternatives are consistent with existing land uses and plans. These alternatives should be considered meaningfully apart from the applicant's wish to maximize its financial return.

Response to ROY-4-2
Please refer to Responses to SIERRA-4 and SIERRA-5.

Comment ROY-4-3
This comment provides a summary of the existing setting description from the RDEIR and quotes a statement from the RDEIR on page 3.1-20 with respect to aesthetic impacts.

Response to ROY-4-3
No response is necessary.

Comment ROY-4-4
The commenter asserts, "[a]s demonstrated in the Visual Simulations … project buildings would not be visible from any of the surrounding uses … as designed, the proposed buildings would blend in with the foothills behind the site … Although the project's building rise 41 feet in height, the project would not be visible to residents of adjacent developments or motorists traveling along Cherry Boulevard, as their line of sight would be directed above the building" (p. 3.1-29). However, this statement is not supported by substantial evidence. Firstly, elsewhere in the RDEIR, the buildings are described as 47 feet in height (see, p. 2-9). Commenter states that the visual simulations are misleading to the extent they depict very dense and mature landscaping. Until landscaping matures in this manner (in 5-10 years), it is likely that visual impacts will be more severe than depicted. Visual simulations of short-term conditions must be provided; otherwise, the RDEIR fails on an informational basis. And, because of the likelihood that the buildings will be visible absent the mature landscaping, impacts must be deemed significant at least on a temporary basis.

Response to ROY-4-4
These comments are identical to those provided in Comments SIERRA-8 and SIERRA-9; therefore, please refer to Responses SIERRA-8 and SIERRA-9.

Comment ROY-4-5
The commenter states that the project entails significant grading (Exhibit 2-11), some of which will occur in northerly areas with sloping or steeper terrain. To what effect does this grading have on natural landforms? This impact must be evaluated and described. Additionally, based on the sloping terrain of the Project site, a number of manufactured slopes and retaining walls may be needed to develop the site. These artificial slopes and walls must be fully described and evaluated in order to fully inform the reader of the Project's changes to the environment.

Response to ROY-4-5
These comments are identical to those provided in Comment SIERRA-10, therefore, please refer to Response to SIERRA-10.

Comment ROY-4-6
The commenter states that Mitigation Measure AES-4 is improperly deferred in that it describes that the photometric study will be prepared after project approval. Thus there is not substantial evidence to demonstrate that lighting impacts will be less than significant. The commenter states that the lighting analysis has not considered the lighting impacts associated with trucks arriving/departing the site at early morning or late hours and whether and to what extent these lights will shine into homes.

Response to ROY-4-6
These comments are identical to those provided in Comment SIERRA-11 and SIERRA-12; therefore, please refer to Response to Comments SIERRA-11 and -12.

Comment: ROY-4-7
The commenter notes that there appears to be an imbalance of cut and fill grading for the project that would result in an extensive use of haul trucks to remove the excess soil. The comment further identifies a number additional construction mitigation measures.

Response to ROY-4-7
The response to this comment is addressed in the Responses to Comments SIERRA-13 to SIERRA-15.

Comment ROY-4-8
The comment states that the RDEIR underestimates the project's emissions because the emission estimates are based on an average truck trip length of 40 miles. The comment also identifies a number of additional operational mitigation measures.

Response to ROY-4-8
Please refer to Response to Comment SIERRA-16 and Response to Comment SCAQMD-11, above.

Comment ROY4-9
The commenter claims that the project makes no effort to incorporate infrastructure that is 100% clean energy technology.

Response to ROY-4-9
The project will include a number of clean technology components, including the commitment for a minimum of 23 percent of the project's energy needs using solar panels, charging stations for automobile and light duty vehicles, and preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to 5 percent of the required number of parking spaces. In addition, Energy Star appliances, electric forklifts, electric yard trucks, a requirement for all heavy-duty diesel trucks to be equipped with engines meeting the Model Year 2010 emission standards (currently the most stringent truck emission standard), a requirement for truck fleets to adhere to the USEPA SmartWay program, water efficient irrigation systems, and various other components required to comply with California Title 24 will also be implemented.

Comment ROY-4-10
The commenter states that the applicant has not provided detailed information such as building plans, or supporting electrical or other schedules related to truck power, operation, charging or fuel resupply.

Response to ROY-4-10
Please refer to Response to Comment SIERRA-10, above regarding later preparation of detailed plans, which is also applicable to the information requested by this comment. This level of detailed plans and specifications is not available at this point in time of the planning process, and is not required to evaluate or mitigate any potential environmental impact.

Comment ROY-4-11
The commenter claims that the project does not demonstrate consistency with regional plans aimed at reducing air quality emissions.

Response to ROY-4-11
Please refer to Response to Comment SIERRA-21.

Comment ROY-4-12
The commenter claims that the air quality analysis does not consider whether students who walk to school will pass the project site or whether students will be exposed to harmful diesel emissions from trucks on roadways as they walk to school.

Response to ROY-4-12
Please refer to Response to Comment SIERRA-22.

Comment ROY-4-13
The commenter requests verification that the HRA accounts for emissions from vehicles idling or traveling at low speeds (5-10 mph).

Response to ROY-4-13
Please refer to Response to Comment SCAQMD-8. The estimate of the project's emissions were based on representative vehicle speeds while traveling within or on nearby surface streets—5 miles per hour for trucks while traveling on-site, and 25 miles per hour while traveling on nearby streets.

Comment ROY-4-14
The commenter claims that the RDEIR does not discuss consistency with Executive Order S-3-05, and questions whether the project is consistent with the goals of this Executive Order.

Response to ROY-4-14
The commenter is incorrect. The RDEIR comprehensively discusses consistency with Executive Order S-3-05 on RDEIR pages 3.7-57 to 3.7-59.

As stated in the RDEIR:

> "Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed. However, operation of the project will comply with whatever future regulatory measures enacted by state lawmakers that would lead to an 80-percent reduction below 1990 levels by 2050. Note again that the project already includes several project design features that exceed regulatory requirements and reduce vehicle miles traveled.
>
> Based on the proposed project's emission reductions, project design features, standard mitigation measures and the progress being made by the State towards reducing emissions in key sectors (such as transportation, industry, and electricity generation), the project furthers the State's goals of reducing greenhouse gas emissions to 1990 levels by 2020. The proposed project also obtains an 80-percent reduction below 1990 levels by 2050, and does not obstruct the attainment of these GHG levels."

The RDEIR demonstrates compliance with a local plan for the reduction or mitigation of greenhouse gas emissions. See CEQA Guidelines section 15064.4(b)(3).

Comment ROY-4-15
The commenter states that the RDEIR does not adequately address the loss of biological habitat on a cumulative basis; how the project impacts nearby MSHCP criteria areas; and whether the project has "edge effects" as defined by the MSHCP.

Response to ROY-4-15
Please refer to Response to Comment SIERRA-29.

Comment ROY-4-16
The commenter claims that the "DBESP" is not supported by substantial evidence as it is not shown that the manufactured riparian areas within the Project site is sufficient mitigation for the loss of on-site, natural drainage areas.

Response to ROY-4-16
For projects that propose impacts to Riparian/Riverine or vernal pool resources or other resources such as sensitive plants or wildlife species outlined as requiring a separate assessment, a Determination of Biologically Equivalent or Superior Preservation (DBESP) assessment must be completed to ensure that the proposed alternative provides for "replacement of any lost functions

and values of Habitat as it relates to Covered Species." This DBESP analysis provides information necessary for the County of Riverside to find that the project meets these objectives.

A DBESP report dated January 28, 2016 was submitted to the County and was approved in May 2016. The project, with the incorporation of mitigation, will be consistent with the MSHCP, as addressed in the July 2015 Biological Technical Report, the January 2016 DBESP Report, and the July 2015 MSHCP Consistency Analysis. The loss of riparian drainage areas will be adequately mitigated by implementation of Mitigation Measures BIO-2a to 2b, and BIO-5a to 5b.

Comment ROY-4-17
The comment restates the project site's existing and proposed General Plan designations and zoning, as well as surrounding uses. The comment also states that the project's proposed changes in intensity of use and amendments to the land use plans cause it to meet the following County of Riverside thresholds of significance for land use impacts: "(a) result in a substantial alteration of the present or planned land use of an area; (b) affect land use(s) within a city sphere of influence and/or within adjacent city or county boundaries; (c) be inconsistent with the site's existing or proposed zoning; (d) be incompatible with existing surrounding zoning; (e) be incompatible with existing and planned surrounding land uses; and (f) be inconsistent with the land use designations and policies of the General Plan."

The comment further asserts that the "radical departure from existing land use designations and zoning" will cause the project to exceed the CEQA threshold for land use impacts because it will "conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect."

Response to ROY-4-17
See Response to Roy (2)-8, SIERRA-31 and CVAN-9.

Comment ROY-4-18
The comment states that the project will impact thousands of residents who will reside directly across the street, particularly with respect to noise, lighting and significant air emissions, and that these residents would be exposed on a 24-hour basis to truck traffic and site operations. The comment further states that the project is not similar to the type or intensity of use of other planned developments in the surrounding area, which are residential, not industrial.

Response to ROY-4-18
See Response to Roy (2)-9, SIERRA-32.

Comment ROY-4-19
The comment states that the project is inconsistent with the General Plan. The comment also states that a request for a General Plan Amendment and Zone Change does not render the project in conformance with General Plan policies applicable to the existing land use designation and/or absent of land use impacts. As an example, the comment cites the RDEIR's consistency discussion regarding Land Use Policy 7.1, which states, "[r]equire land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts." The comment also

states that the project conflicts with Land Use Policy 7.4 which requires the County to "[r]etain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic." The project brings noise, fumes and light to surrounding residential and open space areas.

Response to ROY-4-19
See Response to Roy (2)-10, SIERRA-33.

Comment ROY-4-20
The comment states that the project is inconsistent with the goals, policies and intent of the PAP and the CVGPA. Specifically, the comment states that the intensity of use and trucks mixing with residential traffic is not consistent with "rural character."

Response to ROY-4-20
See Response to Roy (2)-11, SIERRA-34, CVAN-7 and CVAN-10.

Comment ROY-4-21
The commenter states that the project conflicts with the Good Neighbor Policies relating to siting of industrial uses near sensitive receptors. For example, the Project is not shown to be consistent with Goal 1, which states that warehouses shall be located approximately 1,000 feet from sensitive receptors including homes—in particular as to the planned development across Cherry Valley Boulevard to the south. Also, the commenter states that Goal 5 requires cleaner trucks; the Draft EIR merely states that the project will follow ARB regulations when they are implemented by ARB. This is inadequate under CEQA. Further, the commenter states that it is also within the power of the owner to require the use of cleaner trucks faster than regulatory standards.

Response to ROY-4-21
Please refer to Responses SCAQMD-9 to SCAQMD-11.

Comment ROY-4-22
The comment states that the project constitutes impermissible spot zoning.

Response to ROY-4-22
See Master Response #2, Spot Zoning.

Comment ROY-4-23
The commenter disagrees with the RDEIR's conclusions regarding construction noise, claiming that they would be significant and unmitigated at the single-family home in the City of Calimesa as well as the closest home southeast of the site in the County of Riverside. The commenter questions whether Mitigation Measure NOI-1(b) would be effective to reduce impacts from construction noise to less than significant, and states that there is no evidence that noise levels are reduced to below thresholds with implementation of this mitigation. The commenter also states that exemptions under city or county noise ordinances for construction noise does not eliminate impacts for purposes of CEQA. Commenter suggests additional mitigation in the form of temporary sound barriers to shield homes from construction noise.

Response to ROY-4-23
Please refer to Response to SIERRA-37.

Comment ROY-4-24
The commenter claims that there does not appear to be an analysis of construction traffic noise, and to the extent that off-site haul trips are required for soil export, these noise impacts could be substantial.

Response to ROY-4-24
Please refer to Response to SIERRA-38, above.

Comment ROY-4-25
The commenter claims that additional information and analysis is needed in terms of operational noise impacts. Specifically, the commenter claims that existing noise measurements should include residences to the north, and that measurement locations 3 and 4 are within the project site, not at the property line of northerly residences. The commenter claims that due to the remoteness of these homes, it is possible that existing ambient noise levels are lower at the property line than at or within the project site. The commenter also asserts that a noise measurement should have been selected and measurements taken at the location of planned residences on the south side of Cherry Valley Boulevard. The commenter states that RDEIR, Exhibit 3.12-2, does not indicate that the noise analysis considered the residences within Tract Map 36583, directly across the street from the project site.

Response to ROY-4-25
Please refer to Response to SIERRA-39, above.

Comment ROY-4-26
The commenter claims that the noise analysis does not appear to adequately evaluate traffic noise as to sensitive residential receptors, citing to County noise standards of 45 CNEL. Specifically, the commenter claims that the RDEIR does not appear to evaluate the noise impact associated with truck traffic—particularly at nighttime—on residences, including the future residences directly across the street. The commenter also questions the existing traffic noise measurement of 67 dBA—particularly at nighttime—and states their belief that the addition of substantial truck traffic (1,191 truck trips per day) will have a measurable increase on noise conditions particularly when trucks arrive or depart during early morning, evening, or nighttime hours when existing background noise conditions should be much quieter.

Response to ROY-4-26
Please refer to Response to SIERRA-40, above.

Comment ROY-4-27
The commenter claims that the noise studies views operational noise generating activities such as truck loading and unloading, parking lot, and HVAC operation in isolation in terms of calculating the project's operational noise impacts; and that the emphasis appears to be on truck loading and unloading. Considered together, these activities may cause greater noise impacts. The commenter claims that slow moving trucks, at 5 to 10 mph, can generate noise up to 75 dBA at 50 feet when traveling and braking; parking lot activity can generate noise levels of 60 dbA at 50 feet; HVAC units

can generate noise levels of 62 dBA at 50 feet; trash compactors can generate noise levels of 67 dBA at a distance of 10 feet; generators can be noisy; and the analysis must also consider truck noise such back-up beepers and air brakes, which are omitted from the discussion.

Response to ROY-4-27
Please refer to Response to SIERRA-41, above.

Comment ROY-4-28
The commenter claims that the assumptions of the Noise Study are not clear to the reader in terms of the number and frequency of simultaneously operating truck bays. The commenter questions whether the simultaneous loading and unloading trucks mean louder noise conditions—and does the Noise Study adequately consider the number of truck which may load/unload simultaneously? That is, if each truck causes mitigated noise levels of 37-44 L_{max} (southern residence) or 44-45 L_{max} (western residence), should not L_{max} levels due to the Project be greater?

Response to ROY-4-28
Please refer to Response to SIERRA-42, above.

Comment ROY-4-29
The commenter claims that the noise analysis does not adequately consider the effects associated with "cross docking," which will be a component of project operations, and which can be louder than normal operation of loading docks.

Response to ROY-4-29
Please refer to Response to SIERRA-43, above.

Comment ROY-4-30
The commenter states that the County should require additional operational noise mitigation such as (1) limitations on operational activities such as prohibiting loading and unloading activities between the hours of 10 p.m. and 7 a.m.; and (2) ambient-sensitive self-adjusting back-up alarms or manually adjustable alarms on all equipment that requires a back-up alarm.

Response to ROY-4-30
Please refer to Response to SIERRA-44, above.

Comment ROY-4-31
The commenter quotes text from RDEIR page 3.15-6, and states that the proposed dirt (DG) trail is shown at the base of a slope, and can be expected to receive run-off from the berm. Thus, there is the need to ensure the maintenance and upkeep of this trail. Also, the trail is not shown as 12 feet as described above; Exhibit 2-7 shows it as 10 feet. Further, the trail on the western boundary shown on Exhibit 3.15-1 is not indicated on Exhibit 2-6 or Exhibit 2-10, thus it is not clear how or if the trail connects to the trail network shown on Exh. 3.15-1. Without this connection, the trail on the southern boundary is a trail to nowhere.

Response to ROY-4-31
These comments are identical to those contained within Comment SIERRA-45; therefore, please refer to Response to Comment SIERRA-45.

Comment ROY-4-32
The commenter asserts that the dedication of "easements" to a "responsible entity" for trail maintenance/ownership is not an effective and certain measure within the meaning of CEQA.

Response to ROY-4-32
Please refer to Responses to SIERRA-45 and -46, as well as SIERRA-10, generally.

Comment ROY-4-33
The commenter states that the effectiveness of the trail is in question when the Project proposes that the trail run in front of the industrial buildings, contiguous with Cherry Valley Boulevard, and the trail will cross the main project driveway. Can the trail function effectively and safely when pedestrians, equestrians, and horses will interface with 1,191 heavy-duty trucks (a total of 3,126 vehicles) entering and exiting the facility on a daily basis? The trail may be unable to function as a true recreational amenity. And the trail will require at a minimum an adequate cross-walk, a crossing gate and/or flashing lights to provide a safe means of crossing the Project's main driveway.

Response to ROY-4-33
This comment is identical to Comment SIERRA-47; therefore, please refer to Response to SIERRA-47.

Comment ROY-4-34
The commenter questions whether Street A will be a public or private street, and expresses concerns regarding the use of this street as the means for ingress and egress for northerly residences, as well as safety hazards to pedestrians and equestrians at the project's main entry/exit point.

Response to ROY-4-34
Please refer to Response to SIERRA-48.

Comment ROY-4-35
The commenter questions the adequacy of the internal circulation system to accommodate trucks and prevent stacking on public roadways.

Response to ROY-4-35
Please refer to Response to SIERRA-49.

Comment ROY-4-36
The commenter states that the conclusions at RDEIR 3.16-58 are based on improvements being in place, and questions whether there is any assurance that these improvements will be in place. The commenter questions whether there has been an analysis of stacking in terms of the Driveway 1/Cherry Valley Boulevard intersection.

Response to ROY-4-36
Please refer to Response to SIERRA-50.

Comment ROY-4-37
The commenter expresses concerns related to access during the construction period for the residences to the north. The commenter expresses concerns that haul truck trips may be required, which may disrupt or slow traffic on Cherry Valley Boulevard temporarily during construction.

Response to ROY-4-37
Please refer to Response to SIERRA-51.

Comment ROY-4-38
The commenter cites to statements contained in the Yucaipa Valley Water District's 2010 Urban Water Management Plan.

Response to ROY-4-38
Please refer to Response to SIERRA-52.

Comment ROY-4-39
The commenter questions the conclusions of the Yucaipa Valley Water District's 2010 Urban Water Management Plan that there will be sufficient water supply available to meet demand.

Response to ROY-4-39
Please refer to Response to SIERRA-53.

Comment ROY-4-40
The commenter states that the water supply assessment (WSA) prepared for the project was not available for review online, and that it was prepared in 2013, before the major drought began. The commenter states that there is no analysis of the project in view of Governor Brown's Executive Order B-29-15 regarding water usage restrictions, and questions whether the project is consistent with that mandate.

Response to ROY-4-40
Please refer to Response to SIERRA-54. Executive Order B-29-15 is discussed at RDEIR page 3.7-55. This Order directed the Department of Water Resources to update the Model Water Efficient Landscape Ordinance (MWELO) through expedited regulation. The California Water Commission approved the revised MWELO on July 15, 2015 effective December 15, 2015. New development projects that include landscape areas of 500 square feet or more are subject to the MWELO. The project is required to comply with the MWELO (and thereby comply with Executive Order B-29-15) as required by Riverside County Ordinance 859.2. This compliance will result in a minimum of 20 percent reduced water use for outdoor irrigation. The proposed project will implement a drought-tolerant landscape plan, and will also provide water efficient landscaping, irrigation, showerheads, toilets, and faucets. (RDEIR at 3.7-56).

Comment ROY-4-41
Commenter cites to the court decision in *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* for the proposition that a solution to the problem of supplying water to a project cannot be assumed; and that YVWD's water supply for the project has not been shown to be available or adequate based on evidence in the record.

Response to ROY-4-41
Please refer to Response to SIERRA-54.

Comment ROY-4-42
The commenter cites Water Code § 10910(a)(4) and questions whether the WSA prepared for the project includes water demands for future planned uses, such as those identified in the RDEIR as cumulative projects. In other words, are the population projections in the 2010 Urban Water Management Plan and/or the project's WSA consistent with planned growth for the area—or is it realistic to assume that population projections for the area, and therefore water demands, should be reevaluated in terms of available water supply?

Response to ROY-4-42
Please refer to Responses to SIERRA-52 and SIERRA-54.

Comment ROY-4-43
The commenter states that the Project has a number of features that may promote the development of the area and bring indirect, adverse environmental impacts (i.e., growth-inducing impacts): 1) the new land use designation—Public Facilities (PF) which would contain the two proposed water tanks for use and operation by the Yucaipa Valley Water District (YVWD), along with a booster station that would serve existing and other development in the YVWD service area; 2) off-site water and sewer lines in Cherry Valley Boulevard and Calimesa Boulevard would be constructed; and 3) the project includes transportation improvements such as roadway widening, a signalized intersection and a new (public) road which will function to provide access to northerly parcels including undeveloped parcels.

Response to ROY-4-43
Please refer to Response to SIERRA-57.

Comment ROY-4-44
The commenter states that the project meets the threshold for growth-inducement because it removes obstacles to growth by providing infrastructure that would be needed for future growth. Examples of projects likely to have significant growth-inducing impacts include extensions or expansions of infrastructure systems *beyond what is needed to serve project-specific demand* (here, such as the water tanks), and development of new residential subdivisions or industrial parks *in areas that are currently only sparsely developed or are undeveloped. (Emphasis added).*

Response to ROY-4-44
Please refer to Response to SIERRA-57.

Comment ROY-4-45
The commenter cites to various pages of the RDEIR which discuss the potential growth-inducing impacts that could occur, and states that "because there is a residential development planned on the south side of Cherry Valley Boulevard, and because designated land uses include one commercial zone to the *west* of the site, the RDEIR reaches the specious conclusion that "therefore, implementation of the project would not likely induce growth that is inconsistent with historic trends in the area, or inconsistent with the policy of allowing higher densities with approval of a general plan amendment, which will be part of the project entitlements."

Response to ROY-4-45
Please refer to Response to SIERRA-59.

Comment ROY-4-46

The commenter states: "There is no support for the assertion that the Cherry Valley "Gateway Policy area has historically accommodated a variety of industrial and commercial uses." (p. 5-3) Nor is it a fact that the General Plan acknowledges that this type of "higher density" project is allowed. The site is designated under the General Plan for rural residential development, and the CVGPA anticipates at best residential not industrial-type growth, all the while maintaining the rural character of the area; indeed, only *existing* higher density uses are allowed. In any event, it is precisely the development of a large industrial project with attendant infrastructure that ushers in development—residential *or* industrial."

Response to ROY-4-46

Please refer to Response to SIERRA-60.

1

ROY-5
Page 1 of 8

July 10, 2017

Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon St., 12th Floor
Riverside, CA 92501

Re: San Gorgonio Crossings, Recirculated Draft Environmental Impact Report No. 534, General Plan Amendment No. 1079, Change of Zone No. 7799, Plot Plan No. 25337, Parcel Map No. 36564 (State Clearinghouse Number 2014011009).

Dear Mr. Dawson:

Regarding: Aesthetics: Section 3.1

ROY-5

The claims by the applicant in this section are completely erroneous and made without any justification or basis in fact.

For example: applicant states:

"The project site is located within the Cherry Valley Policy Area (CVPA). However, although the boundaries of the CVPA encompass the project site and the entire Cherry Valley area, it applies only to properties within the Rural Community Foundation Component, and is therefore inapplicable to the project site (Riverside County 2014b)."

1

The project site is within both the CVPA and the Rural Community Foundation Component.

According to Riverside GPA 960 December 8, 2015: LU-49 states the following:

Rural Area Plan Land Use Designations (LU 48)

As shown on the Land Use Designation Key (Figure LU-5), the Rural General Plan Foundation Component consists of three Area Plan land use designations:

2

Rural Residential, Rural Mountainous, and Rural Desert. The Rural Village Area plan overlay is discussed at the end of this Element.

2 CONT

Under LU 21.3 it states
Ensure that development does not adversely impact the open space and rural character of the surrounding area.

Under LU 21.6
Provide programs and incentives that allow rural areas to maintain and enhance their existing and desired character. (AI 9, 30)

Under LU 21.7
Small-scale commercial uses that serve rural neighborhoods are allowed subject to the following criteria:

1. **The portion of the lot proposed for commercial uses shall be between 0.5 and 2.5 acres.**

Please note that under the following GPA designations the goal is for small scale commercial uses (less than 2.5 acres). No industrial uses are allowed. And the goal is to "allow rural areas to maintain and enhance their existing and desired character.

3

GPA 534 San Gorgonio Crossing clearly does none of this. If anything the warehouses proposed would obliterate the rural character intended by the Rural General Foundation Plan (RGFP) designations.

Please also note that

And even if the RGFP did not for some loophole, not apply, **the Cherry Valley Policy Area clearly states the preservation and protection of rural residential designations and open-space, historical rural character of the community.**

Please also note:
***Rural Community* (LU-49) states:**
The Rural Community Foundation Component is intended to **identify communities and neighborhoods having a rural lifestyle, where animal - keeping uses and limited infrastructure (compared with Community**

4

ROY-5

Development areas) are prevalent. Rural Community areas will serve as transition areas between Community Development and Rural Foundation Components. **Small-scale commercial activities, such as local grocery stores, gift shops and drug stores, located outside urban boundaries are needed to serve these rural communities. Small- scale incidental commercial uses are allowed. Agriculture is permitted in these areas.**

4 CONT

The applicants warehouse project accomplishes none of the objectives of Rural Community.

Also:

Rural Community Area Plan Land Use Designations LU-49

States:

These communities often define their rural lifestyle in part through a desire to maintain particular lot sizes, such as 1 acre or 2 acres. The major challenges for these areas in planning for the future include maintaining their rural character even as other areas in the County of Riverside experience rapid urban development, providing adequate public services in a rural context, and ensuring that buffers are provided between these areas and other uses that could be incompatible with their animal - keeping and agricultural nature.

5

Estate Density Residential (RC-EDR) - The Estate Density Residential land use designation provides for the development of detached single family residential dwelling units and ancillary structures on large parcels. In the Rural Community Foundation Component (unlike the Community Development Foundation Component, which also permits the application of the Estate Density Residential designation), equestrian and other animal-keeping uses are expected and encouraged. Agriculture and small scale commercial uses are permitted in this designation. The density range is from 1 dwelling unit per 2 acres to 1 dwelling unit per 5 acres.

Very Low Density Residential (RC-VLDR) - The Very Low Density Residential land use designation provides for the development of detached single family residential dwelling units and ancillary structures on large parcels. In the Rural Community Foundation Component (unlike the Community Development Foundation Component, which

ROY-5

also permits the application of the Very Low Density Residential designation), equestrian and other animal- keeping uses are expected and encouraged. Agriculture and small scale commercial uses are permitted in this designation. The density range is from 1 dwelling unit per acre to 1 dwelling unit per two acres.
Low Density Residential (RC-LDR) - The Low Density Residential land use designation provides for the development of detached single family residential dwelling units and ancillary structures on large parcels. In the Rural Community Foundation Component (unlike the Community Development Foundation Component, which also permits the application of the Low Density Residential Foundation Component), equestrian and other animal - keeping uses are expected and encouraged. Agriculture and small scale commercial uses are permitted in this designation.

RDEIR 534 makes no effort whatsoever to address RC-EDR, RC-VLDR, RC-LDR as alternative uses for the project site.

Please note that rural estates fitting RC-EDR, RC-VLDR, RC-LDR designations are virtually adjacent to the project site north on the ridgelines (Calimesa, Yucaipa) These are far more appropriate land uses for the project sight. A spot-zoned mega-warehouse project on the other hand is completely out of character with the project site, the surrounding parcels , ranches and residences, and the Cherry Valley Area. Therefore RDEIR 534 is invalid until a full examination and assessment of these more appropriate land use designations as ALTERNATIVE USES FOR THE PROJECT SITE. This clearly has not been addressed or explained adequately anywhere in the current (May 2017) RDEIR 534

5
CONT

Bottom line: the proposed mega warehouses do not fit into the short-or long term character of the community

As for the Cherry Valley Gateway Policy Area (CVGPA): this is currently under substantial community opposition. Since Riverside GPA 960 Pass Area Plan/Cherry Valley Area is currently under review, the local community wants CVGPA to be repealed, or severely down zoned and reclassified to reflect the historically rural character of Cherry Valley.

ROY-5

Nonetheless please note that under the Pass Area Plan December 8, 2015, Cherry Valley Gateway Policy is described as follows: 5 CONT

Cherry Valley Gateway Policy Area (pg 24)

The Cherry Valley Gateway Policy Area is located at the westerly edge of the community of Cherry Valley in an area that is presently largely agricultural or undeveloped. The policy area shall be developed as a gateway to Cherry Valley, and it shall be developed to evoke the rural character of that area. The policy area shall also serve as a community separator between Beaumont and Calimesa. To accomplish these two goals, it is envisioned that clustering and buffering will be utilized in order to preserve open space and maintain the rural character of the area. Higher densities may be allowed through a general plan amendment provided such development meets the goals of the policy area. 6
Policies:

PAP 4.1
Clustering of dwelling units and lots is encouraged in order to preserve open space areas.
PAP 4.2
Provision shall be made for establishment of a visible entrance feature for Cherry Valley within this area that evokes the rural identity of the community.

CVGPA clearly states that the area shall be developed to, not only evoke the rural character of the area, but to MAINTAIN the its rural character. SGC warehouses cannot, nor can they ever, accomplish these objects, starting with the fact that the scale of the project is completely out of character for the goals of CVGPA.

Please note that there is no mention in the wording on page 24 of any industrial or commercial (especially medium-to-large scale: IE over 5000 sq.ft) designation in the CVGPA. Why is that? Again any such use

would not "preserve open space and maintain the rural character of the area.

PAP 4.1 encourages preservation of open space. SGC warehouses cannot possibly achieve this objective

PAP 4.2 establishes a visible entrance that evokes the rural identity of the community. The road infrastructure required is completely out of scale and, will generate stifling traffic counts, road congestion, diesel smog, hundreds of trucks that will obliterate the rural character of the area.

6
CONT

The following is the December 8, 2015 version of Riverside General Plan GPA 960, Pass Area Plan which is under review and revision as of July 10, 2017, due to an extension granted by Riverside County Planning Dept.

Cherry Valley

Cherry Valley, located east of Interstate 10 and north of Beaumont, is a rural and equestrian community with small orchards, mobile homes, and single family residences.

The existing residential lots in this area are typically one acre or larger. The Rural Community Foundation Component, which is the predominant Foundation Component in the area, allows lots to be a minimum of one- half acre. Not only would development at this lot size not be in character with the rural atmosphere of the area, it would necessitate a level of public services and infrastructure that could overburden the existing systems. In addition, given the flood hazards in the area, the smaller lots would likely increase the potential impact of a storm event. Reinforcing this rural community character and limiting growth are the lack of a community sewer system, limited local circulation network, and limited fire protection services.

7

Scattered throughout the community, and especially focused along Beaumont Avenue, are commercial and higher density residential uses. The intent of the

ROY-5

Cherry Valley Policy Area is to maintain the predominantly rural community nature of this area, while allowing existing uses that are of a higher density to remain legal conforming uses. The policy area applies only to properties within the Rural Community Foundation Component, though the boundaries encompass the entire Cherry Valley area. The following policies have been created to ensure that the community size and character are preserved.

Policies:

PAP 3.1

Require a minimum lot size of one acre for properties within the Rural Community Foundation Component within the Cherry Valley Policy Area, except for properties within one-half mile of the San Bernardino County Line.

7 CONT

PAP 3.2

Encourage local serving commercial development along Beaumont Avenue within the Cherry Valley Policy Area.

PAP 3.3

Encourage the creation and maintenance of multi-purpose trails through the Cherry Valley area by using existing flood control easements and underutilized road rights-of-way.

Please note that the project under RDEIR 534 is in violation of all three PAP polices:

Cherry Valley Gateway Policy Area

The Cherry Valley Gateway Policy Area is located at the westerly edge of the community of Cherry Valley in an area that is presently largely agricultural or undeveloped. The policy area shall be developed as a gateway to Cherry Valley, and it shall be developed to evoke the rural character of that area. The policy area shall also serve as a community separator between Beaumont and Calimesa. To accomplish these two goals, it is envisioned that clustering and buffering will be utilized in order to preserve open space and maintain the rural character of the area. Higher densities may be allowed through a general plan amendment provided such development meets the goals of the policy area.

8

Policies:

PAP 4.1 PAP 4.2

24

Clustering of dwelling units and lots is encouraged in order to preserve open space areas.
Provision shall be made for establishment of a visible entrance feature for Cherry Valley within this area that evokes the rural identity of the community.

This information is completely misleading and incorrect.

In addition, the project site is located within the Cherry Valley Gateway Policy Area (CVGPA), which is located on the western edge of the CVPA and, as the name implies, serves as a gateway to Cherry Valley. The intent of the CVGPA is to maintain the predominantly rural community nature of this area, while allowing existing uses that are of a higher density to remain legal conforming uses.

8
CONT

This information is completely incorrect. For

The project would be consistent with the goals of the CVGPA because the project would provide a new warehouse use that maintains the rural aesthetic of the area. Refer to Impact AES-2 for further discussion regarding project consistency with the CVGPA.

Conclusion:

Thank you for your consideration

Sincerely



Ron Roy
35161 Hogan Dr
Beaumont, Ca. 92223

Ron Roy (5) (ROY-5)

Comment ROY-5-1
The comment states that the RDEIR's statement that the Rural Community Foundation Component is inapplicable to the project site is erroneous.

Response to ROY-5-1
The comment is incorrect. The RDEIR describes that the Project site is not located within the Rural Community Foundation Component, and therefore has not been designated as a "rural community" under the General Plan. (RDEIR at 3.10-6,-23). Accordingly, the policies pertaining to the Rural Community Foundation Component do not apply. See also Response to CVAN-12.

Comment ROY-5-2
The comment identifies the Area Plan land use designations, including Rural Mountainous (RM), which comprise the Rural General Plan Foundation Component.

Response to ROY-5-2
Please refer to Response to ROY-5-1 and ROY-5-3.

Comment ROY-5-3
The comment restates General Plan Land Use Policies 21.3, 21.6 and 21.7, which are applicable to land use designations within the Rural General Plan Foundation Component. The comment states that no industrial uses are allowed under these land use designations, and that the proposed project would "obliterate the rural character intended by the Rural General Foundation Plan (RGFP) designations." The comment also states that, even if the Rural General Foundation Component did not apply to the project, the Cherry Valley Policy Area "clearly states the preservation and protection of rural residential designations and open-space, historical rural character of the community."

Response to ROY-5-3
The RDEIR describes that the County of Riverside General Plan designates the proposed project site as Rural Mountainous (RM) and Very Low Density Residential (VLDR). The northern portion of the site (approximately 14.62 acres) is located within the Rural General Plan Foundation Component and currently designated RM. This area will be left as undisturbed open space and will remain within the RM designation (no change in land use designation is proposed). (RDEIR at 3.10-21). As this area will remain undisturbed under the RM land use designation, the Project will continue conform to General Plan Land Use Policies 21.3, 21.6 and 21.7. Specifically:

- **LU 21.3:** "Ensure that development does not adversely impact the open space and rural character of the surrounding area." **The proposed project conforms to this policy.** The proposed project will not disturb the approximately 14.62 acres of open space land that is designated RM located in the northern portion of the project site. In addition, the project will re-designate an additional approximately 70.14 acres of property located adjacent to the RM-designated land from VLDR to Open Space-Recreation, (OS-R) which will allow for continued public access to, and use of, the informal trails in the vicinity (via a trail easement).
- **LU 21.6:** "Provide programs and incentives that allow rural areas to maintain and enhance their existing and desired character." **The policy does not apply to the proposed project.** Notwithstanding, the project maintains the rural character by leaving undisturbed the

approximately 14.62 acres of open space land that is designated RM located in the northern portion of the project site. In addition, the project will re-designate an additional approximately 70.14 acres of property located adjacent to the RM-designated land from VLDR to Open Space-Recreation, (OS-R) which will allow for continued public access to, and use of, the informal trails in the vicinity (via a trail easement).

- **LU 21.7:** "Small-scale commercial uses that serve rural neighborhoods are allowed subject to the following criteria: a. The portion of the lot proposed for commercial uses shall be between 0.5 and 2.5 acres." **The policy does not apply to the proposed project.** The proposed project does not propose commercial uses, and the RM designated property within the project site will be left as undisturbed open space.

Table 3.10-3 of the Land Use section of the RDEIR has been further clarified to include a discussion on the proposed project's consistency with Land Use Policies 21.3, 21.6 and 21.7. These changes are shown as underline text in the Errata, Section 4 of this Final EIR. It should be noted that the southern portion of the project site which will accommodate the developed portion of the project is located within the Community Development Foundation Component, and is therefore not subject to the policies for the Rural General Plan Foundation Component. Notwithstanding, the RDEIR demonstrates that the project is consistent with and maintains the rural character of Cherry Valley.

Comment ROY-5-4
The comment restates Policy LU-49 describing the objectives of the Rural Community Foundation Component. The comment further states that the project does not accomplish any of the objectives of the Rural Community.

Response to ROY-5-4
The Project site is not located within the Rural Community Foundation Component. See Response to ROY-5-1.

Comment ROY-5-5
The commenter cites Rural Community Area Plan Land Use guidelines for the Estate Density Residential (RC-EDR), Very Low Density Residential (RC-VLDR), and Low Density Residential (RC-LDR) land use designations. The commenter is concerned that the project is not in keeping with surrounding uses such as ranches and residential areas. The commenter states that the RDEIR 534 is invalid until a full examination and assessment of the more appropriate land use designations as alternative uses for the project site. Lastly, the commenter states that the Cherry Valley Gateway Policy Area (CVGPA) is under substantial community opposition and would like the CVGPA to be downzoned.

Response ROY-5-5
Please refer to Response to ROY (5)-1, above.

Comment ROY-5-6
The comment restates the Pass Area Plan's description of the Cherry Valley Gateway Policy Area (CVGPA). The comment further describes PAP Policies 4.1, encouraging clustering to preserve open space, and 4.2, establishing a visible entrance feature for Cherry Valley that evokes the rural identity of the community. The comment concludes that the project is not consistent with the CVGPA or

these objectives, which are designed to evoke and maintain the rural character of the area, due to the type of project proposed, its scale and the resulting traffic congestion and diesel smog.

Response to ROY-5-6
See Response to CVAN-7.

Comment ROY-5-7
The comment restates a description of Cherry Valley and the Cherry Valley Policy Area which is contained in the Pass Area Plan. The comment further describes Pass Area Plan Policies PAP 3.1, 3.2 and 3.3. The comment concludes without further discussion that the project is in violation of all three of these policies.

Response to ROY-5-7
The RDEIR describes that the project site is located within the Cherry Valley Policy Area (CVPA). However, although the boundaries of the CVPA encompass the project site and the entire Cherry Valley area, it applies only to properties within the Rural Community Foundation Component, and is therefore inapplicable to the project site. (RDEIR at 3.10-6). As such, the policies identified in the comment are not applicable to the project.

Comment ROY-5-8
The comment again repeats the Pass Area Plan's description of the Cherry Valley Gateway Policy Area and PAP Policies 4.1 and 4.2. The comment further repeats the previous assertion that the project is not consistent with the CVGPA.

Response to ROY-5-8
See Response to ROY-5-6.

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July 10, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner
RE: San Gorgonio Crossing RDEIR #534

Dear Mr. Dawson:

ROY-6

Regarding claims of many new jobs:

The primary justification cited by supporters of the Gateway Center warehouse is that it will bring needed jobs to our communities.
To that we respond with two basic questions. First, HOW MANY JOBS? Without knowing the owner or tenant of the warehouse and what it will be used for, no one can accurately predict what the actual number of new jobs created by Gateway will be.

But we have a litmus test we can apply: The Skechers Warehouse in Moreno Valley. When the developers were seeking approval to build Skechers, they initially estimated to the press that 2,400 new jobs would be created. The reality is that the warehouse brought a total of 600 jobs, with 500 of them relocated from Skechers facility in Ontario. So the bottom line was that only about 100 new jobs were created for the people of Moreno Valley. 1

In this case, as in many others, the pre-approval estimates of warehouse jobs to be created will be far higher than the actual number that are created once it is open.

It is also important to note that super-sized warehouses like Skechers and Gateway are designed to be highly automated. Indeed, while conducting a press tour of the Skechers facility, the developer actually said that the goal at the warehouse was to never have a package/product touched by human hands.

ROY-6

This leads to our second question: WHAT KIND OF JOBS?
USC Assistant Professor Juan De Lara conducted a groundbreaking study of the warehousing industry in 2013 found that "Warehouse jobs are no path to the middle class." http://news.usc.edu/#!/article/57524/warehouse-jobs-are-no-path-to-the-middle-class/

Industry in the Inland Empire claims an average wage of around $45,000 per year for new warehouse jobs. But De Lara discovered that the actual average wages for blue collar workers—the overwhelming majority of those who work in warehouses—is only $23,000 per year for men and $19,000 per year for women.

A survey completed of warehouse workers found 61% of warehouse workers were temporary help and their average pay was $9.42 per hour. In these hard times any job helps, but this is not a living wage. The survey also found that over 50% of warehouse workers received no health benefits. And they often suffer extreme heat, high number of injuries and many other inequities. So when these jobs are scrutinized for fair treatment of the most vulnerable working class-they fall short.

1
CONT

So what is the solution to a family that needs to put food on the table? Jobs as a promise cannot be just accepted but must be examined and quality does matter. If you are positioning yourself as an economic engine that will drive dollars through the employees and back into the community be clear about the dollars and what it will put back into families and the community. Structure jobs with a living wage and healthy working conditions.

Sincerely

Ron Roy

35161 Hogan Dr

Beaumont Ca. 92223

Ron Roy (6) (ROY-6)

Comment ROY-6-1

The commenter is concerned with the number of jobs that the project will provide to the community. Without knowing what the warehouse will be used for, the commenter states that there cannot be an accurate prediction of jobs created. Commenter is also concerned with job wages, and cites to various surveys and studies to support his contention that warehouse jobs do not typically provide adequate pay and benefits for those working to be considered middle class.

Response to ROY-6-1

The project would create approximately 748 new jobs (including 507 permanent on-site, full-time-equivalent (FTE) jobs, and 241 off-site indirect and induced jobs). This includes jobs that would be available to adults with only a high school education, which is critical for the Pass Area and Riverside County, where it has been estimated that approximately 45 percent of adults have a high school education or less. (See RDEIR at 6-55). Beyond this, the wages of these jobs is not related to an environmental impact under CEQA.

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RECEIVED
MAY 04 2017
ADMINISTRATION
RIVERSIDE COUNTY
PLANNING DEPARTMENT

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501
Attn: Mr. Brett Dawson, Project Planner
RE: San Gorgonio Crossing DEIR #534

SAHL

Dear Mr. Dawson:

I am writing this letter to urge you and your office to stop the invasive San Gorgonio Crossing DEIR #534. This project will have a negative effect on our home value as well as the air quality for our young children and families who live here, and which are the future of the city. Additionally, the freeway sound and traffic will be much worse. We have already noticed there is considerably more truck traffic on the 10 freeway now than there was in 2010. 1

We have read the "Inland Ports of Southern California - Warehouses, Distribution Centers, Intermodal Facilities Impacts, Costs, and Trends" report by the Center for Community Action and Environmental Justice. Our community will be impacted by the position of this warehouse; the added truck traffic will affect our commute to and from work. The negative health effects are real, and multiple reports have noted this. Being a health care provider and the bread winner of a young family (we have an 8 and 2-year-old), I am significantly concerned for my familes' health. 2

I am a business owner, employer, tax payer, property owner, and father. We moved out to Calimesa from Redlands to put some space between the industrial areas and get back to the basics. I believe even the Planning Committee's mission statement specifically mentions the goal to "maintain the rural setting" of Cherry Valley. This warehouse plan is absolutely NOT in this spirit. This City and County need young, professional, tax paying families to contribute to future growth and prosperity. Driving residents like myself out is not the answer. Bringing in low-paying, minimal type jobs may appear as a short-term gain, but will ultimately lead to lower property values, lower income residents, and what that means for the municipalities are less tax support and increases in crime. 3

It is upsetting to know the people supporting this project are ignoring the wishes and well-being of the residents of The Pass Area Communities. Please take seriously the terrible mistake approving this project will present for everyone in The PASS AREA now and for years to come. Consider the long-term financial, health, and crime detriments this project will bring, and stick to the original vision of the Planning and Zoning Committees and the County General Plan to "keep the rural spirit of Cherry Valley intact. This will lead to happier, more successful families. And happy, successful families can build a community and city and county for decades to come. From the bottom of my and my family's hearts, please stop this project. 4

Sincerely,

Erik F. Sahl, DDS, MSD
Periodontics and Dental Implant Surgeon
esahl@llu.edu
Cell: (480) 209-7676; 172 Fox Lane, Calimesa, CA 92320

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Erik F. Sahl (SAHL)

Comment SAHL-1
This comment expresses general opposition to the project, specifically due to air quality, freeway noise and traffic concerns.

Response to SAHL-1
Comment noted. Air quality impacts of the proposed project were analyzed within Section 3.3 of the RDEIR, and traffic impacts were analyzed within Section 3.16 of the RDEIR. For both impact areas mitigation is proposed to reduce potentially significant impacts, and where no feasible mitigation exists, the potentially significant and unavoidable air quality and traffic impacts of the project are disclosed. Noise impacts are addressed in Section 3.12 and were all found to be less than significant or less than significant with mitigation, including impacts related to roadway noise.

Comment SAHL-2
The commenter states that he has read the "Inland Ports of Southern California—Warehouses, Distribution Centers, Intermodal Facilities Impacts, Costs and Trends" report by the Center for Community Action and Environmental Justice, and reiterates concerns related to traffic and health effects.

Response to SAHL-2
The RDEIR is limited to consideration of the proposed project, in combination with other cumulative development within a described radius; therefore, a report on development trends in larger Southern California is not germane to the proposed project. With regard to traffic concerns, please refer to Response to SAHL-1. With regard to potential health risk impacts, a Health Risk Assessment was conducted for the project and is included at RDEIR Appendix B.1. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59).

Comment SAHL-3
The commenter expresses the desire and goal to maintain the rural setting of Cherry Valley. The Commenter states that the community needs more young, professional, tax-paying families rather than low-paying "minimal type" jobs that will lead to lower property values, lower income residents, less tax revenue and increased crime.

Response to SAHL-3
Potential land use impacts of the project are discussed in detail in RDEIR Section 3.10. Regarding goals and policies specific to the Cherry Valley area, please refer to Responses to Comments CVAN-7, CVAN-10 and CVAN-12. The remainder of these comments are related to social and economic concerns and do not identify any environmental issue within the purview of the EIR; thus, no further response is necessary. The comment will be provided to the County decision-makers for their consideration.

Comment SAHL-4
The commenter expresses general opposition to the project.

Response to SAHL-4
This comment has been noted and will be provided to the County decision-makers for their consideration.

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June 10, 2017

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

PITTALWALA

Dear Brett Dawson:

I am commenting on the recirculated DEIR, #534, issued May 26, 2017. This recirculation is an attempt to exhaust those residents of the affected development area from participating in their struggle to keep an unwanted and environmentally dangerous project from moving forward. From name change to a recirculated DEIR is a waster of taxpayer money at the expense of corporate interests. 1

Secondly, we do not want this warehouse in our area. It affects the people who live here. Cherry Valley is a rural area and placement of this warehouse in our backyard will not only affect our health due to the pollution, but will also decrease our property values.

This letter echos the sentiments that I sent in my original letter. This is the second letter that I am writing your agency regarding this project concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. WE DO NOT WANT THIS WAREHOUSE IN OUR AREA. It is my hope and expectation that County officials respect the opinion of the residents that it is designed to serve and protect. 2

Sincerely yours,

Iqbal Pittalwala

Iqbal Pittalwala
9085 Oak Glen Road
Cherry Valley, CA 92223

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Iqbal Pittalwala (PITTALWALA)

Comment PITTALWALA-1
Commenter expresses general opposition to the project

Response to PITTALWALA-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment PITTALWALA-2
Commenter expresses general opposition to the project on the basis that it impacts the rural character of Cherry Valley, and cites concerns with health risks, and a decrease to property values. The Commenter states that all of his/her previous comments to the Draft EIR remain pertinent, and expects his/her concerns addressed in both letters to be answered and included in the Final EIR.

Response to PITTALWALA-2
Comment noted. Please refer to Master Response #1 with regard to previous letters submitted on the Draft EIR. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). Please also refer to Response to Comment BIRKY-3. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 10, 2017

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

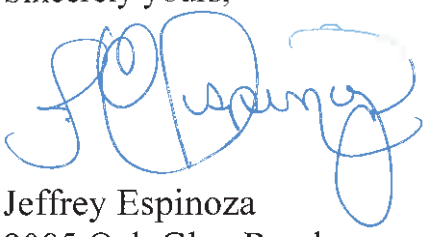
J. ESPINOZA

I am commenting on the recirculated DEIR, #534, issued May 26, 2017. This recirculation is an attempt to exhaust those residents of the affected development area from participating in their struggle to keep an unwanted and environmentally dangerous project from moving forward. From name change to a recirculated DEIR is a waster of taxpayer money at the expense of corporate interests. 1

Secondly, we do not want this warehouse in our area. It affects the people who live here. Cherry Valley is a rural area and placement of this warehouse in our backyard will not only affect our health due to the pollution, but will also decrease our property values.

This letter echos the sentiments that I sent in my original letter. This is the second letter that I am writing your agency regarding this project concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. WE DO NOT WANT THIS WAREHOUSE IN OUR AREA. It is my hope and expectation that County officials respect the opinion of the residents that it is designed to serve and protect. 2

Sincerely yours,



Jeffrey Espinoza
9085 Oak Glen Road
Cherry Valley, CA 92223

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Jeffrey Espinoza (J. ESPINOZA)

Comment J. ESPINOZA-1
Comment noted. Commenter cites concerns with the manner in which the EIR was recirculated.

Response to J. ESPINOZA-1
Please refer to Master Response #1.

Comment J. ESPINOZA-2
Commenter expresses general opposition to the project, citing heath concerns due to pollution, and impacts to property values. The commenter expects comments on both letters to be answered and included in the final EIR.

Response to J. ESPINOZA-2
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). Please also refer to Responses to Comment HAGUE-2. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. Please refer to Master Response #1 with regard to comments on the previous DEIR.

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June 28. 2017

To the County of Riverside
Planning dept.

Regarding San Gorgonio Crossing
RDEIR #534

Dear Brett Dawson

I am commenting on the Recirculated
RDEIR #534.
All Comments and questions in my
previous letter are still very much
relevant and pertinent. I am re-
submitting my original letter along
also with these additional Comments !!!
I expect a reply.
We need to stop this Madness !!!
Our Children and grandchildren will
be greatly affected. their health
and safety are being in Jeapardy
Please listen to the overwhelming
negative response from all
surrounding Communities. Don't let
money !!! be your guide !!

Yvonne + Frank Martuga
1711 So. Forest Oaks Dr.
Beaumont, Ca 92223

MARTUGA

1

2

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Morine and Frank Martuga (MARTUGA)

Comment MARTUGA-1
Commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to MARTUGA-1
Please refer to Master Response #1.

Comment MARTUGA-2
Commenter states that his children and grandchildren will be greatly affected by the project, and expresses general opposition to the project. Commenter asks the County to listen to the negative responses.

Response to MARTUGA-2
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

County of Riverside Planning Dept.
4080 Lemon St. 12th Floor
Riverside, CA 92502

RE: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

P. WILSON

I am commenting on the Recirculated DEIR #534, issued May 26, 2017.

This project will be a traffic nightmare on both sick to senior citizens such as myself.

1

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR.

2

Paige Wilson
1770 Sarazen St
Beaumont, CA 92223

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Paige Wilson (P. WILSON)

Comment P. WILSON-1
Commenter is concerned with traffic and health risks.

Response to P. WILSON-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Regarding air quality, health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including nearby senior communities. (*See* RDEIR at 3.3-54 to 3.3-59).

Comment P. WILSON-2
The commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to P. WILSON-2
Please refer to Master Response #1.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

LUNDBERG

I am opposed to the warehouse in Cherry Valley? too!! much traffic!

1

Sincerely

My Address is:

1451 Rock Mt. Park
Beaumont 92223

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Dale Lundberg (LUNDBERG)

Comment LUNDBERG-1
Commenter expresses opposition to the project because of too much traffic.

Response to LUNDBERG-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

ALCOCER

Dear Brett Dawson

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017. I opposed the proposed plan. My family has lived in Cherry Valley for the last 15 years. We moved here ~~for the~~ because it is a country small town feel and better air quality. Plus less traffic. We came from los Angeles. and we feel that the construction and rezoning of this area is unnecessary and can be proposed and placed at a different location that is better suited for all.

1

Please Do not build in Cherry Valley. You will destroy this towns family friendly feel.

Sincerely Nelly Alcocer & family

My Address is:
39331 Orchard Street
Cherry Valley CA 92223.

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Nelly Alcocer (ALCOCER)

Comment ALCOCER-1
Commenter expresses general opposition to the project, citing concerns regarding incompatibility with the surrounding area**.**

Response to ALCOCER-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

N. BRADD

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017,
~~All the comments + questions concerning the environmental~~
~~issues in my previous + attached letter remain~~

I am very concerned about the air quality + the probability of it getting much worse. In our nearby population, we have a very ~~big~~ large # of "sensitive Receptors, This will not only affect our health, it will also affect our land/home values. 1

The traffic situation would be tragic. Many of us moved here due to the beautiful ~~scenic~~ rural surroundings. For many years during your construction, it would be horrific. 2

All the comments re the environmental issues on my previous + attached letter remain pertinent + related to the Recirculated DEIR. Therefore I am ~~Sincerely~~ resubmitting my original letter along with these additional comments concerning the RDEIR + will expect comments from both letters to be answered + included in the final EIR. 3

Sincerely Norma Bradd

Print Name and Address

Norma Bradd
1732 Desert Almond Way Beaumont, CA 92223

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Nona Bradd (N. BRADD)

Comment N. BRADD-1
Commenter cites concerns related to health impacts to sensitive receptors**.**

Response to N. BRADD-1
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (*See* RDEIR at 3.3-54 to 3.3-59). Please also refer to Responses to Comment HAGUE-2.

Comment N. BRADD-2
Commenter cites concerns related to traffic.

Response to N. BRADD-2
All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts.

Comment N. BRADD-3
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to N. BRADD-3
Please refer to Master Response #1.

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06-04-2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

ATTN: Mr. Brett Dawson, Project Planner

R.E. San Gorgonio Crossing DEIR #534

Dear Mr Dawson.

CLANIN

As a Vietnam Veteran and Retired Law Enforcement Officer from San Bernardino County I dreamed of my retirement to Cherry Valley. I planned to enjoy the pastoral grace of the equestrian life style. I have loved the rural, quiet, mutually supportive life style has met all my expectations. 1

I honored Riverside Counties General Plan as enumerated on Page #13 under #9: The extensive heritage of rural living continues to be accommodate in areas commited to that lifestyle and its sustainabi is reinforced by the strong open space + urban development commitment. I feel personally betrayed by the ruthless effort to industrialize and commercialize my new home town. The visual impact of this mega eyesore and multiple threats to solitude, communality, easy paced 2

continued 3

CLANIN

lifestyle that I worked for, dreamed of and planned for is horrific in the extreme! The potential health threats due to emissions, congestions to my grandchildren is a huge threat to my peace and enjoyment of family. 3 CONT

The General Plan postulates principles of keeping the rural areas rural. The General Plan is for everyone not for rich speculators. 4

Sincerely Yours
Odos Clanin III

Odos CLANIN III
40590 Dutton St
Cherry Valley, CA
92223

cc: M. Ashley

Odos Clanin (CLANIN)

Comment CLANIN-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to CLANIN-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment CLANIN-2
The commenter expresses general opposition to the project, citing concerns related to the General Plan's protection of rural areas.

Response to CLANIN-2
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment CLANIN-3
Commenter expresses general opposition to the project and cites concerns related to health risks.

Response to CLANIN-3
Comments noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment CLANIN-4
The commenter reiterates his concerns regarding consistency with General Plan policies to protect rural areas.

Response to CLANIN-4
Please refer to Response to CLANIN-2, above.

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June 24, 2017

County of Riverside Planning Dept.

4080 Lemon St, 12th Floor

Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

GRANA

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017!!!

All the comments and questions concerning the previous issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments for both letters to be answered and included in the final EIR

1

I am opposed to the

2

GRANA

2
CONT

project due to pollution and traffic congestion in the area plus my desire to keep the area rural and beautiful (Yes land was zoned for rural ranches not commercial !!! I mean Industrial

Sincerely

Patricia Grana — PATRICIA GRANA
1729 Brittney Ln
Beaumont, CA 92223

Patricia Grana (GRANA)

Comment GRANA-1
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to GRANA-1
Please refer to Master Response #1.

Comment GRANA-2
Commenter expresses general opposition to the project, citing concerns regarding air quality and traffic congestion.

Response to GRANA-2
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 12, 2017
Riverside County Planning dept.
4080 Lemon St. 12th floor
Riverside , CA 92501
Attn. Brett Dawson , Project Planner

Re: San Gorgonio Crossing RDEIR #534

Mr. Dawson ,

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017 DOHERTY

I live very close to this project being proposed for our community . This is the LAST thing I would have ever expected to see here in our rural community . The fact that this monstrous building is asked to be put in place in the middle of 4 senior communities we find to be outrageous , not only to those that live here but will also affect surrounding communities as well . Cherry Valley is one of the LAST pristine parts of the county that are still free from annoying , unhealthful , aggravating , property value lowering industrial developments and Im astounded that the county would allow the RUIN of our little community by even considering placing this destructive and community destroying monster in our backyard . i have lived here for many years . We ALL moved here to get away from exactly what is being proposed and from the petitions I have gathered against this , 99 out of 100 do NOT want this anywhere around here . This is a rural community and we demand to stay that way and will refuse to be bullied by a person - Shopoff - who lives NOWHERE around here , who obviously cares less about 99% of the community's wishes and thinks he has the right to make SERIOUS changes to the general plan that are already in existence and have been for decades . We are also very upset that the supervisors would allow this to bypass the planning commission which certainly make this look more and more like favortism to a developer who gives $ to the supervisors. 1

I have read part of the recirculated DEIR .. Its a complete joke and as big as it is hardly has ANY changes from the previous one . Is this some kind of ridiculous sneaky ploy ? I will say the new EIR is a total waste of everyone's time , including yours . I am going to comment on a section that really bothers me thought all of them do . Just the statements about the pollution level hundreds of trucks are going to add to our air quality are ridiculous . So the amount of pollution will be excessive BUT a few points under what is allowed . This is not a good case for this . They say they will build a wall to stop the pollution from leaving the site . Ive never heard of anything so ridiculous .. The truck pollution is going to stay behind a wall ? They must think we are idiots . And I would make mention that polluted air certainly rises , does not stop at a wall . The residents who will be affected by this the worst are the ones in the new , large housing development who live right over the hill west of the project where the polluted air WILL rise to their homes . Plus the light from this will be like living near the sun . The resident on the project side of the hill , right above the project has a child with asthma . The county has no appreciation for how bad this family is going to be affected by this ? 2

Those who are trying to put us under give this reason for why this should be done : " It will create jobs. " They know as we all do and im sure as you also know , warehouses do NOT create a lot of jobs anymore .. Warehouses have become more and more automated as time goes on so to ruin this area to create jobs is a complete lie and WILL LOWER property taxes by extremely excessive amounts . The jobs that will come are the construction jobs . After that , the job prospects are few and cheap . 3

This statement is from Shopoff's VP of development , Brian Rupp : " The project will help pay for improvements to help solve traffic congestion along cherry valley blvd. "
There is NO traffic congestion on cherry valley blvd . There never has been . This statement is a perfect example of the propaganda this company is putting out that is supposed to make people think this giant is a good idea . It is an ignorant argument . It may be a good idea somewhere where warehouses already exist , but NOT HERE ! Put the warehouse in and there is an obvious guarantee there will be traffic congestion to the point well past aggravating and highly 4

DOHERTY

dangerous , especially with the roundabout that is being proposed for the on and off ramps on the freeway . The roundabout that is now in Cabazon at the Morongo casino is the worst danger that has been bestowed for traffic . Everytime I use this , I see cars coming from all directions and the tempers that flare up , the near miss accidents because of this design, and at the Cabazon exit , there are NO SEMI TRUCKS . To think of hundreds of trucks a day using a roundabout has to be the most dangerous situation that can be put to the large number of senior citizens who use the Cherry Valley on and off ramps . Also the line of trucks on the freeway just waiting to use the ramp will be a traffic nightmare . And this is supposed to be good for the community ? You CANNOT be serious . You will be putting at danger daily those that use this ramp and eventually there will be fatalities . Why would you want this blood on your hands . 4 CONT

The Beaumont city council is against this project . The Beaumont Cherry Valley water district is against this project . If this were beneficial to govt. entities or their public , they would be for the project . Plus there is this most important addition : Marion Ashley's own handpicked committee that was to analyze this project over a term of meetings which was to last months , voted AGAINST the project after only 2 meetings. The Calimesa city council voted against building warehouses that would exceed 250,000 sq. feet . Just what city is this supposed to be put in ? 5

The hills above the project are an important catch area for the Beaumont water basin as the water collects where the warehouse is designated from those hills and sinks down to the basin . No wonder the water district is against this. The Beaumont basin has been declining at a fast pace where state water is sorely needed but not available . The last thing the water problem here needs is to undermine the amount of collectable water in areas that are that important . Cementing up the ground with a project of this massive size is another huge and important reason against it because losing any amount of water that will certainly be lost is very harmful to our already existing water problems. So now we have an abundant amount of govt. community members who do not want this zone change and all that is left is Shopoff . Why would anyone give favortism to this person's desire to destroy us when everyone says NO ! We all know that Shopoff gave funds to the supervisors . Money cannot be the reason the county would consider destroying one of the pristine areas that remain in county possession . Everytime I hear the name Shopoff , my blood pressure , as does many others , goes to the moon . The monster is not even built and its already harming our health. 6

Riverside County's General Plan is the " constitution " that the county supervisors are SUPPOSED to be following . The land in question has been designated very low density rural residential , a designation which is intended to identify and PRESERVE areas where the rural lifestyle is the desired use .

The County's policy # LU 17.3 states that when a rural residential designation has been made that the county WILL " ensure that development does not adversely impact the open space and rural character of the surrounding area. " The state guidelines say that requests to rezone the property that is in conflict with the general plan MUST BE DENIED . " 7

So has the county completely forgot their own rules and requirements they put in place ? Has the county been ignorant that the state of California says this CANNOT be done . You can bet there are people who's business it is that will defend this as long as it takes until Shopoff is in his grave and also will bring much unneeded expense to the county . Tell Shopoff to follow the rules and build expensive houses , horse property - 1 per acre here . We would welcome that project .

Im very appalled that the county would hold thousands , and growing , numbers of residents in complete hostage for now several years about this . We have lived in fear and dismay and dread of having our valuable way of life totally upended by this disgusing community ruining project and I would ask that you take the side of democracy and tell all the supervisors to turn this zone change down immediately . It is the most practical recommended outcome , certainly the easiest and you have the ability to put an entire area at ease where we can again sleep in peace and you also have the ability to put the county's pass population back to where we will regain confidence in future county decisions .

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter 8

DOHERTY

along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR.

8
CONT

Thank you for reading ,
Pat Doherty President - Cherry Valley Environmental Planning Group

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Pat Doherty (DOHERTY)

Comment DOHERTY-1
The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy; the commenter states general opposition to the project.

Response to DOHERTY-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DOHERTY-2
The commenter expresses concerns with the recirculation of the Draft EIR and states that it hardly has any change from the previous version. The commenter claims that the RDEIR states that a wall around the project site will stop pollution from leaving the site. The commenter states that residents in the new, large housing development to the west of the site will be affected the worst; that light impacts will be like living near the sun, and that the resident right above the hill has a child with asthma.

Response to DOHERTY-2
With regard to the recirculation and the substantial changes made to the RDEIR, please refer to Master Response #1. The RDEIR does not state that a wall will prevent air pollution from leaving the site; commenter does not provide a citation to the RDEIR to allow for a specific response regarding this misunderstanding. Potential aesthetic and lighting impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). With regard to acute non-cancer health risks (such as exacerbation of asthma, etc.) please refer to Response to BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DOHERTY-3
The commenter expresses doubts that the project will create jobs due to increasing automation of warehouse jobs.

Response to DOHERTY-3
Please refer to Response to SIERRA-6.

Comment DOHERTY-4
The commenter expresses doubt that the project will help pay for improvements to solve traffic congestion along Cherry Valley Boulevard, stating that no such congestion currently exists. Commenter also expresses concerns related to potential roundabout improvements.

Response to DOHERTY-4
Comment noted. It appears that the project is referring to a statement made about the I-10 freeway/Cherry Valley Boulevard interchange improvements. With regard to the necessary improvements for the I-10 freeway/Cherry Valley ramps, please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for more specific information related to improvements proposed at this location. The widening of Cherry Valley Boulevard to its ultimate roadway classification as a 4-lane, 2-lanes of travel in each direction, divided arterial highway is currently included in the County's TUMF program. **(**RDEIR at 3.16-88). With regard to potential roundabout improvements, please refer to Response to Comment D. HOFFECKER-1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DOHERTY-5
The commenter states that the Beaumont City Council, Beaumont Cherry Valley Water District and City of Calimesa are against the project, and questions what City the project will be built in. The commenter also refers to a committee appointed by Marion Ashley who voted against the project.

Response to DOHERTY-5
Comment noted. The project would be constructed in unincorporated Riverside County and would not be within any city limits, with the exception of drainage and infrastructure improvements that would be constructed on parcels located within the City of Calimesa. The project will be served by the Yucaipa Valley Water District, not the Beaumont Cherry Valley Water District. The committee meetings referenced by commenter are discussed on RDEIR pages 1-10 to 1-11. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DOHERTY-6
The commenter expresses concerns related to water quality and the amount of new impervious surfaces that may prevent groundwater infiltration. The commenter expresses general opposition to the project.

Response to DOHERTY-6
Comment noted. Please refer to Response to BEAUMONT-15. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DOHERTY-7
The commenter expresses concerns related to General Plan consistency (specifically Policy LU 17.3) and expresses general opposition to the project.

Response to DOHERTY-7
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12, and Response to SIERRA-33. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DOHERTY-8
The commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to DOHERTY-8
Please refer to Master Response #1.

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June 5, 2017

Riverside County Planning Commission
4080 Lemon St, 12th Floor
Riverside CA 92591

Attention: B. Dawson, Project Planner

REELEY

Mr. Dawson:

Here we are again, the public shouldn't have to repeat over and over our objections to a project that is obviously proposed in an area inappropriate for the Community. It is obvious our wishes are being ignored by the developer.

Once again, as President of Cherry Valley Pass Acres & Neighbors (over 250 active families) I strongly object to the San Gorgonio Crossing (Gateway) project being built at the location on Cherry Valley Blvd. It Is NOT the proper place for a warehouse...it is in our watershed – the access to I-10 would need completely rebuilt – the air pollution would increase to an unacceptable level – the housing would suffer due to lowering values – it does not fit in the General plan – the residents of Cherry Valley would be land locked as far as access to emergency access going West (it already is to the South).... This is a very short list of reasons – I could go on and on! 1

Again, please turn down this project.

Respectfully,

Patsy Reeley

Patsy Reeley
10065 Frontier Tr.
Cherry Valley, CA 92223

(1)

Brett Dawson: Project Planner
4080 Lemon Street 12th floor
PO Box 1409
Riverside, Ca. 92502-1409

Copy

January 7, 2017

Mr. Dawson, Project Manager:

This letter is to protest the zone change from Low density/ agricultural to accommodate a huge warehouse in the Community of Cherry Valley.

We purchased our property in 1995 and retired to Cherry Valley in l983. We retired to Cherry Valley in order to enjoy the rural atmosphere and we planted 210 fruit trees and maintained an orchard – open to the public – for almost 18 years.

We object to the rezoning for the following reasons:

1. It is out of place in Cherry Valley and is in direct conflict with the General Plan. The General Plan states "The goal of the County is to protect the rural character of Cherry Valley".

2. The Draft EIR states "no negative impact" on almost every environmental issue. i.e. Traffic, Air pollution, Aesthetics, Noise, to name just a few.

3. The solution to improve the I-10 on-ramp is ridiculous! No one can compete SAFELY with approximately 3000 trucks per day no matter how they configure that freeway access.

4. The access to the South is virtually gone with 2300 houses in process and another 4300 proposed in Banning to the East. The Cherry Valley on-ramp is the ONLY access to the West left from Cherry Valley.

Again follow your own General Plan and "protect the character of Cherry Valley by VOTING 'NO' on this zone change.

Respectfully,

Patsy Reeley, President CVAN

Richard Reeley, retiree

10065 Frontier Tr, Cherry Valley, CA

Patsy Reeley (REELEY)

Comment REELEY-1

Commenter expresses general opposition to the project, citing concerns regarding incompatibility with the surrounding area, traffic (access to the I-10), air quality, property values, general plan consistency and emergency access

Response to REELEY-1

Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to the necessary improvements at the I-10 freeway/Cherry Valley ramps, please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for more specific information related to improvements proposed at this location. With regard to general plan consistency, please refer to Responses to CVAN-7 to CVAN-12. The project would not result in inadequate emergency access (RDEIR 3.16-104). Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Pg 1

JUNE 28, 2017
RIVERSIDE COUNTY PLANNING DEPT
4080 LEMON ST. 12TH FLOOR
RIVERSIDE, CA 92502-1409

ATTN: MR. BRET DAWSON, PROJECT PLANNER
RE: SUN GORGONIO CROSSING RECIRCULATED DEIR #534

DEAR MR. DAWSON.

SHEARER

MY NAME IS LORI SHEARER AND I JUST RECENTLY MOVED TO THE SEMI-REMOTE AREA FROM THE LOMA LINDA AREA. I WANTED A MORE QUIET, RURAL, OPEN ENVIRONMENT TO LIVE IN, NOW I AM FINDING OUT THERE IS A WAREHOUSE PROJECTED FOR THE AREA. THE TRAFFIC, CONJECTION, AIR QUALITY, AND OVERALL ENVIRONMENTAL IMPRINT WILL BE DEVASTATING, BUT YOU ALREADY KNOW THIS. THIS IS COMPLETELY CONTRARY TO WHAT I HEAR RIVERSIDE COUNTY WANTS FOR THE RURAL CHERRY VALLEY. YOU KNOW WHAT IMPACT THIS WILL HAVE ON EVERYONES ENVIRONMENT, ESPECIALLY CHILDREN IN THE AREA. 1

I PERSONALLY WORKED IN TRAFFIC FOR MANY YEARS, AND SO I KNOW FIRST HAND WHAT NEGATIVE IMPACT ADDITIONAL 2

SHEARER

PAGE 2

BUILDINGS AND TRAFFIC CAN DO TO AN AREA AND ITS ENVIRONMENT. I MOVED HERE, AS MANY PEOPLE DID, BECAUSE OF THE RURALNESS, AND PUTTING IN A WAREHOUSE AND THE RAMIFICATIONS THAT GO ALONG WITH THIS (POOR AIR QUALITY, ADDITIONAL TRUCKS & VEHICLES, CONGESTION, NOISE, ETC) TO REDUCE THE DESIRE FOR PEOPLE WANTING TO MOVE OR VISIT THE AREA. PLEASE LET YOUR DECISIONS BE BASED ON QUALITY OF LIFE, NOT MONEY.

2 CONT

AGAIN, PLEASE TAKE SERIOUSLY AND CONSIDER SERIOUSLY THE HORRIBLE NEGATIVE IMPACT BUILDING THIS WAREHOUSE AND OTHERS WILL HAVE ON THE AREA - LOOK AT REDLANDS - THAT IS WHAT YOU WILL HAVE.

SINCERELY,

Patricia Shearer

PATRICIA SHEARER
1574 PARADISE CIRCLE
BEAUMONT, CA. 92223

Patricia Shearer (SHEARER)

Comment SHEARER-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy; the commenter expresses general opposition to the project.

Response to SHEARER-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment SHEARER-2
Commenter expresses general opposition to the project, citing concerns regarding incompatibility with the surrounding area, traffic, air quality, and noise concerns.

Response to SHEARER-2
Comment noted. Impacts related to air quality are discussed in Section 3.3, impacts related to Noise are discussed in Section 3.12, and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. All noise impacts will be less than significant with implementation of mitigation. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Pg 1

JUNE 28, 2017
RIVERSIDE COUNTY PLANNING DEPT
4080 LEMON ST. 12TH FLOOR
RIVERSIDE, CA 92502-1409

ATTN: MR. BRET DAWSON, PROJECT PLANNER
RE: SUN GARDENS CROSSING RECIRCULATED DEIR #534

DEAR MR. DAWSON.

SHEARER

MY NAME IS LORI SHEARER AND I JUST RECENTLY MOVED TO THE TEMECULA AREA FROM THE LOMA LINDA AREA. I WANTED A MORE QUIET, RURAL, OPEN ENVIRONMENT TO LIVE IN, NOW I AM FINDING OUT THERE IS A WAREHOUSE PROJECTED FOR THE AREA. THE TRAFFIC, CONJECTION, AIR QUALITY, AND OVERALL ENVIRONMENTAL IMPRINT WILL BE DEVASTATING, BUT YOU ALREADY KNOW THIS. THIS IS COMPLETELY CONTRARY TO WHAT I HEAR RIVERSIDE COUNTY WANTS FOR THE RURAL CHERRY VALLEY. YOU KNOW WHAT IMPACT THIS WILL HAVE ON EVERYONES ENVIRONMENT, ESPECIALLY CHILDREN IN THE AREA. 1

I PERSONALLY WORKED IN TRAFFIC FOR MANY YEARS, AND SO I KNOW FIRST HAND ~~WHAT~~ NEGATIVE IMPACT ADDITIONAL 2

SHEARER

PAGE 2

BUILDINGS AND TRAFFIC CAN DO TO AN AREA AND ITS ENVIRONMENT. I MOVED HERE, AS MANY PEOPLE DID, BECAUSE OF THE RURALNESS, AND PUTTING IN A WAREHOUSE AND THE RAMIFICATIONS THAT GO ALONG WITH THIS (POOR AIR QUALITY, ADDITIONAL TRUCKS & VEHICLES, CONGESTION, NOISE, ETC) TO REDUCE THE DESIRE FOR PEOPLE WANTING TO MOVE OR VISIT THE AREA. PLEASE LET YOUR DECISIONS BE BASED ON QUALITY OF LIFE, NOT MONEY. 2 CONT

AGAIN, PLEASE TAKE SERIOUSLY AND CONSIDER SERIOUSLY THE HORRIBLE NEGATIVE IMPACT BUILDING THIS WAREHOUSE AND OTHERS WILL HAVE ON THE AREA - LOOK AT REDLANDS - THAT IS WHAT YOU WILL HAVE.

SINCERELY,

Patricia Shearer

PATRICIA SHEARER
1574 PARADISE CIRCLE
BEAUMONT, CA. 92223

Patti Cheebuck (CHEEBUCK)

Comment CHEEBUCK-1
Commenter expresses general opposition to the project, citing concerns regarding air quality.

Response to CHEEBUCK-1
Comment noted. Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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~~January 15, 2017~~ June 29, 2017 etc.

Riverside County Planning Department

Attention: Brett Dawson, Project Planner

4080 Lemon Street

12th Floor

P.O. Box 1409

Riverside, CA.

Recirculated
Re: Draft Environmental Impact Report # 534

N. CARROLL

Dear Mr. Dawson

I received your notification of the DEIR release that was mailed out on November 28th 2016. My husband and I purchased our property on 1165 Lantana Road in Beaumont in 2006. We reviewed the zoning in the Riverside County General plan and understood the RivCo language which stated the County desired to maintain the unique character of Cherry Valley. This was a significant detail that we noted prior to purchasing our property. It also implied a respect of property rights that are detailed as significant in the Constitution of the United Sates. We are now very concerned that the Supervisors may negate these property rights of the many for the desires of a few for a higher profit. I request the Supervisors to respect the promises of the General Plan, the Rivco Healthy Communities guidelines and the ambiguity of the details of this Draft EIR to vote down the rezoning attempts of the REIT to get speculative profit on a "hot market" for warehouses. 1

It should be noted, this is not your grandmother's warehouse. This is a High Cube warehouse. In the DEIR it should have been designated more accurately as a High Cube warehouse. It is misleading to do otherwise. It is a High Cube warehouse. The ITE and the AQMD both note that the numbers for High Cube warehouses are not the same. The terminology used in the DEIR should reflect this difference. 2

Additionally, this is a speculative entitlement. The changes, if they are approved, are for the size and rights to build a High Cube warehouse as well as the change to industrial zoning. If the High Cube warehouse that is built after approval happens to be for a "hot and cold" warehouse such as a Stater Brothers or an Aldi, the amount of trucks will significantly increase. It should be noted in the DEIR the statistics also for that type of High Cube warehouse traffic and impact 24 hours a day since it is a very real possibility. Many of my concerns are detailed below in topic format. 3

TRAFFIC CONCERNS AND INADEQUATE PLANNING AND DETAIL IN DEIR #534

The DEIR is deficient in detail and planning in the following traffic areas:

N. CARROLL

Riverside County safe paths to schools are at risk when approximately 600 trucks are planned for this warehouse on a primary route to Beaumont Schools. There has already been one school bus accident on Cherry Valley Boulevard in 2014. Turning Cherry Valley Boulevard into a major truck route is a reckless choice for our children. There are also many young drivers who will use this route to our high school on Cherry Valley Boulevard as well as the middle school on Brookside. It is negligent and reckless to rezone this to allow its use as a truck corridor. 4

The Cherry Valley Boulevard Overpass is currently rated F at existing service levels. To imply there is no mitigation needed because you cannot denigrate below an F level is an absurd response to a dangerous existing overpass. There will be fishtails of waiting traffic that will build up on the highways and there will be no resolution put in place and integrated long before the trucks are running. To approve this before there is adequate safety is irresponsible. It will take at least five years or more to improve this overpass. To entitle this project prior to proving to the community that their safety is of the utmost importance to the RivCo Supervisors, Caltrans and public safety officials should not be done. 5

Discussions have been instigated by the City of Calimesa that large Roundabouts are an easy solution to the ingress and egress off I- 10 and Cherry Valley Boulevard. This is not feasible. In Canada, it is a signed warning by all roundabouts that passenger cars must avoid trucks in roundabouts. To propose this as an alternative is poor planning and trying to just "get by". There must be SAFE ROUTES for bicycles, pedestrians and emergency vehicles to pass through on Cherry Valley Boulevard and into the large residential community of Tournament Hills and Fairway Canyon. There are new developments (thousands of approved new homes) planned that will want to utilize this route. A "cheap and quick" solution is inappropriate. This overpass has been neglected too long and the citizens have been very patient. There is an extreme safety risk in the current conditions even without increasing risk for private profit. 6

There were not adequate additions of the newly planned communities considered in the Traffic Impact Analysis. There are already approved and planned additional residential units on Cherry Valley Boulevard in the community of Cherry Valley (SunnyCal) and in the neighboring traffic feeding communities of Calimesa and Beaumont. This is a significant increase in dwellings not considered. These developments have many young children that will be or are "newly licensed" and there are many seniors in nearby Plantation on the Lakes, Rancho Calimesa, Sharondale and Solera. Traffic and zoning considerations must address the needs of the community. This is not appropriate rezoning and poor compliance with proper planning guidelines. 7

The "trucks" were taken out of the traffic study. The study "equalized" the truck counts into passenger vehicles (1.5 was referenced). This makes the study more "appealing" but not realistic. Trucks and passenger cars do not have the same stopping distance requirements, noise level, road wear, and exhaust. Passenger cars do not line up outside of warehouses to pick up their loads etc. The City of Riverside is in a divisive discussion about the "good neighbor policy" of trucks, warehouses and the community as being an unenforceable promise. The reality is: it is not enforceable. There are no patrols after the warehouses are put in to get the trucks from not waiting in neighborhoods to pick up their loads. There are no resources for policing and stopping the drivers from urinating between trucks as has 8

N. CARROLL

been claimed in the City of Riverside. Frankly, once they are in, the quality of life of the community is negatively impacted unless it is in a properly zoned industrial area. These areas are planned for this use and the needs of the trucking industry are included in the surrounding infrastructure. Neighborhoods, routes to schools, and residential streets are not appropriate for servicing the trucking industry. In short, there is no world in which a truck is a passenger car no matter how the math is done. 8 CONT

The TIA included inadequate consideration of the impact of many of the neighboring developments. The TIA should have included the traffic off the I-10 that uses Cherry Valley Boulevard as access to developments deep into Beaumont such as Sundance, Highland Springs and other expanding neighborhoods. The percentage for traffic increase in the study was only 2%. I contend a more realistic figure would have been 20% when all neighborhoods that are expanding in Calimesa, Beaumont and Cherry Valley are considered. The DEIR does not have a defensible statistic for expansion. 9

There are more residential streets that would be impacted in the City of Beaumont than any of the other communities. Brookside, Hannon Road and other routes will be negatively impacted by this warehouse and there is no mention in this study of these roads. There is also no mention of any impact to traffic in the Tournament Hills or Fairway Communities in Beaumont. The trucks may travel through these neighborhoods to reach Route 60 or find alternatives to traffic jams on the 10 freeway etc. These roads and communities were not designed as backup routes to warehouse traffic. 10

HEALTHY COMMUNITY GUIDELINES ESTABLISHED BY RIVCO ARE BEING VIOLATED

In the Healthy Community guidelines of RivCo planning and the General Plan, in HC 2.1 b, the plans state that the County will work towards "Directing new growth to existing urbanized areas while reducing new growth in undeveloped areas of the County" and has discouraged what is called "leap frog" development. Rezoning this area in the middle of residential property is spot zoning or "leap frog" development of an industrial character that violates planning standards and the Healthy Community guidelines. In HC 4.1 the language details that RivCo will "preserve open space scenic views by preventing inappropriate development in areas of environmental sensitivity". This project does not meet appropriate guidelines and is clearly "leap frog" in character for industrial development into a residential community. 11

The project borders on "sensitive receptors" that include senior communities, schools and families. It saddened me to hear that the representatives of the REIT who is proposing this project went to the home of a direct neighbor of this project who has a child with breathing problems and actually told the Mother of that child that they would be "better off" with the warehouse bordering physically on their property. The audacity of this leaves me speechless. 12

LACK OF CONSIDERATION FOR ECONOMIC JUSTICE VIOLATIONS AND AT RISK COMMUNITIES

The REIT and their employed lobbyists would like you to believe that you are "helping" those with limited income to find job opportunities. But economic justice guidelines that the RivCo Supervisors are bound to uphold stress that it is an Economic Injustice to approve predatory developments adjacent to poor neighborhoods. An economic study was done in 2015 of the closest neighborhood to this project, 13

N. CARROLL

Rancho Calimesa. The statistics are - 83% of this senior community qualified as so economically distressed as to be eligible for both State Medicaid assistance and Food Stamps with incomes below $24,000. A 2015 study done in the next neighboring community, put the percentage of residents that qualify as economically distressed at a 58%. Rezoning to put industrial next to these communities violates both State and County guidelines for economic justice. During the survey it was also evident how many of these low income residents who qualify for economic justice guidelines to be met are Veterans who have served and been honored for their service to this Country. This seems to further exacerbate the violation.

13 CONT

NO ALTERNATIVE FOR DEVELOPMENT OTHER THAN WAREHOUSE WAS ALLOWED BY REIT

The representatives of the REIT were asked to determine what the potential purchase price might be so that alternatives for purchasing the land and pursuing other choices may be on the table. The community members who approached Mr. Ruff of the REIT were told it was not for sale-period. And the community was told at the Community panel meeting in early 2014 that the REIT would not consider any alternative that was not a warehouse. So no other discussions were allowed by the REIT to consider any other purpose. The land was initially purchased for approximately $800,000 as residentially zoned. Mr. Shopoff, the CEO of the REIT, has stated publicly that his business model is to buy land and change the zoning to resell the land at a profit to a developer once the entitlements and rezoning are in place. This rezoning and warehouse entitlement, were the only considerations on the table. To imply otherwise in the DEIR is an untrue statement.

14

RISK TO WATERSHED, THE BEAUMONT BASIN, AND CONCERN FOR TRIBAL ARTIFACTS

It is well documented that tribal migration and settlements were concentrated around water as a life giving resource. The appearance of this property resembles an ancient dry lake bed with the land bordering it at a much higher elevation and a current stream centered in the middle of this property that still provides wildlife with much needed natural water and habitat. I am concerned there has not been adequate study of the plausible possibility of tribal artifacts and land that may have been used by native people. I feel this part of the DEIR is inadequate and I am concerned about to quickly dismissing this important detail. This is also a natural feed to the Beaumont basin. Rezoning for industrial use will put the quality of the basin at risk. There are no "do overs" regarding maintaining water quality.

15

ZONING CHANGES

This zoning change is the exact definition of spot zoning. Zoning changes that conflict with the General Plan are only to be approved when the public good is so overwhelmingly strong, that it necessitates an override. There is no evidence of these conditions. "Good" warehouses are built where streets are laid out for them appropriately. There are currently many open and unfulfilled warehouse jobs. There is no overriding public good for this warehouse entitlement to override the General Plan. I moved in to a community which has greatly enhanced the jobs in the area. We employ electricians, plumbers, air conditioning specialists, house painters, carpet layers, gardeners, computer assistance, tax specialists and accountants, and many others. We spend our money at local restaurants, shops, movies and casinos. We are an engine for employment that more directly services the local economy and raises the

16

N. CARROLL

standard of living of others. The most robust engine of job creation is small businesses. We support and put money in the pockets of small business. This warehouse can go in a properly zoned area. The public good will not be served by catering to the profit motive of one REIT. 16 CONT

CLOSING SUMMARY

In closing, I must press you to put High Cube warehouses where there is adequate infrastructure for them. They are not "good neighbors" in residential areas. This zoning change would negatively impact the scenic road to Cherry Valley and Oak Glen. This is a "backside" scenic route to Oak Glen that can be used for biking, bike tourism, to reach Oak Glen from the westside, and to maintain the unique flavor and charm of Cherry Valley. Do not allow the "tail to wag the dog" by pushing the interests of a land speculator ahead of proper planning. Do not miss the chance to reach a proper planning decision. There is never one warehouse, they are like rabbits and multiply very quickly once one is established. If properly zoned and built, warehouses can serve our changing needs. Allow them to plunder our General Plan and the negative impact cannot be reversed. 17

Sincerely,

Nancy Carroll

1165 Lantana Road

Beaumont CA. 92223

I have sent you this letter in response to the RDEIR # 534. You did not address any of the above concerns in January so please do so now.

Nancy Carroll
June 29, 2017

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Nancy Carroll (N. CARROLL)

Comment N. CARROLL-1
The commenter provides background information and states their reasons for moving to the area; commenter discusses concerns related to the County's potential motives in considering the project. **[It should be noted that the commenter re-used her previous comment letter to the DEIR by crossing out the date and subject line and replacing to refer to the RDEIR].**

Response to N. CARROLL-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment N. CARROLL-2
The commenter states that the RDEIR should reflect the project as a high-cube warehouse.

Response to N. CARROLL-2
The commenter has not updated the content of their letter to refer to the RDEIR. The RDEIR refers to the project as a high-cube warehouse throughout the document (see, e.g., RDEIR page ES-1, 2-9, and 3.16-21).

Comment N. CARROLL-3
The commenter states that this is a speculative entitlement because the amount of trucks may significantly increase if the project ultimately ends up being a "hot and cold" warehouse. The commenter states that the RDEIR should reference traffic statistics for high-cube warehouse traffic and 24-hour per day operations.

Response to N. CARROLL-3
No refrigerated warehouse use is currently anticipated, and, therefore, it would be speculative to analyze. However, since the ultimate tenant mix is currently unknown, the County may impose a condition of approval on the project that prohibits any refrigerated warehouse use unless additional CEQA review is conducted to evaluate air quality and greenhouse gas impacts from refrigerated uses. This would be enforceable through the County's building permit process for future tenant improvements. The RDEIR utilized trip generation rates for high-cube warehouse (see RDEIR Table 3.16-11). Likewise, 24-hour operations were assumed throughout each applicable impact section of the RDEIR (see, e.g., RDEIR at 2-20, 3.12-25, 3.14-12).

Comment N. CARROLL-4
The commenter expresses concerns regarding truck traffic on a primary route to Beaumont schools.

Response to N. CARROLL-4
Please refer to Response to Comment D. DOMINGUEZ 1-1.

Comment N. CARROLL-5
The commenter discusses the existing deficiencies at the Cherry Valley Boulevard overpass, and states that the project should not be approved before improvements are made.

Response to N. CARROLL-5
With regard to the necessary improvements for the freeway ramps at the I-10 freeway/Cherry Valley ramps, please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for more specific information related to improvements proposed at this location. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment N. CARROLL-6
The commenter expresses concerns related to potential roundabout improvements.

Response to N. CARROLL-6
Please refer to Response to Comment D. HOFFECKER-1.

Comment N. CARROLL-7
The commenter states that the traffic analysis did not adequately consider approved and planned residential units on Cherry Valley Boulevard, such as the Sunny-Cal development. The commenter also expresses concerns regarding senior drivers and newly licensed drivers.

Response to N. CARROLL-7
Comment noted. The combined traffic impacts of the project and the proposed Sunny-Cal development were specifically addressed under the "Near Term (2022) Plus Sunny-Cal Conditions" scenario in RDEIR Section 3.16. Other residential projects are included in RDEIR Table 4-1. The skill level of drivers is not within the purview of CEQA or the RDEIR, but this comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment N. CARROLL-8
The commenter takes issues with the use of "passenger car equivalents" in the traffic study. The commenter states that there are no patrols to prevent trucks from waiting in neighborhoods and other undesirable effects from trucking uses.

Response to N. CARROLL-8
Passenger car equivalent (PCE) factors allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, for the purposes of capacity and level of service analyses. PCE factors are applied to large truck types such as large 2-axles, 3-axles, 4+-axles. A PCE factor of 1.5 has been applied to large 2-axle trucks, a factor of 2.0 for 3-axle trucks, and a factor of 3.0 for 4+-axle trucks. These PCE factors are consistent with the values recommended by the San Bernardino Associated Governments (SANBAG) and are accepted factors by the County of Riverside. (RDEIR at 3.16-21). Signage that is consistent with the signage that exists today on Cherry Valley Boulevard would prohibit trucks from parking or queuing on public streets, subject to citation from local law enforcement. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment N. CARROLL-9
The commenter states that the 2% ambient growth rate is inappropriate given the expanding residential neighborhoods in Beaumont such as Sundance, Highland Springs and others. The

commenter states that the EIR does not have a defensible statistic for expansion, and states that the figure should have been 20 % when all expanding neighborhoods are considered.

Response to N. CARROLL-9
The adopted Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan (RTP) (April 2016) growth forecasts for Riverside County identifies projected growth in population of 2,316,000 in 2015 to 3,183,000 in 2040, or a 37.4% increase over the 25-year period. The change in population equates to roughly a 1.28 percent growth rate compounded annually. Similarly, growth over the same 25-year period in employment is projected to increase by 58.4 percent, or 1.86 percent annual growth rate. The commenter provides no scientific support or other evidence as to why a 20% growth rate should be utilized. Therefore, the annual growth rate of 2% in conjunction with cumulative project traffic would appear to be conservative and tend to overstate, as opposed to understate future traffic growth. (RDEIR Appendix I, Traffic Impact Analysis at p. 54).

Comment N. CARROLL-10
The commenter states that Brookside and Hannon Road should have been included within the traffic impact analysis, as well as the Tournament Hills or Fairway communities in Beaumont. The commenter states that trucks may travel through these neighborhoods to reach Route 60 or to avoid traffic jams on the 10 Freeway.

Response to N. CARROLL-10
Please refer to Response to C. SOUDER-3.

Comment N. CARROLL-11
The commenter claims that the project amounts to “leap frog” or “spot” zoning.

Response to N. CARROLL-11
Please refer to Master Response #2.

Comment N. CARROLL-12
The commenter expresses concerns regarding sensitive receptors (surrounding senior communities, schools and families), some of whom may have breathing problems.

Response to N. CARROLL-12
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD’s CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). Please also refer to Responses to Comments HAGUE-2 and BIRKY-3.

Comment N. CARROLL-13
The commenter cites concerns related to economic justice and at-risk communities.

Response to N. CARROLL-13
Comment noted. Economic and social considerations such as those cited by commenter are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of

this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment N. CARROLL-14
The commenter states that no other alternatives besides a warehouse development were considered by the developer.

Response to N. CARROLL-14
An owner of private property is permitted to pursue entitlements that further his or her project objectives; please refer to CVAN-40 and SIERRA-5 for a discussion of alternatives.

Comment N. CARROLL-15
The commenter expresses concerns related to tribal artifacts and the local watershed/water quality.

Response to N. CARROLL-15
With regard to tribal artifacts, please refer to Response to Comment FOULADI-6. With regard to water quality concerns, please refer to Response to HUFFMANN-1.

Comment N. CARROLL-16
The commenter claims that the requested zone change would amount to "spot zoning."

Response to N. CARROLL-16
Please refer to Master Response #2.

Comment N. CARROLL-17
The commenter expresses general opposition to the project.

Response to N. CARROLL-17
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

J

JUNE 28, 2017

RIVERSIDE COUNTY PLANNING DEPARTMENT
4080 LEMON STREET 12th FLOOR
RIVERSIDE, CA. 92502-1409
ATTN: BRET DAWSON, PROJECT PLANNER
RE: SAN GORGONIO CROSSING RECIRCULATED DIER #534
DEAR MR. DAWSON:

M. REVELES

I'm A RETIRED NAVAL MEMBER USN. I HAVE LIVED IN THE AREA FOR THE PAST 14 YEARS AND VERY MUCH OPPOSED TO THE CHANGES PROPOSED IN THE ENVIRONMENT FORTHGOMING IF THE WARE HOUSE PROJECT IS APPROVED. 1
I AM AN VA SERVICE CONNECTED VETERAN AND NEED AN HEALTHY AIR, CLEAN ENVIREMENT INCLUDING SAFETY SERVICES AS PROVIDED BY CITY AND STATE OFFICIALS.

SOME OF MY OPPOSITIONS ARE.
1. AIR QUALITY
2. NOISE FROM TRUCK TRAFIC.
3. CRIME INFLUENCES
4. PROTECTION TO ADVERSE AESTHETICS
5. NIGHT + DAY OPERATIONS
6. ACTIONS TO SUPPLEMENT RIVERSIDE COUNTY
7. GENERAL PLANS TO PROTECT OUR CITY AND THE CITY OF CHERRY VALLEY.
8. SCHOOL YOUNG PEOPLES SAFETY DURING SCHOOL HOURS AND ARTIVITIES 2

OVER

Sincerely Yours,

Michael Revelez

Michael REVELES

1653 Woodlands Rd.

Redmond, CA. 92373

Michael Reveles (M. REVELES)

Comment M. REVELES-1
The commenter provides background information and expresses general opposition to the project.

Response to M. REVELES-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment M. REVELES-2
The commenter provides a list of his reasons for opposing the project, which include: 1) air quality; 2) noise from truck traffic; 3) crime influences; 4) aesthetics; 5) night and day operations; 6) actions to supplement Riverside County; 7) General Plans to protect our city and the city of Cherry Valley; and 8) school young people's safety during school hours and activities.

Response to M. REVELES-2
Comment noted. The commenter does not elaborate on these areas of concern to allow for a more detailed response; however, potential aesthetic and lighting impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to truck noise, please refer to Response to Comment LANDA-7. The project's potential 24-hour operations were accounted for within the analysis of all impact areas discussed in the RDEIR. With regard to children who may walk to school, please refer to Response to Comment DOMINGUEZ 1-1. With regard to general concerns about hazards to local schools, please refer to Response to Comment LANDA-6. With regard to health risks to children, please refer to Response to Comment SIERRA-22. Other issues such as crime are not within the purview of CEQA or the RDEIR, which are limited to potential physical environmental impacts caused by the proposed project. Potential impacts to public services, including demand for law enforcement services, are addressed at RDEIR Section 3.14. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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TO WHOM IT MAY CONCERN RDEIR #534

COEHULL

June 20, 2017

I AM A U.S. AIRFORCE VETERAN AND HAVE LIVED IN THE AREA FOR THE PAST YEAR. I AM OPPOSED TO THIS WAREHOUSE BEING BUILT IN THE RURAL AREA OF CHERRY VALLEY. FOR THE FOLLOWING REASONS:

I AM ALSO A RETIRED POLICE OFFICER FROM THE CITY OF REDLANDS. I OBSERVED FIRST HAND HOW WAREHOUSES BUILT IN REDLANDS AFFECTED AIR QUALITY, AND ESPECIALLY TRAFFIC PROBLEMS THAT COMES WITH COMMERCIAL TRAFFIC. I SAW A C.H.P. OFFICER DIE IN THE LINE OF DUTY IN REDLANDS WHEN HE WAS STRUCK ON HIS MOTORCYCLE BY A 18 WHEELER.

PLEASE RECONSIDER PLACING YOUR WAREHOUSE ELSEWHERE, RATHER THAN IN A RESIDENTIAL AREA. IT MAKE NO SENSE TO BUILD A WAREHOUSE THAT WILL BE SURROUNDED BY A RESIDENTIAL AREA IN CHERRY AREA.

1

RESPECTFULLY SUBMITTED.

Michael E Coehull Coehull

CELL 951-544-7396
HOME 951-845-4101

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Michael Coehull (COEHULL)

Comment COEHULL-1
Commenter provides background information expresses general opposition to the project, citing concerns regarding traffic and his observations of a fatal collision between a motorcycle and a truck.

Response to COEHULL-1
Comment noted. Please refer to Response to WEISKOPF-2. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

SAGERESTER

Dear Brett Dawson

Please do not allow warehouse project.

My concerns – Traffic, comercialization horrible project compared to Beaumonts mostly quiet residential feel. I am a property owner.

1

Sincerely Michael H. Sagerster

My Address is:
452 Boise Rock
Beaumont, CA 92223

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Michael Sagerester (SAGERESTER)

Comment SAGERESTER-1
Commenter expresses general opposition to the project, citing concerns regarding incompatibility with the surrounding area and truck traffic.

Response to SAGERESTER-1
Comment noted. Impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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912 Brentwood Rd.
Beaumont, CA 9223[illegible]

July 1, 2017

SCOTT

To whom It May Concern,

I want to express my total objection to the present or any future plans to build a large warehouse along the 10 Freeway in the Cherry Valley, CA. Beaumont area. Having respiratory health issues and being a retired Beaumont resident, my health will be hugely impacted negatively – not to mention the peaceful and quiet qualities that drew me to retire in Beaumont.

I cannot support the addition of hundreds of big rig trucks coming daily that would be necessary to operate such a business. The chemical and noise pollution would be unbearable.

I urge the powers that be to put the Cherry Valley Residents first and deny this warehouse development at all costs.

1

Sincerely,

Richard Scott

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Michael Scott (SCOTT)

Comment SCOTT-1
Commenter cites concerns related to air quality/health risks.

Response to SCOTT-1
Comment noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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M. SEYMOUR

JUNE 22, 2017

RDEIR
#534

to mention the increase in traffic which will definately pose a safety issue as there are four schools and five senior citizen communities near by. 1

If the zoning is changed to industrial it will only mean other commercial warehouses will ultimately be built creating an ugly urban congested mess. This is NOT an appropriate place for industrial warehouses let alone a mega warehouse that is being proposed. Mr. Dawson, please do not allow the zoning of this area to be changed so that the beautiful rural country atmosphere can be retained for the residents of Cherry Valley! Thankyou for your attention and time. 2

Sincerely,
Michele D. Seymour
40873 Laredo Trl
Cherry Valley, CA. 92223

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Michele Seymour (M. SEYMOUR)

Comment M. SEYMOUR-1
Commenter cites concerns related to traffic.

Response to M. SEYMOUR-1
All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts.

Comment M. SEYMOUR-2
The commenter expresses general opposition to the project.

Response to M. SEYMOUR-2
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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7-5-17
RIVERSIDE COUNTY PLANNING DEPT.
4080 LEMON ST. 12TH FLOOR
P.O. BOX 1409
RIVERSIDE CA 92502-1409
ATTN: MR BRETT DAWSON, PROJECT MANAGER

RE: SAN GORGONIO CROSSING EIR #534

DEAR MR DAWSON,

DELPH

MY NAME IS MICHELE DELPH. I LIVE IN ~~APT~~ 11133 UNION ST, CHERRY VALLEY. I'M WRITING THIS LETTER TO VOICE MY CONCERNS ABOUT THE ABOVE MENTIONED PROJECT IN CHERRY VALLEY.
I'VE BEEN A RESIDENT TAXPAYER HERE SINCE 1992 AND AM VERY CONCERNED ABOUT HOW THIS WAREHOUSE WILL AFFECT MY COMMUNITY.
AS I'M SURE YOU ARE AWARE, CHERRY VALLEY IS A VERY RURAL COMMUNITY. THIS PROJECT WOULD DESTOY THE CULTURE OF OUR QUIET, CLEAN AIR, ACCESSIBLE, VERTUALLY CRIME FREE TOWN. LOOK AT FONTANA, RIALTO EVEN SAN BERNARDINO — CONJESTION, CRIME, UNHEALTHY AIR. NO THANKS.
SINCERELY

1

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Michelle Delph (DELPH)

Comment DELPH-1
Commenter expresses general opposition to the project.

Response to DELPH-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Today's date: 6/28/2017

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

MAHDAVI

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017. It bothers me greatly that the General Plan of Beaumont includes that Cherry Valley was meant to remain with a rural feel, and a one acre, one home design. I have been riding horses and taking lessons here since 1985, and when it came time for me to buy a home of my own I came to the place that I have loved for this quiet and rural feel. I have made many decisions for employment and real estate, and continue to make these decisions, based on my love for my rural town, Cherry Valley. In fact, the biggest reason I came here was for the General Plan of this community. I want to continue to be able to raise my animals in a safe, quiet, and clean place away from the dangers of traffic and poor air quality. I also want to live with people who also want to continue living with small farms all around them. 1

I do not understand how you can legally change the zoning of the proposed land for the warehouse from rural residential to industrial, that is too many levels of change. I also do not understand how the natural environment and wildlife are going to survive with this major mass of unnatural buildings in their home.

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 2

Sincerely yours,



Michelle Mahdavi

38437 View Drive

Cherry Valley, CA 92223

(909) 260-5790

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Michelle Mahdavi (MAHDAVI)

Comment MAHDAVI-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy; the commenter expresses general opposition to the project on the basis that she does not understand how the zoning can legally be changed, and questions how the natural environment and wildlife are going to survive the project.

Response to MAHDAVI-1
Comment noted; with regard to the proposed re-zoning and General Plan Amendment, please refer to Master Response #2, as well as Responses to CVAN-7 to CVAN-12 and SIERRA-33. Impacts related to biological resources are discussed in RDEIR Section 3.4, and would be less than significant with mitigation. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment MAHDAVI-2
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to MAHDAVI-2
Please refer to Master Response #1.

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Riverside County Planning Dept
4080 Lemon Street 12th Floor
Riverside CA 92501

June 19, 2017

Attn: Mr. Brett Dawson Project Manager
Re: San Gorgonio Closer RDAIR #534

Dear Mr Dawson

SIMON

1

Mike Simon I move to this area (Agency) the
Because of the open Air Space I am a Veteran
A Retired Truck Driver of 40 yrs. I could
Have Lived Anywhere in the U.S. on Canada
This Area will not Support Big Rigs and
Traffic. The On & Off Ramps will not Support
The Weight Long Hours Traffic Col. Trucks
Has not Gotten Enough Room to Create Lane
Cuts

2

And what About all the Wild Life Going to
Do They where Here First & They Have
No Where to Go
The Air Quality Would Be Horrible to All
The Sewage with Ben Hill Problems
I Have personally Seen 7 Car Studios and They
Can not be Right I believe They are False
In Every Way The Air Water

3

10961 Desert Lawn Dr #380
Calimesa CA 92320

Mike Simon
CC: Marian Ashley

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Mike Simon (SIMON)

Comment SIMON-1
Commenter cites concerns related to freeway ramps.

Response to SIMON-1
Please refer to Response to Comment LANDA-4.

Comment SIMON-2
Commenter expresses concerns related to wildlife.

Response to SIMON-2
Please refer to Response to Comment BIRKY-4.

Comment SIMON-3
Commenter cites concerns related to health risks to seniors with breathing problems and questions the accuracy of the studies in the RDEIR.

Response to SIMON-3
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including nearby senior communities. (See RDEIR at 3.3-54 to 3.3-59). With regard to other non-cancer, acute health risks, please refer to Response to BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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July 1, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

bdawson@rctlma.org

Attn: Brett Dawson, Project Planner

RE: San Gorgonio Crossing DEIR (re-do)

Dear Mr Dawson,

DONISTHORPE

My name is Monika Donisthorpe. **I live on Roberts Street**. This project will impact me, my family, my farm animals and my property value for YEARS to come. I highly oppose changing the zoning IN MY FRONT YARD for a developer to make money.

I moved to this property 1 year ago because I wanted a rural atmosphere. A warehouse in my front yard is NOT rural in any way. The land in front of my house was never intended for a warehouse. 1

On Page PAP-1 of the General Plan it states: We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be developed. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout the County of Riverside. Clearly, the General Plan for Cherry Valley NEVER intended for a huge warehouse. WHY CHANGE THE ZONING??????

This warehouse will be open 24 HOURS A DAY. I will see the lights and hear the NOISE 24 HOURS A DAY. NO RESPITE. That is disgusting. The vegetation you suggest to be planted will not grow to maturity for 20 plus years. THIS DOES ME NO GOOD. And who's to say the new developer would even adhere to the "guidelines"? THE WHOLE PLAN IS GREEDY AND PUTS MONEY IN THE POCKETS OF SHOPOFF and Marion Ashley's campaign. The fact that they are lifelong friends is NOT A CONFLICT OF INTEREST? This project is not in any way about making Cherry Valley a nicer, safer, quieter place to live. IT IS THE OPPOSITE OF THAT. 2

On Page HC-2 of the General Plan it states: The policies in the Healthy Communities Element are intended to address Riverside County's key health issues and challenges with the . of fostering the overall health and well being of Riverside County residents. In addition, particular attention is paid to those residents who are considered especially vulnerable to public health risks, **including children**, the elderly, the disabled, and those in poverty. It will be hard to protect my niece from damage to her lungs and let her live a full life outside WITH A WAREHOUSE IN MY FRONT YARD. 3

My twelve year-old nephew has a treehouse he built all by himself in an old oak tree on our property. He has a barn owl that visits him on a daily basis. We have a set of crows that sit on our horse stalls everyday. Hawks and various birds fly around our house at all times. Bunnies and squirrels live with our goats and rescue pigs. Coyotes frequent our property and keep us on our toes. My little farm back here will never be the same with a huge warehouse and 4

DONISTHORPE

hundreds of trucks on my street daily. PLEASE DO NOT CHANGE THE ZONING IN MY FRONT YARD and ruin the habitat FOREVER. Forever is a long time. I do not think a fee to Riverside county will reverse any of the damage done to surrounding habitat.
In the DEIR it says that impacts to upland habitats and associated species will be addressed through participation in the MSHCP (environmental agency for Riverside County). Impacts to vegetation communities, sensitive animal species, and potentially to sensitive plant species will be mitigated to below a level of significance through payment of the MSHCP fee. Again, a fee will not help all the critters that call my farm home. 4 CONT

PLEASE PUT A STOP TO THE ZONE CHANGE AND LEAVE THE ZONING AS IS.

Sincerely,

Monika Donisthorpe

Monika Donisthorpe
9865 Roberts Street
Cherry Valley, CA 92223
714-222-8622

Monika Donisthorpe (DONISTHORPE)

Comment DONISTHORPE-1
The commenter states that she lives on Roberts Street and expresses general opposition to the project, stating that the land in front of her house was never intended for a warehouse, which is not rural in character. The commenter cites to the Pass Area Plan and states that the General Plan for Cherry Valley never intended to allow a huge warehouse.

Response to DONISTHORPE-1
Comment noted. Please refer to Response to Comment CVAN-10. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DONISTHORPE-2
The commenter expresses general opposition to the project, citing concerns related to 24-hour operations, light and noise.

Response to DONISTHORPE-2
Comment noted. Please refer to response to Comment SIERRA-32. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DONISTHORPE-3
The commenter cites concerns related to children's health, and cites to page HC-2 (Healthy Communities Element) of the County General Plan. The commenter states that it will be hard to protect her niece from damage to her lungs with a warehouse in her front yard.

Response to DONISTHORPE-3
Comment noted. Please refer to Response to Comment BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DONISTHORPE-4
The commenter describes the animals and wildlife around her property, and cites concerns related to damage to habitat. The commenter does not think that payment of a fee to Riverside County will reverse any of the damage done to surrounding habitat.

Response to DONISTHORPE-4
Comment noted. Please refer to Response to Comment BIRKY-4. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

CRAWFORD

I am opposed to the warehouse on Cherry Valley. 1

Sincerely Morgan Crawford

My Address is:
206 W Little Santa St.
Beaumont, CA 92223

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Morgan Crawford (CRAWFORD)

Comment CRAWFORD-1
Commenter expresses general opposition to the project.

Response to CRAWFORD-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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MOULE

I live in Beaumont and moved here to get away from traffic and pollution love the peace.
This would bring such a negative impacts on Beaumont. Schools children parks, ~~hard~~ hospitals, children, elderly. We have always loved the city of Beaumont and wanted to live here, we came from W. Conroe and wanted to stay for good. We dont need the Traffic nor the problem it will bring. Your warehouse will be a big problem for Beaumont. We dont need another Truck Problem.

CC: M. Ashley

Sincerely,
Jeff D. Moule
Moule

1

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Moule (MOULE)

Comment MOULE-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project.

Response to MOULE-1

Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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40396 Orchard Pl,
Cherry Valley
Ca 92223

6/9/17

To Whom it May Concern.

Re. San Gorgonio Crossing
Gateway Center Warehouse. RDEIR #534 ALPS

- We have lived in Cherry Valley for over 30 years.
- We moved here because it is a RURAL style setting.
- To leave town, 90% of the time we use Cherry Valley Blvd. to 10 Freeway. We do not want big, dangerous trucks on the road. 1
- It is insane.
- CABAZON, east of the town, has hundreds of acres of unused land, next to the freeway, by the Arrowhead Water "factory". THIS would be a much better site. 2
- Please keep Cherry Valley & Beaumont as nice residential areas. We don't need more pollution and congestion. 3

Sincerely

Michael Alps

Pam Alps

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Michael and Pam Alps (ALPS)

Comment ALPS-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to ALPS-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment ALPS-2
Commenter states that there are alternate sites in Cabazon available for warehouses that are more appropriate.

Response to ALPS-2
Please refer to Response to Comment JENNINGS-2.

Comment ALPS-3
Commenter expresses general opposition to the project.

Response to ALPS-3
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 29, 2017

County of Riverside Planning Department
4080 Lemon Street, 12TH Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

I am commenting on the Re-circulated DEIR #534, issued May 26, 2017. BRINEGAR

Four years ago my husband and I (both retired) moved to Cherry Valley for the principle reason that we believed it to be an environmentally healthier place to live; a rural area with less congestion would provide greater physical and mental health. Or so we have hoped. 1

First of all, in these four years, we have observed the increased traffic on 1-10 necessitating lane expansion. The intersection at I-10 and Cherry Valley Blvd. requires great caution with ingress and egress from all directions. The addition of a multi-bay warehouse on the southeast quadrant would severely complicate the traffic issue in safety and efficiency. 2

Secondly, the EIR clearly points out the various ways such construction would directly contribute detrimentally to the health of *thousands* of residents of all ages living within a five-mile radius due to air and water pollution. 3

Thirdly, again speaking as retirees, the probability of decreased property value due to the building of an industrial warehouse complex is particularly unsettling as we approach our eighties living on a fixed income. 4

These are but three of many problems that concern us regarding the proposed construction.

Your sincere attention to the many deleterious issues regarding the proposed warehouse which would effect so many people deserves reconsideration. 5

Respectfully,

Meredith Thompson Brinegar

Meredith Thompson Brinegar
10870 Deerfield Drive
Cherry Valley, CA 92223-6002

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Meredith Brinegar (BRINEGAR)

Comment BRINEGAR-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to BRINEGAR-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment BRINEGAR-2
Commenter cites concerns related to the Cherry Valley/I-10 Freeway ramps, and traffic on the I-10 freeway generally.

Response to BRINEGAR-2
All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. With regard to the necessary I-10/Cherry Valley Boulevard freeway ramps, please refer to Response to Comment LANDA-4.

Comment BRINEGAR-3
Commenter cites concerns related to health risks from air and water pollution.

Response to BRINEGAR-3
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). With regard to water quality issues, please refer to Response to HUFFMANN-1.

Comment BRINEGAR-4
Commenter expresses concerns regarding impacts to property values in the area.

Response to BRINEGAR-4
Comment noted. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment BRINEGAR-5
Commenter expresses general opposition to the project.

Response to BRINEGAR-5
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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ASHFORD
Page 1 of 1

January 12, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

Attn: Mr Brett Dawson, Project Planner

Dear Mr Dawson,

ASHFORD

My name is Michelle Ashford. I am a senior citizen who lives at Rancho Calimesa Mobile Home Ranch. I have been living here for almost 3 years now, having moved here from Washington State. I chose to buy a home here because it is out of the hustle and bustle of the city. Quiet, country life was what I was looking for and found it at my present home.

I cannot afford to move to another home, far away from your planned warehouse project. Your warehouse project will not only affect human beings, but also the local wildlife and nearby farms on Cherry Valley Blvd. The 24/7 sounds and emissions of big rig trucks promises to lower the value of our homes and the quality of my remaining senior years. 1

Unless the builder is willing to buy my home from me and relocate me to a nice, quiet, country life area, I strongly oppose the construction of the proposed warehouse and also strongly suggest you locate someplace else for it like 25 miles east in the unpopulated desert area.

Sincerely Senior Citizen and former Army wife,
Michelle P. Ashford
10320 Calimesa Blvd #56
Calimesa, California 92320

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Michelle Ashford (ASHFORD)

Comment ASHFORD-1

The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy; the commenter expresses general opposition to the project.

Response to ASHFORD-1

Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

LADAM-2

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017. On Page AQ3 of the General Plan it states: According to the Air Quality Management Plan (AQMP) adopted by SCAQMD for the air basin, the worst air quality problem in the nation occurs in the Riverside County. The question would be why would any project be approved, which would make the bad air quality even worse and in an area where so many 55 and over people live.

1

Also to comment and question concerning the environmental issues in my previous letter remain pertinent and relevant to the Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR.

2

Sincerely

Marsha L. Dam

Print Name and Address

MARSHA L. DAM
1245 SCOTTSDALE ROAD
BEAUMONT CA 92223

Marsha LaDam
1714 Desert Almond Way Beaumont, CA 92223
951.212.1477 ms.ladam@verizon.net

December 16, 2016
Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92591

Attention: Mr. Brett Dawson, Project Manager

Regarding: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson,

My Name is Marsha LaDam and I am a resident of Solera in Beaumont. I moved to this location in 2006 from Upland, CA where I lived since 1952. Although I still love the Upland area I chose to leave it due to the high density of homes and traffic. I came to Beaumont because it was rural, quiet, with low traffic and congestion. I believed it would provide me with the smaller town quality of life I need in my retirement years. This included healthy air, reduced stress and qualities that are beneficial and ecstatically pleasing.

I was able to purchase a quality home at an affordable price. If the San Gorgonio Crossing DEIR #534 is allowed to be built, it is a proven fact that traffic and congestion will increase along with diminished air quality. This could have an effect on the health of the residents and on our property values. At this stage in my life I cannot afford to or should have to relocate due to the greed of some business people. There are thousands of 55 and over residents that live and support this community and their wellbeing must be taken into consideration.

Sincerely,
Marsha LaDam

Marsha LaDam

cc: Marion Ashley

Marsha LaDam (LADAM-2)

Comment LADAM-2-1
The commenter cites to the General Plan's discussion of existing air quality in the air basin, and questions why a project would be approved that would make bad air quality even worse.

Response to LADAM-2-1
The RDEIR discusses existing air quality in the Inland Empire region and evaluates the project's contribution to existing air quality problems. The current attainment designations for the South Coast Air Basin are shown in RDEIR Table 3.3-4. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment LADAM-2-2
The commenter states that all her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to LADAM-2-2
Please refer to Master Response #1.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

DOYLE

Dear Brett Dawson

I moved to Beaumont in 2006. I previously lived & worked in the Los Angeles area. Bad air quality is not healthy for people. My daughter developed asthma. I have had several respiratory infections.
Please - no warehouses in Cherry Valley.
I like being able to breathe. 1

Sincerely
Marlene Doyle
My Address is:
174 Kettle Crk.
Beaumont CA 92223

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Marlene Doyle (DOYLE)

Comment DOYLE-1
Commenter cites concerns related to air quality and health risks.

Response to DOYLE-1
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). With regard to acute non-cancer health risks (such as exacerbation of asthma, etc.) please refer to Response to BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Dec. 14, 2016

Riverside County Planning Department
4080 Lemon St. 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner
Re: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson

SAENG

My name is Martha Saeng. I have been a property owner in Beaumont for 5 years. My husband and I moved to this area because of quietness, clean air and limited traffic. When I learned of the San Gorgonio Crossing project I became deeply concerned that all that I love about Beaumont and Cherry Valley was in jeopardy. 1

As an avid birdwatcher, I take great pleasure in observing raptors hunt and soar over the open fields behind my home. On Page ES-1 of the DEIR it states that the proposed project would directly impact raptor foraging habitat as well as their nesting habitat. This would devastate raptors as well as other birds and wildlife. This is one of many reasons why I'm opposed to the project 2

Martha Saeng

CC: Marian Ashley

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Martha Saeng (SAENG)

Comment SAENG-1
The commenter describes her reasons for moving to the area and expresses general concerns about the project.

Response to SAENG-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment SAENG-2
The commenter states that she is an avid birdwatcher and expresses concerns regarding impacts to raptor foraging habitat. The commenter states opposition to the project on this basis.

Response to SAENG-2
Comment noted. Direct impacts to an active raptor nest are not allowed under the federal MBTA, and direct take of active raptor nests would be considered significant. Therefore, surveys shall be required prior to any disturbance of the project site by construction activities. Mitigation Measures BIO-1a and BIO-1b below were refined based on written communication from CDFW dated January 18, 2017, and will ensure that impacts to nesting birds are less than significant. (RDEIR at 3.4-30 to 3.4-33). It should also be noted that the project will permanently preserve 84.8 acres of the site as open space. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 7, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA. 92501
Attn: Mr. Brett Dawson, Project Planner
Re: San Gorgonio Crossing RDEIR #534

Dear Mr. Dawson:
I am commenting on the Recirculated RDEIR, #534, Issued May 26, 2017.

BIGNESA

Rural Characteristics
On Page V-12 of the General Plan it states: Numerous rural areas are assured a continuation of that lifestyle. Limitations on the erosion of this lifestyle are well respected because of the clarity and strength of commitment by Riverside County. And because alternative opportunities for more urban and suburban development already exist.

1

Respectfully,
Mary Bigness
Cherry Valley Resident

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Mary Bignesa (BIGNESA)

Comment BIGNESA-1

Commenter expresses general opposition to the project on the basis that it violates the County's General Plan goal of protecting the rural character of Cherry Valley.

Response to BIGNESA-1

Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Riverside County Planning Dept. 6/26/17
4080 Lemon Street 12th Fl.
Riverside CA. 92501
attn: Mr. Brett Dawson, Project Planner
Re: San Gorgonio Crossing DEIR # 534

M. MEHLMAN

Dear Mr. Dawson:

My name is Mary Mehlman, I moved here in 2011 and loved living here because of the quality of life. We enjoy the open space and the quality of the air in our area. 1

On page AQ-3 of the General Plan it states: according to the Air Quality Management Plan (AQMP) adopted by the SCAQMD for the air basin the worst air quality problems in the region occurs in the SCAB. I'm getting older each day and my breathing is important to me and all the seniors around us. 2

Please, our quality of life is important.

MARY Mehlman

cc: Marian Ashley

Mary Mehlman
1256 Beech Almond Way
Redlands CA. 92373

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Mary Mehlman (M. MEHLMAN)

Comment M. MEHLMAN-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to M. MEHLMAN-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment M. MEHLMAN-2
The commenter cites to the General Plan's discussion of existing air quality in the air basin.

Response to M. MEHLMAN-2
Please refer to Response to LADAM-2-1.

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DATED: 7 6 2017

COUNTY OF RIVERSIDE PLANNING DEPARTMENT

4080 LEMON STREET, 12th FLOOR

RIVERSIDE, CA 92502

RE: SAN GORGONIO CROSSING RDEIR #534

DEAR BRETT DAWSON:

WATSON

I AM COMMENTING ON THE RECIRCULATED DEIR, #534, ISSUED MAY 26, 2017.

AS A RESIDENT OF RANCHO CALIMESA MOBLE HOME RANCHO ANDIAM VERY MUCH OPPOSSED TO THE CONSTRUCTION OF THE WAREHOUSE PROJECT. AT ANY GIVEN DAY I CAN STAND AT MY WINDOW AND SEE 50+ TRUCKS PASS ON THE I-10 FREEWAY. IN A GIVEN TIME PERIOD. THE TRAFFIC WILL INCREASE OF NOT ONLY TRUCKS BUT PASSENGER VECHILES FOR THE EMPLOYEES. I AM A PERSON THAT HAS COPD IF THIS PROJECT IS PERMITED MY HEALTH WILL ONLY DETERIORATE QUICKER. AS A FORMER TRUCK OWENER I AM SPEAKING FROM EXSPEARANCE WHEN I SAY IT WILL BE TRUCKS IDOLING FOR AIR CONDITIONING IN HOT WHEATHER (100+ TEMPS) AND IN THE WINTER FOR HEATERS TO KEEP DRIVERS WARM. THIS IS A VERY HAZZARDOUS CONDITION FOR ME TO LIVE IN

1

ALL COMMENTS AND QUESTIONS CONCERNING THE ENVIRONMENTAL ISSUES IN MY PREVIOUS AND ATTACHED LETTER REMAIN PERTINENT AND RELEVANT TO THIS RECIRCULATED DEIR. THEREFORE, I AM RESUBMITTING MY ORIGINAL LETTER ALONG WITH THESE ADDITIONAL COMMENTS CONCERNING THE RDEIR AND I WILL EXPECT COMMENTS FROM BOTH LETTERS TO BE ANSWERED AND INCLUDED IN THE FINAL EIR.

2

SINCERELY YOURS,

Mary F Watson

MARY WATSON
10320 CALIMESA BLVD# 47
CALIMESA, CA 92320-2313

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Mary Watson (WATSON)

Comment WATSON-1
Commenter cites concerns related to health risks and traffic. The commenter claims that truck drivers will allow their engines to idle so that they can use their air conditioning and heaters.

Response to WATSON-1
Comment noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). With regard to acute non-cancer health risks (such as exacerbation of asthma, etc.) please refer to Response to BIRKY-3. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. With regard to truck idling, please refer to Response to STROMME-1.

Comment WATSON-2
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to WATSON-2
Please refer to Master Response #1.

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Riverside County
4080 Lemon Street 12th Floor
Riverside, Ca. 92501

June 18, 2017

Attn; Mr. Brett Dawson, Project Planner
Re: San Gorgonio Crossing DEIR # 534

JOGNIA

Dear Mr. Dawson,

Four years ago my husband & I moved here because of the wide open spaces, fewer people & homes, & cleaner air. In those 4 yrs thousands of homes are being built on Highland Springs affecting traffic, air quality & overall health due to pollution. This warehouse would pose a significant health issue to young & old especially those with respiratory concerns or illness. The pollution that these trucks will ~~pollute the air~~ cause is a concern to all. 1

On Page HC-2 of the general plan Health issues are addressed. It will not be safe for our grandchildren to be outside

On Page HC-4, # C 2.1 b of the General Plan it also addresses health issues. You obviously are not concerned about our health Shame on you!!! It also states it will reduce new growth to existing urbanized areas while Reducing new growth in undeveloped areas of Riverside County 2

Traffic is so bad now fire & ambulance have trouble getting thru intersection where Highland Springs goes under the freeway now. Trucks will add to this congestion. Now Cherry Valley Blvd will be the same

We are voters don't forget & we should have a voice in our community 3

Maureen Joginia
MAUREEN JOGNIA
10291 Bel Air Drive
Cherry Valley, Ca
92223

CC: Marian Ashley

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Maureen Jognia (JOGNIA)

Comment JOGNIA-1
Commenter expresses general opposition to the project, citing concerns regarding health risks to senior and children and those with respiratory concerns or illness.

Response to JOGNIA-1
Comment noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). With regard to acute non-cancer health risks (such as exacerbation of asthma, etc.) please refer to Response to BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment JOGNIA-2
The commenter expresses general opposition to the project, citing inconsistency with General Plan policies related to health and urban growth.

Response to JOGNIA-2
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment JOGNIA-3
Commenter cites concerns related to traffic.

Response to JOGNIA-3
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

IRWIN

I'am commenting on the Recirculated DEIR #534, issued May 26, 2017.

AS STATED IN MY ONGINAL LETTER WE ALE OPPOSSED TO THIS GATEWAY PROJECT. I AM A VETELAN & I MOVED TO THIS ALEA FOL QUALITY OF LIFE ISSUES! HEALTH, BETTEL ENVIONMENT, SMALL TOWN ATMOSPHELE & LOW CLIME LATE. WE WISH THIS ALEA TO LEMAIN WITH LESS TRAFFIC, AIR QUALITY & AESTHETICS THAT WOULD BE IMPACTED IF SUCH A WALEHOUSE PROJECT IS APPLOVED. 1

ALL THE COMMENTS & QUESTIONS CONCELNING THE ENVIONMENTAL ISSUES IN MY PLEVIOUS & ATTACHED LETTEL LEMAIN PELTINENT & LELEVANT TO THIS LECILCULATED DIER. THELEFOLE I AM LESUBMITTING MY ORIGINAL LETTEL ALONG WITH THESE ADDITIONAL COMMENTS THE RDEIR & I WILL EXPECT COMMENTS FLOM BOTH LETTELS TO BE ANSWELED & INCLUDED IN THE FINAL EIR. 2

Sincerely

Print Name and Address

Mel S. IRWIN
Cecilia M. IRWIN

December 12, 2016

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson:

Our names are Mel and Cecilia Irwin and we have lived in the Beaumont area for seven years now. I am a USA veteran. We are opposed to the Gateway warehouse being built in the rural area of Cherry Valley. We moved to this area to escape the urban atmosphere and crowded environment of the Los Angeles area. We do not wish to see the same situations experienced there arise here, such as increased traffic, poor air quality, and higher crime rates. We also appreciate the lush rural area as it looks now! By undertaking a project like a distribution warehouse 12 ½ football fields in length would NOT be aesthetically beneficial to the area!

We are opposed to a distribution warehouse as stated above and request that there be a vote not to proceed with this project. Furthermore, since this area is zoned as "rural residential" under Riverside County's Master Plan - it should not be changed.

Sincerely Yours,

Mel S. Irwin
Cecilia M. Irwin
1188 Wisteria Way
Beaumont, CA 92223

Mel and Cecilia Irwin (IRWIN)

Comment IRWIN-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to IRWIN-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment IRWIN-2
Commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to IRWIN-2
Please refer to Master Response #1.

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June 21, 2017

Riverside County Planning Dept
4080 Lemon St 12th Floor
Riverside, CA 92501

Attn: Mr Brett Dawson, Project Planner

RE: San Gorgonio Crossing Recirculated DEIR #539

Dear Mr. Dawson

PUJOLS

My name is Manuel Pujols and I have lived with my husband, daughter, and step children for the past year. I moved here from north end San Bernardino, CA after watching warehouses being built up around the area instead of developing the community and small business partners. Almost immediately after moving here I noticed the improved air quality, crisp fresh air, and low crime, and an excellent school district. I am in opposition to the development of this project as it would negatively impact the air quality and aesthetically pleasing view as I approach my community everyday after work. 1

Sincerely,

Manuel Pujols
34645 Birds Bird Beaumont CA 92223

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Maureen Pujols (PUJOLS)

Comment PUJOLS-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy; the commenter expresses general opposition to the project.

Response to PUJOLS-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

M. BECK

Regarding the Recirculated DEIR #534 issued May 26, 2017. This problem of the Cherry Valley Warehouse for more trucks in our rural community, is like a cancer in our lives. We who live in the area are asking for your help to fight it. Cancer cells grow and take over for self interest, without regard to the environment that they damage and destroy. Please have the health of Cherry Valley in mind when you set the record of how you took care of us.

1

Sincerely Mark Beck

Print Name and Address 0145 Ave Miravilla
Cherry Valley, CA 92223

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Mark Beck (M. BECK)

Comment M. BECK-1
Commenter expresses general opposition to the project.

Response to M. BECK-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 27, 2017

County of Riverside Planning Department

4080 Lemon Street, 12th Floor

Riverside, CA 92501

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

WALTON

Being a resident of Beaumont for the past 11 years, I became very concerned when learning of the San Gorgonio Crossing warehouse proposal. I previously sent a letter regarding this proposal after the draft EIR was completed last year. My letter was apparently disregarded. I am now commenting on the recirculated DEIR #534 issued May 26, 2017. This project will have such a negative impact in so many ways I don't know where to start. There is, of course, air quality, traffic congestion, spot zoning, infrastructure, reduced property value as well as being in complete opposition to the General Plan.. 1

I can imagine what a nightmare the traffic congestion will be for this area which draws people here to escape that very congestion found in other cities. This San Gorgonio Pass has retained a country feel and we residents love that aspect of the area and enjoy seeing horses, sheep, goats, cows and beautiful open areas of grass and trees. It is literally nauseating to think of hundreds of trucks destroying our way of life and the warehouse destroying this entire landscape. Refer to the General Plan pages PAP-24, PAP 4.2; V-13 under #9; PAP-1; I-7. 2

Secondly, I have an enormous concern for our elementary age children who are in schools within 4 miles of the warehouse location. The emissions will not only make our elementary children sick, the high school students will be unable to play sports in the new football stadium which is home to the Beaumont high school athletic programs. This is unconscionable!!!! This will also hugely impact the many senior citizens in this area with pulmonary/respiratory disease as well as allergy issues. Refer to the General Plan pages PHC-2; PAQ-15; AQ-9. 3

I am absolutely appalled and extremely adamant that this warehouse would be a bane on every individual living in the San Gorgonio Pass and should not be built. I am <u>begging</u> you to help us stop this insanity. 4

Thank you for your attention to this very crucial matter.

Marla J. Walton

Marla Walton

1184 Lantana Road

Beaumont, CA 92223

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Marla Walton (WALTON)

Comment WALTON-1
The commenter expresses general opposition to the project, citing concerns regarding air quality, traffic congestion, spot zoning, infrastructure, reduced property values and inconsistency with the General Plan.

Response to WALTON-1
Impacts related to air quality are discussed in RDEIR Section 3.3, and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to the commenter's allegations of spot zoning, please refer to Master Response #2. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. With regard to General Plan consistency, please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment WALTON-2
Commenter reiterates her concerns related to traffic congestion and refers to consistency with Pass Area Plan (PAP) policies.

Response to WALTON-2
Please refer to Response to WALTON-1, above. With regard to consistency with PAP policies, please refer to Response to Comment CVAN-10.

Comment WALTON-3
Commenter cites concerns related to health risks and seniors from the project.

Response to WALTON-3
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including nearby senior communities or schools. (See RDEIR at 3.3-54 to 3.3-59). Please also refer to Response to SIERRA-22.

Comment WALTON-4
Commenter expresses general opposition to the project.

Response to WALTON-4
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 26, 2017

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

I am commenting on the Re-circulated DEIR, #534, issued May 26, 2017. M. DAVIS

The re-circulated EIR states it evaluates the potentially significant adverse environmental that could be associated with the Project and identifies Project components, mitigation measures and project alternatives that would avoid, reduce or eliminate significant impacts. 1

There really is nothing that would mitigate any of the negatives that a 1.8 million sq. foot warehouse built on Cherry Valley Blvd. would produce.

600 plus big rig trucks per day alone that this warehouse will attract should be enough to stop this warehouse due to adverse air quality and traffic. Especially since there are two very large developments being planned (SummerWind & Mesa Verde) and already approved that will add **7000 homes** to the area not more then a mile from where the warehouse on Cherry Valley Blvd. is being considered. With the housing developments will come families with children, hence schools. How will the big rig trucks affect the **air quality** and **traffic** for these families? Not to mention the **three senior mobile home parks** in the area. One right next to where Shopoff wants to build the warehouse. 2

No, I am sorry, but Wm. Shopoff has asked to put a warehouse on a property that is totally incompatible with the already surrounding residents and future approved homes that will add more residents to the area and who have a right to assume the property will remain zoned Rural Residential. 3

As I stated in my last letter dated, January 11, 2017 "don't let this warehouse be your legacy."

M. DAVIS

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Re-circulated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR 4

Thank you,

Marlene Davis
9487 Dale Mesa Drive
Calimesa, CA 92320
909-795-4824

Enclosure

Marlene Davis (M. DAVIS)

Comment M. DAVIS-1
The commenter expresses general opposition to the project.

Response to M. DAVIS-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment M. DAVIS-2
The commenter is concerned with air quality and traffic due to the proposed project, particularly in light of nearby planned residential developments and surrounding senior mobile home parks in the area.

Response to M. DAVIS-2
The combined traffic impacts of the project and the proposed Sunny-Cal residential development were specifically addressed under the "Near Term (2022) Plus Sunny-Cal Conditions" scenario in RDEIR Section 3.16. Other residential projects are included in RDEIR Table 4-1, including Mesa Verde and Summerwind (Cumulative Projects #23 and #24, respectively) and were accounted for in the cumulative scenarios analyzed in the traffic analysis prepare for the project. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts.

With regard to air quality, health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including nearby senior communities, other residential developments, or schools. (*See* RDEIR at 3.3-54 to 3.3-59). Please also refer to Response to SIERRA-22.

Comment M. DAVIS-3
Commenter expresses general opposition to the project.

Response to M. DAVIS-3
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment M. DAVIS-4
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to M. DAVIS-4
Please refer to Master Response #1.

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5/29/2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson:

SANDERS

My name is Marc Sanders. I own a home in Cherry Valley, and have lived here since 1991. My wife and I moved here with our daughter to get away from the traffic and poor air quality of the Los Angeles area we came from. We also fell in love with the beauty, and the rural, quiet, small-town nature of this area. We have loved living here.

However, it seems like that is changing. It has come to my attention that you are planning to rezone part of this area so that an outside developer can come in and build a huge, 1.8 million square foot warehouse. I understand that this warehouse will consist of two buildings, and will have around three hundred loading docks. 1

This project is unacceptable in this area for a number of reasons:

Traffic – With three hundred loading docks, if each bay is used only twice per day, that would mean six hundred trucks would be going in and out, for a total of up to 1,200 truck trips per day. This area can't handle that kind of traffic. There would be a constant line of trucks to look at and deal with. Cherry Valley Blvd. is the primary artery in and out of Cherry Valley. Even with the proposed roundabout, this would be a traffic nightmare. 2

Air Quality – Most or all of these trucks would likely be big, diesel rigs. According to the South Coast Air Quality Management District, diesel trucks are Southern California's single biggest source of air pollution. And you're planning on bringing in hundreds of diesel trucks per day into an area that already has some bad air days.

I've seen areas with this kind of truck traffic. Not only do they drive in and out, they often sit and idle for hours, waiting for their turn at the loading dock. I've seen trucks idle all night, while the drivers get some sleep for the next day's drive. This could add tons of additional pollution per year to this area. 3

This warehouse will be located a few miles from four senior communities, and four schools. Seniors often have breathing problems that could be exacerbated by this additional pollution. Children are developing their lungs, and this could have a terrible, detrimental effect on their development.

It's unbelievable that you would be willing to risk the health of these people.

Eyesore – A huge warehouse like this, along with miles of idling trucks, would be a terrible eyesore, and definitely not in keeping with the rural lifestyle so many of us moved here for, and that the Riverside County general plan is supposed to protect. 4

SANDERS

More projects -- Right now, the general plan calls for single family dwellings, and a preservation of a "rural" setting. That has kept large projects like this at bay. If you change the zoning for this project, this would violate the whole concept of the general plan, and give a green light for other large, industrial projects that were previously prohibited. This whole corridor could take on a very "industrialized" quality. It will ruin the "rural" quality that the general plan is intended to protect. 5

Home values – Many of us have invested a lot of time and money in this area. And much of that is in our homes. If this area becomes known for bad air, bad traffic, and loses its rural atmosphere, it will hurt home values in this area. This could wipe out years of planning and saving. This seems like a cruel thing to do to those families who believed in this area, and who moved here to create a certain kind of life for themselves and their families. As residents, we have the right to expect that our significant investment in our homes and in our community are protected. 6

I promise you wouldn't want this in your neighborhood. Why would you put it in ours just to accommodate a developer from the outside who will never have to deal with the negative impact of this project?

There are plenty of places that are already zoned, and have the infrastructure, for this kind of project. You don't need to rezone and ruin this particularly lovely area. 7

I urge you NOT to rezone this area from residential to industrial. Please leave it residential and rural. To rezone this area, and allow a project of this nature, would violate the trust that we placed in County representatives when we decided to live here.

Thank you for your consideration.

Sincerely,

Marc Sanders

10335 Napoleon Street
Cherry Valley, CA 92223
951-845-9592
16.marc@gmail.com

Marc Sanders (SANDERS)

Comment SANDERS-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy, and provides a summary of his understanding of the project features.

Response to SANDERS-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment SANDERS-2
Commenter expresses concerns regarding the volume of truck traffic.

Response to SANDERS-2
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment SANDERS-3
The commenter expresses concerns that trucks will be allowed to idle for extended periods of time, and concerns regarding health risks to nearby schools and senior communities.

Response to SANDERS-3
As discussed in Response to Comment SIERRA-15, there is a State law restriction on idling, which limits truck idling to 5 minutes. All truck drivers are presumed to comply with State law, and signage to this effect will be posted at the project site as required by Mitigation Measure AQ-1g. Actions taken by truck drivers outside of the project site are not within the control of the project applicant/owner. It should be noted that the SCAQMD recommends an idling assumption of 15 minutes; even assuming an idling duration of 15 minutes for each truck accessing the project site, the project's operational and local health risk impacts would be less than significant. The project will be designed with sufficient capacity that trucks would not be required to idle for extended periods of time waiting for their turn at the loading dock. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including nearby senior communities or schools. (See RDEIR at 3.3-54 to 3.3-59). Please also refer to Response to SIERRA-22.

Comment SANDERS-4
The commenter states that the project would be an eyesore, and not in keeping with the rural lifestyle that the County General Plan is supposed to protect.

Response to SANDERS-4
Potential aesthetic impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation. With regard to General Plan consistency, please refer to Responses to Comments CVAN-7 to CVAN-12. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment SANDERS-5
The commenter expresses concern that the zone change for the project, if approved, would result in other industrial projects in the area.

Response to SANDERS-5
Comment noted. The possibility of future, unrelated development is not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment SANDERS-6
The commenter expresses concern regarding home values.

Response to SANDERS-6
Comment noted. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment SANDERS-7
The commenter expresses general opposition to the project and urges the County to deny the requested zone change.

Response to SANDERS-7
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

6/16/2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing Recirculated DEIR #534, issued May 26, 2017

Dear Mr. Dawson:

SANDERS-2

I am commenting on the Recirculated DEIR, #534, that was issued on May 26. From what I can see, you have not adequately addressed the concerns I wrote about in my previous letter.

Since all the comments and concerns I addressed in my first letter are still relevant to this recirculated DEIR, I am including those original issues, and I am adding some new comments. 1

Along with this letter, I am attaching the original letter I sent you. I expect you to address the concerns and questions in both my letters to be answered and included in the final EIR.

This project is unacceptable in this area for a number of reasons:

Air Quality – According to the 17th annual State of the Air report, put out by the American Lung Association, Riverside County scored failing grades in smog -- or ozone -- levels and in the average daily presence of particle pollution, which the U.S. Environmental Protection Agency defines as dirt, dust, soot and other "inhalable coarse particles" larger than 2.5 micrometers.

We already have some of the worst air quality in the nation, and you want to create a project that will make things even worse.

Most or all of these trucks will be big, diesel rigs. According to the South Coast Air Quality Management District, diesel trucks are Southern California's single biggest source of air pollution. And you're planning on bringing in hundreds of diesel trucks per day into an area that already has terrible air quality, as stated in the report cited above. 2

I've seen areas with this kind of truck traffic. Not only do they drive in and out, they often sit and idle for hours, waiting for their turn at the loading dock. I've seen trucks idle all night, while the drivers get some sleep for the next day's drive. This could add tons of additional pollution to this area.

This warehouse will be located a few miles from four senior communities, and four schools. Seniors often have breathing problems that could be exacerbated by this additional pollution. Children are developing their lungs, and this could have a terrible, detrimental effect on their development.

SANDERS-2

It is unbelievable that you think it's a good idea to do this to people whose health is already at risk due to bad air.

2 CONT

Traffic – With three hundred loading docks, if each bay is used only twice per day, that would mean six hundred trucks would be going in and out, for a total of up to 1,200 truck trips per day. This area can't handle that kind of traffic. There would be a constant line of trucks to look at and deal with. Cherry Valley Blvd is the primary artery in and out of Cherry Valley.

Even with the proposed roundabout, this would be a traffic nightmare. Roundabouts are dangerous when being negotiated by large semis and small, personal automobiles at the same time. This is a very irresponsible thing to do to our senior drivers who are having a harder time driving as the years go on. This is an accident waiting to happen.

3

These people were here long before this proposed project. It seems that they should be your primary concern, not some developer who wants to bring an inappropriate project into this area.

Eyesore – A huge warehouse like this, along with miles of idling trucks, will be a terrible eyesore, and definitely not in keeping with the rural lifestyle so many of us moved here for, and that the Riverside County general plan is supposed to protect.

On page 3.1-30 in the RDEIR it states: "Furthermore, the project would conserve approximately 84.8 acres as open space, thereby preventing future development from encroaching on the scenic areas north of the project area."

4

This is nonsense, since most of this land couldn't be developed in any case. This is a non-issue, and mitigates nothing.

This project, and the traffic it will bring with it, will be an unacceptable eyesore.

More projects – Right now, the general plan calls for single family dwellings, and a preservation of a "rural" setting. That has kept large projects like this at bay. If you change the zoning for this project, this would violate the whole concept of the general plan, and give a green light for other large, industrial projects that were previously prohibited. This whole corridor could take on a very "industrialized" quality. It will ruin the "rural" quality that the general plan is intended to protect.

5

Home values – Many of us have invested a lot of time and money in this area. And much of that is in our homes. If this area becomes known for bad air, bad traffic, and loses its rural atmosphere, it will hurt home values in this area. This could wipe out years of planning and saving. This seems like a cruel thing to do to those families who believed in this area, and who moved here to create a certain kind of life for themselves and their families.

6

As residents, we have the right to expect that our significant investment in our homes and in our community are protected.

SANDERS-2

I promise you wouldn't want this in your neighborhood. Why would you put it in ours just to accommodate a developer from the outside who will never have to deal with the negative impact of this project?

There are plenty of places that are already zoned – and have the infrastructure – for this kind of project. You don't need to rezone and ruin this particularly lovely area.

On page LU-25, LU 7.4 of the General Plan, it states that the policy is to: "Retain and enhance the integrity of the existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic." 7

It appears to me that this project does almost all of the things that the plan prohibits. How can this be allowed?

I urge you NOT to rezone this area from residential to industrial. Please leave it residential and rural. To rezone this area, and allow a project of this nature, would violate the trust that we placed in County representatives when we decided to live here.

Thank you for your consideration.

Sincerely,

Marc Sanders

Marc Sanders

10335 Napoleon Street
Cherry Valley, CA 92223
951-845-9592
16.marc@gmail.com

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Marc Sanders (SANDERS-2)

Comment SANDERS-2-1
The commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to SANDERS-2-1
Please refer to Master Response #1.

Comment SANDERS-2-2
The commenter expresses concerns related to air quality and health risks from diesel trucks, citing the fact that the air basin is already in nonattainment status for certain pollutants. The commenter states concerns regarding truck drivers idling their engines for extended periods of time, as well as the project's location in close proximity to schools and senior communities.

Response to SANDERS-2-2
The RDEIR discusses existing air quality in the Inland Empire region. For example, the current attainment designations for the South Coast Air Basin are shown in RDEIR Table 3.3-4. Please refer to Response to SANDERS-3, above.

Comment SANDERS-2-3
Commenter expresses concerns regarding the volume of truck traffic.

Response to SANDERS-2-3
Please refer to Response to SANDERS-2, above.

Comment SANDERS-2-4
The commenter states that the project would be an eyesore, and not in keeping with the rural lifestyle that the County General Plan is supposed to protect. The commenter also states that the project's conservation of 84.8 acres of open space is a non-issue and does not serve to mitigate any impact, since it could not be developed otherwise.

Response to SANDERS-2-4
Comment noted. Please refer to Response to SANDERS-4, above. The conservation of open space on the hillsides behind the project site would be significant in terms of avoiding aesthetic impacts. The project buildings will not be visible by motorists traveling on Cherry Valley Boulevard, and therefore views of the hills in the foreground will be preserved. (RDEIR at 3.1-29; 3.10-25).

Comment SANDERS-2-5
The commenter expresses concern that the zone change for the project, if approved, would result in other industrial projects in the area.

Response to SANDERS-2-5
Please refer to Response to SANDERS-5, above.

Comment SANDERS-2-6
The commenter expresses concern regarding home values.

Response to SANDERS-2-6
Please refer to Response to SANDERS-6.

Comment SANDERS-2-7
The commenter expresses general opposition to the project and urges the County to deny the requested zone change, citing concerns regarding General Plan inconsistency, specifically with regard to Policy LU 7.4.

Response to SANDERS-2-7
Comment noted. Please refer to Response to SANDERS-4. The project's consistency with General Plan policy LU 7.4 is specifically addressed in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

June 24, 1917

County of Riverside Planning Department

4080 Lemon Street, 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

FUGE

My name is Margaret Fuge. I am a 71 year old widowed woman living near the proposed warehouse project. I chose to move to the Pass area six years ago after losing my husband to cancer.
Having several serious health conditions myself clean air was a top priority to me. I believed that I was moving into a beautiful rural area; a countryside atmosphere with clean fresh, healthy air. However this warehouse project will definately bring high levels of polution into our environment thus negatively effecting the health of all who live here, both young and old. 1

In addition to the health concerns due to the polution that this projectwill cause I would like to address the damage that these eighteen wheelers do to thc many two lane roads throughout our community, especially Cherry Valley Ave.

In this letter I am commenting on the Recirculated DEIR #534, issued May 26, 2017. However I am quite dissapointed that I did ot receive a response to my first letter.

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relavant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be addressed and included in the final EIR. 2

Sincerely Yours,

Margaret Fuge

Margaret Fuge

1711 Brittney Road
Beaumont, CA 92223

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Margaret Fuge (FUGE)

Comment FUGE-1
Commenter cites concerns related to health risks.

Response to FUGE-1
Comment noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment FUGE-2
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects their concerns addressed in both letters to be answered and included in the Final EIR.

Response to FUGE-2
Please refer to Master Response #1.

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June 8, 2017

Riverside County Planning Dept.
4080 Lemon St., 12th Floor
Riverside, CA 92501
Attn: Mr. Brett Dawson, Project Planner
Re: San Gorgonio Crossing RDEIR #534

Dear Mr. Dawson:

L. ESPINOZA

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017. All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 1

On Pages LU-46-48 of the General Plan it states: The Rural General Plan Foundation Component is intended to identify and preserve areas where the rural lifestyle is the desired use. In the future, the challenge will focus on preserving 2

June 8, 2017
Re: San Gorgonio Crossing, RDEI #534
Page 2

L. ESPINOZA

the character of established rural areas preventing the encroachment of more intense urban uses). 2 CONT

My total and complete opposition to RDEI #534 remains unchanged. As a resident of Cherry Valley, a taxpayer, and a voter I demand that my opinion receive the proper recognition and consideration that it deserves). 3

Sincerely Yours,
Lynette Espinoza
LYNETTE ESPINOZA
9095 OAK GLEN RD.
CHERRY VALLEY, CA 92223

Lynette Espinoza (L. ESPINOZA)

Comment L. ESPINOZA-1
Commenter states that all of their previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to L. ESPINOZA-1
Please refer to Master Response #1.

Comment L. ESPINOZA-2
Commenter cites to the County's General Plan discussion of the Rural Foundation Component.

Response to L. ESPINOZA-2
Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. The project is located within the Community Development Foundation Component, not the Rural Foundation Component.

Comment L. ESPINOZA-3
Commenter expresses general opposition to the project.

Response to L. ESPINOZA-3
This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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attn: Mr Brett Dawson, Project Planner
Re: San Gorgonio Crossing DEIR # 534
RECIRCULATED

June 22, 2017

M. MARINIS

Dear Mr Dawson,

My name is Margaret D Marinis. My husband and I relocated to the Plantation on the Lakes in Calimesa. We made this move from San Bernardino, Ca primarily because of the high crime rate in that area and the quiet atmosphere at the Plantation. Of course, the fact that we were both in our 70's at the time and now in our 80's, we knew that our driving situation was likely to be restrictive. We also felt that the air quality had to be of a better quality that ~~to~~ where we were living in San Bernardino. 1

If this project were to be implimented - traffic on the I-10 would increase substantially and would definitely create an enormous amount of stress and poor air quality to all of the surrounding areas - As you most certainly are aware, the surrounding population (especially the older citizens) will be negatively affected

As you know, the affected area is surrounded by many communities of retired people, as well as in close proximity to at least one elementary school.

Please take these issues under careful consideration when making your decisions 2

Sincerely

Margaret D Marinis
Margaret Marinis
10961-133 Desert Lawn Dr
Calimesa, Ca 92320

CC: M. Ashley

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Margaret Marinis (M. MARINIS)

Comment M. MARINIS-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to M. MARINIS-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment M. MARINIS-2
Commenter cites concerns related to traffic on the I-10 freeway.

Response to M. MARINIS-2
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

M. CARROLL

I I am commenting on the Recirculated Deir #534 issued May 24, 2017
(New comments would be added here and then finish letter below)

1

I am concerned about the Air Quality

Having heavy traffic to make important Appts Doctors ect ect.

Lots of revenue at home

2

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this recirculated Deir. Therefore I am resubmitting my original letter along with these additional comments concerning the Rdeir and I will expect comments from both letters to be answered and included in the final EIR

Sincerely

Print Name and Address Maria T. Carroll
1770 Desert Poppy Ln
Beaumont Ca 92223

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Maria Carroll (M. CARROLL)

Comment M. CARROLL-1
Commenter cites concerns related to air quality and traffic.

Response to M. CARROLL-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment M. CARROLL-2
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to M. CARROLL-2
Please refer to Master Response #1.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

M. DIRADO

My name is Marty DiRado. I retired in 2004 & moved to Solera, a beautiful area & ideally located in Beaumont. Now this plan is going to disrupt the quite & nice surroundings by having traffic disruption. Please help stop then movement by stopping this plan from taking place.

1

If this project is approved, it would take away the quiet environment we were planning!

Please do everything possible to stop this from happening

Sincerely Marinello DiRado

Print Name and Address MARINELLO DiRADO
1705 LAS COLINAS RD
BEAUMONT, CA 92223

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Marinello Di Rado (M. DIRADO)

Comment M. DIRADO-1
Commenter expresses general opposition to the project, citing concerns regarding traffic.

Response to M. DIRADO-1
Comment noted. Impacts related to transportation are discussed in RDEIR Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

VELAZQUEZ

My name is Maria Velazquez and I have lived in the area for a short time, 1½ years. The reason I moved here is because of the quality of life provided here in this senior community which is fantastic. The small town atmosphere appealed to me without the loud noise or pollution that a big city like Los Angeles has. Including the heavy traffic, which increases the risk for accidents.

I respectfully oppose the industrial growth that is planned for the future that will affect us in a negative way. The warehouse development will increase traffic, air quality lowered and destroy the natural beauty of the Cherry Valley area. 1

"The Rural General Plan Foundation Component" is intended to identify & preserve areas where the rural lifestyle is the desired use. Your current project plan seems to ignore these characteristics. 2

Once again, I oppose this project because it will not improve the lifestyle and quality of life in the Cherry Valley area.

Sincerely

Maria Velazquez

Print Name and Address
Maria G. Velazquez
1187 Cliffrose Way
Beaumont, Ca. 92223

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Maria Velazquez (VELAZQUEZ)

Comment MARIA VELAZQUEZ-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter is concerned with traffic related to the proposed project.

Response to VELAZQUEZ-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment VELAZQUEZ-2
Commenter expresses general opposition to the project on the basis that it violates the County's General Plan goal of protecting the rural character of Cherry Valley, and references the Rural General Plan Foundation Component.

Response to VELAZQUEZ-2
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. The project site is not located within the Rural Foundation Component; it is located within the Community Development Foundation Component. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

KAPP

Attn: Mr. Brett Dawson, Project Planner RDEIR

I am commenting on the Recirculated DEIR # 534, issued May 26, 2017.

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR? Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final, EIR. 1
RE: San Gorgonio Crossing DEIR # 534

My name is Maggie Kapp. We moved here over 4 years ago because we fell in love with this rural community. Being able to hear the horses and goats from our back yard, brings a smile to our faces not the sounds of semis nor the smell of their exhaust, which will happen if this 1.8 million sq. ft. industrial warehouse goes in. 2

There are plans in place for a housing project to be built right across the street from where your monstrous warehouse is proposed to be built. How in the world will those residents along with those of Cherry Valley and Beaumont suppose to compete for the one road way leading to the freeway with over 600 tractor trailer rig coming on and off of the freeway ramps? Oh and let's not forget, that includes rigs pulling double trailers. There will also be a roundabout. Have you ever seen what a roundabout looks like with rigs pulling double trailers? The rate of vehicle accidents will sharply increase. 3

The Sierra Club and the California Highway Patrol are against the San Gorgonio Crossing Project. This project would greatly impact my health, with the exhaust of over 600 semi trucks daily coming by our community. The wildlife in this area would also be cut off and many would lose their lives trying to cross the only roadway now being used by this mega warehouse with over 600 semis a day. 4

The rezoning of this area, is in violation of the County's General Plan and is not acceptable by any of the residents of Cherry Valley or Beaumont. It is also a direct contradiction to the Rivo General Plan, as written on page AQ-44, AQ21.3a. 5

I am urging you, the county officials, not to approve the San Gorgonio Crossing mega warehouse to be developed in Cherry Valley. There are other areas zoned for such a project. Take advantage of it and stay away from residential zoned communities. 6

Sincerely,

M. Kapp

Maggie Kapp
1681 Landmark Way
Beaumont, CA 92223

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Maggie Kapp (KAPP)

Comment KAPP-1
The commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to KAPP-1
Please refer to Master Response #1.

Comment KAPP-2
The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy; the commenter expresses general opposition to the project.

Response to KAPP-2
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment KAPP-3
The commenter refers to the planned residential development to be built across the street from the proposed project, and questions how future residents of that development and project-generated traffic will compete for the one roadway leading to the freeway. The commenter also expresses concerns regarding the potential future roundabout improvements.

Response to KAPP-3
The commenter appears to be referring to the future Sunny-Cal development. The combined traffic impacts of the project and the proposed Sunny-Cal development were specifically addressed under the "Near Term (2022) Plus Sunny-Cal Conditions" scenario in RDEIR Section 3.16. With regard to the necessary improvements for the freeway ramps at the I-10 freeway/Cherry Valley ramps, please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for more specific information related to improvements proposed at this location. With regard to the potential roundabout improvements, please refer to Response to Comment D. HOFFECKER-1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment KAPP-4
The commenter states that the CHP and Sierra Club are against the project. The commenter states that the project would impact her health due to diesel truck exhaust, and that the wildlife in the area would be cut off and would lose their lives trying to cross the roadway.

Response to KAPP-4
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). According to the MSHCP Consistency Analysis' Appendix A, the project does not occur within a corridor or linkage as identified by the MSHCP, and as a result will not have a significant impact regarding interfering substantially with the

movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. The project site is not located in any Criteria Cells under the MSHCP. Additionally, because the project site was previously used for agricultural purposes, the presence of Cherry Valley Boulevard along the southern boundary of the project site and residences located to the west, north, and east, the project site would not likely function as an established native resident or migratory wildlife corridor. The project does not propose the construction of any new roadways, and will utilize existing roadways in the project area. Since these roadways are already traveled by vehicles (particularly Cherry Valley Boulevard), the project is not likely to result in any new interference with a wildlife corridor or increased wildlife mortality due to vehicle strikes, beyond what already occurs as a result of the existing roadways in the area. (RDEIR at 3.4-37).

Comment KAPP-5
The commenter states that the project is in violation of the County's General Plan and is not acceptable to any of the residents of Cherry Valley or Beaumont.

Response to KAPP-5
Comment noted. Please refer to Responses CVAN-7 to CVAN-12, and SIERRA-33 for a detailed discussion related to General Plan consistency. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment KAPP-6
The commenter expresses general opposition to the project and urges the County to deny the project.

Response to KAPP-6
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

FRIEDMAN

Dear Mr. Dawson

All the comments and question/s concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 1

I moved 11 yrs ago from a city to beautiful small town Beaumont. I moved for clean air, less traffic & congestion and a more healthier lifestyle. I'm in my retirement years & putting this warehouse project in will be a disaster for our community & the adults & children living here. We need grocery stores, restaurants, theaters & clean & safe air & a desirable place to live. We deserve that much. 2

Sincerely
Nancy Friedman

Print Name and Address

NANCY FRIEDMAN - 1723 DESERT ALMOND Way, BEAUMONT CALIF. 92223

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Nancy Friedman (FRIEDMAN)

Comment FRIEDMAN-1
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to FRIEDMAN-1
Please refer to Master Response #1.

Comment FRIEDMAN-2
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to FRIEDMAN-2
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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(1)

June 7, 2017

Riverside County Planning Dept.
4080 Lemon Street, 12th Floor
Riverside, CA 92501

attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing RDEIR #534

Dear Mr. Dawson,

M. COLEMAN

My husband and I left Culver City after 30 years, moving to rural Cherry Valley to get away from the smog, traffic, and crowds of city life. As a child, I've been coming to Oak Glen to pick apples with my parents and siblings since I was 4 (or 5; we only know about because my father's twin brother lived in Yucaipa (and commuted to Vandenberg AFB), so you can say I was raised on the local mountain apples.

When I retired from 23 years of teaching in South Central Los Angeles and Culver City, the sale of our little condo garnered enough income that we really had our choice of places where we could retire. We looked at several, in fact, but chose

1

(2)

M. COLEMAN

bucolic Cherry Valley because of the wide open spaces, the cattle, sheep & goats grazing, the lack of malls, stores and warehouses littering the landscape. We wanted a place where our grandchildren could bike, fish, pick apples, ride horses and learn about organic gardening; an escape from the frantic, claustrophobic life of the city. Cherry Valley was it!

1 CONT

Then, in January 2017 we found about the plans to erect warehouses on the land next to Cherry Valley Blvd., the same sort of warehouses that have overtaken so many once-rural communities, those blemishes that now dot the once pristine California landscape.

Breathing problems and asthma are prevalent in my family. I'm extremely concerned about the air quality in Cherry Valley if this project goes through. Trucks not only bring on pollution issues, but noise pollution and traffic congestion. We've seen cattle stampede down Cherry Valley Blvd, and would hate to imagine what would happen should those ramparts collide with a truck.

2

(3)

M. COLEMAN

I've lived in Southern California 55 of my 60 years on Earth. I've seen development destroy parts of Culver City, Claremont (where I grew up), and L.A. and Eagle Rock (where I attended college). This urban blight of warehouses spreading across the land is deeply disturbing to me. I taught 4th grade my last 4 years of teaching, and discovered to my horror, that my 9 and 10 year old students had never been outside a city, had never seen an open field, had never seen a horse (much less ridden one) unless they had family in Mexico who owned horses! If we, as a society, have arrived at the point where Southern California school children must go to Mexico or Canada to find open fields, we, as Americans, are in deep trouble indeed.

Please don't make my husband and I regret giving up our urban life to come out to the country. Listen to the people whose lives you'll be affecting with this project. I said an urban location for your warehouse — please!

(4)

Sincerely,

Margaret R. Coleman
Margaret R. Coleman
10941 Bel Air Dr.
Cherry Valley, CA 92223

Margaret Coleman (M. COLEMAN)

Comment M. COLEMAN-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to M. COLEMAN-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment M. COLEMAN-2
Commenter cites concerns related to health risks, noise pollution from trucks, and traffic congestion.

Response to M. COLEMAN-2
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). With regard to other non-cancer, acute health risks, please refer to Response to BIRKY-3. With regard to noise from truck traffic, please refer to Response to Comment LANDA-7. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment M. COLEMAN-3
Commenter expresses general opposition to the project and concerns related to loss of open space.

Response to M. COLEMAN-3
Comment noted. The project would conserve approximately 84.8 acres as open space in perpetuity—much of this acreage is currently designated Very Low Density Residential (VLDR)—thereby increasing the amount of area that is designated as Open Space-Recreation (OS-R). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Lois K. Ingham
1736 Desert Poppy Ln.
Beaumont, CA 92223

June 28, 2017

County of Riverside Planning Dept.
4080 Lemon St., 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

INGHAM

I am commenting on the Recirculated DEIR #534, issued May 26, 2017.

1- I am directly affected by the proposed warehouse, living about a mile from the proposed location. My comments previously stated still apply. 1

2- I totally object to the proposed change to the General Plan that would allow the warehouse to be built. I value my rural surroundings and don't want all that traffic and pollution. 2

3- Commercial development is fine IN THE RIGHT PLACE. Cherry Valley isn't it.

Therefore I am resubmitting my original letter along with these additional comments concerning the RDEIR and I expect comments from both letters to be answered and included in the final EIR 3

Sincerely yours
Lois K. Ingham

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Lois Ingham (INGHAM)

Comment INGHAM-1
The commenter states that she is directly affected by the proposed project, living about a mile from the proposed location. The commenter states that her previous comments still apply.

Response to INGHAM-1
Comment noted. Please refer to Master Response #1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment INGHAM-2
Commenter expresses general opposition to the project on the basis that it violates the County's General Plan goal of protecting the rural character of Cherry Valley.

Response to INGHAM-2
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment INGHAM-3
Commenter states that all of their previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to INGHAM-3
Please refer to Master Response #1.

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Page 1 of 2

June 7, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor.
Riverside CA 92501

Attn Mr. Brett Dawson, Project Planner

Re: San Gorgonio Crossing Recirculated Draft EIR #534

Mr Dawson:

MARTINEZ

I am commenting on the Recirculated DEIR #534 issued May 26, 2017. ALL the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore I am submitting my original letter along with these additional comments concerning the RDEIR - and I will EXPECT COMMENTS from BOTH letters to be answered and included in the final EIR. 1

Continued —

Page 2 of 2
Continued:

MARTINEZ

As you know, on Page PAP-8 of the General Plan it states:
"Cherry Valley is a charming community distinguished by and named after a concentration of cherry orchards." "It is a rural community characterized by large-lot residential — Cherry Valley is designated by LAFCO as an Unincorporated Community in order to preserve this existing Rural Character — I ask WHERE is THE Protection if an Orange County Developer can come and build a WAREHouse in the Rural Community ?! 2

As I stated in my previous letter, I'm 100% opposed this so called "SunGarden Crossing" — a misleading name to destroy the character, rural atmosphere, and ultimately the life and health of our residents. 3

Linda S. Martinez DDS

Linda S. Martinez DDS
40285 Grand Ave
Cherry Valley CA

Linda Martinez (MARTINEZ)

Comment MARTINEZ-1
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to MARTINEZ-1
Please refer to Master Response #1.

Comment MARTINEZ-2
Commenter cites to the Pass Are Plan and states that the project would not be consistent with the rural character of the community.

Response to MARTINEZ-2
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment MARTINEZ-3
Commenter expresses general opposition to the project.

Response to MARTINEZ-3
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

CORNELL

My name is Lorinda Cornell, I am a resident of Solera in Beaumont, I have lived here ten years. I moved here from Riverside hoping to leave behind all of the traffic, smog and crime. With the possibility of the San Gorgonio Crossing being built the traffic, smog and congestion will be worse than Riverside along properties value declining. I did not move here for my "golden" years to end up in a smoggy, traffic congested area.

1

Sincerely yours
Lorinda Cornell
1594 Ginger Lily Lane
Beaumont, CA 92223

Sincerely

Print Name and Address LORINDA CORNELL
1594 GINGER LILY LANE
BEAUMONT, CA 92223

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Lorinda Cornell (CORNELL)

Comment CORNELL-1
The commenter provides background information and states their reasons for moving to the area. Commenter expresses general opposition to the project, citing air quality and traffic concerns, as well as property values.

Response to CORNELL-1
Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable traffic impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. The RDEIR discloses the project's significant and unavoidable impacts related to both air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

SIMONSON-2

June 26, 2017
Dear Brett Dawson

I am commenting on the Recirculated DEIR # 534, issued May 26, 2017.

all the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 1

I emphasize the need to preserve rural elements in Riverside County to honor our history. 2

Sincerely Lynette Simonsen

My Address is: 373 Shining Rock
Beaumont, CA 92223

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Lynette Simonson (SIMONSON-2)

Comment SIMONSON 2-1
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to SIMONSON 2-1
Please refer to Master Response #1.

Comment SIMONSON 2-2
Commenter emphasizes the need to preserve rural elements in Riverside County.

Response to SIMONSON 2-2
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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7/5/17

RIVERSIDE COUNTY PLANNING DEPARTMENT
4080 LEMON STREET 12TH FLOOR
P.O. BOX 1409
RIVERSIDE CA 92502-1409

ATT: MR. BRETT DAWSON, PROJECT PLANNER

RE: SAN GORGONIO CROSSING R.DEIR # 534

DEAR MR. DAWSON

JENKINS

MY NAME IS LYNN W JENKINS MY WIFE, DAUGHTER AND GRANDSON LIVE JUST OFF CHERRY VALLEY BLVD WE HAVE LIVED HERE FOR THE LAST TEN YEARS. WE MOVED TO THIS AREA BECAUSE OF THE RURAL LIFE STYLE, CLEAN AIR, LACK OF TRAFFIC. MY WIFE IS A SENSITIVE RECEPTOR PER PAGE 4Q 15 OF THE GENERAL PLAN. SHE HAS ASTHMA, VALLEY FEVER AND WEAK LUNGS. JUST DRIVING ON THE FREEWAY BEHIND TRUCKS MAKES IT DIFFICULT FOR HER TO BREATH. THE THOUGHT OF 3000 MORE TRUCKS ON OUR LITTLE AREA WOULD BE A DEATH PENALTY FOR HER AND OTHERS WITH BAD LUNGS. 1

THERE SEEMS TO BE A NUMBER OF UNUSED 2

JENKINS

WAREHOUSES IN REDLAND, MORENO VALLEY AND BEAUMONT. WHY IS THERE A NEED FOR MORE TRUCK DEPOTS.

2
CONT

I AM OPPOSED TO THIS PROJECT AS WELL AS MY FAMILY. THERE ARE TWO VETERANS AND THREE VOTERS.

DO WHAT IS RIGHT

LYNN W JENKINS
35418 STOCKTON STREET
BEAUMONT CA 92223

Lynn Jenkins (JENKINS)

Comment JENKINS-1
Commenter cites concerns related to sensitive receptors**.**

Response to JENKINS-1
Comment noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment JENKINS-2
Commenter expresses general opposition to the project and states that there are other sites/alternate sites available in the area for warehouses that are more appropriate, and questions why there is a need for more truck depots.

Response to JENKINS-2
Comment noted. Please refer to Response to Comment JENNINGS-2. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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DATE: June 2017

Riverside County Planning Dept.

4080 Lemon St 12th Floor

Riverside, CA 92501

ATTN: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing DEIR #534

SIMONSON

Dear Mr. Dawson:

I am a resident of 55 and over Four Seasons Beaumont .

This community has veterans that use the VA facilities in Redlands/Loma Linda accessed from I-10 corridor.

This communities' residents are users of local medical as well as medical facilities in Redlands, Loma Linda, Fontana other cities along the I-10 corridor.

Much of the larger shopping for all area residents is done in Yucaipa, Redlands and cities along the I-10 corridor. 1

Our residents have moved from cities on the I-10 corridor and use it to visit family and friends located in their prior homes.

Our residents use I-10 corridor to go to vacation spots out of state.

This afore listed scenario of the usage of this same stretch of freeway by senior citizens exists for the Sun Lakes 55 community.

Because of these retirement age veterans and populations, the traffic impact on what may be the heaviest traveled freeway in the U S, I oppose the increased diesel truck traffic on the I-10 corridor from Beaumont/Banning posed by San Gorgonio Crossing project.

I have observed this type warehouse on I-10 in Redlands and find it a real ugly visual obscuring the beautiful mountain and open fields vista. Perhaps protection of the rural environment was not addressed in the decision to allow this project to go forward. Please do consider that this project in our beloved rural community is way out of place. Not to mention going against the Riv. County General plan for this area. 2

Lynette Simonson

Lynette Simonson

373 Shining Rock, Beaumont CA 92223

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Lynette Simonson (SIMONSON)

Comment SIMONSON-1
Commenter provides background information about the community and cites concerns related to traffic on the I-10.

Response to SIMONSON-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment SIMONSON-2
Commenter expresses general opposition to the project on the basis that it violates the County's General Plan goal of protecting the rural character of Cherry Valley, as well as aesthetic impacts.

Response to SIMONSON-2
Comment noted. Potential aesthetic impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation. The project buildings would not obscure views of the distant mountains or the hillsides adjacent to the project. The conservation of open space on the hillsides behind the project site would be significant in terms of avoiding aesthetic impacts. The project buildings will not be visible by motorists traveling on Cherry Valley Boulevard, and therefore views of the hills in the foreground will be preserved. (RDEIR at 3.1-29; 3.10-25) . With regard to General Plan consistency, please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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6/21/17

Riverside County Planning Dept.
4080 Lemon St. 12th Floor.
Riverside, CA. 92501

Att: Mr. Brett Dawson, Project Planner

Re: San Gorgonio Crossing Recirculated RDEIR # 534

RESENDEZ

Dear Mr. Dawson:

I have lived here for few years, and have seen this Community begin to grow. love my neighbors love my Community. love that I live away from traffic Conjunction. love the clean air I get to breath every Mornings

1

So I ask for you not to build a warehouse near our Dream home. I could just see the traffic coming and going. Making it difficult enter and exit the freeway. And not to mention trucks will pollute the air. Making it hard for those that have Asthma.

I really think this will be a bad idea. I don't want to move from My Dream Home.

Leticia Resendez

11283 Armour Ave.
Beaumont CA 92223

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Leticia Resendez (RESENDEZ)

Comment RESENDEZ-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project citing air quality, health and traffic concerns.

Response to RESENDEZ-1

Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable traffic impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. The RDEIR discloses the project's significant and unavoidable impacts related to both air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including nearby senior communities. (See RDEIR at 3.3-54 to 3.3-59). With regard to acute non-cancer health risks (such as exacerbation of asthma, etc.) please refer to Response to BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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July 2, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing RDEIR # 534

Dear Dawson:

WEISKOPF

We are commenting on the Recirculated DEIR , #534, issued May 26, 2017.

My husband (a 92 year old World War II Army Air Corps Veteran) and I are distressed that, once again, we must write voicing our strong objection to the proposed re-zoning for a large warehouse in our immediate vicinity. As explained previously, we relied on the Riverside County General Plan to protect us from such a project and feel that the proposed rezoning is a violation of our trust and our prior belief in the Board of Supervisors' concern for its citizens. We do not understand how the County can justify this zoning change when the County's own General Plan's stated goal is "to protect the rural character of Cherry Valley". 1

The truck traffic on the I-10 & Cherry Valley Blvd. will be a severe health deterrent to us, to our neighbors and to the high school students and their families. Many of those students must drive or be driven from the other side of the freeway and the volume of truck traffic will be a great hazard to them crossing the freeway and continuing on Cherry Valley Blvd. How many of them will be involved in accidents, possibly severe, due to the volume of large truck traffic? Those of us in our senior years anticipated a quiet, peaceful and, above all, healthful existence here in Beaumont. It is obvious the truck traffic will disrupt our peace but, more importantly, it is a health issue due to the attendant smog and traffic hazards. 2

In addition to the above concerns we strongly believe the proposed warehouse will drastically reduce our property values and a reduction in our property tax base will most assuredly follow. 3

There are many other areas already zoned for this type of venture. If you approve the re-zoning, there is no doubt that additional warehouses will follow. They belong in the areas already zoned to permit them. Cherry Valley is not the place to start this disruption to the lifestyle that exists here. 4

All of our comments concerning the environmental issues in our previous letter (attached hereto) are still relevant to the Recirculated DEIR which is why a copy of that letter is included herewith. We expect that comments from both letters will be answered and included in the final EIR. 5

Sincerely,

Leeann L. Weiskopf
855 Sahalee Court
Beaumont, CA 92223

LeRoy A. Weiskopf

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Leeann and LeRoy Weiskopf (WEISKOPF)

Comment WEISKOPF-1
Commenter expresses general opposition to the project, citing the General Plan goal of protecting the rural character of Cherry Valley.

Response to WEISKOPF-1
Comment noted. With regard to General Plan consistency, please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment WEISKOPF-2
Commenter cites concerns related to truck traffic and traffic hazards.

Response to WEISKOPF-2
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. In addition, roadway hazards are specifically addressed at RDEIR pages 3.16-101 to 3.16-103, and would be less than significant with mitigation that will ensure adequate sight distance and appropriate placement of driveways, stop signs, traffic signals, and pavement striping. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment WEISKOPF-3
Commenter expresses concerns regarding impacts to property values in the area.

Response to WEISKOPF-3
Comment noted. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment WEISKOPF-4
Commenter states that there are other areas already zoned for this type of venture, and that if the re-zoning for this project is approved, more warehouses will follow.

Response to WEISKOPF-4
Comment noted. With regard to the consideration of an alternate site, please refer to Response to JENNINGS-2. The possibility of future, unrelated development is not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment WEISKOPF-5
Commenter states that all of their previous comments to the Draft EIR remain pertinent, and expects their concerns addressed in both letters to be answered and included in the Final EIR.

Response to WEISKOPF-5
Please refer to Master Response #1.

June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

KING

Dear Brett Dawson

We moved to Beaumont to escape the smog, pollution & traffic in the valley. In the 3 yrs we have lived here, the most disturbing problem has been the truck traffic. The trucks already take up 2 of 3 lanes on the 10 freeway between Beaumont and Yucaipa causing dangerous maneuvers by cars to get around. The 60 from Theodore (M.V.) to Beaumont is a nightmare with truck traffic slowing. Adding more warehouses and truck traffic will be a nightmare for an already problematic traffic area. The fact that this new warehouse development is in the midst of residential is un-acceptable. Many moved here to escape breathing issues below and now you are putting the pollution on our doorsteps furthering hindering quality of life for those with COPD and emphasema. You will only drive out the citizens of this area with this project as well as deplete the equity we have in our homes.

1

Sincerely
Linda King

My Address is:
309 Calvert Park
Beaumont, CA 92223

NO MORE WAREHOUSES !!

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Linda King (KING)

Comment KING-1

Commenter provides background information and states their reasons for moving to the area. Commenter expresses general opposition to the project, citing air quality and traffic concerns.

Response to KING-1

Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable traffic impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. The RDEIR discloses the project's significant and unavoidable impacts related to both air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including nearby senior communities. (See RDEIR at 3.3-54 to 3.3-59). With regard to acute non-cancer health risks (such as exacerbation of asthma, etc.) please refer to Response to BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

JOEL

Dear Mr. Dawson

ALL THE COMMENTING ~~THE~~ AND QUESTIONS CONCERNING THE ENVIRONMENTAL ISSUES IN MY PREVIOUS AND ATTACHED LETTER REMAIN PERTINENT AND RELEVANT TO THIS RECIRCULATED DEIR, THEREFORE, I AM RESUBMITTING MY ORIGINAL LETTER ALONG WITH THESE ADDITIONAL COMMENT CONCERNING THE RDEIR AND I WILL EXPECT COMMENT FROM BOTH LETTER TO BE ANSWERED AND INCLUDED IN THE FINAL EIR 1

IN ADDITION, DESPITE NOT YOUR JURISDICTION WHAT DO PLAN DO WITH THE ON & OFF RAMPS AND ONLY 3 LANES OF HIGHWAY TRAFFIC WITH 600 MORE TRUCKS 2

WE ELECTED OFFICIALS, LIKE YOURSELVES TO WATCH OUR BACK, PLEASE TELL ME HOW A MEGA-WAREHOUSE IS WATCHING MY BACK YOU'VE STATED IN A JOEL GROVER INTERVIEW YOU DO WANT IT IN YOUR BACKYARD WHY DO YOU THINK IT OK IN MINE IN A MASTERPLANNED AREA AS RURAL ~~OF~~ RESIDENTIAL. WE DON'T WANT SPOT ZONING IN OUR NEIGHBORHOOD EITHER 3

Sincerely

LANE JOEL

Print Name and Address

1731 DESERT ALMOND WAY
BEAUMONT, CA 92223

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Lane Joel (JOEL)

Comment JOEL-1
Commenter states that all of their previous comments to the Draft EIR remain pertinent, and expects their concerns addressed in both letters to be answered and included in the Final EIR.

Response to JOEL-1
Please refer to Master Response #1.

Comment JOEL-2
Commenter cites concerns related to I-10 Freeway Ramps.

Response to JOEL-2
Please refer Response to Comment LANDA-4.

Comment JOEL-3
Commenter expresses concerns regarding “spot zoning” or that the proposed re-zoning is improper.

Response to JOEL-3
Please refer to Master Response #2.

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Riverside County Planning Department

4080 Lemon st 12th floor

Riverside,, CA, 92501

June 29, 2017

Attn: Mr Brett Dawson, Protection Planner

Re: San Gorgonio Crossing recirculated DEIR # 534

Dear Mr Dawson

L. SPENCE

My wife and I moved to the Plantation on the Lake 4 years ago. We are retired in our late 70's. My wife Barbara suffers from COPD and needs medications daily to assist with her breathing. When we moved here I was encouraged by Riverside County General Plan on page 1-7 that states "The overriding consideration, However, is the absolute necessity to maintain a high level of confidence in the plan and enable people affected by it to have a reasonable expectation regarding how the Plan will impact them. The Certainty System serves the needs of those who value a rural lifestyle". We have lived in Wrightwood Ca. and Yuma Arizona both which are rural area's. The open spaces and rural astophphere in Calimesa and Cherry Valley enticed us to move back to our home state of California. I feel building a huge warehouse so near our residence would take away the rural area that we love. Once one is built I am positive we will see the area covered like Mira Loma and Fontana. 1

Land Use, Zoning. Page LU, LU 7.1 of the General Plan states: "Requires land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts. Zoning

change. Changing the zoning to allow the developer to proceed with his warehouse is counter to your own general plan. 1 CONT

Air quality will certainly deteriorate with the increase in truck traffic in the area estimated to be well over 2500 truck trips per day. Not only increasing air pollution but increased truck traffic which is already very high on interstate 10. 2

I urge you NOT to change the ZONING to allow a mega warehouse to be constructed in our area. Decreasing our quality of life as well as our property values. 3

L. SPENCE



Larry Spence

10961 Desert Lawn Drive

Calimesa, Ca, 92320

760 646 2222

lcspence@gmail.com

Larry Spence (L. SPENCE)

Comment L. SPENCE-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses general opposition to the project on the basis that it is inconsistent with the County's General Plan.

Response to L. SPENCE-1
Comment noted. With regard to General Plan consistency, please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment L. SPENCE-2
Commenter expresses concerns related to air quality and traffic.

Response to L. SPENCE-2
Impacts related to air quality are discussed in RDEIR Section 3.3. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable traffic impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. The RDEIR discloses the project's significant and unavoidable impacts related to both air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible.

Comment L. SPENCE-3
Commenter expresses general opposition to the project, as well as concerns regarding impacts to property values in the area.

Response to L. SPENCE-3
Comment noted. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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July 7, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, CA 92501

Re: San Gorgonio Crossing, RDEIR #534

L. TAYLOR

Dear Mr. Dawson,

My wife & I moved to Beaumont from Moreno Valley eleven years ago because we saw the direction Moreno Valley was going in, with warehouses and the resulting truck traffic. We fell in love with the rural atmosphere of the Beaumont/Cherry Valley area and decided The zoning change required for the San Gorgonio Crossing development and resulting environment change that would evolve in this more rural area, would probably result in our personal decision to leave the area. I understand that development happens (and should) but zoning is intended to provide appropriate growth and shouldn't be changed just for the monetary benefit of some at the detriment of others. 1

Please respect the appropriate previous zoning for residential development in this area.

Sincerely,

Larry Taylor
1111 Silverleaf Canyon Rd
Beaumont, CA 92223

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Larry Taylor (L. TAYLOR)

Comment L. TAYLOR-1
The commenter expresses general opposition to the project.

Response to L. TAYLOR-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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7-5-2017

Riverside County Planning Dept
4080 Lemon St. 12th Floor
P.O. Box 1409
Riverside, CA. 92502-1409

Attn: Mr Brett Dawson, Project Planner

RE: San Gorgonio Crossing RDEIR # 534

Dear Mr. Dawson

OSWALD

My name is Larry Oswald I have lived in Cherry Valley for seven years. My wife and I have admired the rural area for many years before moving. I grew up in a small town and the atmosphere is what brought us back. The quietness of our small town along with the air quality really makes it very quaint. We as citizens who travel the freeways daily are always welcomed home without diesel trucks traveling our roads.

We are very upset with the fact that we could be dodging these trucks along with the

1

OSWALD

Air Quality Diminishing. I don't want to see my Rolling Hills Disappear - that's why we moved here!

On page V-2 of the general Plan it states that "we value the health of our Residents". therefore we seek to Reverse Significant negative National Health Trends so that (1) Children live Happier & longer lives than their parents, (2) Air & Water Quality are Improved, (3) Respiratory Illnesses are Reduced so people can spend fewer days out of work & School.

On page V-13 under #9 -

I don't want to see Hundreds of Semi Trucks in our Small Rural Town!

Mr Dawson please take into Consideration our Concerns and Help Save our Little Town.

Sincerely your,

Larry D. Oswald

10563 Bellflower Ave

Cherry Valley CA

92223

1 CONT

2

Larry Oswald (OSWALD)

Comment OSWALD-1

The commenter provides background information and states his reasons for moving to the area. The commenter expresses concerns regarding truck traffic, air quality, and impacts to views of the rolling hills.

Response to OSWALD-1

Comment noted. Potential aesthetic impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Views of the project buildings from Cherry Valley Boulevard would not break the silhouette of the ridgeline of the hills to the north. (RDEIR at 3.1-29). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment OSWALD-2

The commenter cites to the County's General Plan discussion of valuing the health of residents. The commenter states that he does not want to see hundreds of semi-trucks in his small rural town.

Response to OSWALD-2

Comment noted. Please refer to Response to Comment BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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6/7/17

Kenneth Ott
39800 Lincoln St.
Cherry Valley, Ca
92223

Riverside County Planning Dept
4080 Lemon St. 12th Floor
Riverside, Ca 92501

Attn Mr. Brett Dawson, Project Planner
RE: San Gorgonio Crossing RDEIR # 534
Dear Mr. Dawson

OTT

I am commenting on the Recirculation DEIR #534 issued May 26, 2017. I am very opposed to the development of the San Gorgonio Crossing. This area has always been a rural area with rural characteristics, clean air, low traffic, low noise levels, good air quality and good aesthetics. I moved here in 1992 from a very congested area of So. Cal. and have enjoyed this life style for many years and fear that this annexation will destroy all of the reasons I've enjoyed here. All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this recirculated RDEIR. Therefore, I am resubmitting my original letter along with those additional comments concerning the RDEIR and I will expect comments from both letter to be answered and included in the final EIR

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2

Sincerely Kenneth A. Ott

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Kenneth Ott (OTT)

Comment OTT-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to OTT-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment OTT-2
Commenter states that all of their previous comments to the Draft EIR remain pertinent, and expects their concerns addressed in both letters to be answered and included in the Final EIR.

Response to OTT-2
Please refer to Master Response #1.

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To: Riverside County Planning Dept.
4080 Lemon Street, 12th Floor
Riverside, CA. 92501

Attn: Mr. Brett Dawson, Project Planner
Draft REIR #534

KRAUCH

My wife Sharyn and I have lived here in the Pass area since 1974. We moved from Los Angeles due to one of our children contracting asthma. The Doctor advised us to make the move for our son's health; because of the clean dry air. Now we have many children and grandchildren who should be enjoying the cleaner environment.

We live at 9254 Bonita, in n.w. Cherry Valley.

I am retired from Cal Trans, 27 years service in maintenance in the Pass area; mostly on the state roads and freeways System, that all tractor-trailers entering Southern California, from the Federal Highway tractor at Cabazon, would disconnect the tractors would deliver the trailers into Riverside and L.A. Counties. unfortunately this did not transpire, in the late

1

KRAUCH

consequently, our [illegible] congestion on the highways and freeways is worse than ever.

We cannot imagine the added problems that this Inland Port of So. Calif. dist. Cntrs at Cherry Valley will create; now and even more so, in the future.
The pollution in this area is already causing a build-up of dust daily on our furniture, etc.

We are totally opposed to the re-zoning of this residentally zoned property; to make away for this 1.8 million square foot industrial warehouse; causing a nightmare of traffic congestion and to our aesthetics, health, air quality, rural lifestyle), and water pollution. 1 CONT

This project is very invasive to the wishes of the residents of the Pass area community and our living conditions. A real conundrum in the Future. Please remember the Rivco General Plan. Many people made decisions to buy their homes, or not sell their homes on agreements made previously.

Sincerely thank-you for your consideration

John + Sharyn Krauch
9254 Bonita
Cherry Valley
951-845-2354
mexvideo@msn.com
God Bless You!

John and Sharyn Krauch (KRAUCH)

Comment KRAUCH-1

Commenter provides background information and personal history and expresses general opposition to the project, citing concerns regarding traffic, aesthetics, health, air quality and water pollution.

Response to KRAUCH-1

Comment noted. Potential aesthetic and lighting impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). With regard to the project's potential water quality impacts, please refer to Response to HUFFMANN-1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Date: June 21, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project ~~Manager~~ Planner

RE: San Gorgonio Crossing recirculated DEIR #534

PALENSCAR

Dear Mr. Dawson:

My name is Kai Palenscar Ph. D. and I have lived in the City of Beaumont for the past year. My daughter has life-threatening food allergies and asthma. The clean air and rural lifestyle is why we recently moved ~~#~~ to this city. The increase in traffic, reduced air quality and aesthetic corruption this project would bring to our region disturbs and frightens me. I am a Biologist and my review of the Draft EIR finds that section 3.04 (Biological Resources) may be lacking. If any federally or State-listed species or State species of concern are present on the project, these impacts need to be assessed and offset as part of the MSHCP or other similar permitting. I do not see ~~se~~ surveys for least ~~Bells~~ Bell's vireo or trapping for Steven's Kangaroo rat. Identified as a "Survey Limitation" in the Biological Tech. Document (pg. 6) "No small mammal trapping or focused ~~reptile~~ reptile surveys were conducted...". Also, no surveys were conducted for vireo.

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PALENSCAR

I again oppose this project for a variety of health-related ~~reason~~ reasons and have strong-issue for the lack of thorough biological surveys conducted prior to drafting this DEIR.

3

Sincerely yours,

Kai

Kai Palenscar
35446 Byron Trail
Beaumont, CA 92223

Kai Palenscar (PALENSCAR)

Comment PALENSCAR-1
The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy; the commenter expresses general opposition to the project, citing concerns related to aesthetics, air quality and traffic.

Response to PALENSCAR-1
Comment noted. Potential aesthetic and lighting impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment PALENSCAR-2
The commenter states that he is a biologist and that Section 3.4 (Biological Resources) of the RDEIR may be lacking. The commenter states that if any federally- or State-listed species are present on the project site, these impacts need to be assessed and offset as part of the MSHCP or other similar permitting. The commenter states that he does not see any surveys for Least Bell's vireo or trapping for Steven's Kangaroo rat.

Response to PALENSCAR-2
As discussed in RDEIR Table 3.4-4, Least Bell's vireo is not expected to occur on the project site, as suitable riparian habitat with developed canopy and understory is not present on-site. Therefore, no surveys for this species are warranted. However, any impacts to nesting birds will be mitigated to less than significant through the implementation of Mitigation Measure BIO-1b, which requires a Nesting Bird Clearance Survey prior to any ground-disturbing activities. Likewise, Stephen's Kangaroo rat was also expected to have a low potential to occur on site. (RDEIR at 3.4-19). Generally, please refer to Mitigation Measures BIO-1a, BIO-1b, BIO-2a and BIO-2b, and BIO-5a and BIO-5b. These measures will ensure that no impacts to federally or State-listed species occur. Impacts to sensitive habitats will be mitigated through payment of the MSHCP fee of $6,645 per acre. The project site is not located in any Criteria Cells under the MSHCP.

Comment PALENSCAR-3
The commenter reiterates his opposition to the project on the basis of health-related reasons and his perceived lack of thorough biological surveys conducted for the RDEIR.

Response to PALENSCAR-3
Comment noted. Please refer to Responses to PALENSCAR-1 and PALENSCAR-2, above. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Date: June 26, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, California 92501

Attn: Mr. Bret Dawson, Project Planner

Re: San Gorgonio Crossing RDEIR 534

STEWART-2

Dear Mr. Dawson:

I am an Air Force veteran who lives with my wife in the Cherry Valley area that will be adversely impacted by the San Gorgonio warehouse facility and the ensuing traffic congestion that it will bring to the I-10 interchange and to Cherry Valley Boulevard.

I chose this area to purchase a home; for the uncongested open space and easy access to the I-10 freeway for travel out of the area and the unpolluted air quality that heavy truck traffic will destroy.

I have quoted here excerpts from **the Riverside General Plan** that emphasizes the importance of maintaining rural areas and communities that accommodate a rural lifestyle. **These were the values and incentives that encouraged me to settle in this area and will prompt me to leave this area if they are sacrificed for the sake of industrial development.**

From the Riverside General Plan: 1

LU-22.3 The County of Riverside has a commitment to ensuring that rural uses remain an integral part of Riverside County's future and are protected through the policies of the General Plan, as reflected in the following General Plan Principle statement.

The site for this warehouse is currently zoned as Community Development: Very Low Density Residential (CD:VLDR)and Rural Mountainous (R:RM) see LU-50 below for the particulars:

LU-50

Very Low Density Residential (RC-VLDR) - The Very Low Density Residential land use designation provides for the development of detached single family residential dwelling units and ancillary structures on large parcels.

STEWART-2

In the Rural Community Foundation Component (unlike the Community Development Foundation Component, which also permits the application of the Very Low Density Residential designation), equestrian and other animal-keeping uses are expected and encouraged. Agriculture and small scale commercial uses are permitted in this designation. The density range is from 1 dwelling unit per acre to 1 dwelling unit per two acres.

LU 22.3

Ensure that development does not adversely impact the open space and rural character of the surrounding area. (AI 3)

There are a number of methods proposed to achieve this balance, including the creation of community centers, establishment of lot size minimums, consolidation of multiple lots, and the clustering of residential units. These options can be accomplished through a number of means, including programs and incentives. The County of Riverside has a commitment to ensuring that rural uses remain an integral part of Riverside County's future and are protected through the policies of the General Plan, as reflected in the following General Plan Principle statements:

"Rural land use designations should be established that accommodate a rural Lifestyle generally within existing rural towns and rural residential neighborhoods. Additional rural towns and residential neighborhoods should be minimized because of the need to provide more efficient community development opportunities."

1
CONT

V-13

9. The extensive heritage of rural living continues to be accommodated in areas committed to that lifestyle and its sustainability is reinforced by the strong open space and urban development commitments provide for elsewhere in the RCIP.

10. Each of our rural areas and communities has a special character that distinguishes them from urban areas and from each other. They benefit from some conveniences such as small-scale local commercial services and all-weather access roads, yet maintain an unhurried, uncrowded life style

STEWART-2

LU-23

Infrastructure, Public Facilities and Service Provision

With the projected increase in population, demands on/for community facilities and infrastructure, such as roads, utilities, public safety and schools will increase. The challenge will be to correlate the provision of infrastructure, public facilities and services with these demands. In order to ensure correlation between growth and service provisions as well as to minimize capital and service costs, **the RCIP Vision dictates that development should only occur where adequate public facilities and services are available or are planned for at the time of development**

1
CONT

MY COMMENT:

These are just a few of the quotes from The County of Riverside General Plan that conflict with the San Gorgonio Warehouse project.

2

If it were proposed today it could not be Fast-Tracked as this project was. It should be taken off Fast-Track and submitted to the County Planning Commission.

As noted in the San Gorgonio RDEIR 534 the infrastructure, namely I-10 WB and EB Interchanges are **currently operating at a deficient level of service** with no current plans for improvement. **This in itself is sufficient reason to stop the San Gorgonio Warehouse project**.

3

The County of Riverside General Plan obviously anticipated this type of disruptive development to the County neighborhoods and has provided a means of preventing it. For the sake of the thousands of residents that will be affected by this change in zoning I respectfully request that it be denied.

Sincerely Yours,

Leigh H. Stewart

Leigh H. Stewart
1156 Lantana Road
Beaumont, CA 92223 cc: Marion Ashley

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Leigh Stewart (STEWART-2)

Comment STEWART-2-1
The commenter provides background information and discusses his reasons for moving to the area. The commenter cites to excerpts from the Riverside County General Plan regarding the importance of maintaining rural areas and communities.

Response to STEWART-2-1
Please refer to Responses to Comments CVAN-7 to CVAN-12.

Comment STEWART-2-2
The commenter states that the project conflicts with the above-cited policies, and that the project should be taken off of fast-track and submitted to the County Planning Commission.

Response to STEWART-2-2
Comment noted. Please refer to Response to STEWART-2-1, above. With regard to the project's fast-track status, please refer to Master Response #3.

Comment STEWART-2-3
The commenter states that the I-10 westbound and eastbound interchanges are currently operating at a deficient level of service with no current plans for improvement, which is in itself sufficient reason to stop the project. The commenter expresses general opposition to the project and requests that it be denied.

Response to STEWART-2-3
Please refer to Response to Comment LANDA-4. MM TRAN-1a addresses the deficiency at the I-10 and Cherry Valley Boulevard Interchange. It states that provided that if a fair share contribution program has been established that provides for full funding and a schedule for construction of the future new interchange at the I-10 eastbound and westbound offramps at Cherry Valley Boulevard, the project applicant shall pay the project's fair share toward the construction of such improvements.

If a fair share contribution program has not been established at the time the applicant submits for building permits, and provided that both Caltrans and the City of Calimesa authorize construction within their respective jurisdictional control and sufficient interest in the land which will permit the improvements to be made is acquired prior to the issuance of building permits, the project applicant shall construct the interim improvements prior to the issuance of final occupancy permits as outlined in MM TRAN-1a.

Additionally, MM TRAN-1b states that provided that if a fair share contribution program has been established that provides for full funding and a schedule for construction of the future new interchange at the I-10 eastbound and westbound offramps at Cherry Valley Boulevard, the project applicant shall pay the project's fair share costs to realign Calimesa Boulevard approximately 550 feet east of the I-10 westbound ramps and construct an eastbound left turn lane at the intersection of Calimesa Boulevard and Cherry Valley Boulevard.

If a fair share contribution program has not been established at the time the applicant submits for building permits, and provided that the City of Calimesa authorizes construction within its jurisdictional control and sufficient interest in the land which will permit the improvements to be made is acquired prior to the issuance of building permits, the project applicant shall construct the improvements prior to the issuance of final occupancy permits as outlined in MM TRAN-1b.

The RDEIR acknowledges the uncertainty surrounding completion of some of the improvements if no fair-share contribution program is in place, and therefore discloses a significant and unavoidable impact to certain traffic facilities. (See RDEIR at 3.16-88 to 3.16-95). Nonetheless, the project will implement all feasible mitigation measures and pay its fair share towards cost of improvements, which will reduce traffic impacts of the project to the greatest extent possible.

July 3, 2017
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing RDEIR #534

Dear Mr Brett Dawson

STEWART-3

I am commenting on the Recirculated DEIR #534 issued May 26, 2017.

Again, Hannon Road has been left out of the equation, and putting in all the stoplights will only cause a major backup of traffic on I-10. 1

This project is considered "spot zoning" and goes completely against the Riverside General Plan. Placing an industrial entity in the middle of senior housing is not safe and risks the health of those seniors living in that area. 2

All the comments and questions concerning the environment issues in my previous and attached letter remain pertinent and relevant to this RDEIR.
Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and will expect comments from both letters to be answered and included in the final EIR. 3

Sincerely
Leigh Stewart
1156 Lantana Rd.
Beaumont, CA. 92223

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Leigh Stewart (STEWART-3)

Comment STEWART-3-1
The commenter states that Hannon Road was left out of the traffic analysis, and that putting in all the stoplights will only cause a major traffic backup of traffic on the I-10.

Response to STEWART-3-1
Please refer to Response to C. SOUDER-3.

Comment STEWART-3-2
The commenter states that the project is considered spot zoning and goes against the Riverside General Plan. The commenter states that placing an industrial entity in the middle of senior housing is not safe and risks the health of seniors living in that area.

Response to STEWART-3-2
With regard to allegations of spot zoning, please refer to Master Response #2. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including those in nearby senior communities. (*See* RDEIR at 3.3-54 to 3.3-59).

Comment STEWART-3-3
The commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to STEWART-3-3
Please refer to Master Response #1.

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Date: June 26, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, California 92501

Attn: Mr. Bret Dawson, Project Planner

Re: San Gorgonio Crossing RDEIR 534

Dear Mr. Dawson:

STEWART

I am an Air Force veteran who lives with my wife in the Cherry Valley area that will be adversely impacted by the San Gorgonio warehouse facility and the ensuing traffic congestion that it will bring to the I-10 interchange and to Cherry Valley Boulevard. I chose this area to purchase a home; for the un-congested open space and easy access to the I-10 freeway for travel out of the area and the unpolluted air quality that heavy truck traffic will destroy

This is my comment on RDEIR No. 534, San Gorgonio, Section 1.4.1

1.4.1 INTERSECTIONS
"A summary of intersection level of service (LOS) findings by traffic condition is provided on Table 1-4. "

My comment:

1

Hannon Road is not included in the Table 1-4 or any of the analysis in Appendix 4 or 5 of intersections. Hannon Road is the first intersection East of the proposed warehouse on Cherry Valley Blvd. This active intersection needs to be included in the traffic analysis.

Hannon Road provides access to Cherry Valley Blvd for homes on Brookside Avenue, including Solera housing development, both the Beaumont High School and Elementary School located on Brookside Avenue and the Beaumont Unified School District offices.

All vehicles entering Bldg 1 or Bldg2 must enter at Street 2, using a traffic light. That is 5635 PCE vehicles per day. All traffic Eastbound or Westbound on Cherry Valley Boulevard to or from Hannnon Road will be backed up at that traffic light. The resulting congestion for vehicles proceeding to or from Hannon Road is unacceptable. Some form of mitigation is required.

Leigh H. Stewart
1156 Lantana Road
Beaumont, CA 92223

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Leigh Stewart (STEWART)

Comment STEWART-1

The commenter provides background information and discusses his reasons for moving to the area. The commenter states that he will be adversely affected by the project and the resulting traffic congestion that it will bring to the I-10 interchange and Cherry Valley Boulevard. The commenter states that Hannon Road is the first intersection east of the proposed warehouse on Cherry Valley Boulevard, and that this intersection should be included in the traffic analysis and that mitigation should be provided.

Response to STEWART-1

Please refer to Response to C. SOUDER-3. Impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to the I-10 Freeway/Cherry Valley Boulevard ramps, please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for a detailed discussion of the impacts and necessary mitigation measures necessary at this location.

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May 29, 2017

Supervisor Marion Ashley
Board of Supervisors
5th District

ADAMS

Re: Proposed Gateway Warehouse Project

Since the county is required to adopt a General Plan outlining the vision for future development and growth of the county, we are writing to request that the people's best interest be considered in the matter of this project requiring rezoning. Decision makers such as yourself need to exercise caution in representing the interests of your constituents when developers come before you with a "project" that they propose to build on property that needs to be rezoned. In this case, the property was purchased knowing full well that it was not zoned for the project they have in mind and yet they confidently expect it to be rezoned so that they can meet their requirements to build. This project is completely out of character for the existing area in rural residential Cherry Valley.

In Riverside County's own General Plan it states that the Rural General Plan Foundation Component is intended to identify and preserve areas where the rural lifestyle is the desired use. Policy LU 17.3 states that when a Rural Residential designation has been made that the county will "ensure that development does not adversely impact the open space and rural character of the surrounding area." The State guidelines for General Plans states that in the case of a proposed rezoning the "council or board is not obligated to approve requests for rezoning and **…must deny such requests when the proposed zone change conflicts with the general plan."** (Emphasis added.) 1

The **Riverside County General Plan Certainty System** provides clarity regarding the interpretation and use of the General Plan in ongoing decision making. Quoting from the General Plan, it states that: **The overriding consideration is the absolute necessity to maintain a high level of confidence in the Plan and enable people affected by it to have reasonable expectations regarding how the Plan will impact them. The Certainty System serves the needs of those who value a rural lifestyle.** The System also ensures that open space is preserved in Riverside County for the benefit of all.

The **Pass Area Plan** section of the Riverside County General Plan designates Cherry Valley as a distinctive and unique area of the county which requires special consideration when making any decisions on development. The following statements are from that Pass Area Plan. "**Our growth focus is on quality, not quantity. We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be developed. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout the County of Riverside."** When the plan is upheld, it is also a protection against development occurring randomly or haphazardly.

ADAMS

These statements from the Riverside County General Plan sound pretty straightforward to us and yet, this developer seems to expect the county to change the zoning to fit his project. The developer evidently is expecting the Board of Supervisors to approve the rezoning which is basically "spot zoning" - never a good idea. Instead the vision that was adopted in the General Plan for the county in general, and for Cherry Valley in particular, should be followed. 2

We believe that this proposed amendment does not conform to the Riverside County General Plan for Cherry Valley and there are really no good reasons to even consider it. The developer is proposing a project that presents multiple problems for citizens of Cherry Valley and Beaumont. In fact, the negative effects of this warehouse project would be far reaching to other nearby communities as well. The effects of air quality degradation from hundreds of trucks converging daily would create health issues for many people. There are several mega 55+ communities housing elderly folks in the area. Additionally, the number of children residing in the local area is growing exponentially as home building continues to move forward. Bad air quality affects everyone, but especially the elderly and the young. 3

The impact on traffic flow will create longer commutes and unnecessary stress related to traffic jams. The risk associated with multiple big rigs exiting and entering the freeway from an already inadequate on/off ramp at Cherry Valley Blvd. threatens public safety. The heavy traffic created by the big rigs will have a deleterious effect on infrastructure overall. It will also negatively affect the flow of traffic on Route 10, the major thoroughfare in the pass area connecting Los Angeles to the desert and beyond. 4

As long time licensed healthcare professionals, we are very concerned about any growth/changes that would create traffic issues as this has direct effect on the ability of emergency units to respond timely to calls. 5

The fact that this area is a natural watershed area and wildlife corridor should be of concern to all of us as conscientious citizens in a rural area. 6

The people who live in Cherry Valley came here for specific reasons and they have stayed because their rural lifestyle has been protected by County Supervisors following the General Plan for their area. This is what we expect from our elected officials, to ***stand up for the citizens who elected them***. Cherry Valley is one of the last rural enclaves amidst a sea of rooftops in the Pass area and deserves to be protected, in terms of both culture and property values (which will surely be diminished should this mega warehouse be accommodated by re-zoning). 7

We ask that you please follow the tenets in your own Riverside County General Plan for Cherry Valley, because if that is done, it will mean that this developer will be required to find land that is already zoned for warehousing if he wants to build this project.
Thank you for your kind consideration of this matter.

Sincerely yours,
Mr. & Mrs. Lance Adams
9498 Mountain View Avenue
Cherry Valley, CA. 92223

Annette M. Adams

Lance E. Adams

Annette and Lance Adams (ADAMS)

Comment ADAMS-1
The commenter discusses general considerations involved in adopting a General Plan and rezoning property, and stats that the project is completely out of character for the existing area in rural residential Cherry Valley. The commenter discusses the Rural General Plan Foundation Component and Policy LU 17.3, and states that a request for rezoning must be denied when the zone change would conflict with the general plan. The commenter also discusses and quotes text from the Pass Area Plan.

Response to ADAMS-1
Please refer to Responses to Comments CVAN-7 to CVAN-12, and Response to SIERRA-33.

Comment ADAMS-2
The commenter implies that the requested zone change constitutes "spot zoning" and states that the vision adopted in the General Plan for Cherry Valley should be followed.

Response to ADAMS-2
Please refer to Master Response #2.

Comment ADAMS-3
The commenter cites concerns regarding negative effects from the project, including air quality degradation and impacts specific to the senior population and children in the vicinity.

Response to ADAMS-3
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (*See* RDEIR at 3.3-54 to 3.3-59). Please also refer to Responses to Comments HAGUE-2 and BIRKY-3.

Comment ADAMS-4
The commenter states that the additional traffic will cause longer commutes and additional stress, and that the risks from an already inadequate on/off ramp at Cherry Valley Boulevard threatens public safety. The commenter states that the project will affect the flow of traffic on Route 10.

Response to ADAMS-4
All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur to certain roadway and freeway facilities due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Please refer to Response to Comment C. MORAN-2 and Response to Comment EICHNER-4 for further information regarding developer's fair share cost and the timing of the necessary improvements at the I-10 freeway/Cherry Valley Boulevard ramps. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment ADAMS-5
The commenter cites concerns regarding the ability of emergency responders to timely respond to calls due to increased traffic.

Response to ADAMS-5
The project's potential to result in inadequate emergency access during construction is addressed under impact TRAN-5, at RDEIR page 3.16-104. With the project's required preparation of a traffic congestion management plan, the project is anticipated to have a less than significant impact regarding circulation during construction. With regard to operational traffic impacts that could impede emergency responders, the project, by itself, would not cause the deterioration of any roadway segment such that emergency vehicle response times would be affected; rather, it is the combination of ambient and cumulative growth, in addition to project traffic that would result in significant and unavoidable impacts under long-range planning scenarios. (See RDEIR Table 3.16-4). Nevertheless, the project would not impair emergency response times for police or fire services, as discussed at RDEIR pages 3.14-10 to 3.14-13.

Comment ADAMS-6
The commenter states that the fact that the area is a natural watershed area and wildlife corridor should be of concern.

Response to ADAMS-6
The project will be required to prepare and adhere to a Water Quality Management Plan and Storm Water Pollution Prevention Plan, which will ensure that impacts to the local watershed are less than significant. (RDEIR at 3.9-21 to 3.9-22).

Please see RDEIR Appendix C: July 16, 2015 MSCHP Consistency Analysis, Figure 5, which shows that the project site is not located within a wildlife corridor or linkage as identified by the MSHCP. The project will not have a significant impact regarding interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. (RDEIR at page 3.4-37).

Comment ADAMS-7
The commenter states that people who live in Cherry Valley came there for specific reasons and that they expect their elected officials to stand up for them and follow the General Plan for their area.

Response to ADAMS-7
These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

JUNE 18, 2017

RDEIR #534

Riverside County Planning Department:

I writing this letter to ask how could you consider putting a warehouse in such a small area - all around that area you intend to put the building is all Senior Citizens with I'm sure breathing issues including me and my husband. So I'm asking you to reconsider

CUNNINGHAM

1

your choice of area and go to where you wouldnt be putting Seniors in jeopardy with there lungs....

Thank You
Laura Cunningham
#3

1
CONT

Laura Cunningham (CUNNINGHAM)

Comment CUNNINGHAM-1

The commenter expresses concerns related to health/breathing issues experienced by seniors in the area.

Response to CUNNINGHAM-1

Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including nearby senior communities. (See RDEIR at 3.3-54 to 3.3-59). With regard to acute non-cancer health risks (such as exacerbation of asthma, etc.) please refer to Response to BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

JAMES

Dear Mr. Dawson

I hope you can help! I moved to Beaumont 11 years from Orange County because it was less expensive & less traffic & cleaner air. I think there is plenty of land already zoned for warehouses and that's where they should be built. I'm a veteran and served in Naval Air & I want to live out my life in a small rural community not industrial with thousands of trucks. 1

I have Parkinson's & I want to avoid any stress in my life. In the General Plan it says you will protect rural Cherry Valley. Do it!

Sincerely

Print Name and Address
Larry E. James
935 Monarch Court
Beaumont, CA 92223

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Larry James (JAMES)

Comment JAMES-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to JAMES-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

BENDEL

I am a retired senior, a resident of this area for the last thirteen years. I moved to this area hoping to live in a less congested environment, with better air quality. The San Gorgonio/Gateway project will affect air quality, increase traffic and the noise level. Our property values will also be greatly affected. 1

What will happen if Cherry Valley Blvd is blocked? There are schools in this area, will the big rigs be passing by them? 2

Sincerely

Judy Bendel

Print Name and Address

JUDY BENDEL
958 Ironwood Rd
Beaumont, CA
92223

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Judy Bendel (BENDEL)

Comment BENDEL-1
Commenter explains their reasons for moving to the area, and expresses general opposition to the project citing concerns traffic, noise and air quality.

Response to BENDEL-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Noise impacts are discussed in RDEIR Section 3.12, and will be less than significant with mitigation. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment BENDEL-2
Commenter expresses concerns traffic on Cherry Valley Boulevard and questions whether big rig trucks will be passing by local schools.

Response to BENDEL-2
Comment noted. Impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Cherry Valley Boulevard is not anticipated to be "blocked" at any point in time. Mitigation Measure TRAN-5 requires preparation of a construction traffic management plan, which will ensure that inconveniences to motorists and nearby residents are minimized. With regard to the impact of diesel emissions on schools, please refer to Response to Comment SIERRA-22. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

LINDLER

Dear Brett Dawson

Against the Warehouse
in Cherry Valley - Traffic Issue

Kay Lindla
120 Thistle Creek

1

Sincerely

My Address is:

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Kay Lindler (LINDLER)

Comment LINDLER-1
The commenter states general opposition to the project, citing concerns related to traffic.

Response to LINDLER-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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(over)

1/14/17

To: Riverside

LEE

We totally dispute your "Warehouse."
We live in a Senior Mobil Park, where
seniors live, and, this idea will do nothing
but be "a horrible idea." With all those
big trucks coming in & out all day,
will be a nuisance, and a noise problem;
on top of our water becoming "contaminated
because of the water flowing under building.
It will create health issues to seniors
trying to enjoy their twilight years as pleasant
as it can be. These Seniors deserve to have peace
& tranquility. Thats your problem, you people only
see $$ signs. No concern, or even humanity.
The first time a Senior

1

LEE

Your warehouse needs to go in a place where there are no residents, (especially Seniors). Let us be, & since all ya'll want to do is spend money....
Find a better, safer, more healthy place.

Thomas T Lee 310

1
CONT

Thomas Lee (LEE)

Comment LEE-1

Commenter expresses general opposition to the project, citing concerns related to traffic noise, nuisance from trucks, and water contamination from water flowing under the building.

Response to LEE-1

Please refer to Response to Comment LANDA-7 regarding traffic noise. With regard to the project's potential water quality impacts, please refer to Response to HUFFMANN-1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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July 5, 2017

County of Riverside Planning Dept.

4080 Lemon Street, 12thFloor

Riverside, CA 92501

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson,

PAVLIAN

I am writing you in opposition to the proposed project noted above. As a resident in a nearby 1290-home 55+ residential community, concerns about the adverse effects this project, and those that will undoubtedly follow, are many.

This area is growing too rapidly, and traffic congestion is becoming unbearable. During late afternoon hours, I can no longer get off the I-10 Freeway at my offramp, Oak Valley Parkway, due to cars on the offramp backed out onto the freeway. I need to take the Cherry Valley offramp, and other county roads to now get home. A huge warehouse development on Cherry Valley Boulevard, and those to follow, will render that offramp dangerous to use also, basically unusable for us residents here. 1

I've seen what all the warehouses near Alabama Street in Redlands, north of the I-10, has done to the traffic congestion in that area. My residential area, and Cherry Valley Boulevard, were set-up for residential purposes, have been used as such, and do not have the infrastructure for commercial or industrial purposes. Please do not allow this harmful project to proceed!

Mixing industrial uses into residential areas is never a good idea, and always results in damage to residential property values and quality of life issues such as air quality and safety. We, the residential users, were here first, in compliance with the Riverside County General Plan. Make developers of industrial projects such these go find their own homogeneous areas away from residential use. This project must be stopped now. 2

Thank you in advance for choosing the correct, compassionate, and decent action.

Sincerely,

Timothy J. Pavlian

1543 High Meadow Dr.

Beaumont, CA 92223

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Timothy Pavlian (PAVLIAN)

Comment PAVLIAN-1
Commenter is concerned with the increase of traffic that would occur as a result of the project.

Response to PAVLIAN-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments and ramps, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment PAVLIAN-2
Commenter is opposed to mixing industrial and residential areas and states that industrial projects should be away from residential areas, citing to compliance with the County's General Plan.

Response to PAVLIAN-2
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Riverside County Planning
4080 Lemon St. 12th Floor
Riverside, Ca 92501
attn: Brett Dawson
Re: San Gorgonio Crossing RDEIR #534

June 19, 2017

SOETEN

Dear Mr. Dawson,

I have lived in this area for six years now and we are opposed to this warehouse because it will lower property value, and create a lot of traffic. We really value & moved here because of the serenity and the peaceful atmosphere & rural character.

We strongly oppose this warehouse & the Riverside General Plan states principles of keeping rural areas rural.

1

Sincerely yours,

Tina Soeten

Tina Soeten
319 Spanos Park
Beaumont, Ca 92223

cc: Marion Ashley

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Tina Soeten (SOETEN)

Comment SOETEN-1
Commenter is concerned with property values, traffic and rural character of the area.

Response to SOETEN-1
Comment noted. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. With regard to rural character and General Plan consistency, please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

C. SOUDER

Dear Mr. Dawson

I am a resident of Solera, which is approximately one mile from the proposed project.
I am opposed to the above project on the grounds of it is a major change in zoning, would add significantly to air pollution and would create a major traffic problem around the intersection of Cherry Valley and the I10. 1

The C.V. offramp from the I10 NORTH is already dangerous due to poor visibility turning East and traffic from the West often interfers with making the turn.

A change in ZONING to effectively a higher density is inappropriate and could set 2

OVER

Sincerely

C W Souder

Print Name and Address

CHARLES SOUDER
1750 STRAWBERRY RD

C. SOUDER

a president for futher zoning changes. I experienced this in Yucca Valley about 10 years ago when a developer got an increase in density and then used the new higher density zoning to get yet another increase in density based on the previous increase.

2 CONT

* One specific that bothers me is that the Hannon ~~is~~ intersection with Cherry Valley Blvd is NOT INCLUDED in the Traffic study in the new EIR. I live on Snowberry Rd in Solera and all day long I watch traffic (including mine) heading to Brookside and then To Hannon To C.U. Blvd. That is a significant amount of Traffic that is being ignored in the study as there about 2000 vehicles in Solera.

3

The fact that the developer cheated by issuing a new EIR so That we have To address The EIR a second Time should be Taken into account.

4

C W Souder

Charles Souder (C. SOUDER)

Comment C. SOUDER-1
The commenter expresses general opposition to the project, citing concerns related to air quality and traffic, particularly at the I-10 Freeway/Cherry Valley Boulevard ramps. The commenter also expresses concerns related to poor visibility at the Cherry Valley offramp when turning east.

Response to C. SOUDER-1
Impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to the I-10 Freeway/Cherry Valley Boulevard ramps, please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for a detailed discussion of the impacts and necessary mitigation measures necessary at this location. Any improvements ultimately made at this location would comply with Caltrans standards to ensure adequate line-of-sight and adequate visibility to reduce any existing hazards related to poor visibility. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment C. SOUDER-2
The commenter states that a change in zoning to an effectively higher density is inappropriate and could set a precedent for further zoning changes. The commenter cites his own observations and experiences in Yucca Valley regarding a developer who was able to successfully increase the allowable density.

Response to C. SOUDER-2
With regard to the proposed Change of Zone (from W-2 to Industrial Park), the County Board of Supervisors will make a decision based on all information contained within the record for the project, including the RDEIR, public comments, and whether the requisite findings can be made. The possibility of future, unrelated development is not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project.

Comment C. SOUDER-3
The commenter states that the intersection of Hannon/Cherry Valley Boulevard should have been included within the RDEIR's traffic analysis, as residents of Solera utilize Brookside and Hannon to access Cherry Valley Boulevard.

Response to C. SOUDER-3
The potential impact study area and intersections to be evaluated was defined in coordination with the County of Riverside staff and in conformance with the requirements of the County's Traffic Impact Assessment preparation guidelines. (RDEIR at 3.16-2). Since project trucks coming from the I-10 freeway would access the site via Cherry Valley Boulevard and would not travel on nearby residential streets, the inclusion of this intersection in the project's traffic analysis is not warranted. Commenter is describing vehicle trips on these street facilities resulting from existing residential development; the project would not contribute to these traffic volumes.

Comment C. SOUDER-4
The commenter suggests that the developer "cheated" by issuing a new EIR.

Response to C. SOUDER-4

With regard to the decision to recirculate the EIR, please refer to Master Response #1.

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

June 23, 2017

attn: Mr Brett Dawson, Project Planner
RE: San Gorgonio Crossing RDEIR 534

Dear Mr. Dawson:

W. OTTE

My name is Wayne Otte and I have lived in this area (Beaumont/Cherry Valley) for eleven years. We moved from Congested Orange County for a quieter way of life. I am opposed to the building of this 1.5 million square foot warehouse within a mile of our home in a senior Community. This huge warehouse does not belong among several senior communities in any way — appearance, traffic and air quality. 1

Page 3.1-30 of the DEIR totally ignores that this 1.5 million square foot warehouse does not fit into the rural area of Cherry Valley. 2

The Riverside General Plan states the principle of keeping rural areas rural, and this project is contrary to that principle.

Sincerely yours
Wayne Otte
WAYNE OTTE
1150 LANTANA ROAD
BEAUMONT, CA 92223

cc: Marian Ashley

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Wayne Otte (W. OTTE)

Comment W. OTTE-1
Commenter states that the project does not belong among the surrounding senior communities with regard to appearance, traffic and air quality.

Response to W. OTTE-1
Comment noted. Potential aesthetic impacts of the project are discussed in RDEIR Section 3.1, and would be less than significant with mitigation and incorporation of thoughtful design features to ensure compatibility with the rural setting. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Air quality and health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including surrounding senior communities. (See RDEIR at 3.3-54 to 3.3-59). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment W. OTTE-2
Commenter states that the project does not fit in the rural character of the area or the General Plan.

Response to W. OTTE-2
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner
Re: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson:

T. SYLVA

My wife and I have lived in Banning for the past 3 years. We moved here because of the small town atmosphere and the natural beauty. The San Gorgonio mountains are spectacular. We moved here for the excellent air quality, less traffic and the beautiful open spaces.

Nearby Cherry Valley has a rich history of agriculture and horse ranches. It really concerns us to know that their is a possibility of a massive warehouse could be built in Cherry Valley along the 10 freeway. Thousands of semi-trucks would be coming and going everyday, noise pollution, air pollution and traffic congestion would definitely be a problem.

1

We urge the County of Riverside officials to NOT ALLOW this rezoning from residential to industrial to take place. Thank you.

Sincerely,

Mr. Thomas Sylva
1395 Paradise Island Lane
Banning, CA 92220

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Thomas Sylva (T. SYLVA)

Comment T. SYLVA-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses general opposition to the project, citing concerns regarding traffic, air quality, and noise.

Response to T. SYLVA-1
Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3, impacts related to noise are discussed in Section 3.12, and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. All noise impacts will be less than significant with mitigation. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

WENDELL-2

Dear Mr. Dawson

I HOPE THIS DOESN'T FALL ON DEAF EARS, IT SEEMS THAT IT HAS UP TILL NOW. MY WIFE & I MOVED OUT 64 YEARS AGO WE SAW THE WIDE OPEN SPACES & LACK OF TRAFFIC. WHY THE POLITIONS SEEM TO BE ALLOWED TO PLAY WITH OUR LIVES IS PATHETIC. 1

PLEASE ALLOW US TO LIVE OUR LIVES AS WE WISH & BE DONE WITH THIS DEVELOPER.

Sincerely Tim Wendell

Print Name and Address TIM WENDELL
1170 WISTERIA WAY BEAUMONT, CA. 92223

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Tim Wendell (WENDELL-2)

Comment WENDELL-2-1
The commenter expresses general opposition to the project.

Response to WENDELL-2-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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[illegible] COUNTY PLANNING DEPT.
4080 LEMON ST. 12TH FLOOR
RIVERSIDE, CA 92501

June 23, 2017

ATTN: MR. BRETT DAWSON, PROJECT PLANNER

RE: SAN GORGONIO CROSSING DEIR #534

RDEIR # 534

DEAR MR. DAWSON:

WENDELL

MY NAME IS TIM WENDELL. MY WIFE DANA & I MOVED HERE (SOLERA) 5½ YEARS AGO. SHE PASSED AWAY FROM CANCER THIS PAST MARCH 9TH. BEFORE MOVING TO SOLERA WE LIVED IN RIVERSIDE FOR 5 YEARS. TO SAY THE LEAST RIVERSIDE IS LITTERED WITH WAREHOUSES & SEMI TRUCKS. WE MOVED TO BEAUMONT TO LIVE IN THE COUNTRY NOT IN A MAIN TRUCKING HUB. TO SAY THE LEAST THE AIR QUALITY WILL BE GREATLY COMPROMISED. 1

ON PAGE PP-24, PP 4.2 OF THE GENERAL PLAN CONCERNING THE CHERRY VALLEY GATEWAY POLICY AREA IT STATES THAT: THE POLICY AREA SHALL BE DEVELOPED AS A GATEWAY TO CHERRY VALLEY, AND IT SHALL BE DEVELOPED TO EVOKE THE RURAL CHARACTER OF THIS AREA. THE POLICY AREA SHALL ALSO SERVE AS A COMMUNITY SEPERATOR BETWEEN BEAUMONT AND CALIMESA. PROVISION SHALL BE MADE FOR ESTABLISHMENT OF A VISABLE ENTRANCE FEATURE FOR CHERRY VALLEY WITHIN THIS AREA THAT EVOKES THE RURAL IDENTITY OF THE COMMUNITY. 2

SINCERELY YOURS,

Tim Wendell

TIM WENDELL
1176 VICTORIA WAY
BEAUMONT, 92223

CC: Marian Ashley

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Tim Wendell (WENDELL)

Comment WENDELL-1
Commenter provides background information and states their reasons for moving to the area, and has concerns with air quality.

Response to WENDELL-1
Comment noted. Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment WENDELL-2
Commenter cites to Pass Area Plan (PAP) policies.

Response to WENDELL-2
Please refer to Response to Comment CVAN-10.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

S. MCADAMS

I oppose the warehouses because traffic has become so unbearable!

1

Sincerely
Steve McAdams
My Address is:

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Steve McAdams (S. MCADAMS)

Comment S. MCADAMS-1
Commenter expresses general opposition to the project, citing concerns related to traffic.

Response to S. MCADAMS-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

S. MILLER

Dear Mr. Dawson

My name MRS Susan miller and I have lived in Solera for the past 3 years. my husband and moved to the Beaumont area because his health issues. Coming from Oregon it was a pleasant Surprise to see the good quality of Air and the urban Small town feel.

Since we are in the "Senior" catergory the Sensitive receptors differtly refer to us especially the Poor Air quality. not to mention the traffic and the poor infastructure we now have. with the potential for more trucks and traffic on our rural ROADS is terrible -

Please consider all of those issues and not just make Beaumont another magnet city for "Big Business". where here in California can you go to have this beautiful Area.

1

Sincerely

Sue Miller

Print Name and Address

Sue Miller
1794 La Cantera Way
Beaumont, CA 92223

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Sue Miller (S. MILLER)

Comment S. MILLER-1
Commenter cites concerns related to health risks and sensitive receptors, as well as increased traffic.

Response to S. MILLER-1
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including nearby senior communities. (See RDEIR at 3.3-54 to 3.3-59). With regard to non-cancer, acute health risks, please also refer to Response to Comment BIRKY-3. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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July 2, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501
Attn: Mr. Brett Dawson, Project Planner
Re: San Gorgonio Crossing Plan No. 1079

Dear Mr. Dawson:

GAGNON

My name is Susan Gagnon and I live in the Highland Springs Country Club in Cherry Valley, and previously in Tournament Hills II in Beaumont. I have lived in the area for 6 years, moving from San Bernardino. I am very much opposed to the warehouse being built in the rural area of Cherry Valley, as one of the main reasons I moved to this area was the the rural benefits of living away from the larger city. The small town atmosphere, low crime rate and health benefits make this area an ideal place to live in retirement. I am extremely concerned about the infrastructure problems with a warehouse being built in our area. Both Cherry Valley and Oak Valley Parkway are 2 lanes across the freeway and consistently back up now. This warehouse and would adversely affect the air quality as well as overcrowd traffic on the limited two-lane stretch of Cherry Valley Blvd...not to mention how it would destroy the rural aesthetics of our area. There is no way with the number of proposed trucks using the proposed warehouse that it will not affect our area in a negative way. 1

Again, I am very much opposed to this project and have stated my reasons why. Also, the Riverside General Plan states we should keep our rural areas rural and this warehouse project does not adhere to the General Plan in any way. 2

Sincerely yours,

Susan Gagnon

Susan Gagnon
10760 Deerfield Dr.
Cherry Valley, CA 92223

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Susan Gagnon (GAGNON)

Comment GAGNON-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project, citing concerns related to air quality, traffic, and the rural aesthetic of the area.

Response to GAGNON-1
Comment noted. Potential aesthetic impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment GAGNON-2
Commenter expresses general opposition to the project on the basis that it violates the County's General Plan goal of protecting the rural character of Cherry Valley.

Response to GAGNON-2
Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3.

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35667 Sierra Court
Yucaipa, CA. 92399

June 19, 2017

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

I am writing to comment on the Recirculated DEIR, #534, issued May 26, 2017. KIRKHART

I live in Yucaipa, but also own (with my sister who lives there) my parents' previous home in Cherry Valley. When they bought the house 30 years ago, they were assured it would remain the small, undeveloped, rural community the family wanted – then and for future generations.

I am absolutely opposed to the development and operation of a warehouse. I sincerely believe that the proposed re-zoning and warehouse will negatively impact our quiet, rural life style.

I have reviewed the DEIR#534 and find it unbelievable that it could claim that the proposed warehouse would cause 'no impact' to our community or it's citizens. Of course adding 1,000 or more big trucks to our streets and off ramp will have an impact!!! 1

My parents, sister and I moved here and invested in property because the area is zoned as rural. We do not want that to change for the benefit of a developer. We do not live in a rural area to wait at the off ramp behind big rigs spewing smog, or drive Cherry Valley Blvd behind slow moving trucks. So - even if we don't suffer any affects from poor air quality, we will definitely lose the rural community we love.

Please consider these comments and keep Cherry Valley as intended – Rural! I will expect comments from my letter to be answered and included in the final EIR. Thank you.

Sincerely yours,

Susan R. Kirkhart

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Susan Kirkhart (KIRKHART)

Comment KIRKHART-1

The commenter expresses general opposition to the project, citing concerns related to air quality and traffic impacts. The commenter states that she finds it unbelievable that the warehouse would cause "no impact" to the community or its citizens.

Response to KIRKHART-1

Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR does not state a conclusion of "no impact" with regard to air quality and traffic impacts; rather, the RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017 6/28/2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

SCHWINN

Dear Brett Dawson,

My name is Cynthia Schwinn and I have been a resident of Beaumont, CA for 4½ years. Since moving here, we have seen development of several distribution centers in our area. Traffic and air quality are a major concern. 1

I OPPOSE the Gateway Warehouse project in Cherry Valley. It would affect the quality of life in the San Gorgonio Pass area negatively. More big rig trucks, traffic and air pollution.

Sincerely Cynthia Schwinn.

My Address is:
385 Prospect Park
Beaumont, CA 92223

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Cynthia Schwinn (SCHWINN)

Comment SCHWINN-1
Commenter expresses general opposition to the project, citing concerns regarding air quality, traffic impact and the number of trucks brought by this project.

Response to SCHWINN-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible.

Regarding traffic impacts, all project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

WHITTINGTON

I am a twelve year resident of Solera. I am a widow and I feel secure + safe here. My husband and I moved here so we could "have it all" We liked having a new modern house but felt like we still live in the Country. The air is cleaner than most local areas We knew Cherry Valley was adjacent and that it was zoned rural. Clean air is vital to my health. 1

I object to having a warehouse nearby as they are ugly and ruin the beautiful drive from the freeway. The freeway off and on ramps can not handle the current traffic. Adding workers vehicles and semi trucks will create a nightmare. Please do no allow

Sincerely

Susan D Whittington

Print Name and Address

Susan D Whittington
955 Essex Rd
~~Riverside~~ Beaumont, CA 92223

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Susan Whittington (WHITTINGTON)

Comment WHITTINGTON-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project, citing concerns related to aesthetics and traffic.

Response to WHITTINGTON-1

Comment noted. Potential aesthetic impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

GUY

Dear Brett Dawson

I have written a letter to you before. It is this kind of expense making homeowners write several times regarding issues we are Concerned.

I DO NOT Want another Warehouses in Cherry Valley, Beaumont, or Banning. We do NOT need more trucks running thru our area. Traffic is horrible now with semi's on the 10 FWY.

I hope I don't have to address this issue again.

1

Sincerely
Tanya Guy
My Address is: 1566 Turtle Crk
Beaumont, Ca 92223

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Tanya Guy (GUY)

Comment GUY-1

Commenter cites concerns related to freeway truck traffic and expresses general opposition to the project.

Response to GUY-1

Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

T. LANTZ

Dear Mr. Dawson

I am an eleven year resident of Solera, in Beaumont. I moved in as soon as I was 55! I grew up in Redlands, and remember when Beaumont and Banning were nothing - barely a stopover on your way to Palm Springs. I enjoy the rural atmosphere clean air, quality of life, small town atmosphere etc.

1

I am against the building of a warehouse in our area. It would impact traffic air quality, and our rural atmosphere, not to mention our home values. Please listen to your constuents and vote against warehouses in our lovely, community -

Sincerely

Theresa Lantz

Print Name and Address

Theresa Lantz
1620 Hibiscus St.
Beaumont

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Theresa Lantz (T. LANTZ)

Comment T. LANTZ-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses general opposition to the project, citing concerns regarding incompatibility with the surrounding area, traffic, air quality, and impacts to property values in the area.

Response to T. LANTZ-1

Comment noted. Potential aesthetic impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Riverside County Planning Dept
4080 Lemon St 12th Floor
Riverside, CA 92501

JUNE 22, 2017

Attn: Mr. Brett Dawson, Project Planner
Re: San GorgonioRDEIR 534

S. KURAN

Dear Mr. Dawson:

I live in Cherry Valley and enjoy the peacefull rural atmosphere. To bring in a warehouse would destroy all of this The increased traffic and air pollution is not the defination of rural! 1

It is obvious that a large warehouse does not belons in a rural area.

Sincerely,
Stan M. Kuran

cc: Marian Ashley

Stan M. Kuran

40825 Oregon Trail
Cherry Valley, CA 92223

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Stan Kuran (S. KURAN)

Comment S. KURAN-1
Commenter expresses general opposition to the project.

Response to S. KURAN-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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JUNE 8, 2017

RIVERSIDE COUNTY PLANNING DEPARTMENT
4080 LEMON STREET 12TH FLOOR
RIVERSIDE CA. 92501
ATTN: MR BRETT DAWSON, PROJECT PLANNER
RE: SAN GORGONIO CROSSING R.DEI #534

S. TORRES

DEAR MR. DAWSON,

MY NAME IS STAN TORRES, I HAVE LIVED IN CHERRY VALLEY FOR 16 YRS.. I'M OPPOSED TO THIS WAREHOUSE, BECAUSE OF ALL THE TRAFFIC IT WOULD BRING, AND I LIKE THE SMALL TOWN LIFE AND THE ANIMALS- LIVESTOCK, HORSES, THE CLEAN AIR. 1

ON PAGE LU-18 of THE GENERAL PLAN IT STATES THAT: IN ORDER TO EFFCIENTLY USE LAND, GROWTH MUST BE FOCUSED INTO STRATEGICALLY LOCATED CENTERS OR INTO EXISTING DEVELOPED AREAS, THUS MINIMIZING DEVELOPMENT PRESSURES ON RURAL AGRICULTURAL, AND OPEN SPACE AREAS. THIS WILL ALSO HELP TO PRESERVE THE UNIQUE RURAL CHARACTER OF THE COUNTY AND IT RICH OPEN SPACES. 2

AGAIN I STATE MY OPPOSITION TO RDEI #534 CITING TRAFFIC, NEGATIVE EFFECT ON CHERRY-VALLEY'S RURAL LIFESTYLE. SINCERELY YOURS, 3

Stan Torres

STAN TORRES
9095 OAK GLEN RD.
CHERRY VALLEY 92223

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Stan Torres (S. TORRES)

Comment S. TORRES-1
Commenter states their reasons for moving to the area/aspects of the community that they enjoy.

Response to S. TORRES-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment S. TORRES-2
Commenter cites to page LU-18 of the County's General Plan regarding preservation of rural areas.

Response to S. TORRES-2
Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3.

Comment S. TORRES-3
Commenter reiterates opposition to the project regarding traffic and rural character of Cherry Valley.

Response to S. TORRES-3
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 27, 2017

Riverside County Planning Dept.
4080 Lemon St., 12TH Floor
P.O. Box 1409
Riverside, CA 92502-1409

Re: San Gorgonio Crossings
General Plan Amendment No. 1079
Change of Zone No. 7799
Plot Plan No. 25337
Parcel Map No. 36564

Attn: Brett Dawson, Project Planner.

After reviewing the Revised & Recirculated Draft Environmental Impact Report for San Gorgonio Crossings logistic center I feel more strongly than ever that this warehouse would be negative and damaging for this area.

Rezoning for Shophoff's benefit is wrong and strongly opposed by the residents of the area.

There is no Impact Report that will change the fact that this is a rural area and diesels, traffic, noise and air pollution will affect the quality of life, health and property values of the residents of Colonia, Beaumont and Cherry Valley.

San Gorgonio Crossings should locate elsewhere!!

Mrs. Sarah Richardson
10970 Bel Air Dr.
Cherry Valley, CA 92223

RICHARDSON

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Seward Richardson (RICHARDSON)

Comment RICHARDSON-1
Commenter expresses general opposition to the project, citing concerns regarding incompatibility with the surrounding area, truck traffic, noise and diesel pollution.

Response to RICHARDSON-1
Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Noise impacts are addressed in RDEIR Section 3.12 and will be less than significant with mitigation. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

HAIG

I oppose Wharehouse
in Cherry Valley
To much traffic

1

Sharon Haig
6-26-17
474 Whitney Peak
Beaumont, Ca
92223

Sincerely

My Address is:

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Sharon Haig (HAIG)

Comment HAIG-1
Commenter expresses general opposition to the project and cites concerns related to traffic.

Response to HAIG-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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December 14, 2018

Supervisor Marion Ashley
4080 Lemon Street - 5th Floor
Riverside, CA 92501

Re: Gateway / San Gorgonio Crossing Warehouse

SOLIS

Supervisor Ashley,

My name is Sharon Solis I moved to Beaumont in 2010 and love this area. I am opposed to this warehouse for many reasons than I can begin to express. Please find it in your heart to stop this warehouse, there are other areas that will work better than Cherry Valley. How can the owner of this land come in and cause such chaos. The land was designed for one thing and now he wants to change it to industrial. It wasn't industrial when he bought it who in the hell gives him the right to change it.

1

Sincerely,

Sharon Solis

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Sharon Solis (SOLIS)

Comment SOLIS-1
Commenter expresses general opposition to the project.

Response to SOLIS-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 25, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

ATTN: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017. S. FERGUSON

First, according to Riverside Breathing, there are over 272,000 adults and children in Riverside County, California, that have already been diagnosed with severe asthma. Your 600 diesel vehicles and their exhausts from your facility, only 2.5 miles from where I live, will cause even more asthma cases here and worsen current cases. Across the I-10 freeway from Solera and in the surrounding area, there will also be many children susceptible to all the fumes. Not everyone has insurance that would meet his or her needs. 1

At times, the traffic on Cherry Valley Boulevard is already congested with just local traffic. Oak Valley is not an option for us because the traffic on and off the freeway is even heavier. 2

Furthermore, as a retiree, I do not want my home devalued by this enormous, commercial structure that will increase pollution, traffic, and destroy our beautiful, rural community! 3

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR, and I will expect comments from both letters to be answered and included in the final EIR. 4

Sincerely yours,

Shirley Ferguson

Shirley Ferguson
872 Westchester Road
Beaumont, CA 92223

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Shirley Ferguson (S. FERGUSON)

Comment S. FERGUSON-1
Commenter cites concerns related to health risks from diesel pollution.

Response to S. FERGUSON-1
Comment noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). With regard to non-cancer acute health risks, please also refer to Response to Comment BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment S. FERGUSON-2
Commenter cites concerns related to freeway traffic and traffic on Cherry Valley Boulevard.

Response to S. FERGUSON-2
All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts.

Comment S. FERGUSON-3
Commenter expresses concerns regarding impacts to property values in the area.

Response to S. FERGUSON-3
Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment S. FERGUSON-4
Commenter states that all of his/her previous comments to the Draft EIR remain pertinent, and expects his/her concerns addressed in both letters to be answered and included in the Final EIR.

Response to S. FERGUSON-4
Please refer to Master Response #1.

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June16, 2017

Brett Dawson, Project Manager

480 Lemon St., 12th Floor

Riverside, CA 92501

Subject: San Gorgonio Crossing Warehouse Draft ~~EIR #534~~ RDEIR #534 ANDERVICH

Scientific studies have proven the poisonous effects of diesel fuel emissions, yet Riverside officials intend to release these fumes, 24hr. daily in a pristine area predominately occupied by seniors, many with existing respiratory problems (that's why we moved here). 1

If Riverside County needs more mega warehouses, there are many areas already zoned for such with much better freeway access; why impose industrial zoning into one of the few remaining rural/residential areas? To satisfy the greed of Orange County land speculator Shophoff, who also has interests in Lake Elsinore projects. None of those making decisions which threaten our health, our lifestyles and our property values live here; the thousands of tax-paying residents of the Pass area are expendable in favor of cronyism. 2

Parades of diesel trucks mean critical traffic hazards and an end to recreation such as walking, jogging, bicycling or horse-backing. A turn-about at the Cherry Valley freeway off-ramp is no solution; trucks will exit our already congested 3-lane 1-10 onto thinly paved 2-lane country roads, making commuter access impossible. The Pass is infamous for our gale-force winds regularly overturning trucks on the 1-10, closing access to 3

ANDERVICH

Cherry Valley; at least weekly, an overturned truck closes the desert 1-10 near Cabazon. 3 CONT

The mere thought of the construction necessary to build Shophoff's behemoth is frightening. A daily onslaught of trucks and earth-movers destroying our little roads; dirt flying through our wind-swept pass landing on golf-courses, vehicles, residences and schoolyards. New business and residential construction will desist; the neighboring community of Beaumont, struggling to recover from debts accrued by the previous corrupt management, will face impossible odds. 4

A more comprehensive study of air and noise pollution, traffic congestion, loss of property values, business revenues and increased health treatment issues needs to be addressed before forcing this monstrosity on the good citizens of the San Gorgonio Pass. 5

Yours truly,

Sherri Andervich

Sherri Andervich, 1678 Woodlands Rd. Beaumont

Cc: No Way Gateway/San Gorgonio Crossing Committee

Sherri Andervich (ANDERVICH)

Comment ANDERVICH-1
Commenter expresses concerns regarding health impacts from diesel fuel emissions.

Response to ANDERVICH-1
Comment noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). With regard to non-cancer acute health risks, please also refer to Response to Comment BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment ANDERVICH-2
Commenter expresses general opposition to the project and states that there are other sites/alternate sites available in the area for warehouses that are more appropriate.

Response to ANDERVICH-2
Comment noted. Please refer to Response to Comment JENNINGS-2. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment ANDERVICH-3
Commenter cites concerns related to truck traffic, pedestrian safety and potential roundabout improvements.

Response to ANDERVICH-3
All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. A 10-foot-wide trail section would be constructed along the project frontage on the northern side of Cherry Valley Boulevard, consisting of decomposed granite to accommodate pedestrians and equestrians. Therefore, this would create a safe facility for pedestrians that does not currently exist. The design of the project also includes curbs and sidewalks where required. Development of the project will comply with the development standards for the County of Riverside. With regard to potential roundabout improvements, please refer to Response to Comment D. HOFFECKER-1.

Comment ANDERVICH-4
Commenter cites concerns related to traffic during construction of the proposed project.

Response to ANDERVICH-4
Comment noted. Mitigation Measure TRAN-5 requires preparation of a construction traffic management plan, which will ensure that inconveniences to motorists and nearby residents are

minimized. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment ANDERVICH-5
Commenter expresses general opposition to the project, and states that a more comprehensive study of air and noise pollution, traffic congestion, loss of property values, business revenues and increased health treatment issues should be done.

Response to ANDERVICH-5
Comment noted. Please refer to Responses to ANDERVICH-1 to -4, above. Air, noise, health and traffic impacts have been thoroughly addressed in their respective sections of the RDEIR and associated technical studies. No additional analysis or study is warranted. Economic or social considerations such as real estate values or business revenue are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

GUNNERSON

Dear Brett Dawson

I have lived in Beaumont for about 15 yrs. Every day I enjoy the rural beauty of our hills and grasslands; and, of course, the majesty of our mountains. The down side to living here is the horrific truck traffic on our roads. I love seen lines of trucks spewing black emissions for miles as they drive for above speed limits. The huge lines of trucks waiting in both sides of the truck parks are fouling pollutants into our air constantly. There is no way this project can make huge problems for our air quality and our safety on the roads. This project is far too large and will not benefit anyone who lives here. The argument of jobs is false. For the negative consequences, the few jobs created cannot make up for the damage.

1

Sincerely
Gordon Gunnerson

My Address is:
1475 Jenkins Creek Park
Beaumont Ca 92223

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Sondra Gunnerson (GUNNERSON)

Comment GUNNERSON-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project, citing concerns related to air quality and truck traffic.

Response to GUNNERSON-1

Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3, and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Earl Knox
973 Pebble Beach Road
Beaumont, CA 92223
909-855-3640

July 1, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

RE: San Gorgonio Crossing, RDEIR #534

S. KNOX

Dear Mr. Dawson,

I retired and moved to Beaumont from the very busy, traffic congested Eastvale area one year ago. I chose to move to Beaumont because I love the rural environment and less traffic. I am very disappointed to hear the Shopoff Groups want to rezone a residential area to commercial so they can construct a massive warehouse with 600 trucks per day. This would cause more freeway traffic, pollution, and an eyesore. 1

The Beaumont community needs more grocery stores, movie theaters, and restaurants that would benefit the area. A massive warehouse has no benefit. Please do not allow this re-zoning to be approved and help us keep Beaumont a safe rural environment for its residents.

Sincerely,
Stan Knox



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Stan Knox (S. KNOX)

Comment S. KNOX-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project.

Response to S. KNOX-1

Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner
Re: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson:

S. SYLVA

My husband and I have lived in Banning for the past 3 years. We moved here because of the small town atmosphere and the natural beauty. The San Gorgonio mountains are spectacular. We moved here for the excellent air quality, less traffic and the beautiful open spaces.

Nearby Cherry Valley has a rich history of agriculture and horse ranches. It really concerns us to know that their is a possibility of a massive warehouse could be built in Cherry Valley along the 10 freeway. Thousands of semi-trucks would be coming and going everyday, noise pollution, air pollution and traffic congestion would definitely be a problem.

1

We urge the County of Riverside officials to NOT ALLOW this rezoning from residential to industrial to take place. Thank you.

Sincerely,

Sharon Sylva

Mrs. Sharon Sylva
1395 Paradise Island Lane
Banning, CA 92220

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Sharon Sylva (S. SYLVA)

Comment S. SYLVA-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project, citing concerns related to air pollution, noise and traffic.

Response to S. SYLVA-1

Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3, impacts related to noise are discussed in Section 3.12, and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Noise impacts, including those related to traffic noise, would all be less than significant with mitigation. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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6-7-17 Riverside Planning Dept.
4080 Lemon St 12th Floor
Riverside, CA 92501
ATTN Mr Brett Dawson Project Planner
Re: San Gorgonio Crossing RDEIR #534
Dear Sir

I am commenting on the recirculated RDEIR #534 issued May 26, 2017.

I am still very concerned about the impact this development will have on our rural life. On page V 12 of the general plan states "Numerous rural areas are assured a continuation of that lifestyle."

Healthy communities on Page AB-15 of the general Plan it states "The intent ... is to reduce the negative impacts of poor air quality on Riv. Co. sensitive receptors. No impacts on children elderly & sick. You want to wait 20 or 30 years & then "find out" air quality impacted us in Cherry Valley & Beaumont?

I'm concerned most about traffic on Cherry Valley Blvd. We have many of us older drivers who would be impacted by increas Big rigs in on off freeway access & par Ring.

Sincerely
Sheila Wines

WINES
1
2
3

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Sheila Wines (WINES)

Comment WINES-1
Commenter expresses general opposition to the project on the basis that it violates the County's General Plan goal of protecting the rural character of Cherry Valley.

Response to WINES-1
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment WINES-2
Commenter cites concerns related to health risks from air pollution.

Response to WINES-2
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). With regard to non-cancer acute health risks, please also refer to Response to Comment BIRKY-3.

Comment WINES-3
Commenter cites concerns related to traffic on Cherry Valley Boulevard and senior drivers.

Response to WINES-3
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed, and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

SIMS

I'm a current resident of this lovely community of Cherry Valley and also a veteran. The reason I settled here is because of this rural area. If I wanted to live in a warehouse area I would have bought in Ontario. The thought of living in this environment, which is so unhealthy really disturbs me.

1

We love country living; no diesels driving

Sincerely Ronald Sims

Print Name and Address RONALD SIMS
515 ALEXE ST
BEAUMONT, CA 92223

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Ronald Sims (SIMS)

Comment SIMS-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy, and expresses general opposition to the project.

Response to SIMS-1

Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 21, 2017

Riverside County Planning Dept.
4080 Lemon St. 12th Floor
PO Box 1409
Riverside CA 92502-1409.

Attn. Mr. Bret Dawson
RE SanGorgonio Crossing, RD IER #534

BARENDT

Dear Mr. Dawson:

I am a 10 year resident of Cherry Valley. I have enjoyed the rural setting of this community and would like to see it stay rural. Driving home from work comforts me to no end

I am against the warehouse project because it would change the spirit of this area.

Roy E. Barendt
41852 Cheyenne trail
Cherry Valley CA 92223
951-532-3106

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Roy Barendt (BARENDT)

Comment BARENDT-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project.

Response to BARENDT-1

Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

GIULIANO

There is already enough congestion at Oak Valley + the 10th freeway, it's already big enough Mess!!

1

Sincerely
Sal Giuliano
Print Name and Address 1734 San Columbus Rd

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Sal Giuliano (GIULIANO)

Comment GIULIANO-1
Commenter cites concerns related to freeway traffic.

Response to GIULIANO-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

M. MILLER

I AM A RETIRED VETERAN, WITH STAGE 4 KIDNEY CANCER, I'VE LIVED HERE 4 YRS. WHAT CONCERNS ME, BESIDE THE ADDED TRAFFIC IS THE HEALTH ISSUES. IN OUR IMMEDIATE AREA THERE ARE TOO MANY SENIOR CITIZENS, SCHOOLS & HOSPITALS TO ALLOW THIS FACILITY TO BE BUILT. 1

Sincerely

Print Name and Address
~~MIKE MILLER~~
1794 LACANTERA WAY
BEAUMONT, CA 92223

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Mike Miller (M. MILLER)

Comment M. MILLER-1
Commenter cites concerns related to health risks to children and seniors.

Response to M. MILLER-1
Comment noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including nearby senior communities or schools. (See RDEIR at 3.3-54 to 3.3-59). Please also refer to Responses to Comment HAGUE-2. With specific regard to health risks to children, please refer to Response to Comment SIERRA-22.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

BUCKNER

My name is Sandra Buckner, I live at 1770 Palace Way, in Beaumont Having moved in Six years ago. What attracted me to the area was the Urban location + the quiet beauty of the farm Land. It has increased in population + Traffic already! This already is effecting my allergies. A warehouse will only increase The bad air, more Traffic and increase The noise, Pollution and crime in the area. And most importantly will devalue our homes. As a retiree I have my money for retirement in my home! And only a small amount in The side. If my home values go down I will have nothing.

The other day, my 96 year old Mother + I were on Our 10 going into Upland, The Truck Traffic was crazy, we were all surrounded by Truck-ig (went did)

Sincerely

Print Name and Address

1

2

BUCKNER

this is allowed we will be choking and Not be able to get Through this Traffic mess. Then a few days later we were heading to Palm Springs + the Traffic from Trucks was horrific. This is Not what we bargained for in this beautiful country setting. 2 CONT

As has been said when they ~~stated~~ stated in the RDEIR they will put fences Trees etc However you can put "Lipstick on a Pig" + its still a pig! 3

Sincerely
Sandra D. ~~B~~ickner
Sandra D. Buckner
1770 Dalea Way
Beaumont, CA 92223

Sandra Buckner (BUCKNER)

Comment BUCKNER-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses concerns regarding impacts to air quality, traffic, noise, and property values in the area.

Response to BUCKNER-1
Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3, impacts related to noise are discussed in Section 3.12, and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Noise impacts, including those related to traffic noise, would all be less than significant with mitigation. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment BUCKNER-2
Commenter cites concerns related to truck traffic and cites observations of truck traffic in Upland.

Response to BUCKNER-2
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts.

Comment BUCKNER-3
Commenter expresses general opposition to the project.

Response to BUCKNER-3
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Riverside County Planning Dept.
4080 Lemon Street, 12th Floor
Riverside, Ca. 92501

June 22, 2017

ATTN: Mr. Brett Dawson, Project Planner, Draft Environmental Impact Report No. 534
RE: San Gorgonio Crossing RDEIR
General Plan Amendment No. 1079
Change of Zone No. 7799
Plot Plan No. 25337
Parcel Map No. 36564

Dear Mr. Dawson;

OCONNOR

My husband and I moved to Calera in Beaumont 2 yrs ago. We chose this area for its rural atmosphere and quiet atmosphere. We are certainly opposed to a warehouse being built in the rural area of Cherry Valley. We have lived in the S.F. Bay Area and San Diego. Getting away from "lots of traffic was another concern of ours including the air quality. The only way this area will be protected is NOT to build this warehouse. 1

On Page PAP-11 in the General Plan it states that: The Pass Land Use Plan generally reflects the predominately rural character of the unincorporated area. Most of the considerable amount of natural open space historically provided by Riverside County plans over the years within the Pass area should be maintained. 2

Again please see;

Please notify me of any Public hearings regarding this matter.

Diane & Seamus O'Connor
DIANE & SEAMUS O'CONNOR
1762 No. FOREST OAKS DR.
Beaumont, Ca 92223

CC: Marian Ashley

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Diane and Seamus O'Connor (OCONNOR)

Comment OCONNOR-1
The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to OCONNOR-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment OCONNOR-2
Commenter discusses provisions of the Pass Area Plan related to preservation of rural character.

Response to OCONNOR-2
Please refer to Response to Comment CVAN-10.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

BERRY

I live in the Sunny residence of Sky 55 Retirement Community. We bought my here before Jobs had the location of Jobs completed. My family is a Veteran household. We moved here to be in a rural area in our older years. We oppose the building of warehouse due to our property value will decrease, the pollution, since my family has many medical conditions; the traffic of approx 600 semi's. I worked in a large processing plant for 33 years & had to watch the fumes of every semi-parking our dispatches. Now I have many medical issues.

1

The General Plan was always for this area to be zoned rural & should remain rural, for air quality we left a beautiful area in San Bernardino county & made sacrifice to be able to afford an association. Noise enough when you go to college to have to deal with semi-trucks. There a huge warehouse complex being built on Irwin in Redlands that's close enough. There's many empty acres in Moreno Valley build it there

2

Sincerely

Sandra Berry

Print Name and Address

Sandra Berry
955 Cleveland Road
Beaumont, Calif 92223

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Sandy Berry (BERRY)

Comment BERRY-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project.

Response to BERRY-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment BERRY-2
Commenter cites concerns related to roundabout improvements and states that the warehouse complex in Redlands is close enough, or that the project should be built in Moreno Valley instead.

Response to BERRY-2
With regard to potential roundabout improvements, please refer to Response to Comment D. HOFFECKER-1. With regard to alternate site locations, please refer to Response to JENNINGS-2.

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June 30, 2017

County of Riverside Planning Dept.
4080 Lemon St., 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

HARRIS

I am commenting on the Recirculated DEIR #534, issued May 26, 2017.

Allowing a change to the County General Plan to allow the proposed warehouse is just plain wrong. I'm a senior citizen and am very concerned about the pollution, traffic and noise that the warehouse would bring. 1

The recirculated DEIR did not address previous comments. Please do so now. 2

Sincerely yours,

Robin M. Harris

Robin M. Harris
1753 Las Colinas Rd.
Beaumont, CA 92223

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Robin Harris (HARRIS)

Comment HARRIS-1
Commenter expresses general opposition to the project, citing concerns regarding traffic and noise.

Response to HARRIS-1
Comment noted. Impacts related to noise are discussed in RDEIR Section 3.12, and would be less than significant with mitigation. Impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment HARRIS-2
Commenter states that his/her previous comments to the Draft EIR were not addressed by the RDEIR.

Response to HARRIS-2
Please refer to Master Response #1. The commenter does not elaborate on how or which comments were not addressed to allow for a more detailed response.

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June 30, 2017

Mr. Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

RE: San Gorgonio Crossing RDEIR #534

ZACKER

Dear Mr. Dawson:

I am writing this letter to voice my strong objection to the possibility of building a mega warehouse in Cherry Valley. I realize that building warehouses to handle the supply and demand of goods is necessary, but location, location, location is just as important and Cherry Valley is NOT the location!!!

The air pollution and traffic in Riverside County is already a major problem, please don't add to it. 1

If this is approved, it will totally change the dynamics of this area to A WAREHOUSE CITY, like many areas in California and I am totally opposed to this. There are many other locations that could and would accommodate mega warehouses but NOT in Cherry Valley.

Please listen to the concerned citizens who live in this beautiful area and do the RIGHT thing. Please keep to the Riverside County's General Plan which is to protect the rural character of Cherry Valley.

Sincerely,

Ronnie Zacker

Ronnie Zacker
1013 Riviera Court
Beaumont, CA 92223
951-846-3305

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Ronnie Zacker (ZACKER)

Comment ZACKER-1
Commenter expresses general opposition to the project, citing concerns regarding traffic and air pollution.

Response to ZACKER-1
Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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RIVERSIDE COUNTY PLANNING
4080 LEMON STREET 12TH FLOOR
RIVERSIDE, CA 92501

JUNE 22, 2017

ATTN: MR BRETT DAWSON, PROJECT PLANNER

BURTON

RE: SAN GORGONIO CROSSING DEIR534

DEAR MR DAWSON;

MY NAME IS ROSEMARY BURTON AND I MOVED HERE IN 2012, ABOUT 5 YRS AGO FROM LONG BEACH CA. SOME OF MY FAMILY LIVES IN CHERRY VALLEY PLUS I HAVE BEEN IN BETTER HEALTH SINCE MOVING HERE, OUT OF THE WET HUMIDITY AND INTO THE DRYER CLIMATE. AS WE GET OLDER DRIVING ON CONJESTED ROADS BECOMES A PROBLEM AND MORE TRUCKS WILL MAKE IT MORE OF A PROBLEM. BOTH I AND MY CHILDREN AND GRAND-CHILDREN MOVED TO THIS AREA TO GET AWAY FROM DIRTY AIR AND CONJESTION WE DON'T NEED TO RE-ZONE JUST TO MAKE SOMEONE IN IRVINE HAPPY AND US ALL SICK.

1

PLEASE KEEP ME INFORMED AS TO ANYTHING NEW RE; ZON

Rosemary Burton

CC: Marian Ashley

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Rosemary Burton (BURTON)

Comment BURTON-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project, citing concerns related to traffic and air quality.

Response to BURTON-1

Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 21, 2017
267 White Sands Street
Beaumont CA 92223

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

Attention: Brett Dawson, Project Planner
RE: San Gorgonio Crossing DE #534

R. BROWN

Dear Mr. Dawson:

My wife and I are residential property owners in the area and we have lived here for many years. We are very concerned about the way our valley will look in the future. I am a Air Force veteran, a father of two sons and both of us are retired seniors.

We are opposed to the Warehouse Project for many many reasons. Trucks and big diesel engins produce noise, exhaust smoke and fumes as well an unbelivable amount of traffic and noise. The polution could become over whelming in the future.

1

Sincerely yours,

Richard A. Brown

Richard A. Brown
267 White Sands Street
Beaumont CA 92223

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Richard Brown (R. BROWN)

Comment R. BROWN-1
Commenter expresses general opposition to the project, citing concerns regarding truck traffic, freeway traffic, noise and diesel pollution.

Response to R. BROWN-1
Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Noise impacts are addressed in RDEIR Section 3.12 and would be less than significant with mitigation. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 21, 2017

County of Riverside Planning Dept
4080 Lemon St 12th Flr.
Riverside, CA. 92501

Re: San Gorgonio Crossing RDEIR #534

M. MORALES

Dear Brett Dawson,

I am commenting on the Recirculated DEIR, #534, issued May 16, 2017.

I took it upon myself to time off ramps that accomodate 16 wheelers with six cars behind them. It took eight minutes to get down the offramp. 1

All the comments and questions concerning the environments issues in my previous and attached letter remain pertinant and revelant to the Recirculated DEIR. Therefore, I am resentometting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 2

Sincerely Yours,

Michael A. Morales

10961 DESERT LAWN DR. SP100
MICHAEL A. MORALES
CALIMESA
92320

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Michael Morales (M. MORALES)

Comment M. MORALES-1
Commenter cites concerns related to freeway offramps, stating that he timed how long it took to get through the offramp with 18-wheeler trucks and cars.

Response to M. MORALES-1
Comment noted. It is unclear whether the offramp discussed by the commenter was at the I-10 freeway/Cherry Valley Boulevard location near the project, or another location. With regard to the necessary ramp improvements related to the project, please refer to Response to LANDA-4.

Comment M. MORALES-2
Commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to M. MORALES-2
Please refer to Master Response #1.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

TEEMAN

I AM A SENIOR MAN & WOMAN LIVING NEAR THE PROPOSED WAREHOUSE PROJECT
I MOVED HERE TO BE IN A QUIET RURAL NEIGHBORHOOD W/ LESS TRAFFIC & POLLUTION FROM TRUCKS
HAVE LIVED HERE FOR OVER 5 yrs.
I AM A SENIOR - VETERAN —
I AM OPPOSED TO THIS PROJECT, BECAUSE IT WILL BE DESTROYING OUR QUALITY OF LIFE BY IMPOSING - NOISE & CHEMICAL EMISSIONS FROM LONG TRUCKS - THIS WILL ALSO CHANGE OUR HOME VALUES - 0

1

Sincerely
RICHARD W. TEEMAN & BRENDA R. TEEMAN
My Address is:
385. ENCHANTED PK. BEAUMONT. 92223

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Richard and Brenda Teeman (TEEMAN)

Comment TEEMAN-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project, citing concerns regarding noise, truck emissions, and impacts to property values.

Response to TEEMAN-1

Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Noise impacts are discussed in RDEIR Section 3.12, and would be less than significant with mitigation. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Robert DeCoster
36042 Eagle Lane
Beaumont, Calif., 92223 Cell # 949-400-1117

June 26th, 2017

Riverside County Planning Dept.
4080 Lemon St., 12 Floor
Riverside, Calif., 92501

ATTN: BRETT DAWSON Re: Responding to San Gorgonio Crossing RDEIR #534
Dear Mr. Dawson,

DECOSTER

We moved to the Beaumont area for the rural beauty and open spaces with great views of the San Gorgonio Range, and the air quality for improved health. We have a retired race horse at a local stable on San Timoteo Canyon, and have enjoyed the overall reduced road traffic. We spent many years in Orange County with ever increasing traffic, and choked by exhaust. We and have appreciated the welcome change of the Beaumont area. 1

I have a major concern with the proposed re-zoning of large lot residential land to facilitate a 1.8 million sq. ft. warehouse/trucking facility; servicing approx. (600) 18 wheelers per day. The impact of this facility will adversely affect air quality, create a risk to public safety and has a close proximity to several 'senior' communities, a high school, and elementary school. This is also confounded by the fact of having approximately 25 approved and under construction residential communities within a very limited radius near this intersection which will also be needing access to roadways and public services. How much additional traffic can the Cherry Valley interchange handle safely? I have heard conversations mentioning the construction of a 'Roundabout' configuration to facilitate the proposed project. In researching 'Roundabouts' they tend to often be traffic hazards; especially when it comes to 18 wheel semi-truck usage intermingled with normal vehicular traffic. The additional usage of roadways and overpasses will accelerate the need for additional maintenance, and traffic control. 2

The Riverside County General Plan has a goal of protecting the rural, country character of Cherry Valley. On page LU-18 of the General Plan it states that: In order to efficiently use land, growt must be focused into strategically located centers or into existing developed areas, thus minimizing development pressures on rural, agricultural, and open space areas. This will also help to preserve the unique rural character of the county and its rich open spaces. Please explain in detail how a 1.8 million sq. ft. warehouse/trucking facility is compatible with County's General Plan goal? 3

Please be specific when responding to how this proposed re-zoning does not violate 'Spot Zoning'? Do you add a silo and hitching post with a few trees to mask a 1.8 million square foot facility? 4

Please explain the time frame and process by which the property owner/developer was able to have this change of zoning request 'Fast Tracked', avoiding having to go before the planning board, and having the decision be made by the Board of Supervisors. Was the original reason for 'Fast Track' status still a valid argument today (situations have changed over time)? I find it troubling that a decision on this issue would NOT be made by professional City Planners, but by Supervisors who are often swayed by political contributions. It has been voiced that Supervisor 5

Ashley has spoken openly about his approval of this project even in advance of the EIR. This situation is understandable since Ashley has approved so many similar projects in the Moreno Valley. How many mega-warehouse, fulfillment centers have been rejected by the Supervisors? I do find it additionally troubling that on these issues the Supervisors tend to vote in agreement with each other. I am however pleased to know that ALL Supervisor are equally concerned about OUR community and are extremely well versed on each other's district, and the uniqueness of each situation. This appears to myself to be tantamount to my voting for a similar project located in Laguna Beach, or Sacramento. Has there ever been evidence of political contributions clouding the judgement of elected officials, or not having a full knowledge of the issues? Could prevailing circumstances color a specific decision; rather than the best interest of constituents; thereby circumventing environmental concerns, health issues, traffic congestion, and community sentiments?

5 CONT

The property purchased was zoned for 'RESIDENTIAL USAGE'. Property now being 'FAST TRACKED', for 'INDUSTRIAL USAGE'? There is more than enough existing and correctly zoned property available for this type of project. The current owner purchased this property with full and complete knowledge of it residential zoning. Was the property purchased with the intent of re-zoning due to advanced knowledge or belief of the probability that 'connections' could achieve this result, and turn large profits for investors? This area, as well as all of Riverside County has rapidly become the most heavily developed area in the Nation for Mega Warehouse/trucking facilities. When do we reach saturation? Is the answer going to be when we traded our Health, Environment, Quality of Life, and our rural communities for 'Developer's Profits?

6

Below is a list of questions that I would like addressed in detail, and not with legal double talk or boiler plate. These questions are in no specific order, but are a combination of my own questions and those of my neighbors, local voters, and the community at large.

7

It appears that an ancient dry lake bed may be in the vicinity, and could yield or contain ancient Native American Indian artifacts. Has this been researched or investigated, please provide proof and documentation that this issue has been addressed?

8

Related to the above question, has the Morongo Indian Tribe been notified in regard to this matter, and if not; why not?

9

What credible studies have been conducted regarding what could clearly be a significant adverse impact to Beaumont's and surrounding areas life sustaining aquifers and water table resulting from petroleum related emission, pollution and leakage created by the increased trucking traffic? Please list all agencies, studies, or consulting firms that you have contacted. Please include copies of all reports/studies that relate to this subject matter.

10

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What will be the anticipated impact of run-off resulting from oil, transmission fluid, hydraulic fluid, diesel fuel, tire dust, etc.? Please include copies of all reports/studies that relate to this subject matter. 11

How will rain water and other liquid run-off be contained, and/or encapsulated to prevent cross contamination of soil and adjacent environment. Please address how many acres of concrete will replace existing landscaping materials, and how is beneficial? Please include copies of all reports/studies that relate to this subject matter. 12

What is anticipated to be the additional stress to local roadways expected from this number of big rig trucks (approx. 600 per day) and what entity is expected to pay for road repairs, etc. that will result from this added stress? Is the County of Riverside expected to pay for such road repairs? Please include copies of all reports/studies that relate to this subject matter. 13

What improvements will be necessary to the Cherry Valley Interchange on ramps and off ramps on the 10 Freeway? Is Cal Trans involved in these discussions and what commitments have they made. Please be specific as to modifications CAL TRANS has AGREED TO. Include correspondence, either written or digital to substantiate. Please list all personnel that you have spoken with or communicated with regarding this project, and their Dept. titles. Please include copies of all reports/studies that relate to this subject matter. What have they AGREED to in WRITING? 14

What burdens may result from the influx of transient truckers, as related to crime, prostitution, drug usage, etc.? What input have you solicited from local law enforcement? Please include copies of all reports/studies that relate to this subject matter. 15

Have you received any input from the California Highway Patrol as to road hazards, traffic problems, etc. that fall within their scope of law enforcement? Please be specific as to their input, reports or assessments. Please include copies of all reports/studies that relate to this subject matter. Please list all personnel that you have spoken with or communicated with regarding this project, and their Dept. titles. 16

What are the expected hours of operation for this proposed project? 17

What additional parking facilities will be available for the anticipated inflow of semi-trucks as they wait to load or unload? How will you control additional emissions from idling trucks? Which government agencies would be responsible for monitoring and enforcing these emissions? Please be specific with your response.

Please provide a traffic analysis in detail, substantiate sources, and provider of such reports. Please include copies of all reports/studies that relate to this subject matter. 18

What safeguards have been incorporated into the building considering the high roof spans and the location of this project being prone to high winds? Please be specific. 19

DECOSTER

Please describe fire prevention/protection systems that will be installed (i.e. manufacturer and specifications). 20

What communications have you had with local fire authorities in regards to this facility? Please include copies of all reports/studies that relate to this subject matter. Please list all personnel that you have spoken with or communicated with regarding this project and their Dept. titles. 21

Will this facility be managed by a logistics company, and if so, by which one? Who is your primary contact at this firm, and his or her title? 22

Please provide information and specifications for roof and internal ventilation as well as air filtration and exhaust systems? Please include copies of all reports/studies that relate to this subject matter. 23

Please give a detailed statement regarding the rapid growth of mega warehouse fulfillment centers/mega warehouse/trucking facilities and the ever increasing and evolving robotic design. How does the accelerated use of robotics maintain or increase human employment, rather than lessening the need for manual labor? Having read current trade publications the forward momentum of the industry is to replace as many human employees as possible, to reduce costs, accident rates and efficiency. How does this support the argument that this project will increase local jobs, and general employment in the community? Most of the jobs created are low paying, and workers are generally brought in from existing locations. Please refute this assumption. Multiple studies tend to indicate the opposite of your generalization. Please include copies of all reports/studies that relate to this subject matter. 24

Noise Pollution: Please provide multiple studies from varied sources as to noise levels generated at these facilities, and address negative effects of noise pollution on the following: Humans: Negative health ramifications: Hypertension, cardio vascular disease, sleep, hearing losses, psychological symptoms, and raised catecholamine secretion? Wildlife: Address how noise effects the local wildlife, as related to altering natural habitat and behavior to avoid noise. Address changes in behavior that can have a flow-on effect for whole eco systems. Effect impedes ability to hear, locate food sources, locate mates, avoid predators, impedes navigation, communication, reproduction, and participate in normal behavior. To substantiate your encroachment please provide studies from various sources that stand in opposition to NEGATIVE effects listed above. 25

Light Pollution: What will be the hours of operation for this facility? What will be the level of illumination, and what type of illumination sources will be utilized? Humans: Negatively effects circadian rhythm (24 hour day/night cycle). Effects brain wave patterns, hormone production (melatonin), cellular regulation and other biological activities. Melatonin is a naturally occurring hormone which is released by darkness and is inhibited by light. Melatonin regulates daily cycles of our systemic activities. Disruption of these rhythms can result in insomnia, depression, cancer and cardio vascular disease. In 2012, the American Medical Assoc. 26

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recognized 'light' at night as a carcinogen and health risk. Wildlife: Alters behavior pattern of nocturnal wildlife, disrupts reproduction and reduces population. Predators use light to hunt, and prey species use darkness as cover. Alters and interferes with the necessary timing of biological activities. Eco system is negatively affected. Based on multiple source studies, please provide documentation that stand in opposition to NEGATIVE effects listed above. 26 CONT

Please address in detail your safeguards to eliminate the NEGATIVE effects of Tire Dust. How will this toxic, hazardous tire dust effect the surrounding environment and human population? Have thermal and wind currents been studied and reviewed to ascertain where generated air pollution will be carried? Tire Dust studies indicate that this microscopic dust is easily absorbed into soil, water, plant material, and is carried easily on wind currents. Negative results can be aggravated COPD, eye irritation, difficulty breathing (asthma related), and a carcinogen that can lead to cancer related ailments. Based on newly published studies, that indicate the increased health risks of Tire Dust. Please provide multiple studies from various sources that stand in opposition to NEGATIVE effects listed above. 27

Please provide copies of written or digital correspondence, and/or agreements with the following:
Cal Trans, County of Riverside (all applicable agencies that would pertain to involvement in this project/EIR), local city officials, environmental agencies, County Supervisors, Water Districts, Law Enforcement Agencies, Fire Depts. (local, County, State), City Officials, or Financial Institutions. 28

Please indicate how many permanent jobs will be created once the facility is open and in operation, include average pay level at each position? 29

How many existing and similar facilities of 500,000 square feet or greater are within a 30 mile radius of this proposed facility? How many NEW similar facilities are already approved within this radius? How many facilities are currently under construction within this 30 mile radius? What is the disposition of large abandoned building such as these? Please use your access and resources to fulfill these numerical requests as I am sure you have all of the appropriate facts and figures prior to initiating and moving forward with this project. 30

Why is the City of Beaumont NOT mentioned in your EIR. Please explain your reasons for exclusion of a city which borders your proposed project. This seems to lack credibility and does not speak well of your community concerns and or commitments. Be specific in addressing this question. 31

Please explain how approx. 140 acres of concrete improves the environment, and benefits the community living experience, and quality of life? 32

Air Pollution: Caused by air born contaminates. Caused by burning of fossil fuels (Diesel fuel, gasoline, etc.) Negative effects: Air pollution from diesel fuel can cause the following: Asthma, lung cancer, liver disease, bronchitis, damage to nerve and endocrine systems, reproductive 33

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system, central nervous system, eye and lung irritation, brain functions in children, headaches, nausea, aggravated COPD, and others. You are planning a facility that estimates 600 semi-trucks per day. The major fuel for these trucks is diesel fuel; a rich source of pollutants. These pollutants are also responsible for acid rain. Acid rain effects our environment; plant life, soil contamination, wildlife, seeps into our aquifers, rivers, and streams. Please address these concern in detail. Please include copies of all reports/studies that relate to this subject matter. Please provide multiple studies from various sources that stand in opposition to NEGATIVE effects listed above. 33 CONT

Water Pollution: Caused by addition of carcinogens, and pollutants into our ever decreasing water supplies. Acid rain, tire dust, fossil based fuel emissions, contaminate leaks, transmission fluid, hydraulic fluid and toxins. Drainage, spillage, and leakage find their way into the soil, roadways, service areas, and all surface areas. Rain, and various water sources carry these contaminates and cross contaminate. Water seeps back into the water table and carries these toxins into our water supplies, and can eventually render them unusable for consumption. Wildlife and agriculture can also be effected by effects of water pollution. Please provide multiple studies from various sources that stand in opposition to NEGATIVES from above statements. 34

What will be the impact of 're-zoning or Spot Zoning' to industrial from residential for single family homes that are existing, under construction, or approved for development? Will approval of this project encourage and set yet a stronger precedence for additional similar projects? How will this project benefit property values, and quality of life (i.e. living standards) for the neighboring communities? The general consensus and past results of industrial zoning/projects indicate that property values decrease, as doe's desirability of location. Please provide multiple studies from various sources that stand in opposition to NEGATIVES from above statements. 35

Please respond to the legality of 'Spot Zoning', and how this decision would be in line with, and adhere to the Riverside County General Plan, regarding rural areas? Please provide legal arguments in writing, and the appellate process in detail? Please provide any and all written or digital communications with the County of Riverside pertaining to this issue regarding the General Plan.

We, the property owners, tax payers, families, and voters are concerned that the environmental issues, hazardous toxins/health dangers, logistics, legality of 'Spot Zoning', and numerous other factors are being diminished or ignored. In all good conscience, and rational reasoning, would anyone purposely desire to have this project in their RESIDENTIAL neighborhood? If you choose to live in Newport Beach, or Laguna Beach, you most likely chose these locations because of the area amenities, consideration for your families' wellbeing, and the stability of the surrounding neighborhoods. We for the same reasons have chosen to live, retire, or raise our families in a more rural, less developed location. We do however believe that we have the rights to the same expectations of maintaining the surrounding areas free from industrial zoning. Industrial zoning is generally relegated to non-residentially zoned areas, 36

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and not in proximity to housing. A ruling allowing this project/EIR to be approved diminishes our community as a whole, while enriching the developer and investors. Those seeking approval of this project/EIR DO NOT have to live with the ramifications which will be caused: WE DO. We are not opposed to growth for our communities, but seek to have such projects located in areas that have been designated for such industrial usage. DO NOT re-zone residential (this property was purchased with full knowledge of its intended usage). Please respond to these concerns, and know that we are concerned for our community; seniors, children, families, and all who desire the freedom and choice of living in a more rural setting.

36
CONT

Respectfully Submitted,

Robert DeCoster

Cc:

Assemblyman Chad Mayes
Congressman Raul Ruiz (36th. Congressional District)
Sierra Club
Morongo Band Indian Tribe
Bureau of Indian Affairs
Metropolitan Water District
U.S. Senators Diane Feinstein and Kamala Harris
CA Attorney General's Office
American Lung Association
South Coast Air Quality Management District
CA Dept. of Fish & Wildlife
CAL TRANS
CA Highway Patrol
Natural Resources Defense Council
CA Regional Water Quality Control Board
The Groundwater Foundation
Environmental Protection Agency
Assoc. of California Water Agencies
National Safety Council
Asthma & Allergy Foundation of America
American Asthma Assoc.
Calif. Citrus Cooperative Growers Assoc.
U.S. Dept. of Labor
American Cancer Society
Beaumont Unified School District

California Bureau of Real Estate
California Secretary of State
Riverside, San Bernardino, Orange County newspapers (list upon request)
Riverside, San Bernardino, Orange County radio stations (list upon request)

Robert DeCoster (DECOSTER)

Comment DECOSTER-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to DECOSTER-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DECOSTER-2
The commenter expresses concerns regarding the volumes of trucks accessing the project site, citing concerns related to air quality, risks to public safety, and proximity to senior communities and schools. The commenter expresses concerns regarding approved and under-construction residential communities near the project, and questions how much traffic the Cherry Valley interchange can safely handle. Commenter also expresses concerns related to potential roundabout improvements.

Response to DECOSTER-2
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including nearby senior communities or schools. (See RDEIR at 3.3-54 to 3.3-59). Please also refer to Response to SIERRA-22.

All cumulative developments were properly accounted for in RDEIR Table 4-1, and were taken into account within the traffic analysis. In addition, the combined traffic impacts of the project and the proposed Sunny-Cal residential development were specifically addressed under the "Near Term (2022) Plus Sunny-Cal Conditions" scenario in RDEIR Section 3.16. With regard to the necessary improvements for the freeway ramps at the I-10 freeway/Cherry Valley ramps, please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for more specific information related to improvements proposed at this location. With regard to the potential roundabout improvements, please refer to Response to Comment D. HOFFECKER-1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DECOSTER-3
The commenter discusses page LU-18 of the County's General Plan and questions how the project is consistent with the County's General Plan goal related to preserving the rural character of the area.

Response to DECOSTER-3
Please refer to Responses to CVAN-7 to CVAN-12, as well as Response to SIERRA-33.

Comment DECOSTER-4
The commenter asks how the proposed re-zoning does not amount to improper "spot zoning."

Response to DECOSTER-4
Please refer to Master Response #2.

Comment DECOSTER-5
The commenter expresses concerns related to the project's "fast track" status and requests an explanation of this process. The commenter also discusses the decision-making and voting of elected officials.

Response to DECOSTER-5
With regard to the project's fast track status, please refer to Master Response #3. The remainder of these comments do not raise any environmental issue within the purview of CEQA or the RDEIR.

Comment DECOSTER-6
The commenter discusses the existing and proposed zoning of the property and questions the developer's intentions in purchasing the property.

Response to DECOSTER-6
Comment noted. The developer's motives and overall development trends within the area are not within the purview of CEQA or the RDEIR. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DECOSTER-7
The commenter refers to a list of questions that he would like addressed in detail.

Response to DECOSTER-7
Please refer to Responses to DECOSTER-8 to DECOSTER-35, below. Please note, pursuant to State CEQA Guidelines Section 15204, when responding to comments on an EIR, lead agencies need only respond to significant environmental issues and *do not need to provide all information requested by reviewers*, as long as a good faith effort at full disclosure is made in the EIR.

Comment DECOSTER-8
The commenter states that an ancient dry lake bed could be in the vicinity which could yield ancient Native American Indian artifacts. The commenter questions whether this has been researched or investigated and asks for proof and documentation that this issue has been addressed.

Response to DECOSTER-8
Please refer to Response to Comment FOULADI-6.

Comment DECOSTER-9
The commenter questions whether the Morongo Indian Tribe has been notified of the project.

Response to DECOSTER-9
Yes; a response was received from Michael Contreras of the Morongo Band, who indicated that there were no sacred lands located within the project area. Please refer to Response to Comment FOULADI-6.

Comment DECOSTER-10
The commenter asks what studies have been conducted regarding potential impacts to aquifers and the water table resulting from pollution from increased truck traffic. The commenter asks for a list of all agencies, studies, or consulting firms that have been contacted and requests copies of all reports and studies that relate to this subject matter.

Response to DECOSTER-10
Please refer to Response to HUFFMANN-1. Supporting information is contained at RDEIR 3.9-18 to 3.9-21, which discusses the Water Quality Management Plan (WQMP) prepared for the project (RDEIR Appendix G). The prevention of water pollution from truck oil/grease is within the purview and authority of the Santa Ana Regional Water Quality Control Board, in conjunction with the County of Riverside. All supporting information related to this issue is contained within the RDEIR at Section 3.9, and within Appendix G. No further response or information is warranted.

Comment DECOSTER-11
The commenter questions what the anticipated impact to runoff from oil, transmission fluid, diesel fuel, etc. will be. The commenter requests copies of all reports/studies that relate to this subject matter.

Response to DECOSTER-11
Please refer to Response to DECOSTER-10, above. All supporting information related to this issue is contained within the RDEIR at Section 3.9, and within Appendix G. No further response or information is warranted.

Comment DECOSTER-12
The commenter questions how rain water and other runoff will be contained and encapsulated to prevent cross contamination of soil and the adjacent environment. The commenter questions how many acres of concrete will replace existing landscaping materials, and requests copies of all reports/studies that relate to this subject matter.

Response to DECOSTER-12
With regard to water quality and stormwater management, please refer to Response to DECOSTER-10, above. A total of 140.23 acres of the site would be included within the developed portion of the project. The project would include five detention basins in the southern portion of the project site. Additionally, approximately 84.8 acres of the northern portion of the project site would remain pervious, undeveloped area. The combination of the detention basins and the pervious surfaces would help reduce, treat, infiltrate, and manage surface runoff generate by storm events and the project's impervious structures and paved areas. All supporting information related to this issue is contained within the RDEIR at Section 3.9, and within Appendix G. No further response or information is warranted.

Comment DECOSTER-13
The commenter questions what the additional stress on local roadways will be from the addition of trucks by the project, and asks what entity is expected to pay for necessary road repairs from increased wear and tear.

Response to DECOSTER-13
Please refer to Response to FOULADI-13.

Comment DECOSTER-14
The commenter asks what improvements will be necessary to the I-10/Cherry Valley Boulevard ramps, and asks whether Caltrans has been involved in these discussions and what commitments have been made. The commenter requests copies of written correspondence indicating what Caltrans has agreed to, list of personnel, department titles, and copies of reports and studies.

Response to DECOSTER-14
With regard to the I-10 Freeway/Cherry Valley Boulevard ramps, please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for a detailed discussion of the impacts and necessary mitigation measures necessary at this location. Caltrans has been aware of the project since the initial Notice of Preparation process, and has had the opportunity to provide comments throughout the environmental review process (see RDEIR Table 1-2). The decision to recirculate the previous DEIR was made, in part, due to a comment received from Caltrans stating that updated traffic counts should be conducted, which evidences Caltrans' involvement in, and awareness of the traffic impact analysis prepared for the project. Please also refer to Responses to CALTRANS-1 to CALTRANS-4 in this Final EIR. All supporting information related to this issue is contained in RDEIR Section 3.16 and Appendix I. No further response or information is warranted.

Comment DECOSTER-15
The commenter asks what added burdens might be expected from the influx of transient truckers, especially a potential increase of crime.

Response to DECOSTER-15
Please see Response to FOULADI-10.

Comment DECOSTER-16
The commenter questions whether any input has been received from the California Highway Patrol regarding road hazards, traffic problems, etc. that fall within their scope of law enforcement. The commenter requests specific reports, input or assessments as well as a list of all personnel communicated with and their department titles.

Response to DECOSTER-16
All appropriate agencies were provided with a copy of the Notice of Preparation for the project and have been provided with the opportunity to comment on the previous Draft EIR and RDEIR. In addition, the State Clearinghouse was provided with all proper notices related to the project, which serves to notify all applicable state agencies about the proposed project.

Impacts related to law enforcement services provided by the Riverside County Sheriff's Department are addressed at RDEIR pages 3.14-12 to 3.14-13. No additional response or information is warranted.

Comment DECOSTER-17
The commenter questions what the expected hours of operation are for the proposed project.

Response to DECOSTER-17
The RDEIR assumed 24-hour operations throughout each applicable impact section of the RDEIR (see, e.g., RDEIR at 2-20, 3.12-25, 3.14-12).

Comment DECOSTER-18
The commenter questions what additional parking facilities will be available for trucks as they wait to load/unload. The commenter asks how emissions from idling trucks will be controlled, and which government agencies would be responsible for monitoring these emissions. The commenter requests that a detailed traffic analysis be provided.

Response to DECOSTER-18
With regard to parking, please refer to Response to FOULADI-11. As discussed in Response to Comment SIERRA-15, there is a State law restriction on idling, which limits truck idling to 5 minutes. All truck drivers are presumed to comply with State law, and signage to this effect will be posted at the project site as required by Mitigation Measure AQ-1g. The project will be designed with sufficient capacity that trucks would not be required to idle for extended periods of time waiting for their turn at the loading dock. The South Coast Air Quality Management District has enforcement authority with regard to any air quality violations within its jurisdiction. A detailed traffic analysis was prepared for the project and is contained in Appendix I of the RDEIR. The conclusions of the traffic impact analysis are summarized and discussed in RDEIR Section 3.16.

Comment DECOSTER-19
The commenter asks what safeguards have been incorporated into the building considering the high roof spans and the location of this project being prone to high winds.

Response to DECOSTER-19
The project buildings will be 41 feet in height, and therefore do not require any special engineering or design requirements to withstand high winds. The buildings will be constructed in compliance with California Building Code requirements. (See RDEIR 3.6-17).

Comment DECOSTER-20
The commenter requests a description of the fire prevention/protection systems that will be installed, including manufacturer specifications.

Response to DECOSTER-20
As discussed at RDEIR pages 3.14-12, the project buildings will have internal fire sprinkler systems, and will be developed in conformance with all applicable Riverside County Fire Department and building code standards to meet fire flow/pressure requirements and emergency access requirements. Precise product or manufacturer specifications are not known at this stage in the design process, and this information is not necessary for the evaluation of environmental impacts in the RDEIR. Therefore, no further response or information is warranted.

Comment DECOSTER-21
The commenter asks what conversations have taken place with local fire authorities regarding the project. The commenter requests copies of all reports/studies, and a list of all personnel who have been consulted regarding the project, including their department titles.

Response to DECOSTER-21
Please refer to RDEIR pages 3.14-10 to 3.14-12. All relevant information pertaining to this issue is contained in RDEIR Section 3.14, and therefore, no further information or response is warranted.

Comment DECOSTER-22
The commenter asks whether the facility will be managed by a logistics company and if so, which one? The commenter requests the primary contact at this firm and his or her title.

Response to DECOSTER-22
The identity of future operators/tenants is currently unknown, and this information is not related to, or necessary to evaluate any environmental impact contained in the RDEIR. Therefore, no response is warranted.

Comment DECOSTER-23
The commenter requests information and specifications for roof and internal ventilation as well as air filtration and exhaust systems, as well as copies of all reports and studies that relate to this subject matter.

Response to DECOSTER-23
Precise product or manufacturer specifications are not known at this stage in the design process, and this information is not necessary for the evaluation of environmental impacts in the RDEIR. Therefore, no further response or information is warranted.

Comment DECOSTER-24
The commenter requests detailed information regarding the rapid growth of mega warehouse fulfillment centers and the increased use of robotics and automation.

Response to DECOSTER-24
Information related to industry-wide trends or general labor practices are not within the purview of CEQA or the RDEIR, which are limited to evaluating the potential physical environmental impacts of this project. For a detailed discussion of the project's estimated job creation, please refer to RDEIR Section 3.13.

Comment DECOSTER-25
The commenter requests multiple studies from varied sources as to noise levels generated at facilities such as the project, and that negative effects to human health and wildlife from noise be addressed.

Response to DECOSTER-25
A detailed noise analysis is contained in RDEIR Appendix H, and discussed in RDEIR Section 3.12. This analysis includes the potential health and physical impacts to humans, such as sleep, hearing loss, etc. With regard to impacts to wildlife, please refer to RDEIR Section 3.4, Biological Resources.

Comment DECOSTER-26
The commenter asks what the hours of operation for the facility will be, and what level of illumination/illumination sources will be utilized. The commenter lists several negative effects that can occur to humans and wildlife from light pollution.

Response to DECOSTER-26
With regard to potential hours of operation, please refer to Response to DECOSTER-17, above. Potential lighting impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with implementation of Mitigation Measure AES-4. Please refer to Response to SIERRA-12 for information regarding the project-specific Photometric Plans, and please refer to Response to CVAN-28 with regard to potential impacts on wildlife from light pollution.

Comment DECOSTER-27
The commenter requests information regarding safeguards to eliminate the negative effects of tire dust.

Response to DECOSTER-27
Tire dust/road dust is included in RDEIR Table 3.3-1, "Description of Air Pollutants" with respect to discussion of particulate matter (PM_{10}, $PM_{2.5}$ and visibility-reducing particles. The project would not exceed regional thresholds of significance for these pollutants (see RDEIR Tables 3.3-12, 3.3-13).

Comment DECOSTER-28
The commenter requests copies of written or digital correspondence or agreements with: Caltrans, County of Riverside, local city officials, environmental agencies, County Supervisors, Water Districts, law enforcement agencies, fire departments (local, county, state), City officials, or financial institutions.

Response to DECOSTER-28
Please refer to Response to DECOSTER-7, above. This request is beyond the scope of CEQA Guidelines Section 15204. This Final EIR contains copies of comment letters from Caltrans, the City of Beaumont and the City of Calimesa, and also references communications with applicable law enforcement and fire department agencies who would serve the project. Beyond that, the remainder of this request would more properly be contained within a formal California Public Records Act Request aimed at the various agencies of interest to commenter, rather than contained in a comment letter on an environmental impact report.

Comment DECOSTER-29
The commenter asks how many permanent jobs will be created once the facility is open and in operation, including the average pay level for each position.

Response to DECOSTER-29
A complete discussion of the project's estimated job creation is provided in RDEIR Section 3.13, Population and Housing. The project is estimated to create approximately 748 new jobs (including 507 permanent on-site, full-time equivalent (FTE) jobs, and 241 off-site indirect and induced jobs). The pay level of these jobs is not within the purview of CEQA or the RDEIR, which is limited to potential physical impacts on the environment.

Comment DECOSTER-30
The commenter asks how many existing and similar facilities of 500,000 feet or greater are within a 30 mile radius of this proposed facility, and how many new similar facilities are already approved or constructed within this radius.

Response to DECOSTER-30
All cumulative projects are identified in RDEIR Table 4-1, which specifically identifies any "high-cube warehouse" projects and provides the square footage of those projects. With regard to the radius for cumulative impacts, as part of the Traffic Impact Study (Appendix I) prepared for the project, a cumulative project list was developed for the purposes of this analysis through consultation with staff from the County of Riverside. In addition, cumulative development projects were also obtained from adjacent jurisdictions (i.e., City of Beaumont and City of Calimesa). Table 4-1 summarizes projects in the vicinity of the project that have the potential to create cumulative considerable effects in conjunction with the project; a 30-mile radius was not used for this analysis. Please also refer to Response to CVAN-39.

Comment DECOSTER-31
The commenter questions why the City of Beaumont was not mentioned in the RDEIR.

Response to DECOSTER-31
The City of Beaumont is mentioned 22 times within the RDEIR and submitted a comment letter on the RDEIR, which is contained in this Final EIR along with responses to those comments. The proposed project is not located within the sphere of influence of the City of Beaumont. (RDEIR at 3.10-44). For other examples where the City of Beaumont was discussed in the RDEIR, see, e.g., RDEIR pages 2-1, 3.2-13, 3.10-24, and 3.15-1).

Comment DECOSTER-32
The commenter questions how approximately 140 acres of concrete improves the environment and benefits the community living experience and quality of life.

Response to DECOSTER-32
The environmental impacts of the proposed project are discussed throughout Sections 3.1 to 3.17 of the RDEIR. The RDEIR discusses the project objectives and anticipated benefits, as well as discloses the significant and unavoidable air quality and transportation impacts that would occur. Comments regarding more subjective considerations such as quality of life or the community living experience will be provided to the County decision makers for their review and consideration in determining whether to approve the project. The project's consistency with County of Riverside General Plan policies is addressed in RDEIR Table 3.10-3, which describes how the project will advance these policies, as well as positive, beneficial aspects of the project such as conservation of open space, use of efficient building features, and its strategic location near the I-10 freeway to promote efficient goods movement.

Comment DECOSTER-33
The commenter discusses concerns related to health effects from diesel pollution, as well as acid rain.

Response to DECOSTER-33
With regard to health impacts, please refer to Response to DECOSTER-2, above. Impacts related to air quality (including pollutants that could contribute to the formation of acid rain) are discussed in Section 3.3 and Section 3.7, Greenhouse Gas Emissions. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to

reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DECOSTER-34
The commenter expresses concerns related to water pollution from the project.

Response to DECOSTER-34
Please refer to Response to DECOSTER-10, above. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DECOSTER-35
The commenter questions what the impact of "spot zoning" will be, and questions whether approval of the project could set a precedent for other similar development projects, and whether property values will be affected.

Response to DECOSTER-35
With regard to commenter's assertion of spot zoning, please refer to Master Response #2. Other economic considerations such as property values or the possibility of future, unrelated development is not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DECOSTER-36
The commenter expresses general opposition to the project and urges the County to deny the requested zone change.

Response to DECOSTER-36
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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DECEMBER 14, 2016

RIVERSIDE COUNTY PLANNING DEPARTMENT
4080 LEMON STREET 12TH FLOOR
RIVERSIDE, CA. 92501

JUNE 21, 2017

ATTN: MR. BRETT DAWSON, PROJECT PLANNER

RE: SAN GORGONIO CROSSINGRDEIR 534

DEAR MR. DAWSON:

R. HOFFECKER

MY NAME IS ROBERT W. HOFFECKER AND I HAVE LIVED IN SOBERA FOR 13 YEARS. MY WIFE AND I MOVED TO THIS AREA BECAUSE OF THE RURAL SETTING AND THE OPEN AREA JUST OUTSIDE THE GATES OF THIS 55+ COMMUNITY. I AM OPPOSED TO THE DEVELOPEMENT OF THIS WAREHOUSE BECAUSE RIVERSIDE COUNTY HAS STATED IT'S GOAL IS TO PROTECT THE RURAL CHARACTER OF CHERRY VALLEY. HOW CAN RURAL CHARACTER BE PROTECTED WITH A PROJECT OF THIS SCOPE BEING BUILT IN THE AREA? ARE THERE NOT OTHER AREAS BETTER SUITED FOR THIS PROJECT. 1

ON PAGE AQ-9 ~~OF~~ OF THE GENERAL PLAN IT STATES THAT ~~SCAQ~~ AIR QUALITY STANDARDS ARE BEING EXCEEDED AND THAT THE ENTIRE SOUTHERN CALIFORNIA REGION IS AN EXTREME NON ATTAINMENT AREA. ADDING HUNDREDS A TRUCKS A DAY TO THE AREA WILL NOT HELP THE AIR QUALITY OR KEEP THIS AREA RURAL. 2

I OPPOSE THIS WAREHOUSE AND DON'T WANT TO ~~LOSE~~ LOSE THE RURAL ATMOSPHER I HAVE COME TO LOVE.

SINCERELY, Robert W. Hoffecker ROBERT HOFFECKER

979 BLACKHAWK
BEAUMONT, CA.
92223

CC: Marion Ashley

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Robert Hoffecker (R. HOFFECKER)

Comment R. HOFFECKER-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project due to the rural character of the area.

Response to R. HOFFECKER-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment R. HOFFECKER-2
Commenter expresses general opposition to the project, citing concerns regarding air quality and the current non-attainment status of Southern California for certain air pollutants.

Response to R. HOFFECKER-2
Impacts related to air quality are discussed in RDEIR Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality (in light of existing exceedances of air quality standards), and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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RDEIR #534

Dear Brett Dawson June 28, 2017

JOLLY

In January of 2007, my wife and I decided to move to Solera in Beaumont to enjoy our retirement and be close to our grandchildren. We felt that this area would give us a quality of life that we were use to in Pennsylvania.

Boy was I wrong. After 5 years of living here we were informed that a land investor from Riverside Cty. who owned a large parcel of land in Cherry Valley wanted to change the zoning of this property from Residential to Industrial and build a large mega warehouse. This would contaminate our clean air, increase traffic by approx 600 "18" wheelers a day, increase the noise level and reduce the safety of our streets. This traffic would go by 3 adult community centers and several schools

I know those negatives won't effect Shyoff because he doesn't live near us. And with deep pockets he can buy our local politicians to side with him.

Shyoff, be a man of high value and credibility.

When you purchased this land

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JOLLY

you knew it was zoned residential, so build homes and make it a great community to live in.
Make it a community that you and your family would like to live in.

3 CONT

Three years ago, my wife had brain surgery and fortunately is still with me. Any type of stress you are exerting her under is going to shorten her life.

4

Please reconsider putting extra dollars in your pockets and consider the well being of the residents.

Sincerely
Robert Jolly
La Cantera
Beaumont, CA.
92223

Robert Jolly (JOLLY)

Comment JOLLY-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project.

Response to JOLLY-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment JOLLY-2
Commenter expresses general opposition to the project, citing concerns regarding truck traffic, noise, and diesel pollution.

Response to JOLLY-2
Comment noted. Impacts related to air quality are discussed in Section 3.3, impacts related to Noise are discussed in Section 3.12, and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Noise impacts, including those related to traffic noise, are addressed in RDEIR Section 3.12 and would all be less than significant with mitigation. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment JOLLY-3
Commenter states that the developer will not be affected because they do not reside near the project. The commenter would like residential homes built on the project site.

Response to JOLLY-3
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment JOLLY-4
Commenter expresses general opposition to the project.

Response to JOLLY-4
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 17, 2017

County of Riverside Planning Department
4080 Lemon STreet, 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

I am commenting on the Recirculated DEIR #534, issued May 26, 2017,

R. MARTUS

Again as I have written in my previous letter, I am retired, a Veteran, and have moved here into this quiet neighborhood for peace and relaxation in my retirement years.. This warehouse project would destroy all the nice reasons I moved here. It would ruin our clean air quality, it would bring extreme traffic congestion, noise pollution from semi-TRUCKS in and out of this warehouse. 1

We did not move here to live in a huge industrial area. Our home value would also go down significantly.

How would ya feel if a huge Corporation proposed to build a huge warehouse next to you and your family's home.

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefor, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the Final EIR. 2

Sincerely Yours, Robert L. Martus

Robert L. Martus 1746 Snowberry Rd Beaumont CA 92223

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Robert Martus (R. MARTUS)

Comment R. MARTUS-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project, citing concerns related to air quality, noise, traffic, and home values.

Response to R. MARTUS-1
Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3, impacts related to Noise are discussed in Section 3.12, and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Noise impacts, including those related to traffic noise, would all be less than significant with mitigation. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment R. MARTUS-2
Commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to R. MARTUS-2
Please refer to Master Response #1.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

COPPAGE

My name is Robin Coppage. I have lived in the San Gorgonio Pass Area since 1970. My family and I lived in Cherry Valley for over 44 years and moved to Beaumont in 2014. We have gradually watched the impact of the growth on our once rural community. 1

I was certain when I first read about the proposed Gateway Project that our county would never allow this to happen in our beautiful community. Presently, the traffic at both the on and offramps at Cherry Valley Blvd. is already at unsafe levels during peak traffic times for commuters. How could you possibly believe that we could accommodate warehouse traffic on our streets? 2

I am also concerned about the impact of traffic as well as safety for our local schools. Traffic in the areas around Beaumont High School and Brookside Elementary School is already excessive both before and after schools. (These 2 schools are closest to the proposed project.) It might be a wise idea for you to come and observe the congestion firsthand.

I am disappointed that you would even consider such a project as Gateway in our area. There are many nearby industrialized areas that would be much more appropriate and suitable for this kind of project. Thank you for your consideration. 3

Sincerely

Robin Coppage

Print Name and Address

1721 S. Forest Oaks Dr.
Beaumont, Ca. 92223

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Robin Coppage (COPPAGE)

Comment COPPAGE-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to COPPAGE-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment COPPAGE-2
Commenter cites concerns related to traffic, particularly at the I-10/Cherry Valley Boulevard offramps.

Response to COPPAGE-2
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. With regard to the necessary improvements for the freeway ramps at the I-10 freeway/Cherry Valley ramps, please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for more specific information related to improvements proposed at this location.

Comment COPPAGE-3
Commenter states that there are other sites available in the area for warehouses that are more appropriate.

Response to COPPAGE-3
Please refer to Response to Comment JENNINGS-2. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

AMOS

ALL THE COMMENTS AND QUESTIONS CONCERNING THE ENVIRONMENTAL ISSUES IN MY PREVIOUS AND ATTACHED LETTER REMAIN PERTINENT AND RELEVANT TO THIS RECIRCULATED DEIR. THEREFORE, I AM RESUBMITTING MY ORIGINAL LETTER ALONG WITH THESE ADDITIONAL COMMENTS CONCERNING THE RDEIR AND I WILL EXPECT COMMENTS FROM BOTH LETTERS TO BE ANSERED AND INCLUDED IN THE FINAL EIR. 1

GIVEN THESE FACTS, WE BELIEVE THAT THERE IS NO LONGER ANY JUSTIFICATION FOR KEEPING THIS ZONING CHANGE ON THE FAST TRACK. THEREFORE, WE REQUEST THAT IT BE GIVEN TO THE COUNTY PLANNING COMISSION FOR THOROUGH REVIEW. 2

Sincerely

Print Name and Address

RICHARD A. AMOS
1695 WOODLANDS RD
BEAUMONT, CA 92223

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Richard Amos (AMOS)

Comment AMOS-1
Commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to AMOS-1
Please refer to Master Response #1.

Comment AMOS-2
Commenter expresses concerns/questions regarding the project's "fast track status" and states that the project should be reviewed by the Planning Commission.

Response to AMOS-2
Please refer to Master Response #3.

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RE San Gorgonio RDEIR #5-34 June 21, 201,

Dear Mr. Dawson

BALDWIN

We are Veterans and have lived here 2½ years we wanted Peace & quit and clean air. I have heart failer and My Husband has Heart Problems too. we wanted the ~~Piece~~ and Quiet of a small town to live in. I am 75 and my husband is 80. This was our last Stop. 8 Children later family live in Chino Valley 1

Traffic # 3a16-87
Zoning LU-18
Rural LU-46~~48~~
Health AQ-15

We Do not want your Manure away from me we want to breath Clean air. go to the store or out to eat and not take 3 Hours to get there and back Home please and quit Pease 2

cc all. Officers

Peggy A. Baldwin
10320 Calimesa BLVd. #67
Calimesa, CA 92320

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Peggy Baldwin (BALDWIN)

Comment BALDWIN-1
The commenter provides background information and states their reasons for moving to the area. The commenter provides a list of what appears to be page numbers from the Riverside County General Plan and one page from the traffic section of the RDEIR, but does not provide any further detail or elaborate on those page citations.

Response to BALDWIN-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment BALDWIN-2
The commenter expresses general opposition to the project.

Response to BALDWIN-2
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Riverside, CA 92501

ATTN: MR. Brett Dawson, project Planner
Re: San Gorgonio Crossing. DEIR #534

BERGER

Dear Mr. Dawson:

My name is Paula Rai BERGER. I am writing this letter in Reguards to the Planned trucking ~~Wheat~~ Warehouse to Be Build in Cherry Valley.

I moved here from San Bernardinio to get away from the crime and proverty that city offeres. I wanted to Be in a small town, Rural Community crime free. area. less than 6 months of moving here I heard about the Gate Way Project.

I am 100% againts this going through. I already have the Noise and pollution the 10 freeway puts off and Now your project will subject me to more. Trucks running all Nigh, Deisel gas, smells, oil enviormental impact on our water, continued erision of our streets, pollution and all that comes with it. We are a Senior Commuity. Please Don't take our small commuity away.

1

Paula Rai Berger
10320 Calimesa BLVD SPC 1
Calimesa CA
92320

cc: M. Ashley

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Paula Berger (BERGER)

Comment BERGER-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses general opposition to the project, citing concerns regarding freeway traffic, noise and diesel pollution/odors, and impacts to water from oil.

Response to BERGER-1

Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. Impacts related to air quality are discussed in Section 3.3, impacts related to Noise are discussed in Section 3.12, and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. All noise impacts will be less than significant with mitigation. The noise analysis took into account the potential 24-hour operations of the project, and determined that the project will not exceed nighttime noise standards. (RDEIR at 3.12-25). The project would not create objectionable odors. (RDEIR at 3.3-60). With regard to potential water quality impacts from oil/grease, please refer to Response to HUFFMANN-1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

WYCKOFF

Dear Mr. Dawson

I am a three year Resident of Solera Oak Valley Greens in Beaumont. After 3 years of consideration I moved here to enjoy the quality of life a small town has to offer i.e. good environment, low crime Rate, quiet streets and not much traffic. I was very very disappointed to hear about the Gateway project. It would totally destroy everything I moved here for!!! It will so impact the traffic, not only locally but on Interstate 10. And, of course, it will totally destroy the Rural atmosphere that we have all come here to enjoy. 1

I am very Rarely opposed to growth in my community but this project is just so wrong for Cherry Valley in every aspect I can think of. It seems as though the developer of this project has absolutely no consideration for the negative impact it will have on Cherry Valley and surrounding communities.

Sincerely

Print Name and Address

Penny Wyckoff
802 Kingsmill Ct.
Beaumont, Ca. 92223

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Penny Wyckoff (WYCKOFF)

Comment WYCKOFF-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project, citing concerns related to local and freeway traffic impacts.

Response to WYCKOFF-1

Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Riverside County Planning Dept.
4080 Lemon St. 12th floor
Riverside, Ca. 92501

June 17, 2017

Attn: MR. Brett Dawson, Project Planner

RE: San Gorgonio crossing DEIR 534

Dear Mr. Dawson:

My name is Priscilla Clasen my husband and I moved to this area in 1987 to raise our young family. we wanted to raise them in a rural area, not in a big city. we felt this was the best place to live.

were not happy that the traffic would increase with Semi Truck causing pollution and traffic problems. If this warehouse comes, what will happen next. It will no Longer be Rural area!

on page AQ-7 of the general Plan states: the combination of geographical features and high Levels of pollutants produced in the region have resulted in CARB and the Environmental Protection Agency (EPA) designating the air basins in Riverside County as non-attainment areas (Table AQ-2) This means that due to the high Level of pollutants in the region, the area is not expected to meet state or National ambient air Quality Standards.

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Priscilla Clasen (CLASEN)

Comment CLASEN-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to CLASEN-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment CLASEN-2
Commenter cites concerns related to traffic.

Response to CLASEN-2
All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts.

Comment CLASEN-3
Commenter states concerns related to air quality, citing the County's General Plan discussion of the region's non-attainment status for certain air pollution.

Response to CLASEN-3
Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

LITTLE

Dear Mr. Dawson

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017. I moved to this community to retire for its beauty, openness, blue skies, and fresh air. Driving along Cherry Valley I get to see farm animals and it has a feel of countryside. – My biggest concern is air quality and traffic! 1

All the comments and question concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter with these additional comments concerning the RDEIR and I will expect comment from both letters to be answered and included in the final EIR. 2

Sincerely,

Randa Littell, June 28, 2017

Print Name and Address

1778 Snowberry Rd
Randa Littell Beaumont, CA

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Randa Little (LITTLE)

Comment LITTLE-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy, and states concerns related to air quality and traffic.

Response to LITTLE-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment LITTLE-2
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to LITTLE-2
Please refer to Master Response #1.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

WINDHAM

I am opposed to a new warehouse in Cherry Valley. Too much added truck traffic! 1

Sincerely Ray Windham

My Address is: 16879 Lewis Creek
Beaumont CA 92223

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Ray Windham (WINDHAM)

Comment WINDHAM-1
Commenter expresses general opposition to the project, citing concerns regarding truck traffic.

Response to WINDHAM-1
Comment noted. Impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

R. TORRES

Dear Mr. Dawson

My family moved to Cherry Valley in 1950. We fell in love with the clean air and the country side of a lot of plants and animals. Now that I married My husband and daughter have lived in Cherry Valley. We bought a beautiful property which we have lived there since 2007. We love it here, because of the low crime and low traffic, having a teenage girl, it make me feel safe. We love our small town and the fact I can breathe fresh air. 1

We oppose the Wharehouse, it will destroy our community. On Page PAP-8 of the general Plan it states: Cherry Valley is a Charming Community distinguished by and Charming Orchards, which we have to have. We love the fact that we have land to enjoy. 2

Sincerely Raquel Torres

Print Name and Address Raquel Torres and Enrique Torres
38393 Orchard st
Cherry Valley. CA 92223

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Raquel Torres (R. TORRES)

Comment R. TORRES-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to R. TORRES-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment R. TORRES-2
Commenter expresses general opposition to the warehouse and discusses provisions of the Pass Area Plan.

Response to R. TORRES-2
Comment noted. Please refer to Response to Comment CVAN-10. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

TIERNEY

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with any additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the fenal EIR. 1

The additional traffic that may result from this construction project will be a nightmare resulting in additional congestion and destroy the air quality and serenity of a beautiful countryside of this rural area. 2

Sincerely

Regina Tierney

Print Name and Address REGINA TIERNEY
1572 AUTUMN CT, BEAUMONT, CA 92223

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Regina Tierney (TIERNEY)

Comment TIERNEY-1
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to TIERNEY-1
Please refer to Master Response #1.

Comment TIERNEY-2
Commenter cites concerns related to traffic and air quality.

Response to TIERNEY-2
Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 21, 2017

County of Riverside Planning Dept.
4080 Lemon St. 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

P. FOGAL

I am commenting on the re circulated DEIR #534 issued May 26, 2017. As a retired tax payer in Riverside county living in Plantation on the Lake, I am disappointed that my previous letter regarding the initial EIR was set aside and a new DEIR was issued which required me to research what was now being proposed. This is government at its worst. Why try and sidestep an issue your constituents are not in favor of by using a legal manuver to advance what some of the public do not want?

1

If I understand some of the recommendations under the traffic section of the report it states that this project is not feasible because if Cal Trans, the City of Calimesa

2

Paul Fogal

Paul Fogal 6/21/2017 page 2

P.FOGAL

the County of San Bernadino and property owners adjacent to the proposed zoning change do not agree to participate the traffic issues would/could not be addressed. 2 CONT

My question is this: If Cal Trans did not agree or have funds to make the proposed changes at the I 10/Cherry Valley exit #90 would the warehouse project be able ~~to~~ to go ahead even though the traffic problems outlined in your report would not be resolved? 3

If the answer to this question is YES, then I would urge you to reject this zoning change being purposed. 4

I am resubmitting a copy of my original questions in as much as they were not answered by your legal manuver. 5

Sincerely yours,
Paul Fogal
PAUL FOGAL
10961 DESERT LAWN DRIVE SPC 387
CALIMESA, CA 92320

Paul Fogal (P. FOGAL)

Comment P. FOGAL-1
The commenter expresses general opposition to the project, and expresses disappointment that his original letter regarding the DEIR was set aside and that a new DEIR was issued.

Response to Comment P. FOGAL-1
Comment noted. With regard to the decision to recirculate the EIR, please refer to Master Response #1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment P. FOGAL-2
The commenter states his understanding that the proposed project is not feasible because of the uncertainty surrounding the completion of traffic improvements and the need for multi-agency approvals and coordination.

Response to Comment P. FOGAL-2
The commenter appears to be referring to the necessary improvements at the I-10 Freeway/Cherry Valley Boulevard Ramps. Please refer to Response to Comment C. MORAN-2 and Response to Comment EICHNER-4 for further information regarding developer's fair share cost and the timing of these improvements. The uncertainty of the timing and necessary approvals is reflected in the RDEIR's conclusion of a significant and unavoidable impact. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment P. FOGAL-3
The commenter questions whether the project would be allowed to go forward even if the I-10/Cherry Valley Boulevard ramp improvements could not be made.

Response to P. FOGAL-3
Please see Response to Comment P. FOGAL-2, above. CEQA permits a lead agency (in this case, the County) to make a finding of overriding considerations and approve a project despite one or more significant and unavoidable environmental impacts.

Comment P. FOGAL-4
The commenter states that if the answer to his question [under Comment P. FOGAL-4] is yes, then he urges the County to reject the zone change being proposed.

Response to P. FOGAL-4
Comment noted. With regard to the proposed Change of Zone (from W-2 to Industrial Park), the County Board of Supervisors will make a decision based on all information contained within the record for the project, including the RDEIR, public comments, and whether the requisite findings can be made. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment P. FOGAL-5
The commenter states that he is resubmitting a copy of his original questions since they were not answered by the "legal maneuver" of recirculating the EIR.

Response to P. FOGAL-5

Please refer to Master Response #1.

June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

CHAVEZ-SCALES

My name is Joyne L. Chavez-Scales, a retired teacher, living in Solera since Dec. 2015. I moved here for the rural atmosphere, low crime rate, and peace of mind looking at the cows, goats, sheep and horses. 1

I oppose the San Gorgonio Crossing project because of the impact on traffic and my quality of life. The air will be impacted by the high volume of trucks.

I can't believe this project might be granted a "spot" rezoning. This area is rural and meant for housing-low density. 2

The impacts on residents and the elementary and high school students is very detrimental. Please do not approve of this project. The CHP is concerned about traffic too! 3

Sincerely Joyne L Chavez-Scales

Print Name and Address 1155 Lantana Rd
Beaumont, Ca 92223

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Jayne Chavez-Scales (CHAVEZ-SCALES)

Comment CHAVEZ-SCALES-1
Commenter expresses general opposition to the project, citing concerns regarding truck traffic.

Response to CHAVEZ-SCALES-1
Comment noted. Impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment CHAVEZ-SCALES-2
Commenter expresses concerns regarding "spot zoning" or that the proposed re-zoning is improper.

Response to CHAVEZ-SCALES-2
Please refer to Master Response #2.

Comment CHAVEZ-SCALES-3
Commenter cites concerns related to school children and traffic, and states that the California Highway Patrol is concerned about traffic too.

Response to CHAVEZ-SCALES-3
Comment noted. With regard to children who may walk to school, please refer to Response to Comment D. DOMINGUEZ 1-1. With regard to general concerns about hazards to local schools, please refer to Response to Comment LANDA-6. With regard to health risks to children, please refer to Response to Comment SIERRA-22. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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7-5-2017
Riverside County Planning Dept.
4080 Lemon Street 12th floor
P.O. Box 1409
Riverside, Ca 92502-1409

attention ms Brett Dawson, Project Planner
Re: San Gorgonio Crossing RDGR #534

HARBAUER

Dear Mr. Dawson:

My name is Janette Harbauer. I am a native born Californian and I have lived my entire life in San Bernardino & Riverside County since 1947. I have lived in Cherry Valley since 2013. I moved here after I retired in 2009 after working for San Bernardino County for over 25 years. I moved here to get away from the congestion of the valley. I moved here to enjoy the rural scenic area and get away from the crime riddled town of Rialto where I had lived for over 45 years. 1

I love getting off the Cherry Valley Blvd exit and Reading home to Cherry Valley. As soon as I get off the freeway I can take a relaxing

HARBAUER

breath and the stress in my body leaves me as I head up the hill. I love the rural feel as I head home. That is why I moved to Cherry Valley!

On page PAP-24, PAP 4.2. of the General Plan Concerning the Cherry Valley Gateway Policy Area it states that: The policy area shall be developed as a gateway to Cherry Valley and it shall be developed to evoke the rural character of that area. Can a large warehouse with many trucks evoke anything but resembling a crowded urban industrial area.

That is not where I want to reside. I want our Cherry Valley to remain rural and residential. I dont want to fight traffic at Cherry Valley Blvd or be pushed aside by large trucks - I chose to retire here and purchase property here and pay taxes here because it is peaceful you - Represent us. So do your job. Protect our Rural town. Sincerely -

Jeanette Harbauer Cherry Valley

1 CONT

2

3

Jeanette Harbauer (HARBAUER)

Comment HARBAUER-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to HARBAUER-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment HARBAUER-2
Commenter discusses provisions of the Pass Area Plan and states that the project is inconsistent with these policies.

Response to HARBAUER-2
Comment noted. Please refer to Responses to Comment CVAN-10.

Comment HARBAUER-3
The commenter expresses general opposition to the project, citing concerns related to traffic.

Response to HARBAUER-3
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Riverside County Planning Department
4080 Lemon Street ~~Planning~~ 12th Floor
Riverside, CA 92501

June 21, 2017.

Attn Mr Brett Dawsen, Project Planner
RE San Gorgonio Crossing RDEIR # 534

J. MARINIS

Dear Mr Dawson:

My name is Jim Marinis I live at the Plantation in Calimesa. My address is 10961 Desert lawn drive I lived in San Bernardino from 1962 - to ~~1997~~ 2003. I worked for the San Bernardino school district from 1962 - to 1993 then from 1993 to 2001 was on the school Board. at that time my wife & I decided to move to more quiet and rural area & chose the Plantation! My wife and I fell in love with the peaceful and quiet atmosphere there. I would hate to lose the peaceful and quiet atmosphere that a ~~quiet~~ giant Warehouse would bring to our "little Town".

1

were the developers going to pay for the infrastructure that this project will bring? on Page 31.16-55 of the DEIR it states payment of the projects fair share toward the Construction of the interchange improvements. Do you honestly think this will happen?

2

My wish is for the board of supervisors to turn this project down

Jim Marinis
Ph 909 446-1785
Cell 951-533-5470

CC: M. Ashley

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Jim Marinis (J. MARINIS)

Comment J. MARINIS-1
The commenter provides background information and cites the reasons for moving to the area.

Response to J. MARINIS-1
Comment noted.

Comment J. MARINIS-2
The commenter questions whether the project will pay its fair share toward the necessary interchange improvements, and states that he wishes for the Board of Supervisors to turn this project down.

Response to J. MARINIS-2
Please refer to Response to Comment C. MORAN-2 and Response to Comment EICHNER-4 for further information regarding developer's fair share cost and the timing of the necessary improvements at the I-10 freeway/Cherry Valley Boulevard ramps. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

J. MCADAMS

Dear Brett Dawson

I oppose the warehouses for all of the following reasons:

1. Rural characteristics
2. Habitat + wildlife
3. Healthy communities
4. Acoustics
5 Traffic

1

Sincerely
Janet McAdams
My Address is:

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Janet McAdams (J. MCADAMS)

Comment J. MCADAMS-1
The commenter states that she opposes the project for all of the following reasons: 1) rural characteristics; 2) habitat and wildlife; 3) healthy communities; 4) acoustics; and 5) traffic.

Response to J. MCADAMS-1
The commenter does not elaborate further on these general topical areas such that a more detailed response can be provided. However, the concerns cited by commenter are fully addressed in the following RDEIR sections:

1. Rural characteristics (Please refer to RDEIR Section 3.1, Aesthetics, and 3.10, Land Use);
2. Habitat and Wildlife (Please refer to RDEIR Section 3.4, Biological Resources);
3. Healthy Communities (Please refer to RDEIR Section 3.3, Air Quality);
4. Acoustics (Please refer to RDEIR Section 3.12, Noise); and
5. Traffic (Please refer to RDEIR Section 3.16, Transportation).

With the exception of air quality and noise, impacts to all of the above environmental issue areas will be mitigated to below a level of significance.

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6-22-17

Riverside County Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca 92501

Attn: Mr. Brent Dawson, Project Manager
Re: San Gorgonio Crossing Recirculated DEIR #554

Dear Mr. Dawson:

I Janet Wright have lived in So. Calif. all my life (Born in Los Angeles) I moved here to be near and take care of my grandchildren in the clean air and sun. Since I have heart and breathing problems I need to be away from smog and need clean air. My doctor has said get out of the city into clean air, so I did.

Air Quality On Page AQ-15 of the General Plan is States. Sensitive receptors refer to those segments of the population most susceptible to the poor air-quality, (i.e. children, elderly and the sickly and to certain at-risk sensitive land uses such as schools, hospitals, parks, or residential communities. The intent is to reduce the negative impacts of poor air quality on Riverside County's sensitive receptors.

Also Rural Characstic. On page LAP-1 of the General Plan it states that; In order that: In order to efficiently located centers or into existing developed areas thus minimizing development pressures on rural, agricultural, and open space areas. This will also help to preserve the unique rural character of the county and its rich open spaces.

I am against this development for my health and the health of my family.

Janet Wright
35348 Smith Ave.
Beaumont, Ca. 92223

JANET. WRIGHT

1

2

3

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Janet Wright (JANET. WRIGHT)

Comment JANET.WRIGHT-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to JANET. WRIGHT-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment JANET. WRIGHT-2
Commenter discusses County General Plan policies with related to reducing impacts of poor air quality on sensitive receptors.

Response to JANET. WRIGHT-2
Comment noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (*See* RDEIR at 3.3-54 to 3.3-59).

Comment JANET. WRIGHT-3
Commenter cites to provisions from the Pass Area Plan.

Response to JANET. WRIGHT-3
Please refer to Response to CVAN-10.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

COLLINS

I am against the warehouse in Cherry Valley, traffic -
Joey

1

Sincerely

Joey Collins

My Address is:

321 Blowing Rock

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Jay Collins (COLLINS)

Comment COLLINS-1
Commenter expresses general opposition to the project, citing concerns regarding traffic.

Response to COLLINS-1
Comment noted. Impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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To Whom it May Concern June 22 - 2017
RDEIR#534

J. MORALES

I have been a resident of Beaumont for the last 2+ years; I moved out here to get away from the "city".

The possibility of such a large warehouse/trucking facility would definetly destroy the current quality of life we moved here for 2 years ago. I drive to work everyday to Ontario - there are several of these typpe of facilities that are currently unoccupied - why do we need this here in Cherry Valley?

The roads and freeway are not 1 2

J. MORALES

traffic that this facility will generate - are you going to expand the roads and freeways to compensate? 2

2 CONT

Has a feasibility study been completed? An environmental impact report? This is looking like an illegal action - our communities will fight you tooth and nail. 3

James Morales
Beamont Resident

cc: M. Ashley

James Morales (J. MORALES)

Comment J. MORALES-1
The commenter provides background information and cites his reasons for moving to Beaumont. The commenter states that the project would destroy the quality of life and suggests the project should occupy a vacant warehouse space in Ontario instead, rather than being built in Cherry Valley.

Response to J. MORALES-1
This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. With regard to the possibility of utilizing an alternate site, please refer to Response to JENNINGS-2.

Comment J. MORALES-2
The commenter questions whether the roads and freeways will be expanded to compensate for traffic generated by the proposed project.

Response to J. MORALES-2
Traffic impacts of the proposed project are discussed in detail in RDEIR Section 3.16, Transportation. Specifically, necessary mitigation measures related to roadway improvements are listed at RDEIR pages 3.16-84 to 3.16-87.

Comment J. MORALES-3
The commenter questions whether a feasibility study or environmental impact report has been prepared, and states that the project "is looking like an illegal action."

Response to J. MORALES-3
The commenter's letter refers to RDEIR #534, which is the environmental impact report. With regard to the numerous technical studies that were prepared and updated in connection with the RDEIR, as well as the legality of actions taken by the County, please refer to Master Responses #1 and #2.

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RIVERSIDE COUNTY PLANNING DEPARTMENT
4080 LEMON ST 12TH FLOOR
RIVERSIDE, CA 92501

JUNE 23, 2017

ATT: MR. BRETT DAWSON, PROJECT PLANNER
RE: SAN GORGONIO CROSSING DEIR #534

MACDONALD

DEAR MR. DAWSON:

I AM A 4 YEAR RESIDENT OF PLANTATION ON THE LAKE, A SENIOR DEVELOPMENT IN CLOSS PROXIMITY TO THE PROPOSED SAN GORGONIO CROSSING WAREHOUSE DEVELOPMENT. I HAVE BEEN FOLLOWING THIS PROPOSED WAREHOUSE DEVELOPMENT SINCE I MOVED HERE FROM REDLANDS CA. 1

AS A 10 YEAR MEMBER (INCLUDING CHAIRMANSHIP) OF THE REDLANDS PLANNING COMMISSION, I AM VERY FAMILIAR WITH THE DEVELOPMENT PROCESS AND I AM VERY FAMILIAR WITH THE IMPACT OF WAREHOUSES ON THE NEIGHBORING RESIDENTIAL DEVELOPMENTS. THEY ARE NOT COMPATIBLE. THE ABOVE IDENTIFIED DRAFT EIR #534 DOES NOT ADEQUATELY ADDRESS ISSUES OF AIR QUALITY WITH THE NUMBER OF TRUCK TRIPS PROPOSED IN AN AREA OF SENIOR HOMES. 2

THE LAND USE OF THE RIVERSIDE GENERAL PLAN (LU-18) 3

PROPOSES TO HELP PRESERVE THE UNIQUE RURAL CHARACTER OF THE COUNTY AND ITS RICH OPEN SPACES. 3 CONT

THE AIR QUALITY, AESTHETICS, LAND USE AND TRAFFIC DO NOT MEET GENERAL PLAN REQUIREMENTS UNDER THIS DEVELOPMENT. I DID NOT MOVE TO THIS AREA TO SEE ITS RURAL, SMALL TOWN CHARACTER DESTROYED BY MASSIVE WAREHOUSES. IF THIS ONE IS APPROVED, IT WILL NOT BE THE LAST FOR CHERRY VALLEY. 4

RESPECTFULLY SUBMITTED

James D. Macdonald (MACDONALD)
10961 DESERT LAWN DR #499
CALIMESA, CA 92320

951 201 7781 NINEOH9@AOL.COM

CC: M. Ashley

James Macdonald (MACDONALD)

Comment MACDONALD-1
Commenter expresses general opposition to the project, citing concerns regarding incompatibility with the surrounding area.

Response to MACDONALD-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment MACDONALD-2
Commenter states that the RDEIR does not adequately address air quality issues with the number of truck trips being proposed in an area of senior homes.

Response to MACDONALD-2
Comment noted. Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including those in nearby senior communities. (See RDEIR at 3.3-54 to 3.3-59). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment MACDONALD-3
The commenter discusses page LU-18 of the County General Plan, and stats that it proposes to preserve the unique rural character of the County.

Response to MACDONALD-3
Comment noted. With regard to General Plan compatibility, please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment MACDONALD-4
Commenter expresses general opposition to the project, citing concerns regarding aesthetics, land use, air quality, and traffic.

Response to MACDONALD-4
Comment noted. Potential aesthetic and lighting impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Please refer to Responses to Comments CVAN-7 to CVAN-12 regarding land use

considerations. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

June 21 2017
Riverside County planning department
4080 Lemon St 12th floor
Riverside CA 92502-1409
Mr. Brett Dawson, Project planner
San Gorgonio Crossing recirculated DEIR #534

Dear Mr. Dawson,

CARTER

Building San Gorgonio Crossing in the Cherry Valley area would cause distructive to our community. I ~~because~~ love visiting cherry Valley and Beamount area because of the peacefullness, low crime rate, not as much traffic as other citys I believe building this Warehouse would make cherry Valley not as appealing to live in as other areas. I oppose this Warehouse! 1

Sincerely

~~Jaymes Garcia~~
James Carter

Brutus Way
Beaumont CA 92223

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James Carter (CARTER)

Comment CARTER-1
Commenter provides background information and states their reasons for visiting the area and aspects of the community that they enjoy, and expresses general opposition to the project.

Response to CARTER-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

KRAUSZ-2

All the comments and questions concerning the enviromental issues in my previous and attached letter remain pertinent and relevant to This Recirculated DEIR. Therefore, I am re-submitting my original letter along with these additional comments as follows, concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 1

How NAKED, VENAL, and CYNICAL Does ~~a proje~~ an assault on the public benefit and community health have to be to earn a DECLINE to APPROVE from our elected Supervisors? Do Votes Matter, or laws Matter any more, or only the self-interested dollars used to sway the objectivity of Those holding the public trust. *

ON ITS FACE:

- The negatives of This project cannot be mitigated
- The project needs special dispensation to exist, because it Contravenes Master plans and zoning intended to prevent the very ills this will impose.
- All the project "externalities" are an enormous Tax on all the citizens men, women, children, elderly, infirm. They are subsidizing the ~~greed of~~ few at the expense of the many. 2

Sincerely

JAMES R. KRAUSZ, 8712 APPLE TREE LANE, CHERRY VALLEY, CA 92223

Print Name and Address James R. Krausz

* You ~~know~~ all this. All we have is an appeal to conscience. ~~Balancing~~ All costs borne by the community far exceed any economic benefit (WHICH inure to a hand ful of folks only)
DON'T APPROVE IT!!

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James Krausz (KRAUSZ-2)

Comment KRAUSZ-2-1
Commenter states that all of his/her **previous comments** to the Draft EIR remain pertinent, and expects his/her concerns addressed in both letters to be answered and included in the Final EIR.

Response to KRAUSZ-2-1
Please refer to Master Response #1.

Comment KRAUSZ-2-2
Commenter expresses general opposition to the project, and cites concerns regarding the proposed re-zoning.

Response to KRAUSZ-2-2
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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DATE: 7-1-17 7-1-17

COUNTY OF RIVERSIDE PLANNING DEPARTMENT

4080 LEMON STREET, 12th FLOOR

RIVERSIDE, CA 92502

RE: SAN GORGONIO CROSSING RDEIR #534

DEAR MR. BRETT DAWSON:

JAMES. WRIGHT

I AM COMMENTING ON THE RECIRCULATED DEIR, #534, ISSUED MAY 26, 2017.

AS YOU KNOW YOU ARE RESPONSIBLE FOR THE HEALTH AND SAFETY OF THE LIVES AND PROPERTY OF THE CITIZEN TAXPAYERS OF RIVERSIDE COUNTY. ALL OF US TAXPAYERS HAVE RIGHTS. YOU KNOW THIS. WE HAVE THE RIGHT TO EXPECT OUR LOVED CHILDREN AND SENIOR FAMILY MEMBERS HEALTH AND SAFETY ARE TO BE PROTECTED. WE HAVE A RIGHT TO EXPECT THAT WHEN WE PURCHASED AND BUILT UP OUR PROPERTY WE COULD EXPECT TO ENJOY THE SCENIC VEIWS, ENJOY PLANT AND WILDLIFE AND ENVIRONMENT THE RURAL WAY OF LIFE AND OUR INVESTMENT IN OUR PROPERTY TO BE PROTECTED. THIS PROJECT WILL INTERFERE WITH THE **EXPECTATION OF THOSE RIGHTS.** THE RESIDENTS OF CHERRY VALLEY AND RANCHO CALIMESA WERE HERE FIRST. YOU KNOW THAT. THIS PROJECT IS IN DIRECT CONFLICT WITH THE RIVERSIDE COUNTY GENERAL PLAN TO MAINTAIN THE STATUS OF THE EXISTING RURAL AREAS.
YOU ARE ON NOTICE: IF YOU BREACH YOUR DUTY TO PROTECT OUR RIGHTS OF HEALTH AND SAFETY AND OF OUR PROPERTY AND PLANT AND WILDLIFE ENVIRONMENT AND OF OUR AIR, WATER AND EARTH, YOU WILL BE HELD ACCOUNTABLE. 1

ALL COMMENTS AND QUESTIONS CONCERNING THE ENVIRONMENTAL ISSUES IN MY PREVIOUS AND ATTACHED LETTER REMAIN PERTINENT AND RELEVANT TO THIS RECIRCULATED DEIR. THEREFORE, I AM RESUBMITTING MY ORIGINAL LETTER ALONG WITH THESE ADDITIONAL COMMENTS CONCERNING THE RDEIR AND I WILL EXPECT BOTH LETTERS TO BE ANSWERED AND INCLUDED IN THE FINAL EIR. 2

SINCERELY YOURS,

JAMES WRIGHT
10320 CALIMESA BLVD# 4
CALIMESA, CA 92320-2313

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James Wright (JAMES. WRIGHT)

Comment JAMES. WRIGHT-1
The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy, and expresses general opposition to the project. The commenter states that the project will interfere with the expectation of certain rights.

Response to JAMES. WRIGHT-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment JAMES. WRIGHT-2
Commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his/her concerns addressed in both letters to be answered and included in the Final EIR.

Response to JAMES. WRIGHT-2
Please refer to Master Response #1.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

STOH

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 1

It makes no logical sense to place a warehouse in the middle of a rural, agricultural, and open space area like Cherry Valley when the are already areas zoned for commercial in the local area. Additionally warehouse already built in other local areas are empty. 2
Do not "Spot Zone" !!

Sincerely Gary M. Stoh

Print Name and Address 951 Gleneagles Road.
Beaumont, CA 92223

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Gary Stoh (STOH)

Comment STOH-1
Commenter states that all of his/her previous comments to the Draft EIR remain pertinent, and expects his/her concerns addressed in both letters to be answered and included in the Final EIR.

Response to STOH-1
Please refer to Master Response #1.

Comment STOH-2
Commenter states that there are other sites/alternate sites available in the area for warehouses that are more appropriate. Commenter expresses concerns regarding "spot zoning" or that the proposed re-zoning is improper.

Response to STOH-2
Regarding other site selection, please refer to Response to Comment JENNINGS-2. Regarding alleged spot zoning, please refer to Master Response #2.

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Two Attachments

June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

DEFOUW

I've written two Letters on this Subject. the RDEIR #534 does NOT address my Concerns expressed IN my Letters.

All the Comments & Questions Concerning the environment issues in my previous & attached Letters remain pertinent and relevant to this recirculated DEIR, therefore, I am resubmitting my orginal Letters along with these additional Comments concerning the RDEIR & I shall expect a reply to each Letter's Concerns to be answered and included in the final EIR. 1

Additional Comments:

I managed Large wharehouse in my professional Career. With today's automated wharehouse operations it would be easy to Load & unload a semi-truck every (2) two hours. Hence, with 30 docks - 24/7 - we could expect up to 3600 Trucks/Day NOT 600/Day! the RDEIR does state any MAX. No. of Trucks/Day! 2

Sincerely

Print Name and Address

Gene DeFouw, BSME, MSME
916 Southwind Ct.
Redlands, CA. 92373

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Gene De Fouw (DEFOUW)

Comment DEFOUW-1
Commenter states that all of his/her previous comments to the Draft EIR remain pertinent, and expects his/her concerns addressed in both letters to be answered and included in the Final EIR.

Response to DEFOUW-1
Please refer to Master Response #1.

Comment DEFOUW-2
Commenter discusses the number or volume of trucks anticipated to access the site on a given day and states that the RDEIR does not state the maximum number of trucks per day.

Response to DEFOUW-2
Please refer to Response to Comment CVAN-4.

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July 5, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St. 12th Floor
Riverside CA 92501

Re: San Gorgonio Crossing DEIR # 534

Dear Mr. Dawson

G. ERICKSON

I am a senior citizen (66yrs) living very close to the "Mega-Warehouse" project in Cherry Valley.

I am "totally" "opposed" to this project as it would greatly inconvience my trying to navigate my "coming and going" from my residence in the "Solera" Senior Community to traverse onto or exit the 10 freeway from my residence! Our area cannot and should not have to suffer such an intrusion to our well being! 1

Gerald L. Erickson

Gerald Erickson
895 Westchester Rd.
Beaumont, CA 92223

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Gerald Erickson (G. ERICKSON)

Comment G. ERICKSON-1
Commenter expresses general opposition to the project, citing concerns regarding traffic and mobility.

Response to G. ERICKSON-1
Comment noted. Impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Page 1

June 7, 201

RE: San Gorgonio Crossing RDEIR #534

Dear Mr. Dawson

I am writing this Letter to you to State my concerns about This Warehouse project That is under review. I have written a Letter previously but I understand They were Thrown out. As I stated in my Letter I was concerned about The impact This Warehouse would have on our semi rural area.

My wife and I moved to Cherry Valley Twenty years ago because of The open spaces and Low density housing. In The past few years we have seen new housing projects being built with Little regard for Lack of water and Sewage facilities. The Traffic has also increased. If This warehouse project goes Through along with The proposed 4000 plus house across Cherry Valley Blvd it will be very difficult to gain access to The 10 Freeway. I understand There are also plans To redo The on/off ramps To 10 Freeway at Cherry Valley Bl. This would create a traffic night mare.

DYE

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DYE

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I have written this letter in response to the RDIER # 534. I trust you will give it serious consideration. As a resident of California since 1952, the first three years of that in the U. S. Navy I have grown to love this state but I am concerned about the changes that have taken place in the last few years, seemingly with little regard to the wishes of the people but rather the influence of big developers

Sincerely
Glen Dye

10025 Frontier Trail
Cherry Valley, CA
92223
951-845-0046

Glen Dye (DYE-1)

Comment DYE-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy, as well as observations related to new residential development in the area.

Response to DYE-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DYE-2
Commenter cites concerns related to the I-10 Freeway/Cherry Valley Boulevard ramps.

Response to DYE-2
Comment noted. See Response to Comment LANDA-4. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DYE-3
Commenter expresses **general opposition** to the project.

Response to DYE-3
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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RDAR #534 July 3, 2017

To Brett Dawson, Project Planner

DYE

My name is Glen Dye and I am writing this letter tell you of my opposition to the Warehouse project called GateWay.

My wife and I moved to Cherry Valley in 1997 because We liked to rural environment and since we have lived here we have been involved in one battle after another to keep it rural. When developers see Some open Land they want to build Something on it. It doesn't matter to them that there is no water or sewage facilities. 1

Another downside to all the proposed building such as the Gateway Warehouse IS the Traffic. If the warehouse gets built along with the 400 2 3

DYE

houses across the road The Traffic will be terrible not to mention The bad air it will create. I should add that The 10 Freeway off ramp at Chery Walley Blvd will have be redone. What a night mare That will be. I Think you can get the idea That my wife and I are opposed to The Gate Way warehouse.

3 CONT

4

Sincerely

Glen & Melva Dye

Glen Dye

Glen Dye-2 (DYE-2)

Comment DYE-2-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to DYE-2-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DYE-2-2
Commenter suggests that there are no water or sewage facilities available to the proposed project.

Response to DYE-2-2
There are adequate sewer and water facilities in the area to serve the project. Please refer to Responses to Comments C. MORAN-3 and C. MORAN-4.

Comment DYE-2-3
Commenter expresses concerns related to the combined traffic from the project and the planned 400 residences across the road. The commenter also notes that the I-10 freeway/Cherry Valley Boulevard offramp will have to be redone.

Response to DYE-2-3
Comment noted. The commenter appears to be referring to the future Sunny-Cal development. The combined traffic impacts of the project and the proposed Sunny-Cal development were specifically addressed under the "Near Term (2022) Plus Sunny-Cal Conditions" scenario in RDEIR Section 3.16. With regard to the necessary improvements for the I-10 freeway/Cherry Valley ramps, please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for more specific information related to improvements proposed at this location. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DYE-2-4
Commenter expresses general opposition to the project.

Response to DYE-2-4
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Jan. 11th 2017

Riverside County Planning Department
4080 Lemon Street, 12th floor
Riverside, Ca. 92501

Attn. Brett Dawson, Project Planner
Re: San Gorgonio Crossing DEIR #534

D'ANGELO

Dear Mr. Dawson

My name is Greg D'Angelo and I am a retired senior citizen who spent thirty three years teaching children with special needs in Riverside County. I chose this part of the county to live in for it's cleaner air and quiet rural environmen

1

I am opposed to this country Living being turned into the noisey, polluted, congested and industrial environment, that the owner of the property comes from. It will undoubtedly negatively effect the air in the surrounding residential areas and schools that are in close proximity. The effects of drainage and runoff from the massive building and toxic fluids from the trucks inveved will be detrimental to wildlife and natural environs. The freeway offramps are already severely impacted by residential traffic, adding a multitude of semi trucks will only make it intolerable. In conclusion this project will not

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D'ANGELO

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CONT

improve our community. Our Living conditions will only be negatively impacted. Surely there are other areas better suited to this kind of project in our county.

Sincerely yours,

Greg D'Angelo

Greg D'Angelo
36415 Par Lane
Beaumont, Ca., 92223

Greg D'Angelo (D'ANGELO)

Comment D'ANGELO-1
The commenter provides background about his reasons for moving to the area and states general opposition to the project.

Response to D'ANGELO-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment D'ANGELO-2
The commenter expresses concerns related to air quality in the surrounding residential areas and schools in close proximity to the project.

Response to D'ANGELO-2
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). Please also refer to Responses to Comments SIERRA-22, HAGUE-2, and BIRKY-3.

Comment D'ANGELO-3
The commenter expresses concerns regarding drainage and runoff from toxic fluids from the trucks, which could be detrimental to wildlife and natural environs.

Response to D'ANGELO-3
Please refer to Response to HUFFMANN-1.

Comment D'ANGELO-4
The commenter states that the freeway offramps are already severely impaired by residential traffic, and that adding semi-trucks from the project will make it intolerable.

Response to D'ANGELO-4
Please refer to Response to STEWART-2-3.

Comment D'ANGELO-5
The commenter expresses general opposition to the project and states that there are other areas in the county better suited to this kind of project.

Response to D'ANGELO-5
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson;

G. BRADD

I am commenting on the recirculated DEIR, #534, issued May 26, 2017.
Once again, I am very concerned about worsening air quality, how it would look, and mostly, the incredible increase of truck traffic in our area. I moved to this area to enjoy a well planned suburban community with clean air. 1

All my comments from my previous letter remain pertinent and relevant to this recirculated DEIR. Therefore, I am re-submitting my original letter along with these additional comments concerning the RDEIR and I expect that comments from both my letters to be answered and included in the final EIR. 2

Sincerely,

Glenn S Bradd

Print Name and Address
1732 Desert Almond Way
Beaumont, CA 92223

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Glenn Bradd (G. BRADD)

Comment G. BRADD-1
Commenter expresses general opposition to the project, citing concerns regarding aesthetics of the proposed project, traffic in the area, and air quality.

Response to G. BRADD-1
Comment noted. Potential aesthetic and lighting impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment G. BRADD-2
Commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to G. BRADD-2
Please refer to Master Response #1.

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June 28, 2017

County of Riverside Planning Dept
4080 Lemon Street 12th Floor
Riverside, CA 92502-1409

Re: San Gorgonio Crossing DEIR #534

Dear Brett Dawson:

I am commenting on the recirculated DEIR #534 issued May 26, 2017.

H. PARRISH

My name is Hazel Parrish who lives in Solera in Beaumont. I have lived in our wonderful rural community for eleven years. We moved from a busy city near Fresno & looked forward to the quietness of Beaumont and the clean air with the Pass wind.

I oppose this project because of the many diesel trucks coming & going and polluting our air. When we leave our home to go down to Redlands area we take Cherry Valley Blvd. We would be driving right beside the horrible building with all of the smog making trucks, Etc Etc. Etc

1

Sincerely yours
Hazel Parrish

Hazel Parrish
1733 Britney Rd.
Beaumont, CA 92223

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Hazel Parrish (H. PARRISH)

Comment H. PARRISH-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses general opposition to the project, citing concerns regarding traffic on Cherry Valley Boulevard and diesel pollution.

Response to H. PARRISH-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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JUNE 21, 2017

RIVERSIDE COUNTY PLANNING DEPARTMENT
4080 LEMON STREET 12th FLOOR

ATTN: MR BRETT DAWSON, PROJECT MNGR

RE: SAN GORGONIO CROSSING DEIR #534

DEAR MR DAWSON:

LEWIS

MY NAME IS HARRY LEWIS.

I HAVE LIVED HERE FOR 17 YEARS AND HAVE WATCHED THE AREA GROW, WITH NEW SCHOOLS NEW HOUSING AND NEW STRIP MALLS. WE ARE ALREADY EXPERIENCING MORE + MORE TRAFFIC, ESPECIALLY ON OAK VALLEY OVER CROSSING. THIS OVER CROSSING CANNOT HANDLE ANYMORE VEHICLES, ESPECIALLY BIG TRUCKS AS WELL AS CHERRY VALLE BLVD. 1

I STRONGLY RESENT ANY ATTEMP TO TO CONSTRUCT ANY WAREHOUSING IN THIS AREA, ESPECIALY WHEN THE ARE PROPERTIES DESIGNATED FOR BUILDING OF THIS SORT 1 MI. DOWN I-10

CC: M. Ashley

SINCERELY
Harry A. Lewis HARRY A. LEWIS
10961 DESERT LAWN DR CALIMESA CA SPC 148

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Harry Lewis (LEWIS)

Comment LEWIS-1

Commenter expresses general opposition to the project, citing concerns with vehicle and truck traffic on the Oak Valley Overcrossing, and on Cherry Valley Boulevard.

Response to LEWIS-1

Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Herbert Schwarz
4888 W Kingsmill Ave.
Banning CA 92220-5723
(310) 651-1333

7/5/17

Attn: Mr. Brett Dawson, Project Planner

Re: San Gorgonio Crossing RDEIR #534

Dear Mr. Dawson:

SCHWARZ

I live in Sun Lakes CC and use the Cherry Valley Exit off I-10 quite frequently.

The logistics required to make this warehouse complex work are anti-productive. The traffic alone is of great concern.

1

NO ON "San Gorgonio Crossing Project" DEIR #535

The impact on this community and our other communities would be devastating.

Herbert Schwarz

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Herbert Schwarz (SCHWARZ)

Comment SCHWARZ-1

Commenter cites concerns with traffic and the Cherry Valley Exit off I-10, and states that the logistics required to make the project work are counter-productive, and that the traffic alone is of great concern.

Response to SCHWARZ-1

Comment noted. With regard to necessary improvements to the freeway ramps at this location, please refer to Response to Comment LANDA-4. Additionally, all project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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6/5/17
Riverside County Planning Dept.
4080 Lemon Street 12th FLoor
PO Box 1409
Riverside Ca 92502,-1409

Attn. Mr Brett Dawson, Project Planner
RE San Gorgonio Crossing RDEIR # 534

Dear Mr Dawson:

MESSRAH-2

I am Helen Messrah and have lived in Cherry Valley 61 years. I grew up in this area riding horses and loving the rurel country life. I object to this Project it would be terrible, the traffic and air quality. Not seeing the Beautiful rolling hills when I get off the Freeway that tell me I'm home. 1

Cherry Valley is on page 46-48 of the general Plan, it states Another of Riverside County's most important Land uses, in terms of historic character and Lifestyle choice is its rural areas and 2

MESSRAH-2

rural communities. Rural areas comprise one of the most distinctive and attractive segments of the county, and are the expressed lifestyle choice for many residents.

I LOVE our Beautiful rural community!!!

Cherry Valley Blvd, is our only main road to get to the 10 Freeway.

2 CONT

on Page PAP-1 of the General Plan it states: We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout the the county of Riverside.

3

Sincerely yours
Helen Messrah
Helen Messrah
38915 Cherry Valley Blvd
Cherry Valley, Ca 92223

Helen Messrah (MESSRAH-2)

Comment MESSRAH-2-1
The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project, citing concerns related to traffic, air quality, and not being able to see the hills from the freeway.

Response to MESSRAH-2-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Impacts to air quality are discussed in RDEIR Section 3.3; the RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to views of the hills surrounding the project site, please refer to Response to SANDERS-2-4. While the project buildings may be visible from the freeway, the buildings will only be 41 feet in height and would not obscure views of the hills from this vantage point. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment MESSRAH-2-2
Commenter cites to the County's General Plan goal of protecting rural areas.

Response to MESSRAH-2-2
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment MESSRAH-2-3
Commenter discusses provisions of the Pass Area Plan.

Response to MESSRAH-2-3
Please refer to Response to Comments CVAN-10.

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6/26/17 RE: RDEIR #534.

TO: County of Riverside
Planning Dept
4080 Lemon St.
Riverside CA 92501

Fred Socorro
Stohle
284 Mission
Trail
Beaumont, CA 92223

STOHLE

This is in regards to the so called state clearinghouse project # 2014011009.

We do not want project to go through. We feel the already packed & congested 10 Freeway would not be able to support it. Plus our environment would be impacted by more pollution and noise. The homeowners especially closer to this area would be impacted especially and their property values would go substantially down. 1

We were told the property was initially bought for construction of homes not commercial property. What happened to the zoning? Was it changed? 2

Please give us answers.

Sincerely
Frederick & Socorro
Stohle

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Frederick Stohle (STOHLE)

Comment STOHLE-1
Commenter opposes the project, citing concerns related to traffic impacts to the 10 Freeway, pollution, noise, and property value.

Response to STOHLE-1
All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Regarding traffic noise, please refer to Response to Comment LANDA-7. Impacts related to noise were evaluated in RDEIR Section 3.12 and were found to be less than significant with mitigation. Regarding property values, economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment STOHLE-2
Commenter states that the residents were told the project site was bought for residential development and not commercial property. Commenter expresses concern regarding zoning.

Response to STOHLE-2
A Zone Change is proposed as part of this project application, to change the project site zoning from W-2 to Industrial Park. The County Board of Supervisors will make a decision whether to approve this zone change based on all information contained within the record for the project, including the RDEIR, public comments, and whether the requisite findings can be made.

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Fran Flanders
41045 Mohawk Circle
Cherry Valley, Ca 92223

6/7/2017

Riverside Co. Planning Dept.
4080 Lemon St, 12th Floor
Riverside, CA 92501

ATTN: Brett Dawson, Project Planner

RE: San Gorgonio Crossing - RDEIR #534

FLANDERS-3

I'm really upset that my prior letter was obviously skipped over. I'm a law abiding citizen and that should count for something. Here I go again.

All the comments & questions concerning the environmental issues in my previous & attached letter are still pertinent and relevant to this RDEIR. I am resubmitting my original letter along with these additional comments. I expect comments concerning the RDEIR from BOTH LETTERS to be answered & included in the final EIR!! 1

Traffic next to the freeway @ Cherry Valley Blvd. is getting worse and worse. I don't believe that traffic problems can be mitigated. See Page #3.16-93 of the RDEIR. 2

FLANDERS-3

The zoning was all set. Why would you take that direction and flush it down the toilet? Who decided on page LU-18 of the General Plan that this area should be residential? WE DID! Don't Change it! 3

Your project endangers our health with extra air pollution. I don't believe that you can mitigate that. 4

I decided to move to Cherry Valley years ago when I saw kids riding their horses to the store. I think the world deserves to have a place like Cherry Valley for years to come- 5

Keep this misplaced project out of here!

Sincerely,
Frances Flanders.

Frances Flanders (FLANDERS-3)

Comment FLANDERS-3-1
Commenter believes that her previous letter was skipped over. Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to FLANDERS-3-1
Please refer to Master Response #1.

Comment FLANDERS-3-2
Commenter states that the traffic next to the freeway at Cherry Valley Boulevard is worsening. Commenter believes that the traffic impacts brought by this project cannot be mitigated.

Response to FLANDERS-3-2
Comment noted. Impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment FLANDERS-3-3
Commenter expresses general opposition to the zone change proposed by this project.

Response to FLANDERS-3-3
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment FLANDERS-3-4
Commenter believes that the project will create additional air pollution that cannot be mitigated.

Response to FLANDERS-3-4
Comment noted. Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to nearby sensitive receptors, including senior communities or schools. (See RDEIR at 3.3-54 to 3.3-59). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment FLANDERS-3-5
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to FLANDERS-3-5

Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

6/7/17

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

Attn: Mr. Matt Donahue, Project Planner

RE: San Gorgonio Crossing RDEIR

Dear Mr. Donahue:

I am commenting on the Recirculated RDEIR #534, issued May 26, 2017. On Page LU-18 of the General Plan it states that: "In order to efficiently use land, growth must be focused into strategically located centers or into existing developed areas, thus minimizing development pressures on rural, agricultural and open space areas. This will also help to preserve the unique rural character of the county and its rich open spaces." All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated RDEIR. Therefore, I am resubmitting my original letter and am making these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the Final EIR.

(over)

ELDRIDGE

1

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Respectfully,

George E. Eldridge
10921 Belford Dr
Sunny Valley, CA 95827

George Eldridge (ELDRIDGE)

Comment ELDRIDGE-1
Commenter cites to the County General Plan regarding preservation of rural character and open space.

Response to ELDRIDGE-1
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment ELDRIDGE-2
Commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to ELDRIDGE-2
Please refer to Master Response #1.

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June 21, 2017

County of Riverside Planning Dept.
4080 Lemon Street, 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing
RDEIR #534

Dear Brett Dawson,

BARSHOP

This letter is to comment on the Recirculated DEIR, #534, issued May 26th, 2017.

In the RDEIR it indicates that the project applicant will actually construct some of the interim improvements to the road system only IF both CAL-TRANS AND the City of Calimesa authorize construction AND IF there is sufficient interest in the land which will permit the improvements AND IF the necessary right-of-ways are obtained to allow for the improvements AND IF the improvements are actually required to be constructed. LOTS of IF statements -- and since they also use the word AND it means that all of the IF's must be met before

1

(over)

BARSHOP

any construction or improvements will be made!!!

1 CONT

The only actual "traffic plan" added to the RDEIR is one for the construction phase. In the revised RDEIR it says that a "construction Traffic Control Plan" shall be prepared in order to ensure that traffic impacts are minimized during "construction". Of course once construction is completed then we are on our own as far as traffic is concerned!!

2

In addition to these concerns, I call your attention to my previous concerns as outlined in my previous letter which is attached hereto. These concerns remain pertinent and relevant to this Recirculated DEIR. Therefore, I am submitting my previous letter along with these additional comments concerning the RDEIR.

3

I respectfully request that you address the concerns contained in my original letter and this follow-up letter and send me your comments to my issues. In addition, I expect that BOTH my letters be included in the final EIR.

Sincerely yours,

Gwthanne Candice Barshop
850 Westchester Road
Beaumont, CA 92223

Ruthanne Barshop (BARSHOP)

Comment BARSHOP-1
The commenter refers to the uncertainty of the developer's obligation to complete necessary traffic improvements.

Response to BARSHOP-1
Commenter appears to be referring to the necessary improvements at the I-10 Freeway/Cherry Valley Boulevard Ramps. Please refer to Response to Comment C. MORAN-2 and Response to Comment EICHNER-4 for further information regarding developer's fair share cost and the timing of these improvements. The uncertainty of the timing and necessary approvals is reflected in the RDEIR's conclusion of a significant and unavoidable impact. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment BARSHOP-2
The commenter states that the only actual traffic control plan is related to construction traffic, and that "we are on our own" as far as traffic after completion is constructed.

Response to BARSHOP-2
In addition to the construction traffic mitigation measures, there are numerous mitigation measures requiring roadway improvements to mitigate for operational traffic impacts. These measures are listed at RDEIR pages 3.16-84 to 3.16-87.

Comment BARSHOP-3
The commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to BARSHOP-3
Please refer to Master Response #1.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

KRAFT

My NAME is ANA KRAFT - My HUSBAND PETER KRAFT - 12 YRS. AGO WE MOVED to this Communitie IN MINED to LIVE AND ENJOY A quiTE LiFE with beautiful MOUNTAIN AND RELAXING AREA. WE ENJOY the PROGRAMS AND THE NICE SURROUNDING OF BEAUMONT. My HUSBAND HAS BEEN sick FOR SEVERAL YRS. with BREATHING PROBLEMS AND REALY WOULD NOT BE ABLE to GO AND WALK OUISIDE BECAUSE OF the AIR that would BE BROTH ON by ALL THE TRUCKS going by HERE. WE ARE totaly AGAINST A WAREHOUSE OR HAVING TRUCKS going THRU HERE EVERY DAY. THERE ARE PLANTY OF LAND ZONED FOR COMERCIAL PROPERTY —

1

My HUSBAND AND I would LiKE to LIVE OUT OUR LiFE IN this WONDERful Communitie, without ALL THE TRAFFIC & NOISE that would CREATIE by HAVING A WAREHOUSE & TRUCK STOPS.

Sincerely Ana Kraft

1781 Muirfield Ln.
Print Name and Address BEAUMONT, CA. 92223

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Ana Kraft (KRAFT)

Comment KRAFT-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter also expresses concern regarding the increase in traffic and the pollution brought by this project.

Response to KRAFT-1

Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017.

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am re-submitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR.

Given these facts, we believe that there is no longer any justification for keeping the Zoning Change on the last tract. Therefore, we request that it be given to the County Planning Commission for thorough review

Sincerely

Ann L. Hasbargen

Print Name and Address

Ann L. Hasbargen
1164 Lantana Road
Beaumont, CA. 92223

HASBARGEN

1

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Ana Hasbargen (HASBARGEN)

Comment HASBARGEN-1

The commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR. The commenter also states that there is no justification for keeping the zone change application on the fast track, and that it should be reviewed by the Planning Commission.

Response to HASBARGEN-1

Please refer to Master Response #1 and Master Response #3.

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Riverside County Planning Dept.
4080 Lemon St. 12th Floor
PO Box 1409
Riverside, CA 92502-1409

7.5.17

Attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing DEIR #534

Dear Mr Dawson,

C. PARTAIN

I am a long time resident of Cherry Valley, since 1968, growing up here, attending the schools & riding my horses through open fields. We have already lost so much of this rural lifestyle through housing developments, we cannot afford to lose any more.

You have as an out of area Developer, bought low density zoned property and now want to change it to high density at our expense. This would change what has been a traditionally rural area of Cherry Valley which has allowed a quiet & peaceful venue in which to raise our family to become a traffic grid-lock. 1

My guess is that you have never even lived in this area, but are merely seeking to exploit our resources to add profits to your pocket.

C. PARTAIN

Please consider what the people who actually live here, after you build & move on to the next project, will have to deal with: increased traffic congestion, loss of the rural character we have enjoyed for decades, a new potential for air quality loss that we have battled back in the 70's & 80's & conquered and do not want to risk having to contend with yet again. 1 CONT

We have been promised on page LU-18 of the General Plan that "the unique rural character of the county & its rich open spaces" is a major focus in minimizing development. 2

On page LU-46-48 of the General Plan it is reiterated an intent "to identify & preserve areas where the rural life style is the desired use", there is no doubt, that is OUR desired use. 3

Please, again, reconsider our rural town that we call home & locate your industrial center elsewhere. 4

thank you,
Sincerely, Colleen Partain
Colleen Partain

3950 Cherrybark
Cherry Valley
CA 92223

Colleen Partain (C. PARTAIN)

Comment C. PARTAIN-1
Commenter expresses general opposition to the project and is concerned with traffic, air quality and loss of rural character.

Response to C. PARTAIN-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Likewise, impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to preservation of the rural character of Cherry Valley, please refer to Responses to CVAN-7 to CVAN-12. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment C. PARTAIN-2 to C. PARTAIN-3
Commenter cites to County General Plan policies regarding the preservation of rural character.

Comment noted Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3.

Response to C. PARTAIN-2 to C. PARTAIN-3
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment C. PARTAIN-4
Commenter states general opposition to industrial development in the area.

Response to C. PARTAIN-4
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Collette D. Moran
10961 Desert Lawn Dr.
Space 104
Plantation on the Lake
Calimesa, CA 92320
(626) 827-4147

CBM June 21,
~~January~~ 5, 2017

Riverside County Planning Department
4080 Lemon St. 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

Re; San Gorgonio Crossing ~~DEIR #534~~ RDEIR #534

Dear M r. Dawson,

C. MORAN

My name is Collette Moran, and I am a fairly new resident to the Calimesa area. My husband and I are retired, and we moved to this rural area, from the San Gabriel Valley, to get away from the noise, pollution, congestion, and traffic of the metro Los Angeles County area. There are quite a few problems with an industrial development of this magnitude, in the proposed location. There are many things that should have been much more thoroughly addressed in the DEIR. There are infrastructure items, such as traffic flow, bridges and roadways, sewer system, water supply, natural gas supply, increased firefighting equipment needs, and other public safety needs. 1

Let's look at the many items that need to be addressed.

1. We are looking at an increase of 3,000 plus truck trips a day in and out of the site, each day. The existing bridge structure and ramp system at Cherry Valley Blvd. and the I-10 freeway is totally inadequate to safely handle that much truck traffic. Cherry Valley Blvd. is currently not adequate to handle that much truck traffic. ***Are the developers prepared to upgrade the bridge and roadway as needed and required, at their expense?*** 2
2. Has anyone done an in depth survey to see if the sewer system can adequately handle the increased sewage flow? The State fine for spilled sewage is $1,000.00 per gallon of sewage that escapes from the system. Who would be responsible for these fines, if the system is not adequate? ***Are the developers prepared to upgrade the sewer system to handle the increased flow, at their expense?*** 3
3. How much increase in size is required to the existing water supply system, to properly handle the increased demand? Is the proposed size of the water supply system adequate to handle a major fire in the facility, without sucking the water away from the surrounding homes, which would also contaminate the water supply system? Has anyone contacted the Metropolitan Water District, to see if the increased demand will have any major effects on the existing water supply? Has anyone checked to see if the Metropolitan Water District to see if the aquafers will handle the increased demand until the declared drought is declared over? ***Are the developers prepared to upgrade the water supply system as needed and required, at their expense?*** 4
4. Is the Natural Gas system of adequate size to handle the increased demand of the new development, without affecting the other users already being supplied? If the Natural Gas System needs to be upgraded, ***are the developers prepared to pay for the cost of upgrades, at their expense?*** 5

5. The magnitude of the development is such that there will be a need to add several pieces of firefighting equipment in the area. ***Are then developers prepared to present the County or City (if the area is annexed into the City, with some new equipment, at their expense?*** 6

6. The increased truck traffic will create a need for increased traffic enforcement. ***Was that properly addressed in the DEIR?*** 7

7. A great many of the homeowners in this area moved here, when they retired, to get away from the hustle, bustle, noise pollution, and air pollution of crowded urban areas. They were looking for a slower lifestyle, like when they were much younger. The increased truck traffic is going to dramatically affect the peace, quiet, and serenity of these residents within an area of several miles around the site, which will also decrease their property values. There is the possibility that the County (or City) could be proven directly responsible for the devaluation of residential property, if they recklessly change the zoning laws, to allow this urban industrial development to proceed in a strictly rural agricultural and residential area. ***Is the County (or City) prepared to compensate these homeowners for the dramatically reduced value of their properties? Is the County (or City) prepared for the reduced property tax revenue from the devalued homes? Will the property tax revenue from the Distribution Center make up for the tax revenue lost on the devalued homes, cover the increased cost to Public Safety and infrastructure maintenance, and still produce more Tax revenue than before the project started?*** 8

If the developer is not ready and agreeable to absorb the costs indicated in items 1 through 7, this project should be stopped and abandoned at the planned location, immediately

It seems that someone is dreaming of a major increase in Tax Revenues from the Distribution Center. Has anyone done an extensive study to determine if the Property Tax revenue increase from the development will actually cover the increased Public Safety and Infrastructure costs that the development generate? 9

There are some areas in Beaumont, and other areas around, that are zoned for industrial complexes and Distribution Centers, with plenty of available land. Why the great desire to put this Distribution Center where it will not fit in, and is definitely not wanted? 10

Government is supposed to do what is right for most people, because it is what is right, not do something just because they can. You are supposed to do what is right for most people, not cater to a select few. 11

Respectfully

Collette Moran

Collette D. Moran
10961 Desert Lawn Dr. Space 104
Calimesa, CA 92320

Collette Moran (C. MORAN)

Comment C. MORAN-1
The commenter provides background about her reasons for moving to the area, and states that there are quite a few problems with this type of development in the proposed location. Commenter asserts that there are many things that should have been addressed more thoroughly in the [DEIR], including infrastructure items, traffic flow, bridges and roadways, sewer system, water supply, natural gas supply, increased firefighting equipment needs, and other public safety needs. ***[It should be noted that commenter re-submitted her previous comment letter on the DEIR but simply changed the date and crossed out "DEIR #534" and replaced it with "RDEIR #534".]***

Response to C. MORAN-1
Comment noted. The issues raised in the above comment are addressed more specifically in Responses to C. MORAN-2 to C. MORAN-11, below.

Comment C. MORAN-2
The commenter states that the project would result in an increase of 3,000 truck trips per day, and that the existing bridge structure and ramp system at Cherry Valley Boulevard and the I-10 Freeway is inadequate to safely handle that much traffic. Commenter questions whether the developer is prepared to upgrade the bridge and roadway at their expense.

Response to C. MORAN-2
The I-10/Cherry Valley Boulevard freeway ramps would operate an unacceptable Level of Service under Horizon Year (2040) Without Project conditions; although the project would contribute to this cumulatively significant impact, the impact would exist even without the project under Horizon Year 2040 conditions, and therefore the future interchange improvements would be necessary even if the project were not constructed. (See RDEIR at 4-18). Impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to transportation (including local roadways within the study area, and freeway on/off-ramps), and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible.

Calimesa Boulevard is located approximately 150 feet from the intersection of I-10 WB ramps and Cherry Valley Boulevard, which could have potential queuing issues with the installation of traffic signals. The intersection of Calimesa Boulevard is proposed to be realigned approximately 550 feet to the east, which would increase the distance between Calimesa Boulevard and the I-10 WB ramp, and mitigate potential queueing issues for westbound traffic towards the interchange. As shown in RDEIR Tables 3.16-15 and 3.16-16, there are no potential queuing issues anticipated during either the AM or PM peak 95th percentile traffic flows for Existing plus Project conditions, with recommended improvements, which means that the number of trucks that could be "queued" or lined up on the bridge waiting to proceed would not exceed capacity or safety standards. (RDEIR at 3.16-42). The structural safety of the bridge and roadway at this location will further be ensured by Caltrans, who has jurisdiction over these facilities. Please also refer to Response to Comment EICHNER-4 for further information regarding developer's fair share cost and the timing of the necessary improvements. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment C. MORAN-3
Commenter questions whether anyone has done an in-depth survey to ensure that the system can adequately handle the increased sewage flow, noting that there is a $1,000 State fine per gallon of spilled sewage. Commenter questions who would be responsible for these fines if the system is not adequate, and questions whether the developers are prepared to upgrade the sewer system to handle increased flow, at their expense.

Response to C. MORAN-3
The Henry N. Wochholz Regional Water Recycling Facility (WRWR)F would provide sewer treatment for the project site, and was recently upgraded and expanded. The current overall capacity of the sewer treatment plant is 8.0 million gallons per day, and the ultimate facility will be capable of treating 11.0 million gallons per day (RUWMP 2015). Refer to RDEIR Exhibit 3.17-2 for the proposed location for sewer line connection. (RDEIR at 3.17-7).

The estimated wastewater generation of the proposed project is 8.91 million gallons per year. According to YVWD records, there is an existing 8-inch-diameter gravity sewer main and a 6-inch-diameter sewer force main that turn easterly approximately 2,250 feet south of Singleton Road intersection. The project would utilize this connection point if the slope were feasible for the off-site sewer main, which will be verified as development plans are finalized. There is also an existing sewer within Calimesa Boulevard near the Calimesa Country Club (Trailer Park). However, the size, slope, and condition of this existing sewer are unknown at this time. If the existing sewer within Calimesa Boulevard has capacity, the connection point may be moved southerly in front of the Trailer Park. An 8-inch-diameter gravity sewer main has sufficient capacity to serve the equivalent of 61 dwelling units (Webb Associates 2013). Dwelling units generate far more wastewater than warehouse uses, since warehouse uses do not involve household applications such as bathing, laundry, dish washing, etc. (RDEIR at 3.17-22). Upon completion of further feasibility studies, either the existing 8-inch-diameter connection or the existing connection near the Trailer Park within Calimesa Boulevard would be utilized, and either connection would sufficiently serve the site. As discussed, one (or both) of the sewer main connections has sufficient capacity to serve the proposed project, and the proposed project is not anticipated to generate wastewater in quantities such that a new wastewater treatment facility would need to be constructed. Therefore, the proposed project would have a less than significant impact. (RDEIR at 3.17-23).

With implementation of Mitigation Measure HYD-1, the project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. No sewage would be spilled and no related fines or penalties are anticipated in that regard; the project applicant will operate the site in accordance with all applicable laws, and would comply with any enforcement actions, if necessary. (RDEIR at 3.17-21).

Comment C. MORAN-4
The commenter questions how much the existing water supply system must be upsized to properly handle the increased demand, and whether the proposed size of the water supply system is adequate to handle a major fire in the facility as well as serve surrounding homes. The commenter questions whether anyone has contacted the Metropolitan Water District to see if the increased demand will have major effects on the existing water supply; and whether the aquifers can handle

the increased demand until the current drought is declared over. The commenter questions whether the developer is prepared to upgrade the water supply system at their expense.

Response to C. MORAN-4
A 24-inch-diameter water pipeline has been installed in Calimesa Boulevard from Singleton Road to approximately 2,700 feet south, where the 24-inch-diameter pipe turns west crossing under the I-10 Freeway. A connection is proposed at the angle point where the 24-inch-diameter water pipeline turns (RDEIR Exhibit 3.17-1). The fire flow needed for the building will require a 16-inch-diameter pipe with a maximum velocity of 6.38 feet per second. A 16-inch-diameter pipe would adequately serve the project's projected water demand and meet the County's fire flow requirements. (RDEIR at 2-22). Developer will be responsible for ensuring that adequate fire flow is provided to the building, which must be demonstrated to the County of Riverside prior to issuance of a Certificate of Occupancy. This will be verified as part of the building permit and inspection process.

In addition, two water storage tanks, each with a capacity of 1 million gallons are proposed on the northeastern portion of the project site. The project would provide the concrete pads and access to the future water tanks to the Water District. The on-site water tanks would not serve the proposed project, but would serve other properties within the YVWD service area, and would be considered a public benefit. (3.17-22).

The Yucaipa Valley Water District will provide water service to the proposed project site, not the Metropolitan Water District (MWD). Therefore, there is no need to consult with MWD. For a detailed discussion of water supply and drought conditions, please refer to Response to SIERRA-54 and CVAN-38.

Comment C. MORAN-5
The commenter questions whether the natural gas system is adequate to handle the increased demand of the new development, without affecting existing customers, and questions whether the developers are prepared to upgrade the natural gas supply system, if required.

Response to C. MORAN-5
The Southern California Gas Company (SCGC) currently provides natural gas service to the project area, and would serve the project site. Correspondence with utility providers that serve the project site, including Southern California Edison and SCGC, confirmed that existing infrastructure or previously planned improvements would be adequate to serve the energy demands of the project. (RDEIR at 4-20 and 6-10). Any infrastructure improvements deemed necessary for the project would be developed according to energy provider specifications and/or state and local regulations, and would be the responsibility of the project applicant.

Comment C. MORAN-6
The commenter states that the project will require the addition of several pieces of firefighting equipment in the area, and questions whether the developer is prepared to present the County or City (if the project area is annexed into the City) with new equipment at their expense.

Response to C. MORAN-6
Total project fees related to fire protection and related infrastructure would be approximately

$747,683, which could be used by the Riverside County Fire Department in any manner appropriate to offset impacts related to fire protection demand, including the purchase of equipment. (RDEIR at 3.14-11). No annexation from Riverside County is proposed as part of this project.

Comment C. MORAN-7
The commenter states that the increased truck traffic will create a need for increased traffic enforcement, and questions whether that was properly addressed in the DEIR.

Response to C. MORAN-7
The Riverside County Sheriff's Department (RCSD) provides law enforcement services. To maintain adequate funding for law enforcement facilities, the County has implemented the Development Impact Fee Program. This fee can be used to pay for one-time capital improvements, such as the purchase of land and equipment or the construction of new facilities. The project will be required to pay the established development mitigation fee prior to issuance of a certificate of occupancy for the proposed project buildings. RCSD was provided with a copy of the January 6, 2014 Notice of Preparation and did not indicate any concerns with respect to increased service calls, service call response times, or the need to construct additional RCSD facilities as a result of the proposed project.

The County of Riverside requires the project to pay Development Impact Fees that will be used to obtain additional staffing and/or equipment in order to offset any of the potential increases in enforcement service calls. The current County DIF rate for Criminal Justice Public Facilities is $1,925 per acre of industrial development. Thus, the project would be required to pay approximately $315,686 to offset incremental impacts to police protection services. (RDEIR at 3.14-13). Although not specifically earmarked for "traffic enforcement," this would serve to mitigate the project's fair share impact to the provision of law enforcement services as a whole.

Comment C. MORAN-8
The commenter expresses concerns regarding reduction in residential property values and questions whether the County is prepared to compensate affected property owners. The commenter questions whether the increased property tax revenue from the project will cover other costs.

Response to C. MORAN-8
Concerns regarding property values and tax revenue are related to social and economic concerns and do not identify any environmental issue within the purview of the EIR; thus, no further response is necessary. The comment will be provided to the County decision-makers for their consideration.

Comment C. MORAN-9
The commenter questions whether anyone has done an extensive study to determine whether the property tax revenue increase from the development will actually cover the increased public safety and infrastructure costs generated by the proposed project.

Response to C. MORAN-9
Please refer to Response to C. MORAN-8, above.

Comment C. MORAN-10
The commenter states that there are other areas in Beaumont and nearby that might be more appropriate for the project, and questions why the project is proposed for this location.

Response to C. MORAN-10
Please refer to Response to JENNINGS-2.

Comment C. MORAN-11
The commenter states that government is supposed to do what is right for most people and not cater to a select few.

Response to C. MORAN-11
Comment noted. The comment will be provided to the County decision-makers for their consideration.

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James A. Moran
10961 Desert Lawn Dr.
Space 104
Plantation on the Lake
Calimesa, CA 92320
(626) 287-4147
morserv@aol.com

July 1, 2017

Riverside County Planning Department
4080 Lemon St. 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

Re; San Gorgonio Crossing DEIR #534

J. MORAN

Dear M r. Dawson,

My name is James Moran, and I am a fairly new resident to the Calimesa area. My wife and I are retired, and we moved to this rural area, from the San Gabriel Valley, to get away from the noise, pollution, congestion, and traffic of the metro Los Angeles County area. There are quite a few problems with an industrial development of this magnitude, in the proposed location. There are many things that should have been much more thoroughly addressed in the DEIR. There are infrastructure items, such as traffic flow, bridges and roadways, sewer system, water supply, natural gas supply, increased firefighting equipment needs, and other public safety needs. 1

This letter is in regards to:

The magnitude of the development is such that there will be a need to add several pieces of firefighting equipment in the area. There has been some talk about the distribution center, currently in County, being annexed into Calimesa. On January 1, 2018, the City of Calimesa is discontinuing its contract with Cal Fire, and starting its own Fire Department, with one engine and one ambulance, with a total of six men on duty at any time. 2

Are then developers prepared to subsidize the City or the County with the needed equipment to properly fight a fire, if one were to break out at the center? This equipment should be in place, before ground is broke for the distribution center, as a safety precaution.

Respectfully

James A. Moran
10961 Desert Lawn Dr. Space 104
Calimesa, CA 92320

James A. Moran
10961 Desert Lawn Dr.
Space 104
Plantation on the Lake
Calimesa, CA 92320
(626) 287-4147
morserv@aol.com

July 1, 2017

Riverside County Planning Department
4080 Lemon St. 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

Re; San Gorgonio Crossing DEIR #534

Dear M r. Dawson,

My name is James Moran, and I am a fairly new resident to the Calimesa area. My wife and I are retired, and we moved to this rural area, from the San Gabriel Valley, to get away from the noise, pollution, congestion, and traffic of the metro Los Angeles County area. There are quite a few problems with an industrial development of this magnitude, in the proposed location. There are many things that should have been much more thoroughly addressed in the DEIR. There are infrastructure items, such as traffic flow, bridges and roadways, sewer system, water supply, natural gas supply, increased firefighting equipment needs, and other public safety needs.

J. MORAN

This letter is in regards to:

Is the Natural Gas system of adequate size to handle the increased demand of the new development, without affecting the other users already being supplied?

3

If the Natural Gas System needs to be upgraded, are the developers prepared to pay for the cost of upgrades, at their expense? This should be done before ground is broken for the distribution center, to make sure the required upgrade is performed

Respectfully

James A. Moran
10961 Desert Lawn Dr. Space 104
Calimesa, CA 92320

James A. Moran
10961 Desert Lawn Dr.
Space 104
Plantation on the Lake
Calimesa, CA 92320
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morserv@aol.com

July 1, 2017

Riverside County Planning Department
4080 Lemon St. 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

Re; San Gorgonio Crossing DEIR #534

Dear M r. Dawson,

My name is James Moran, and I am a fairly new resident to the Calimesa area. My wife and I are retired, and we moved to this rural area, from the San Gabriel Valley, to get away from the noise, pollution, congestion, and traffic of the metro Los Angeles County area. There are quite a few problems with an industrial development of this magnitude, in the proposed location. There are many things that should have been much more thoroughly addressed in the DEIR. There are infrastructure items, such as traffic flow, bridges and roadways, sewer system, water supply, natural gas supply, increased firefighting equipment needs, and other public safety needs.

J. MORAN

This letter is in regards to:

The increased truck traffic will create a need for increased traffic enforcement, which may or may not have been properly addressed in the traffic survey that was added to the original Draft EIR. I found out that CalTrans was not part of the traffic survey, which is strange, since it involves traffic from a major state highway. I found out that CalTrans did not even know about the survey until the amended EIR was released. 4

I find it strange that we are asked to rely on a traffic survey that the premier highway agency in the state was not even consulted on until after the fact. I strongly question the validity of such a survey.

Respectfully,

James A. Moran
10961 Desert Lawn Dr. Space 104
Calimesa, CA 92320

James A. Moran
10961 Desert Lawn Dr.
Space 104
Plantation on the Lake
Calimesa, CA 92320
(626) 287-4147
morserv@aol.com

July 1, 2017

Riverside County Planning Department
4080 Lemon St. 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

Re; San Gorgonio Crossing DEIR #534

Dear M r. Dawson,

My name is James Moran, and I am a fairly new resident to the Calimesa area. My wife and I are retired, and we moved to this rural area, from the San Gabriel Valley, to get away from the noise, pollution, congestion, and traffic of the metro Los Angeles County area. There are quite a few problems with an industrial development of this magnitude, in the proposed location. There are many things that should have been much more thoroughly addressed in the DEIR. There are infrastructure items, such as traffic flow, bridges and roadways, sewer system, water supply, natural gas supply, increased firefighting equipment needs, and other public safety needs.

This letter is in regards to:

J. MORAN

A great many of the homeowners in this area moved here, when they retired, to get away from the hustle, bustle, noise pollution, and air pollution of crowded urban areas. They were looking for a slower lifestyle, like when they were much younger. The increased truck traffic is going to dramatically affect the peace, quiet, and serenity of these residents within an area of several miles around the site, which will also decrease their property values. There is the possibility that the County (or City) could be proven directly responsible for the devaluation of residential property, if they recklessly change the zoning laws, to allow this urban industrial development to proceed in a strictly rural agricultural and residential area. 5

Is the County (or City) prepared to compensate these homeowners for the dramatically reduced value of their properties? Is the County (or City) prepared for the reduced property tax revenue from the devalued homes? Will the property tax revenue from the Distribution Center make up for the tax revenue lost on the devalued homes, cover the increased cost to Public Safety and infrastructure maintenance, and still produce more Tax revenue than before the project started?

Respectfully

James A. Moran
10961 Desert Lawn Dr. Space 104
Calimesa, CA 92320

James A. Moran
10961 Desert Lawn Dr.
Space 104
Plantation on the Lake
Calimesa, CA 92320
(626) 287-4147
morserv@aol.com

July 1, 2017

Riverside County Planning Department
4080 Lemon St. 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

Re; San Gorgonio Crossing DEIR #534

Dear M r. Dawson,

My name is James Moran, and I am a fairly new resident to the Calimesa area. My wife and I are retired, and we moved to this rural area, from the San Gabriel Valley, to get away from the noise, pollution, congestion, and traffic of the metro Los Angeles County area. There are quite a few problems with an industrial development of this magnitude, in the proposed location. There are many things that should have been much more thoroughly addressed in the DEIR. There are infrastructure items, such as traffic flow, bridges and roadways, sewer system, water supply, natural gas supply, increased firefighting equipment needs, and other public safety needs.

This letter is in regards to:

J. MORAN

Has anyone done an in depth survey to see if the sewer system can adequately handle the increased sewage flow? The State fine for spilled sewage is $1,000.00 per gallon of sewage that escapes from the system. Who would be responsible for these fines, if the system is not properly upgraded to handle the increased flow?

6

Are the developers prepared to upgrade the sewer system to handle the increased flow, at their expense, prior to breaking ground for the distribution center, to make sure that it is actually done?

Respectfully

James A. Moran
10961 Desert Lawn Dr. Space 104
Calimesa, CA 92320

James A. Moran
10961 Desert Lawn Dr.
Space 104
Plantation on the Lake
Calimesa, CA 92320
(626) 287-4147
morserv@aol.com

July 1, 2017

Riverside County Planning Department
4080 Lemon St. 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

Re; San Gorgonio Crossing DEIR #534

Dear M r. Dawson,

My name is James Moran, and I am a fairly new resident to the Calimesa area. My wife and I are retired, and we moved to this rural area, from the San Gabriel Valley, to get away from the noise, pollution, congestion, and traffic of the metro Los Angeles County area. There are quite a few problems with an industrial development of this magnitude, in the proposed location. There are many things that should have been much more thoroughly addressed in the DEIR. There are infrastructure items, such as traffic flow, bridges and roadways, sewer system, water supply, natural gas supply, increased firefighting equipment needs, and other public safety needs.

This letter is in regards to:

J. MORAN

We are looking at an increase of 3,000 plus truck trips a day in and out of the site, each day. The existing bridge structure and ramp system at Cherry Valley Blvd. and the I-10 freeway is totally inadequate to safely handle that much truck traffic. Cherry Valley Blvd. is currently not adequate to handle that much truck traffic.

7

I have seen a projected cost of a new bridge and ramp system will cost in excess of 24 million dollars.

Are the developers prepared to upgrade the bridge and roadway to handle twice the projected traffic of the new distribution centers needs and future requirements, at their expense? This would need to be completed before they break ground on the distribution center, to make sure that it is actually done.

Respectfully

James A. Moran
10961 Desert Lawn Dr. Space 104
Calimesa, CA 92320

James A. Moran
10961 Desert Lawn Dr.
Space 104
Plantation on the Lake
Calimesa, CA 92320
(626) 287-4147
morserv@aol.com

July 1, 2017

Riverside County Planning Department
4080 Lemon St. 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

Re; San Gorgonio Crossing DEIR #534

Dear M r. Dawson,

My name is James Moran, and I am a fairly new resident to the Calimesa area. My wife and I are retired, and we moved to this rural area, from the San Gabriel Valley, to get away from the noise, pollution, congestion, and traffic of the metro Los Angeles County area. There are quite a few problems with an industrial development of this magnitude, in the proposed location. There are many things that should have been much more thoroughly addressed in the DEIR. There are infrastructure items, such as traffic flow, bridges and roadways, sewer system, water supply, natural gas supply, increased firefighting equipment needs, and other public safety needs.

This letter is in regards to:

J. MORAN

How much increase in size is required to the existing water supply system, to properly handle the increased demand? Is the proposed size of the water supply system adequate to handle a major fire in the facility, without sucking the water away from the surrounding homes, which would also contaminate the water supply system? Has anyone contacted the Metropolitan Water District, to see if the increased demand will have any major effects on the existing water supply? Has anyone checked to see if the Metropolitan Water District to see if the aquafers will handle the increased demand until the declared drought is declared over?

8

Are the developers prepared to upgrade the water supply system as needed and required, at their expense, before they break ground on the distribution center, to make sure that it gets done?

Respectfully

James A. Moran
10961 Desert Lawn Dr. Space 104
Calimesa, CA 92320

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James Moran (J. MORAN)

Comment J. MORAN-1
The commenter provides background about his reasons for moving to the area, and states that there are quite a few problems with this type of development in the proposed location. Commenter asserts that there are many things that should have been addressed more thoroughly in the DEIR, including infrastructure items, traffic flow, bridges and roadways, sewer system, water supply, natural gas supply, increased firefighting equipment needs, and other public safety needs.

Response to J. MORAN-1
Comment noted. The issues are more specifically addressed in Responses to J. MORAN-2 to J. MORAN-8, below.

Comment J. MORAN-2
The commenter states that the project will require the addition of several pieces of firefighting equipment in the area, and questions whether the developer is prepared to present the County or City (if the project area is annexed into the City) with new equipment at their expense. The commenter states that there has been some talk of annexing the project into the City of Calimesa, and that the City of Calimesa will be starting its on Fire Department and discontinuing its contract with CalFire.

Response to J. MORAN-2
Please refer to Response to C. MORAN-6. No annexation from Riverside County is proposed as part of the project.

Comment J. MORAN-3
The commenter questions whether the natural gas system is adequate to handle the increased demand of the new development, without affecting existing customers, and questions whether the developers are prepared to upgrade the natural gas supply system, if required.

Response to J. MORAN-3
Please refer to Response to C. MORAN-5.

Comment J. MORAN-4
The commenter states that the increased truck traffic will create a need for added traffic enforcement, which may or may not have been properly addressed. The commenter states that Caltrans was "not part of the traffic survey," which the commenter finds strange since it involves traffic from a major state highway. The commenter claims that Caltrans "did not even know about the survey until the amended EIR was released."

Response to J. MORAN-4
With regard to increased traffic enforcement, please refer to Response to C. MORAN-7. The remainder of commenter's assertions are inaccurate. Caltrans has been notified of the project since the initial Notice of Preparation process, and has had the opportunity to provide comments throughout the environmental review process (see RDEIR Table 1-2). Impacts to Caltrans facilities are discussed throughout RDEIR Section 3.16 and the Traffic Impact Analysis prepared for the project (see RDEIR Table 3.16-1). The decision to recirculate the previous DEIR was made, in part, due to a comment received from Caltrans stating that updated traffic counts should be conducted, which

evidences Caltrans' involvement in, and awareness of the traffic impact analysis prepared for the project (refer to Master Response #1).

Comment J. MORAN-5
The commenter expresses concerns regarding reduction in residential property values and questions whether the County is prepared to compensate affected property owners. The commenter questions whether the increased property tax revenue from the project will cover other costs.

Response to J. MORAN-5
Please refer to Response to C. MORAN-8.

Comment J. MORAN-6
Commenter questions whether anyone has done an in-depth survey to ensure that the system can adequately handle the increased sewage flow, noting that there is a $1,000 State fine per gallon of spilled sewage. Commenter questions who would be responsible for these fines if the system is not adequate, and questions whether the developers are prepared to upgrade the sewer system to handle increased flow, at their expense.

Response to J. MORAN-6
Please refer to Response to C. MORAN-3.

Comment J. MORAN-7
The commenter states that the project would result in an increase of 3,000 truck trips per day, and that the existing bridge structure and ramp system at Cherry Valley Boulevard and the I-10 Freeway is inadequate to safely handle that much traffic. Commenter questions whether the developer is prepared to upgrade the bridge and roadway at their expense.

Response to J. MORAN-7
Please refer to Response to C. MORAN-2.

Comment J. MORAN-8
The commenter questions how much the existing water supply system must be upsized to properly handle the increased demand, and whether the proposed size of the water supply system is adequate to handle a major fire in the facility as well as serve surrounding homes. The commenter questions whether anyone has contacted the Metropolitan Water District to see if the increased demand will have major effects on the existing water supply; and whether the aquifers can handle the increased demand until the current drought is declared over. The commenter questions whether the developer is prepared to upgrade the water supply system at their expense.

Response to J. MORAN-8
Please refer to Response to C. MORAN-4.

6-21-2017

Riverside Planning Department
4080 Lemon Street 12th Floor
Riverside, Ca 92502-1409

attn: Mr Brett Dawson, Project Planner
Re: San Gorgonio Crossing recirculated RDEIR #534

Dear Mr Dawson:

SHEPPARD

I have lived in the rural area of Cherry Valley for 17 years. I moved here because of the quality of life and a small town atmosphere. I love the better air quality and the beautiful rural valley. The traffic is at this time reasonable and being in a Senior Community that is very important.

1

Also of primary importance is the health issues of this project. I am a cancer survivor and I have a pacemaker. I am concerned about the air quality going down and being a impact on the health of Seniors in the many Senior Communities and of the young families living in our community. Schools are very close to this project as are Senior Parks.

2

I am very concerned that this will have a negative impact on our quality

3

SHEPPARD

3
CONT

of life in this area.

Air concerns, traffic concerns, and changing the zoning are huge concerns for me.

I do not want this project to be approved. Keep the rural areas rural.

Sincerely Yours

Carol J. Sheppard

CAROL J. SHEPPARD
10961-498 Desert Lawn Dr
Calimesa Ca 92320

Carol Sheppard (SHEPPARD)

Comment SHEPPARD-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to SHEPPARD-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment SHEPPARD-2
Commenter expresses concern regarding the air quality impacts brought by this project and states that many senior citizens are young families reside in the area. In addition, schools and senior parks are located in close proximity to this project.

Response to SHEPPARD-2
Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). Please also refer to Responses to Comment HAGUE-2. With regard to non-cancer health risks, please refer to Response to Comment BIRKY-3. With regard to general concerns about hazards to local schools, please refer to Responses to Comments LANDA-6 and SIERRA-22. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment SHEPPARD-3
Commenter expresses concern regarding air quality, traffic, and rezoning of the project site. Commenter states opposition to the project and would like to keep rural areas rural.

Response to SHEPPARD-3
With regard to air quality, please refer to Response to SHEPPARD-2, above. Impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 16, 2017
County of Riverside Planning Dept.
4080 Lemon St., 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR#534

MEE

Dear Brett Dawson:

I am commenting on the Recirculated DEIR, #534 issued May 26, 2017. I am extremely concerned that allowing this warehouse into our community will cause excessive traffic, pollution of our air with diesel soot, noise and dangerous traffic. We will also see less wildlife. 1

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore I am resubmitting my original letter along with this additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 2

Sincerely yours,
Carol A. Mee

CAROL A. Mee
1034 Northview Dr.
Beaumont, CA 92223

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Carol Mee (MEE)

Comment MEE-1
Commenter expresses general opposition to the project, citing concerns regarding truck traffic on Cherry Valley Boulevard, freeway traffic, noise and diesel pollution. Commenter believes there will also be less wildlife as a result of this project.

Response to MEE-1
Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. The project would conserve approximately 84.8 acres as open space. The project will not have a significant impact regarding interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. (RDEIR at page 3.4-37). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment MEE-2
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to MEE-2
Please refer to Master Response #1.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

FRATES

All the comments and questions concerning the enviormental issues in my previous attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 1

The request for a zoning change for this property from rural/residential to light industrial was placed on the "fast track" (Policy A-32) by the county in 2008. I strongly disagree with this zoning change. 2

Sincerely

Catherine E. Frates

Print Name and Address Catherine E. Frates
1719 Brittney Rd
Beaumont, Ca. 92223

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Catherine Frates (FRATES)

Comment FRATES-1
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to FRATES-1
Please refer to Master Response #1.

Comment FRATES-2
Commenter expresses concerns/questions regarding the project's "fast track status".

Response to FRATES-2
Please refer to Master Response #3.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

JASNOSZ

My name is Carol Jasnosz and I moved to Solera 11 years ago as it was a beautiful community in a beautiful city. I moved originally from Santa Ana to get away from traffic & crime. I am very much opposed to these warehouses as Cherry Valley and Beaumont are beautiful cities and don't have room for these big warehouses and hundreds of trucks. This more will diminish the value of my property. Riverside Co. says its goal is to protect the rural character of Cherry Valley. If this rezoning is in violation of Riverside Co. General Plan, why is it OK'd??

I am vehemently opposed to this project as there is plenty of open spaces elsewhere and this will endanger my health & welfare & lower the value of my property!

1

Sincerely

Carol A. Jasnosz

Print Name and Address

CAROL A. JASNOSZ
1711 REYES LN, BEAUMONT, CA 92223

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Carol Jasnosz (JASNOSZ)

Comment JASNOSZ-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter also expresses concerns regarding impacts to property values in the area. Lastly, Commenter expresses general opposition to the project on the basis that it violates the County's General Plan goal of protecting the rural character of Cherry Valley.

Response to JASNOSZ-1
Comment noted. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. Regarding the General Plan, please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

I am commenting on the Recirculated RDEIR #534, issued May 26, 2017.

C. DAVIS

Traffic

On page 3.16-58 of the RDEIR it states that all truck traffic is expected to come from the I-10, to the west of the project. Trucks would access the project through a left turn at the fully signalized Intersection of Cherry Valley Boulevard and "A" street. Trucks and delivery vehicles would call, radio or drive up to the various gates to check in. In another section it states that there could be up to 40 or more Trucks on street "A". No mention of all these trucks getting off the Freeway is there? they make it sound like a smooth transition up to the "fully signalized" A Street. 1

All the comments and questions concerning the enviromental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 2

Sincerely

Charles H. Davis

Print Name and Address

Charles H. Davis
1759 Sarazen St
Beaumont, CA 92223

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Charles Davis (C. DAVIS)

Comment C. DAVIS-1
The commenter refers to the RDEIR's description of how project trucks would access the site through the intersection of Cherry Valley Boulevard and "A" Street, but states that there is no mention of the trucks getting off the freeway; thus, the RDEIR makes it sound like a smooth transition for project trucks traveling from the freeway to A Street.

Response to C. DAVIS-1
Impacts to the I-10/Cherry Valley Boulevard offramps were discussed in detail throughout RDEIR Section 3.16, Transportation. For a detailed discussion of the impacts and necessary mitigation measures necessary at this location, please refer to Responses to Comments EICHNER-4 and C. MORAN-2.

Comment C. DAVIS-2
The commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to C. DAVIS-2
Please refer to Master Response #1.

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June 21, 2017

KRAEGER

Dear Mr Dawson.

RE: SAN GORGONIO CROSSING DEIR #534

My Name is Charles I Kraeger. I am a U.S Navy Vet.
6 years in the navy. 18 month in Venetia
I planed to live my life out in Calemsa Cal
I like the rescue Part of Town But now if
you let this Project go. it will change everthing
I am not happy and might splen on Moving.

1

Sincerely Yours
Charles I Kraeger Kraeger
10320 Calimesa Blvd Sp 243
Calimesa Ca 92320

CC: M. Ashley

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Charles Kraeger (KRAEGER)

Comment KRAEGER-1

The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project and states that they may consider moving.

Response to KRAEGER-1

Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Chuck Wagner
10941 Bel Air Drive
Cherry Valley, CA 02223
Chuckw286@aol.com

June 7, 2017

Riverside County Planning Department
4080 Lemon Street
12th Floor
Riverside, CA 92501

To Whom It May Concern: RE: Oak Grove Crossing, RDEIR #534

WAGNER

When my wife and I retired to Cherry Valley, it was in part to re-embrace the loss of countryside which we'd felt in our 30 years on the Westside. As people who grew up in the Claremont foothills and the Kansas prairie respectively, the wife and I embraced our new home in an area with which we were familiar and which provided us with the respite from the city we so desperately sought.

Now it comes to our attention that you wish to add a bizarre tumor to the landscape – a huge warehouse. And you're putting it away from main distribution areas and uphill from the nearest railroad? What a ridiculous idea!

Have you considered – as the wife and I have noted during our decades of trips to Cherry Valley, Oak Glen, and the Pass – that the hill is a notorious labor for trucks? Now you wish to encourage they move further uphill? Why not just run them to Oak Glen and ruin it as surely as you are ruining the land you plan to use? This monstrosity will resemble some bomber-plane factory sitting incongruously in a realm of farms and ranches. It will blemish the view and belch diesel smog into air that currently escapes it.

1

Have you ever spoken to truck drivers? They're the ones that have to do this extra hill driving! I'm the son of a Teamster, and this is just the kind of thing my dad used to complain about!

Pull the plug on this mess and send it to a place that makes more sense!

Sincerely,

Chuck Wagner

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Chuck Wagner (WAGNER)

Commenter WAGNER-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses general opposition to the project.

Response to WAGNER-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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6-14-17

Dear Sirs,

CAMPBELL

I am writing to protest the Gateway Center Project. RDEIR #534

We do not want it in our peaceful community. We bought here for a reason and we love the peaceful rolling hills. We do not want to see any large warehouses or many trucks coming in and clogging our access to the freeway. 1

They can just find a different area to locate in

We do not need the trucks polluting our nice clean air.

Carol Campbell
10526 Frontier Trail
Highland Springs Village
Cherry Valley, Ca 92223

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Carol Campbell (CAMPBELL)

Comment CAMPBELL-1

Commenter expresses opposition to the project. Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter states that there are other sites/alternate sites available in the area for warehouses that are more appropriate. Commenter also states the project would create air pollution.

Response to CAMPBELL-1

Regarding alternative sites, please refer to Response to Comment JENNINGS-2. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 21, 2017

County of Riverside Planning Department
4080 Lemon St, 12th Floor
Riverside, CA 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

GAUBAY

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017. In addition to the concerns I stated in my letter of January 2017, which I understand was thrown out as a result of the DEIR being recirculated, I wish to register my concern about the traffic that will impact our enjoyment of life in Calimesa. There are too many FEs and unstated consequences for trucks causing traffic jams ~~for~~ by trucks queuing outside the facility or our city streets. 1

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevent to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional concerns about 2

GAUBAY

the RDEIR and I will Expect Comments from both letters to be answered and included in the final EIR.

2 CONT

I Do Not Appreciate the Antics of the Developer to use a Loophole to Destroy My Letter as a Concerned Citizen to Voice My Opinion, as is My Right!!!

3

Sincerely Yours,
Carl J. Gaubay
10961 Desert Lawn Dr. Spc. 473
Calimesa, CA 92320

Carol Gaubay (GAUBAY)

Comment GAUBAY-1
Commenter refers to her previous comments to the Draft EIR. Commenter expresses concern regarding traffic impacts brought by the project, including trucks queuing outside of the facility.

Response to GAUBAY-1
Please refer to Master Response #1. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. With regard to concerns related to trucks queuing outside of the project site, please refer to Response to FEATHERSTONE-2.

Comment GAUBAY-2
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR. Commenter expresses concern regarding traffic impacts brought by the project.

Response to GAUBAY-2
Please refer to Master Response #1.

Comment GAUBAY-3
Commenter states that the developer uses a loophole to destroy her previous letter regarding this project and silence her opinion.

Response to GAUBAY-3
Comment noted; please refer to Master Response #1.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

SHOAFF

My name is Bonnie Shoaff and I have lived in this area for 6 years. I am opposed to this warehouse being built in this area. We moved to this area because we wanted a non-congested, quiet like area. Love to see the cows, goats, horses and many other animals roaming in the free large acreages. Since there is not too much land left like that, it brings memories and tears to us Banair citizens. Although we get alot of wind there San D gass, it does keep out smog, etc. We like the clear air to look at and breathe.

Please protect the rural area of Cherry Valley!!! Our home values will drop substantially. The traffic will be "unbearable" as the freeways are already clogged and more trucks would be unbelievable! I enjoy driving the "back way" free of traffic and watching out for animals.

1

2

Sincerely

Bonnie J. Shoaff

Print Name and Address

Bonnie J. Shoaff
1719 Las Colinas Rd.
Beaumont, Ca. 92223

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Bonnie Shoaff (SHOAFF)

Comment SHOAFF-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to SHOAFF-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment SHOAFF-2
Commenter expresses concern regarding the rural characteristic of the area, property value, and traffic affected by this project.

Response to SHOAFF-2
Regarding the rural characteristics of the site, potential aesthetic impacts of the project are discussed in RDEIR Section 3.1, and would be less than significant with mitigation and incorporation of thoughtful design features to ensure compatibility with the rural setting. In addition, the project would conserve approximately 84.8 acres as open space in perpetuity—much of this acreage is currently designated Very Low Density Residential (VLDR)—thereby increasing the amount of area that is designated as Open Space-Recreation (OS-R). Regarding property value, economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. Regarding traffic impacts, all project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

BRAZEAL

Dear Brett Dawson

I am commenting on the Recirculated DEIR #534, issued May 26, 2017. 1

I previously wrote you a letter with my concerns and never heard a response. I am strongly AGAINST your plans for a Warehouse. This will have a huge impact on the traffic in the area. This is our home and we wish to live in a peaceful area that we can commute to stores without increased danger, traveling with semi trucks on the freeway. Pollution to the area is a huge problem also. Our home values won't be increasing if the area isn't desirable. I expect a response to this letter and my previous one included in the final EIR. 2

Sincerely
Brenda Brazeal

My Address is:
103 Cascade Creek
Beaumont, CA 92223

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Brenda Brazeal (BRAZEAL)

Comment BRAZEAL-1
Commenter states that her previous letter did not receive a response. Commenter also expresses opposition to the project.

Response to BRAZEAL-1
Comment noted. With regard to commenter's previous letter, please refer to Master Response #1.

Comment BRAZEAL-2
Commenter expresses concern regarding the increase in traffic and pollution brought by this project. Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to BRAZEAL-2
Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. Please also refer to Master Response #1.

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June 28, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner
Re: San Gorgonio Crossing DEIR #534

WASHBURN

Dear Mr. Dawson:

I have lived in Banning for the past 3 years. I am a retired Air Force veteran. I moved to Banning because of the small town atmosphere and the natural beauty. The San Gorgonio mountains are spectacular. I moved here for the excellent air quality, less traffic and the beautiful open spaces.

Nearby Cherry Valley has a rich history of agriculture and horse ranches. It really concerns me to know that their is a possibility of a massive warehouse could be built in Cherry Valley along the 10 freeway. Thousands of semi-trucks would be coming and going everyday, noise pollution and air pollution would definitely be a problem. 1

I urge the County of Riverside officials to NOT ALLOW this rezoning from residential to industrial to take place. Thank you.

Sincerely,

Brian Washburn

Mr. Brian Washburn..
6356 Tuckaway Ave.
Banning, CA 92220

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Brian Washburn (WASHBURN)

Comment Washburn-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses concern regarding the increase in traffic and pollution brought by this project. Commenter urges the County to not allow the rezoning to take place.

Response to Washburn-1

Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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7/5/17

Riverside County Planning Dept.
4080 Lemon St 12th Flr
P.O. Box 1409
Riverside, CA 92502-1409

ATTN: Mr Brett Dawson, Project Planner
RE: San Gorgonio Crossing RDEIR #534

Dear Mr. Dawson

BYERS

We moved to Cherry Valley 4 years ago because of its rural environment, and healthy conditions. We have lived in urban areas and the cogestion it contains. What a surprise to hear about a ware house as large as the one proposed! Why does it have to be in an area like Cherry Valley. It's not set-up to handle the traffic that will come if built.. There is plenty of land elsewhere that is more suitable. 1

It was mentioned about trucks coming and using Cherry Valley Blvd off ramp. Its a small off ramp and doesn't have suitable signals. Now The cities of Fontana and Ontario, We have noticed all freeway ramps had to be enlarged and all the trucks coming on and off, wow! what a mess. We can see this coming to rural Cherry Valley, and probably not just one warehouse if appoved, but others coming too. Why, can't some areas enjoy the environment like Cherry Valley, and not be encroached by "big" developers. Have them spend their money else where ... Don't ruin a nice area, where people don't want you? 2

Respectfully Submitted

Bruce Byers Bruce Byers 10811 Deerfield Dr. Cherry Valley, CA

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Bruce Byers (BYERS)

Comment BYERS-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter also states that there are other sites/alternate sites available in the area for warehouses that are more appropriate.

Response to BYERS-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. With regard to alternate sites, please refer to Response to JENNINGS-2.

Comment BYERS-2
Commenter expresses general opposition to the project, citing concerns regarding the increase in traffic, specifically at the Cherry Valley Boulevard offramp.

Response to BYERS-2
Comment noted. Regarding traffic impacts, all project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Specifically, with regard to the I-10/Cherry Valley Boulevard ramps, please refer to Response to C. MORAN-2. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

CZACHERSKI

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevent to this Recirculated DEIR. Therefore I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 1

Sincerely,

Bruce Czacherski

Print Name and Address

Bruce Czacherski
1572 Autumn Ct.
Beaumont, CA 92223

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Bruce Czacherski (CZACHERSKI)

Comment CZACHERSKI-1
Commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to CZACHERSKI-1
Please refer to Master Response #1.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

B. CHARLICK

All the comments and questions concerning the Environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 1

My major concern is for the air quality if this facility is built it will effect our senior residents. Another point is the traffic problem on Cherry Valley Blvd. All the truck traffic will be terrible for all our Senior who live in this area. 2

Sincerely B Charlick

Print Name and Address

B. Rud Charlick
1182 LANTANA ROAD
Beaumont, CA. 92223

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Bud Charlick (B. CHARLICK)

Comment B. CHARLICK-1
Commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to B. CHARLICK-1
Please refer to Master Response #1.

Comment B. CHARLICK-2
Commenter expresses concern regarding the increase in traffic and pollution brought by this project.

Response to B. CHARLICK-2
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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6.28.17

Dear Mr. Dawson:

BRACHEN

My husband Bill and I moved to Solera in 2004 as he ~~was~~ was employed in this area ~~prior~~ prior to our marriage and praised the quality of life and clean air in Beaumont/Banning.

1

Just so you know, I am a member of the Kaiser Permanente health plan and frequently visit the Redlands office which is very close to a "nice" warehouse complex which has very large trucks entering and exiting "24/7."

I hate to say that although they made things "look nice", the area is filled with large "semi" trucks spewing black smoke continually. This is unhealthy for ~~both people~~ people of all ages! I cannot imagine living with black smoke whenever I'm exiting my home even though it will no doubt be seeping inside as well!

2

Surely, there must be a better solution for the County of Riverside to locate a warehouse "city"!

Best Regards,

Carla Brachen 1690 Landmark Beaumont, CA

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Carla Brachen (BRACHEN)

Comment BRACHEN-1
The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter describes her observations of a warehouse complex in Redlands.

Response to BRACHEN-1
Comment noted.

Comment BRACHEN-2
The commenter expresses concerns related to health risks from diesel pollution.

Response to BRACHEN-2
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59).

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V

Riverside Co Planning Dept
4080 Lemon St 12th Floor
Riverside, CA 92501

June 21, 2017

ATTN: MR Brett Dawson, Project Planner
RE: San Gorgonio Crossing DEIR #534

PEDROZA

Dear Mr Dawson,
I have been a resident of Rancho Calimesa MHP for over 13 years. The first thing that attracted me to the area was the clear air & no smog. Nature & its animals. The quiet serene atmosphere. I invested my income & moved from the city for this specific reasons. Mainly for my health.

Most of the seniors here would like to have our peace & quiet & serene area to remain as is. Relocating is not an option for most of us here. This would make it very difficult for us to get around all the traffic & congestion that this would cause. I hear the trucks on the freeway everyday. They drive fast coming down the hill & see DOT/CHP pulling them over. Us seniors drive slower & the semi's may not see us when they are driving & rushing to deliver their loads.

1

PEDROZA

I ask you to please reconsider this decision. It may be due to some of us residents here. Especially for our health. Please keep our Wildlife free & safe in this area. They have caused us no harm.

1
CONT

Sincerely
Carmen Pedroza
10320 Calimesa #6
Calimesa, CA 92320

CARMEN. PEDROZA

Carmen Pedroza (PEDROZA)

Comment PEDROZA-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses general opposition to the project, citing concern regarding the increase in traffic, citing concerns specific to senior drivers. Commenter also cites concerns related to air pollution and truck noise.

Response to PEDROZA-1

Comment noted. impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to traffic noise, please refer to Response to Comment LANDA-7. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 30, 2017

Mr. Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

RE: San Gorgonio Crossing RDEIR #534

C. BROWN

Dear Mr. Dawson:

I am writing this letter to advise you of my strong objection to the possibility of building a mega warehouse in Cherry Valley. This absolutely goes AGAINST the General Plan.

The air pollution and traffic in Riverside County is already a major problem, please don't add to it.

1

If this is approved, it will totally change the dynamics of this area to A WAREHOUSE CITY, like many areas in California and I am totally opposed to this.

Please listen to the concerned citizens who live in this beautiful area and do the RIGHT thing. Please keep to the Riverside County's General Plan which is to protect the rural character of Cherry Valley.

Sincerely,

Carol Brown

Carol Brown
954 Pebble Beach
Beaumont, CA 92223
951-845-6696

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Carol Brown (C. BROWN)

Comment C. BROWN-1

Commenter expresses opposition to the project and states that it is against the County's General Plan. Commenter also states that air pollution and traffic are already a main problem and the project would add to the problem. Commenter believes that when the project is approved, the area would become a "warehouse city" like many cities in California.

Response to C. BROWN-1

Comment noted. With regard to General Plan consistency, please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 21, 2017
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

I am commenting on the Recirculated DEIR #534, issued May 26, 2017.

C. FOGAL

You have not convinced me that there is a reasonable plan for increased traffic because of this warehouse construction. My concern is far beyond the construction phase. As a local resident we will be effected by increased traffic for years to come. The plan needs some guarantees, not Ifs. 1

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am submitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 2

Sincerely,
Carol L. Fogal
10961 Desert Lawn Drive, Calimesa, CA 92320
SBC 387
Desert Lawn Drive, Calimesa, CA 92320

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Carol Fogal (C. FOGAL)

Comment C. FOGAL-1
Commenter expresses concern regarding traffic impacts brought by the project.

Response to C. FOGAL-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment C. FOGAL-2
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to C. FOGAL-2
Please refer to Master Response #1.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

MCLAUGHLIN

I am opposed to the Warehouse in Cherry Valley —
I - Beverly McLaughlin 1581 Dewey Creek Beaumont, CA 92223

1

Sincerely

My Address is:

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Beverly McLaughlin (MCLAUGHLIN)

Comment MCLAUGHLIN-1
Commenter expresses general opposition to the project.

Response to MCLAUGHLIN-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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7-4-17

(Attn: Brett Davidson, Project Planner - RDEIR #534

HART

My husband (a veteran) and I moved to Glendale Senior Community in 2004 because it was a quiet, rural area where we could age our age properly. We liked the small town atmosphere and low crime rate.

Our concerns are: air pollution, which would greatly increase from the trucks coming & going; how the crime rate will greatly increase due to the amount of truckers involved. Then I am concerned about emergency equipment coming & going frequently on Calimesa Ave & Singleton Rd. These things will turn our neighborhood into an urban area & NOT a rural area. 1

Sincerely:

Andrea Hart
35561 Campagne Dr.
Calimesa, CA 92320

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Andrea Hart (HART)

Comment HART-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter also expresses concern regarding the increase in traffic, air pollution, and increased crime.

Response to HART-1

Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Speculative statements regarding potential increases in crime are not within the purview of CEQA or the RDEIR, which are limited to potential physical impacts on the environment. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

A. LANTZ

I am Alice Lantz and have lived in Solera for 10 wonderful years and I don't want anything changed. I loved the urban area. We don't need the extra traffic & air quality changed. Please think of all the older people in our area. 1

On pg #3 16-94 of RDEIR it states that even though the project fully ~~op~~ mitigates its impacts to the greatest extent feasible & pays its fair share toward all of the traffic problems caused by the project. This project significant & unavoidable impact to I-10 Eastbound ramp / Cherry Valley Blvd. 2

The DEIR states that there are no impacts on these sensitive receptors - they would have to breathing the bad air for 70 years before it would have an effect 3

Sincerely Alice Lantz

Print Name and Address Alice Lantz
15558 Rockrose Way
Beaumont, Ca. 92223

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Alice Lantz (A. LANTZ)

Comment A. LANTZ-1
The commenter provides background information and states that she doesn't want anything [in the area] changed, citing concerns related to extra traffic and air quality. Commenter asks that older people in the area be considered.

Response to A. LANTZ-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment A. LANTZ-2
The commenter summarizes information from page 3.16-94 of the RDEIR related to the significant and unavoidable impact at the I-10/Cherry Valley Boulevard freeway ramps.

Response to A. LANTZ-2
This comment merely summarizes the RDEIR's conclusion related to this issue and does not raise any other question or conclusion; however, please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for more specific information related to improvements proposed at this location.

Comment A. LANTZ-3
The commenter claims that the RDEIR states that there would be no impacts to sensitive receptors and that a receptor would have to be exposed for 70 years before experiencing adverse effects.

Response to A. LANTZ-3
This comment merely summarizes the RDEIR's conclusion related to this issue and does not raise any other question or conclusion; however, please refer to Responses to SCAQMD-8 to SCAQMD-14 for further information related to impacts to sensitive receptors.

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June 18, 2017

Mr Dawson RDETR #534

COOPER

We moved to this area years ago for the nice area clean air + all that. Now you want to come along + build ware houses + ruin air + all our country type living. These ware house put to much traffic on our streets These are streets that many senior citizens travel. Point of this letter is to let you know we do not want ware house in our nice clean area.

All seniors + non seniors are strictly against these business. Build them in your own back yard + breath all that diesel fuel your self.

Gary + Viola Cooper
Sp 23
cc Mr Fidler

1

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Gary and Vesla Cooper (COOPER)

Comment COOPER-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses concerns regarding increased traffic in the nearby area and states that many senior citizens reside in the area.

Response to COOPER-1

Comment noted. This letter will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 19, 2017

40825 Oregon Trail
Cherry Valley, CA. 92223

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

C. KURAN

I am writing to comment on the Recirculated DEIR, #534, issued May 26, 2017.

I am a newly retired person, living in Cherry Valley in the house my parents bought almost 30 years ago. At that time, they were thrilled to find this lovely, rural community and they were assured it would remain that way. 1

I am absolutely opposed to the County of Riverside approving re-zoning of this area to allow a developer to build and operate a warehouse in Cherry Valley, and I sincerely believe that the proposed warehouse will negatively impact our quiet, rural life style.

I have read the DEIR#534 and to my layman's eyes, obvious environmental issues are tested, "mitigated" and disingenuously reported as 'no impact'. There will definitely be an IMPACT in traffic and air pollution when 1,000 or more trucks travel into our community from an expanded I10/Cherry Valley Blvd Interchange. 2

We moved here and invested in property because the area is zoned as rural. We do not want that to change for the benefit of a developer. Residents here are happy with our little off ramp with just a four way stop sign and the few cars we encounter. We do not live in a rural area to wait at the off ramp behind big rigs spewing smog, or drive Cherry Valley Blvd behind slow moving trucks. So - even if we don't suffer any affects from poor air quality, we will definitely lose the rural community we love. 3

Please consider these comments and keep Cherry Valley as intended – Rural! I will expect comments from my letter to be answered and included in the final EIR. Thank you.

Sincerely yours,

Cynthia L. Kuran

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Cynthia Kuran (C. KURAN)

Comment C.KURAN-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy, and expresses opposition to the project.

Response to C.KURAN-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment C.KURAN-2
Commenter expresses concern regarding air quality and traffic impacts caused by this project, and states that the RDEIR disingenuously reported these as "no impact".

Response to C.KURAN-2
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment C. KURAN-3
Commenter reiterates their reasons for moving to the area/aspects of the community that they enjoy, and expresses opposition to the project. Commenter also states the zoning of the site should be kept as-is. Lastly, Commenter expects his/her comments to be answered and included in the FEIR.

Response to C. KURAN-3
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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July 1, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

bdawson@rctlma.org

Attn: Brett Dawson, Project Planner

RE: San Gorgonio Crossing DEIR (re-do)

Dear Mr Dawson,

BIRKY

My name is Erika Birky. **I live on Roberts Street**. This project will impact me, my family, my farm animals and my property value for YEARS to come. I highly oppose changing the zoning IN MY FRONT YARD for a developer to make money. 1

My family and I moved to this property three years ago because we wanted a rural atmosphere to raise our children. A warehouse in our front yard is NOT rural in any way. The land in front of my house was never intended for a warehouse.

On Page PAP-1 of the General Plan it states: We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be developed. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout the County of Riverside. Clearly, the General Plan for Cherry Valley NEVER intended for a huge warehouse. WHY CHANGE THE ZONING?????? 2

I have four children, three of whom are adopted. My husband and I promised all our children a wonderful childhood full of love, play and security. My seven year-old daughter has severe asthma that we manage with daily medication and environmental modifications. A warehouse project IN MY FRONT YARD with trucks, dust and pollution will do severe damage.

On Page HC-2 of the General Plan it states: The policies in the Healthy Communities Element are intended to address Riverside County's key health issues and challenges with the goal of fostering the overall health and well being of Riverside County residents. In addition, particular attention is paid to those residents who are considered especially vulnerable to public health risks, **including children**, the elderly, the disabled, and those in poverty. It will be hard to protect my daughter from damage to her lungs and let her live a full life outside WITH A WAREHOUSE IN MY FRONT YARD. 3

My twelve year-old son has a treehouse he built all by himself in an old oak tree on our property. He has a barn owl that visits him on a daily basis. We have a set of crows that sit on our horse stalls everyday. Hawks and various birds fly around our house at all times. Bunnies and squirrels live with our goats and rescue pigs. Coyotes frequent our property and keep us on our toes. My little farm back here will never be the same with a huge warehouse and hundreds of trucks on my street daily. PLEASE DO NOT CHANGE THE ZONING IN MY FRONT YARD and ruin the habitat FOREVER. Forever is a long time. I do not think a fee to Riverside county will reverse any of the damage done to surrounding habitat. 4

BIRKY

In the DEIR it says that impacts to upland habitats and associated species will be addressed through participation in the MSHCP (environmental agency for Riverside County). Impacts to vegetation communities, sensitive animal species, and potentially to sensitive plant species will be mitigated to below a level of significance through payment of the MSHCP fee. Again, a fee will not help all the critters that call my farm home. 5

I am writing this letter as a Mom and a farm owner who loves her animals. My children will not benefit from a warehouse and hundreds of trucks in our front yard. You have to CHANGE THE ZONING that is already in effect for this to happen....WHY? For what benefit? And if this were your house? Your family?? Would you want the zoning change to happen? I understand that we are one small family and one small house versus your mega-warehouse project and millions of dollars and a ton of handshakes and promises to politicians. PLEASE STOP THIS. Just keep the zoning the way it is. 6

As an update, all the information in the previous letter remains pertinent. Can you guarantee me my daughters asthma will not be effected?? Can you guarantee me a peaceful night with NO lights and noise from the trucks ALL NIGHT LONG. This warehouse NEVER CLOSES. My family and all my animals will NEVER get a peaceful day. This project is ALL ABOUT THE MONEY for Shopoff and the politicians who support it. This project is a disgusting show of GREED that will not have any positive impacts on our community. KEEP THE ZONING AS IS!!!!

Sincerely,

Erika Birky

Erika Birky
9865 Roberts Street
Cherry Valley, CA 92223
909-553-1330
birkyfamily6@gmail.com

Erika Birky (BIRKY)

Comment BIRKY-1
The commenter states that she lives on Roberts Street and expresses general opposition to the project, stating that the land in front of her house was never intended for a warehouse, which is not rural in character.

Response to BIRKY-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment BIRKY-2
The commenter cites to the Pass Area Plan and states that the General Plan for Cherry Valley never intended to allow a huge warehouse.

Response to BIRKY-2
Please refer to Response to Comment CVAN-10.

Comment BIRKY-3
The commenter cites concerns related to her children's health due to asthma, and cites to page HC-2 (Healthy Communities Element) of the County General Plan. The commenter states that it will be hard to protect her daughter from damage to her lungs with a warehouse in her front yard.

Response to BIRKY-3
Health impacts to sensitive receptors on Roberts Street (where commenter lives) were addressed and would be less than significant. (See RDEIR 3.3-56 to 3.3-59). This includes acute and non-cancer health risks, such as asthma. The maximum chronic and acute non-cancer hazard indices from the operation of the project are estimated to be less than 0.002 and 0.02, respectively, values less than the SCAQMD's significance threshold of 1.0. Therefore, the project's health risks and hazards are less than significant. (RDEIR at 3.3-56).

Comment BIRKY-4
The commenter describes the animals and wildlife around her property, and cites concerns related to damage to habitat. The commenter does not think that payment of a fee to Riverside County will reverse any of the damage done to surrounding habitat.

Response to BIRKY-4
The project would conserve approximately 84.8 acres as open space. The project will not have a significant impact regarding interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. (RDEIR at page 3.4-37). With regard to payment of the fee, commenter is referring to the MSHCP. Please refer to Responses to CVAN-27 and KRANTZ-6 for a more detailed discussion of MSHCP coverage.

Comment BIRKY-5
The commenter reiterates that payment of the MSHCP fee will not help the wildlife who call her farm home.

Response to BIRKY-5
Please refer to Response to BIRKY-4, above.

Comment BIRKY-6
The commenter cites general opposition to the project and states that the zoning should be kept as-is.

Response to BIRKY-6
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Frances and Merele Chapman
1509 High Meadow Drive
Beaumont, CA 92223

Board of Supervisors, Riverside County
4080 Lemon Street, 5th Floor
Riverside, CA 92501

June 19, 2017

Attention: Kevin Jefferies, 1st District; John F. Tavaglione, 2nd District; Chuck Washington, 3rd District; V. Manuel Perez, 4th District; Marian Ashley, 5th District

Dear Supervisors:

CHAPMAN

We are quite concerned about a proposal before the Board of Supervisors to rezone property in unincorporated Cherry Valley from rural/residential to industrial in order to build a 1.8 million square foot logistics warehouse complex called Gateway/San Gorgonio Crossing.

The project site is located a mile or less from four family and senior communities and less than three miles from four public schools. The threat to air quality is substantial. A recent study by the South Coast Air Quality Management District found that a warehouse of this size would attract an estimated 1600, 18-wheel diesel truck trips per day. The additional traffic on recently improved, yet already degrading Interstate Highway 10 would be abhorrent. 1

In addition to the pollution and traffic congestion, this warehouse would bring, as estimated by a panel of local realtors recently estimated, a drop of 10% in property and home values! That would represent a total loss of more than $100 million in home values. 2

Most concerning is the precedent of "spot zoning" this would establish. Riverside County's General Plan would be ignored as an industrial warehouse is dropped into residential Cherry Valley. Once the precedent is set, any neighborhood, *EVEN YOUR OWN,* could be threatened!! 3

We are strong supporters of economic growth in our county, and we believe that logistics warehouses can and should be part of that growth WHEN BUILT IN APPROPRIATE LOCATIONS! Surely, we can create new jobs without dumping warehouses in RESIDENTIAL areas. An advisory committee appointed by Supervisor Ashley, as well as thousands of Riverside County citizens agree that Cherry Valley's residential-zoned property is not an appropriate place for a warehouse. 4

WE URGE ALL OF YOU TO VOTE NO ON THE GATEWAY/SAN GORGONIO CROSSING REZONING.

Sincerely,

Frances Chapman

Merele and Frances Chapman

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Merele and Frances Chapman (CHAPMAN)

Comment CHAPMAN-1
Commenter expresses concern about rezoning the site from rural/residential to industrial. Commenter states that the project site is located a mile or less from four family and senior communities and less than three miles from four public schools. The commenter expresses concern regarding air quality and the amount of traffic the project would bring.

Response to CHAPMAN-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to nearby sensitive receptors, including senior communities or schools. (See RDEIR at 3.3-54 to 3.3-59). With regard to general concerns about hazards to local schools, please refer to Response to Comment LANDA-6. With regard to health risks to children, please refer to Response to Comment SIERRA-22. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment CHAPMAN-2
Commenter expresses concerns regarding impacts to property values in the area.

Response to CHAPMAN-2
Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment CHAPMAN-3
Commenter expresses concerns regarding "spot zoning" or that the proposed re-zoning is improper.

Response to CHAPMAN-3
Please refer to Master Response #2.

Comment CHAPMAN-4
Commenter states that economic growth should be supported but states that there are other sites/alternate sites available in the area for warehouses that are more appropriate.

Response to CHAPMAN-4
Please refer to Response to Comment JENNINGS-2.

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Brett;
I sent this to you earlier this week and then discovered that I sent it to the wrong email address (I had to look at it again through a magnifying glass!). The original cc to did get to the No Way Gateway group though. So here is our input once again:

ELLIOTT

ATT: Brett Dawson (I am cc'ing the No Way Gateway group)
I don't know if I am sending this to the right place or not but we understand that a revised environmental impact report has come out (yet no one ever responded to our concerns emailed to you back in November in regards to report # 534) therefore we need to respond to it before July 10th. 1

We say NO!
We moved to Beaumont in 1975. In 2004 we bought an acre of land in Cherry Valley and now reside here. We moved here to live in the country, to enjoy our senior years and to leave a legacy for our children. We do not want to live surrounded by industrial sites or have to deal with the traffic and congestion which is, by the way, already over the top. We do not want to see buildings, trucks, cement or hear diesel engines go by. We do not want to wait forever to get on and off of the freeway at the ONLY access route we have in Cherry Valley to the I-10 freeway. Not only this but Cherry Valley Blvd. is the only route between houses on the other side (west side) of the freeway to the high school located on Cherry Valley Blvd. Which already creates huge traffic nightmares in the mornings and the afternoons. Oh, and we don't want another access to the freeway so don't create one just for us… we like our small rural atmosphere just the way it is. 2
We do not want our area re-zoned to allow for the building of this or any other project like it. We enjoy the fields, the cows, the goats, the wide open spaces. Projects like this are crowding us out and if you lived out here you would understand what we are talking about.
So we say NO! We want you to put a stop to this nonsense.
By the way, in case you guys don' know, there is zoning just south/southwest of Beaumont, a few miles down the road, for projects like this. Tell the Shopoff Group to leave us alone and move their project over there…I believe it is already available to them. Have them check IT out! 3
Signed, Terry and Debi Elliott, citizens of Cherry Valley, California.

Sent from Windows Mail

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Terry and Debi Elliott (ELLIOTT)

Comment ELLIOTT-1
The commenter expresses general opposition to the project and discusses their previous letter to the Draft EIR.

Response to ELLIOTT-1
Comment noted. Please refer to Master Response #1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment ELLIOTT-2
Commenter is concerned with traffic and the project affecting the area's rural lifestyle.

Response to ELLIOTT-2
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment ELLIOTT-3
Commenter expresses concern regarding re-zoning of the project site and states that there alternate sites available to the project developer.

Response to ELLIOTT-3
Comment noted. Please refer to Response to JENNINGS-2. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

D. INGALLS

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with additional comments concerning the RDEIR and I will expect comments from both letters to be answered in the final EIR. 1

This is a terrible development for this area. The air quality will be seriously compromised by this development. Stop this, if you have the power to do so.

Sincerely Donna P. Ingalls

Print Name and Address Donna P. Ingalls
989 Ironwood Rd
Beaumont, CA 92223

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Donna Ingalls (D. INGALLS)

Comment D. INGALLS-1
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR. The commenter expresses general opposition to the project.

Response to D. INGALLS-1
Please refer to Master Response #1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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EARL BATDORF: A VETERAN who has lived
6-17-2017 IN CALIMESA TWO YEARS.
I moved to A RURAL AREA to get AWAY
RDEIR FROM TRAFFIC AND CROWDS.
534 CHERRY VALLEY BLVD is CROWED ENOUGH AS it is.
DO NOT CHANGE it to A INDUSTRIAL ZONE.

SINCERELY YOURS:

Earl Batdorf

CC: M. Ashley

EARL BATDORF
10320 CALIMESA BLVD SPACE 202
CALIMESA, CA 92320

BATDORF

1

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Earl Batdorf (BATDORF)

Comment BATDORF-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses general opposition to the project.

Response to BATDORF-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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1474 Willowbend Way
Beaumont, CA 92223
January 10, 2017

RE: San Gorgonio Crossing DEIR #534

Mr. Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

PEREZ

Dear Mr. Dawson:

We are residents of Beaumont and parents to two school age children. We moved to Beaumont 13 years ago so that we could enjoy the atmosphere of a small town, provide a safe place for our children to grow and reap the benefits of the living in a healthy environment near the mountains.

We adamantly oppose the San Gorgonio Crossing project for several reasons. First, industrial zoning will bring traffic, noise and pollution. We moved to Beaumont to avoid traffic similar to larger cities with large industrial projects such as Moreno Valley, Redlands and Riverside. We worry about our safety and the safety of our children with the increase of large trucks that a project of this size will bring along the I-10 freeway and local streets. We are concerned about the health of our family, which will be impacted by pollutants that will be increased from industrial projects. We firmly believe industrial projects will negatively impact the quality of life for our family by turning our beautiful rural community into a dilapidated ruin.

1

Finally, we want to reiterate our whole-hearted opposition to the potential rezoning of Cherry Valley which would violate the County's General Plan to "protect the rural character of Cherry Valley."

Sincerely,

Edgar and Laura Perez

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Edgar and Laura Perez (PEREZ)

Comment PEREZ-1

Commenter is generally opposed to the project and is concerned with safety, traffic, noise, and pollution that would be created by the project, and states that the project would violate the County's General Plan to protect the rural character of Cherry Valley.

Response to PEREZ-1

Comments noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (*See* RDEIR at 3.3-54 to 3.3-59). All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. In addition, roadway hazards are specifically addressed at RDEIR pages 3.16-101 to 3.16-103, and would be less than significant with mitigation that will ensure adequate sight distance and appropriate placement of driveways, stop signs, traffic signals, and pavement striping. Noise impacts of the proposed project are evaluated in RDEIR Section 3.12, and would all be less than significant with mitigation. With regard to General Plan consistency, please refer to Responses to CVAN-7 to CVAN-12. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 23, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501
Attn: Mr. Brett Dawson

Re: San Gorgonio Crossing RDEIR #534

HERNANDEZ

Mr. Dawson:

This letter is to comment on the Recirculated DEIR, #534, issued May 26, 2017. In the RDEIR, there is the addition of mitigation measure MM AQ-1f which says that additional signage will be added to the property to "ensure" that trucks are not queuing outside of the facility. What can be ensured is that this mitigation measure will be totally ineffective. No sign whether large, small, or with blinking lights will cause or induce the truck drivers to obey it, and be encouraged not to line up on Cherry Valley Blvd. while waiting to get into the facility. The only thing that may stop them is the constant and consistent presence of law enforcement, with the underlying strong possibility that the truck driver would receive a citation. Law Enforcement is not going to tie up their personnel to give that kind of attention to violating truckers. I dealt with this subject fully in the first letter which I submitted to you. I used researched examples of warehouses in San Bernardino and this on-going problem with truckers. 1

I now refer to mitigation measure MM AQ-1h of the RDEIR. This measure refers to another possible resolution to the concern of trucks lining up and spilling onto the boulevard in question. The design of the building is certainly not going to solve the problem. The original DEIR stated that there could be 30-40 trucks lined up at any one time waiting to enter the facility. This is stated, of course, without any assurance that 40 would be the limit. Also, I do not believe the property, regardless of design, would be able to accommodate a line-up of trucks at these estimated numbers. The attempts, so far, at solving this specific problem are feeble, at best, and insult the intelligence of citizens who truly care about the preservation of this beautiful area, and fully understand the consequences of such a project. 2

Comments concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR, and I will expect comments from both letters to be answered and included in the final EIR. 3

Sincerely yours,

Elaine M. Hernandez

Elaine M. Hernandez
1274 Beck Court
Beaumont, CA 92223

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Elaine Hernandez (HERNANDEZ)

Comment HERNANDEZ-1
Commenter states that Mitigation Measures AQ-1f will not be sufficient to prevent truck queuing on Cherry Valley Boulevard.

Response to HERNANDEZ-1
Please refer to Response to FEATHERSTONE-2.

Comment HERNANDEZ-2
Commenter questions how 30-40 trucks could fit inside the facility and expresses doubt that the facility would be able to accommodate this number of trucks, which would result in queuing outside the project site.

Response to HERNANDEZ-2
Please refer to Response to FEATHERSTONE-2.

Comment HERNANDEZ-3
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to HERNANDEZ-3
Please refer to Master Response #1.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

E. SOUDER

I live in the Solera comunity and it's about one mile from the proposed project. I have lived here for 7½ years and we moved here because of the rural small town atmosphere..

1

I am opposed to this project because it will have a very negative impact in our daily lifes. This will present a very major traffic problem, air quality and the poor visibility and danger and making the turns to get on to the I-10 freeway.

Sincerely

Ernestina Souder

Print Name and Address

Ernestina Souder
1750 Snowberry Rd.
Beaumont, Ca., 92223

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Ernestine Souder (E. SOUDER)

Comment E. SOUDER-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses general opposition to the project, citing concerns regarding air quality and traffic.

Response to E. SOUDER-1
Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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July 6, 2017

Riverside County Planning Department

4080 Lemon Street, 12th Floor

Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

Re: San Gorgonio Crossing DEIR #534

STROMME

Dear Mr. Dawson:

My husband, Bud, and I have lived in Beaumont, CA, Solera's community for 7 years and have enjoyed living in a rural area. Bud is a retired Truck Driver of 38 years.

This Industrial Warehouse that is being proposed on Cherry Valley Parkway with 600+ 18 Wheel diesel trucks will impact our area and cause a lot of health issues to all the resident in our Solera community and other resident areas, environment and our previous animals' too. When the diesel trucks are idling they have a 5 minute shut down, owner operators, disconnect that fitting so that drivers sleeping in the sleeper on a hot day can sleep with the air condition on which means the truck is running and giving out diesel smoke and it goes into the atmosphere and head over to our residential areas. Without the Air Condition on the person does not sleep well and that can cause the person to be a hazard the roads. 1

Also we like the quiet, easy and safe way onto and off the 10 Fwy at Cherry Valley Parkway with the trucks going and coming from that large warehouse there will be a backup on the on and off ramps.

Ernest (Bud) Stromme

Ernest L Stromme

Kathryn Stromme

Kathryn Stromme

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Ernest and Kathryn Stromme (STROMME)

Comment STROMME-1

The commenter cites concerns related to health risks from diesel trucks. The commenter claims that truck drivers will disconnect the fitting to restrict idling to 5 minutes so that they can sleep with the air conditioning on. The commenter also expresses concerns regarding future impacts to the I-10/Cherry Valley Boulevard ramps.

Response to STROMME-1

As discussed in Response to Comment SIERRA-15, the commenter is referring to the State law restriction on idling, which limits truck idling to 5 minutes. All truck drivers are presumed to comply with State law, and signage to this effect will be posted at the project site as required by Mitigation Measure AQ-1g. Actions taken by truck drivers outside of the project site are not within the control of the project applicant/owner. It should be noted that the SCAQMD recommends an idling assumption of 15 minutes; even assuming an idling duration of 15 minutes for each truck accessing the project site, the project's operational and local health risk impacts would be less than significant. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (*See* RDEIR at 3.3-54 to 3.3-59). With regard to impacts to the I-10/Cherry Valley Boulevard ramps, please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for a detailed discussion of the impacts and necessary mitigation measures necessary at this location.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

TEPPER

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relavent to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR

1

Your warehouse does not belong in the area where you want to build it. Find another place. No Way Gateway! You know all the reasons why it is so wrong to build a warehouse here. Please reconsider. Thanking you in advance.

2

Sincerely

Diane Tepper

Print Name and Address

Diane Tepper
1754 Las Colinas Road
Beaumont, CA 92223

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Diane Tepper (TEPPER)

Comment TEPPER-1
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to TEPPER-1
Please refer to Master Response #1.

Comment TEPPER-2
Commenter states that the project does not belong in the area and it is wrong to have this project in the area. Commenter asks the County to reconsider.

Response to TEPPER-2
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Donita Knox
973 Pebble Beach Road
Beaumont, CA 92223
951-833-4070
teacherdme@aol.com

July 1, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

RE: San Gorgonio Crossing, RDEIR #534

D. KNOX

Dear Mr. Dawson,

I retired and moved to Beaumont from the very busy, traffic congested Eastvale area one year ago. I chose to move to Beaumont because I love the rural environment and less traffic. I am very disappointed to hear the Shopoff Groups want to rezone a residential area to commercial so they can construct a massive warehouse with 600 trucks per day. This would cause more freeway traffic, pollution, and an eyesore. 1

The Beaumont community needs more grocery stores, movie theaters, and restaurants that would benefit the area. A massive warehouse has no benefit. Please do not allow this re-zoning to be approved and help us keep Beaumont a safe rural environment for its residents.

Sincerely,
Donita Knox

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Donita Knox (D. KNOX)

Comment D. KNOX-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses general concerns related to freeway traffic, pollution, and aesthetics. Commenter states that there are other amenities more beneficial to the area.

Response to D. KNOX-1

Comment noted. Potential aesthetic and lighting impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

GRIMMERSON

Dear Brett Dawson

as a relatively new resident in Beaumont I am strongly opposed to the development of the San Gorgonio Crossing and warehouse. It ignores the increased traffic congestion and hides many additional reasons, such as increased truck traffic, truck scale lines, and much more truck-producing air quality concerns. 1

As a Navy vet I am disturbed at the way this project is being pushed through.

Stop this project in Cherry Valley from going any further!

Sincerely,
Glenna Grimmerson

My Address is:
1475 Timber Creek Park
Beaumont, CA 92223

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Dennis Grimmerson (GRIMMERSON)

Comment GRIMMERSON-1
Commenter expresses general opposition to the project, citing concerns related to traffic and air quality.

Response to GRIMMERSON-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 7, 2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA. 92501

ATT: MR. Brett Dawson, Project Planner
RE: San Gorgonio Crossing RD EIR # 534

FRANKLIN

Dear Mr. Dawson

I am commenting on the Recirculated RDEIR #534, issued May 26, 2017. On page 3.16-58 of the RDEIR it states that all truck traffic is expected to come from the I-10, to the west of the project. Trucks would access the project through a left turn at the fully signalized intersection of Cherry Valley Boulevard and "A" Street. Trucks and delivery vehicles would call, radio or drive up to the various gates to check in. In Another section, it states that there would be up to 40 OR more trucks on Street A. No mention of all these trucks getting off the Freeway is there? They make it sound like a smooth transition up to the fully signalized A Street! 1

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated RPEIR. Therefore, I am resubmitting my orginal letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered in the final EIR. 2

Sincerely,

John E. Franklin

Duane Franklin

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Diane Franklin (FRANKLIN)

Comment FRANKLIN-1
The commenter refers to the RDEIR's description of how project trucks would access the site through the intersection of Cherry Valley Boulevard and "A" Street, but states that there is no mention of the trucks getting off the freeway; thus, the RDEIR makes it sound like a smooth transition for project trucks traveling from the freeway to A Street.

Response to FRANKLIN-1
Please refer to Response to Comment C. DAVIS-1.

Comment FRANKLIN-2
The commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to FRANKLIN-2
Please refer to Master Response #1.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

CALDEREZ

Dear Brett Dawson

I am very unhappy about the possibility of a truck distribution center requiring rezoning. The traffic, pollution + location are problematic. Locating if nearby other commercially zoned centers make more sense. 1

The 60/10 merge is an ideal location + not a residential area. 2
Thank you for your consideration

Sincerely Diana Cardenas

My Address is:

132 Thistle Creek
Beaumont CA 92223

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Diane Calderez (CALDEREZ)

Comment CALDEREZ-1
Commenter expresses general opposition to the project, citing concerns truck traffic and diesel pollution.

Response to CALDEREZ-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible.

Comment CALDEREZ-2
Commenter states that 60/10 freeway merge area would be an ideal location for the project, rather than a residential area.

Response to CALDEREZ-2
Comment noted. With regard to alternate sites, please refer to Response to JENNINGS-2. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 21, 2017

Riverside County Planning Department
4080 Lemon St, 12th Floor
Riverside, CA 92502-1409

Attn: Mr. Bret Dawson, Project Planner

Re: San Gorgonio Crossing Recirculated DEIR #534

Dear Mr. Dawson

I have lived in this area for 14 years and I am retired. I moved here for the peace and quiet & rural living. I am a cancer survivor and I feel my health will be detrimentally impacted with pollution from the ~~trucks~~ dust and noise.

Deane Haring

HARING

1

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Diane Haring (HARING)

Comment HARING-1

Commenter provides background information and states her reasons for moving to the area. The commenter cites concerns related to health and air quality from trucks coming and going from the project site.

Response to HARING-1

Comment noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

D. DOMINGUEZ-2

Dear Brett Dawson

I have already written two letters concerning my objections to the DEIR. I am reinforcing, again my concerns: the impact on Air Quality and Traffic control. My understanding is that during construction traffic control plans will be prepared, however after construction is completed-we're on our own!

1

Please take into account, seriously Our Concerns!

Sincerely Dolores Dominguez

My Address is: 317 Calvert Park
Beaumont, Ca.

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Dolores Dominguez (D. DOMINGUEZ-2)

Comment DOMINGUEZ 2-1

Commenter states that all of her previous comments to the Draft EIR regarding air quality and traffic control remain pertinent, and that although construction traffic control plans will be prepared, "we're on our own after construction".

Response to DOMINGUEZ 2-1

Please refer to Master Response #1. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. In addition to the construction traffic mitigation measures, there are numerous mitigation measures requiring roadway improvements to mitigate for operational traffic impacts. These measures are listed at RDEIR pages 3.16-84 to 3.16-87. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

AMBS

All the Comments and Questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these Additional Comments Concerning the RDEIR and I will expect Comment from both letters to be answered and included in the final EIR. 1

Given these facts, we believe that there is no longer any justification for keeping this Zoning Change on the fast track. Therefore, we request that it be given to ~~the~~ the County Planning Commission for Thorough review 2

Sincerely
Dona Amos

Print Name and Address

DONA AMOS - 1695 WOODLANDS RD.
BEAUMONT, CA 92223

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Dona Ambs (AMBS)

Comment AMBS-1
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to AMBS-1
Please refer to Master Response #1.

Comment AMBS-2
Commenter expresses concerns/questions regarding the project's "fast track status".

Response to AMBS-2
Please refer to Master Response #3.

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June 21, 2017

RDEIR #534

LYSTRA

Dear Mr Dawson

My name is Debi Lystra and my husbands name is James James has lived in this area since 1970 with his family and I came here to help take care of his Dad because he was ill. and that was in 2003 But I lived in Yuc since 1984 I didn't like living in Yuc because where I lived there were teenagers across the street from me that did drugs and was up all night bothering all the other neighbors many nights they would come around my place and mess with my things and I was scared. 1

So I was happy to move here in this mobile home park because it was so quiet people were nice for a change. and it was a lot less hassles. I have seizures when I get all stressed out or over panicky and each time that I have one it's like Russian roulette, because you never know that the next one I may not come out of it. and that scares me I had a little bottle that knew when I was going to have one and when I did he would bring me out of them, but he's gone now because he got really sick and passed away. So I'm stressing really bad now

-2-

LYSTRA

thinking that your putting a coare
houses here.
Do you really want that on your
conscience when not just me but
everybody around here, great deal
breathing problems or some type of
health issues
Besides some from all types of
places there to conjested with
factory smoke & coare houses
smoke & noise to be here where are
air is clean and where there's
no violence.
and what about our wildlife
and our water resources are
you going to take all that away
from them also.
I'm hoping you'll take in
consideration all the letters
that you'll be getting opposing
this coarehouse being put up.

1
CONT

2

thank you for
your time

Debi Lystra
cc: M. Ashley

Debi Lystra (LYSTRA)

Comment LYSTRA-1
Commenter provides background information about her personal history and health conditions, and cites concerns related to air quality and noise.

Response to LYSTRA-1
Comment noted. Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Noise impacts are addressed in RDEIR Section 3.12, and will be reduced to less than significant levels with mitigation. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment LYSTRA-2
Commenter cites concerns for wildlife and water resources.

Response to LYSTRA-2
Comment noted. It is unclear what impacts to water resources and wildlife the commenter is specifically concerned about, but please refer to Response to Comments HUFFMANN-1 and ADAMS-6 for general discussion about these issues. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 20, 2017

County of Riverside Planning Department
4080 Lemon St. 12th floor
Riverside CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

CHAMBERLAIN

I am commenting on the Recirculated DEIR #534, issued May 26, 2017. We, as residents of the impacted area, do not want this warehouse. We do not want the additional traffic, we do not want the additional pollution that the trucks will bring. There is not one fiber in my body that believes that signage will stop truck drivers from idling outside of the warehouse. They aren't going to go drive around the area while they wait their turn. The truckers are on a tight schedule and want to get in quickly.

1

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with

2

CHAMBERLAIN

these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 2 CONT

Sincerely yours,

Deborah S. Chamberlain

Deborah S. Chamberlain
35348 Smith Ave.
Beaumont CA 92223

Deborah Chamberlain (CHAMBERLAIN)

Comment CHAMBERLAIN-1
Commenter expresses general opposition to the project, citing concerns related to traffic and air quality. The commenter states that signage will be ineffective from stopping truck drivers from idling their engines outside of the warehouse.

Comment noted.

Response to CHAMBERLAIN-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. The five-minute idling restriction is enforceable by State law, and there will be adequate capacity within the facility to prevent trucks from queuing and/or idling; please refer to Response to FEATHERSTONE-2. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment CHAMERLAIN-2
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to CHAMBERLAIN-2
Please refer to Master Response #1.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

VAN CAMP

My name is Dale Van Camp. I live in Jolera + have lived here since April 1, 2017. I moved here because I liked the gated community concept for 55+ Seniors, the less urban area, and the small town atmosphere. It really appealed to me along with the cleaner environment + quiet atmosphere. I must say that I am totally opposed to this warehouse being built in this area (Beaumont/Cherry Valley etc). I am opposed because the truck traffic will be unbearable with noise + freeway/road backups. In addition, the air pollution will increase drastically which then impacts health issues for many Seniors. The rural aesthetic appeal of Cherry Valley would no longer exist along with the fact that families could lose their homes just to make room for a warehouse + the "almighty dollar." What is wrong with getting back to + keeping open spaces + a more rural way of living. So many of us are opposed to this warehouse. It is truly beautiful + peaceful + very calm in this area. Let's keep it that way. We do not need or want your warehouse.

1

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3

4

Sincerely
Dale Van Camp
Print Name and Address
Dale Van Camp
975 Ironwood Rd.
Beaumont, CA. 92223

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Dale Van Camp (VAN CAMP)

Comment VAN CAMP-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses opposition to the project.

Response to VAN CAMP-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment VAN CAMP-2
Commenter expresses concern regarding traffic.

Response to VAN CAMP-2
Comment noted. Impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment VAN CAMP-3
Commenter expresses concern regarding air pollution and health impacts to seniors.

Response to VAN CAMP-3
Comment noted. Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including those in nearby senior communities. (See RDEIR at 3.3-54 to 3.3-59). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment VAN CAMP-4
Commenter expresses opposition to the project and suggests keeping the site rural.

Response to VAN CAMP-4
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

NOLL

My name is Wilfried Noll and I live in the Solera Retirement Comunity. We came from the Central Coast to retire because Beaumont is less expensive. Solera is a beautiful place for old people because it is clean and quet with no crime your building plan would create alot of dirt and polution and noise! We are vehemently opposed to the construction of these Ware houses ~~the~~ because they would destroy the good quality of life that we have now

1

Sincerely Wilfried H. Noll

Print Name and Address WILFRIED H. NOLL
1738 SNOW BERRY RD
BEAUMONT, CA. 92223

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Wilfried Noll (NOLL)

Comment NOLL-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter is generally opposed to the project and is specifically concerned with the dirt, pollution, and noise affecting the quality of life.

Response to NOLL-1

Comment noted. Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Noise impacts are discussed in RDEIR Section 3.12, and will be less than significant with mitigation. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

GARY

Dear Brett Dawson

I understood my previous letter doesn't count and I need to write again. It is this type of legal crap that upsets everyone.

1

As previously stated the air quality, traffic, aesthetics, and possible increased crime are all a major concern. I-10 currently has the highest # of trucks + this would only increase.

I moved here 12 years ago to get away from traffic.

2

Sincerely William Jerry

My Address is:
1566 Turtle Creek
Beaumont, Ca. 92223

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William Gary (GARY)

Comment GARY-1
The commenter expresses frustration regarding his previous letter and having to provide a response to the RDEIR.

Response to GARY-1
Please refer to Master Response #1.

Comment GARY-2
Commenter is concerned with air quality, traffic, aesthetics and increased crime.

Response to GARY-2
Comment noted. Potential aesthetic impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to increased crime, CEQA only requires analysis of potential physical impacts on the environment. The remainder of these comments are related to social or economic concerns and do not identify any environmental issue within the purview of CEQA or the EIR; thus, no further response is necessary. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017
County of Riverside Planning Dept.
4080 Lemon St. 12th Floor
Riverside, CA 92502

RE: San Gorgonio Crossing RDEIR # 534

Dear Brett Dawson:

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017

LUFKIN

My name is William Lufkin and my wife Michele have been a resident of Solana for two years as we downsized from our large home in Riverside. We anticipated a more rural life style, free from the congestion and noise encountered in other parts of Riverside County. Also, the air quality of Beaumont was presumed to be maintained in the future and not erode into the other industrial and warehouse areas in the County. 1

I am concerned that the warehouse project will hurt our house & land values that will ultimately ~~go~~ lessen our retirement life style and our estate value as we leave some legacy for children and grandchildren. There is no doubt the traffic will increase and increase the travel time to and from doctor appointments and other necessary trips. 2

Lets keep rural areas rural as currently enjoyed.

Sincerely yours,
William E. Lufkin
1990 Northview Dr.
Beaumont, CA 92223

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William Lufkin (LUFKIN)

Comment LUFKIN-1
The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to LUFKIN-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment LUFKIN-2
Commenter cites property value decrease and traffic as concerns.

Response to LUFKIN-2
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Riverside County Planning Dept
4080 Lemon St 12th Floor
Riverside, CA 92501

June 19, 2017

Attn... Mr Bret Dawson, Project Planning
Re. San Gorgonio Crossing RDEIR # 534

VELASQUEZ

Dear Mr Dawson. My name is William Velasquez and I have lived in the Cherry Valley area for 5 or 6 years. I moved to this area as a choice to "live" in a retirement community, having served in public service for more than 30 yrs, I chose the City of Cherry Valley as my final destination. I wanted to get "away" from the fast pace, "smog" ridden IE Valley, I chose Cherry Valley. This warehouse idea is a very bad idea it promote all the things I moved away from. this is not suitable to me or my family and especially my grandchildren. As I drive along the freeway I see many, many empty warehouses why would I want more built? Air quality, traffic, congestion, you say 3,000 truck trips a day, no thank you! These so called buildings are not in shortage I for one am very opposed to any more empty warehouses have our Community alone. The Riv County says its "goal" is to protect the rural character and open feel of Cherry Valley of which I am a resident of I do oppose this now and forever.

1

Sincerely yours,
William Velasquez
William Velasquez
10921 Redfield Dr
Cherry Valley CA 92223

cc: Marian Ashley

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William Velasquez (VELASQUEZ)

Comment VELASQUEZ-1

The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter is concerned with the project damaging the rural quality of the area, increasing traffic, and degrading air quality.

Response to VELASQUEZ-1

Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Likewise, impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to preservation of the rural character of Cherry Valley, please refer to Responses to CVAN-7 to CVAN-12. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

WILLIAM

I oppose building of the gateway where in the middle of the already developed senior community. There is already too much traffic on two lane roads

1

Sincerely
William Ward
My Address is:

1553 BIGHORN
Four Seasons

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William (WILLIAM)

Comment WILLIAM-1
Commenter is generally opposed to the project and also expresses concern regarding an increase of traffic.

Response to WILLIAM-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Best place to live!!!

Note Please do not throw this away.

June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

CONCEPCION

Dear Mr. Dawson

Why now, Whereas all or Most of us have gone a good stability here in Beaumont, how can we Change this healthy, good Air, Birds, Coyote & the most was given to us. We have good Water & good neighbors.

Why not sell it to Cost-Co, great and affordable Restaurants, A recreation like Lego lots of Children to appreciate & happy. We don't need an extra Golf Club of maybe Another Gasoline Station # Big Movie Shows to appreciate the good Shows, This is only to mention the few, I am Pretty ~~Shoo~~ sure You have bigger ideas to Contribute by the way Another Police & Fire Station to make our heart happy!

1

Sincerely

ZENAIDA CONCEPCION (Retired Book Keeper) 25 yrs

Print Name and Address

1155 Wisteria Way
Beaumont Ca. 92223

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Zenaida Concepcion (CONCEPCION)

Comment CONCEPCION-1

The commenter expresses general opposition to the project and suggests other types of development that she would like to see occur on the project site.

Response to CONCEPCION-1

Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Riverside County Planning
Department
4080 Lemon Street 12th Floor
Riverside, CA 92501

June 22, 2017

Attn: Mr. Brett Dawson, Project Planner

RECIRCULATED

RE: San Gorgonio Crossing DEIR #534

STEINER

Dear Mr. Dawson:

My name is Willa Steiner. I began working for the Alta Loma School District in 1977as school bus driver. Given my expertise and knowledge of this profession, I was selected to attend the School Bus Driver Instructor Academy in Sacramento. Upon returning, I served as Alta Loma School District's School Bus Instructor for 13 years.

My husband is Robert Steiner. He is a 76-year old man, who served four years in the U.S. Navy as a corpsman aboard the hospital ship USS Haven. Following our marriage, He was employed by the Federal Reserve Bank of San Francisco at the Los Angeles branch, where he worked for 33 years until his retirement in 2000.

I retired from Alta Loma School District in 2002, after 25 years. For several years prior to our retirement, we had many discussions regarding what we would do and where we would live. We both loved Alta Loma, but unfortunately, they didn't really have much to offer us as retirees. We had a lovely home but we were the oldest residents on our block. 1

We had a 5th Wheel trailer so we did a lot of traveling at that time. We remembered seeing the construction of what was going to be a senior mobile home community. As my retirement grew near, we began thinking seriously about what we would do and where we would live. We then remembered the senior community we watched develop. We took a drive out to have a look. The moment we turned into this beautiful community, we knew this was where we wanted to be.

Plantation On The Lake was in the process of developing phase 3. We were taken to the sites that were not developed as of yet. We chose our site and gave them a deposit. We were very excited about our decision to move here to this lovely, unspoiled rural community of Calimesa. To this day, we have never had a moment of regret regarding our decision.

We still love living here. We love that there is no air pollution. We love that in springtime the rolling hills become green again. We love that we actually are as much as 10 degrees cooler in the summer than Redlands or San Bernardino.

But now we are being faced with the destruction and degrading of the wonderful area we live in. We are facing the construction of warehouses that will not only eliminate our green rolling hills, but will invite an unimaginable number of large 18-wheeler trucks that will be a horrible burden on our local streets, not to mention the pollution that these trucks will bring to our clean air community. 2

I read you are proposing the construction of round-a-bouts at the Cherry Valley Boulevard on and off ramps. Yucaipa developed round-a-bouts on Yucaipa Boulevard. I read many opinion columns in the local paper, *The Yucaipa-Calimesa News Mirror,* how much those residents hate them. They find them confusing and dangerous. 3

I bowl at *Canyon Lanes* by the *Morongo Casino*. Getting off the freeway at Morongo, I have to negotiate three round-a-bouts. I've been doing this for four years and it still makes me very nervous because I don't know if another vehicle will stop.

Another problem that will occur if you go forward with these plans is the almost certain premature destruction of our local roads. Here's an example of what those 18-wheelers do. On Calimesa Boulevard, we occasionally have these large trucks driving through for whatever reason. The Boulevard was resurfaced less than two years ago, and from the minor truck traffic, the street is already in horrible condition with large cracks and deep potholes. 4

I was under the impression that our local governments are here to help and protect their constituents from situations that can be detrimental to their health and wellbeing. If you support this idea that will most certainly affect our health and wellbeing not to mention our property values, then you need to step down so we can elect people that will do what they are supposed to do; protect the taxpaying residents of the communities (Yucaipa, Calimesa and Beaumont) involved, from this life-changing situation. **PLEASE DON'T LET THIS HAPPEN!** 5

Sincerely,

Willa Steiner

Willa Steiner

10961 Desert Lawn Drive Spc. 479

Calimesa, Ca 92320

cc: M. Ashley

Willa Steiner (STEINER)

Comment STEINER-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to STEINER-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment STEINER-2
The commenter expresses general opposition to the project, specifically regarding trucks and air quality.

Response to STEINER-2
Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment STEINER-3
Commenter cites concerns related to roundabouts.

Response to STEINER-3
Comment noted. Please refer to Response to Comment HOFFECKER-1.

Comment STEINER-4
Commenter is concerned about the condition of the streets with regular truck traffic.

Response to STEINER-4
Comment noted. With regard to wear and tear on local roadways, please refer to Response to FOULADI-13.

Comment STEINER-5
Commenter states that local governments must protect their constituents and property values will decrease.

Response to STEINER-5
Comment noted. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. The remainder of these comments are related to social or economic concerns and do not identify any environmental issue within the purview of CEQA or the EIR; thus, no further response is necessary. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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1627 A Beaver Creek
Beaumont, CA 92223
June 25, 2017

Riverside County Planning Department
4080 Lemon Street – 12th Floor
Riverside, CA 92501

ATTN: Brett Dawson, Project Planner

Dear Mr. Dawson:

ASHTON

Subject: San Gorgonio Crossing DEIR

Since the developer has managed to avoid replying to our first letter of objection to having two warehouses built in Cherry Valley, we are writing again to oppose this project. 1

We strongly oppose the Riverside County Planning Department approving the building of two warehouses in Cherry Valley. These warehouses will affect the quality of life for all residents of this area. We have lived in Beaumont for 11 years. We moved here to enjoy a slower, more rural pace of life during our retirement. 2

The rapid growth of this community has already impacted traffic. Our local governments have not been able to keep up with the growth, both financially and physically. The thought of many more commercial diesel trucks using Highway 10 and entering and exiting Cherry Valley Boulevard is daunting. We do not need that increase in traffic in our area.

The property is currently zoned for residential development and is surrounded by existing and planned medium and low density residential and rural properties. Rezoning the property to accommodate commercial and industrial development is an example of "spot zoning" which is detrimental to the use and development of the adjacent and nearby properties for residences. 3

We are concerned that approval of the San Gorgonio Crossing Project would result in similar industrial projects being approved nearby to the detriment of our community's environment.

Supposedly the goal of the Riverside County Planning Department is to keep Cherry Valley rural in personality, rather than a community with ugly warehouses with increased traffic, noise and pollution. Please do not let the developers build these warehouses in our community. 4

We urge you to decline approval of this project because it will adversely impact our traffic, environment, and character of our beautiful community.

Sincerely yours,

William P. Ashton

Jane C. Ashton

William P. and Jane C. Ashton

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William and Jane Ashton (ASHTON)

Comment ASHTON-1
The commenter expresses general opposition to the project and alludes to the fact that he did not receive a reply to his first letter.

Response to ASHTON-1
Comment noted. Please refer to Master Response #1, Recirculation. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment ASHTON-2
Commenter is opposed to traffic that the project would create.

Response to ASHTON-2
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments and ramps, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment ASHTON-3
Commenter is concerned with "spot zoning"

Response to ASHTON-3
Please refer to Master Response #2.

Comment ASHTON-4
Commenter expresses general opposition to the project and states that the goal of the County should be to preserve the rural character of Cherry Valley.

Response to ASHTON-4
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Tuesday, June 27, 2017

County of Riverside Planning Department'
4080 Lemon St, 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

FLANDERS-2

Dear Brett Dawson

I am commenting (YET AGAIN) on the Recirculated DEIR, #534, issued May 26, 2017. Please respond to my concerns. Thank You in advance for your replies.

Please consider this comment along with my prior comments (still valid) as RDEIR #534 is evaluated and hopefully declined approval.
I expect and deserve a personal reply! 1

We moved to Cherry Valley about 30 years ago after seeing young people riding their horses to the store and we decided this was where we wanted to live and retire.

The reason there are many retired people in Cherry Valley is that it's a quality place to live. Cherry Valley is so quiet at night that we hear coyotes, an occasional siren or a dog barking, and sometimes a train whistle in the distance. People take vacations to places to find peace and quiet... we already live in that place. We like it this way.

Why would we want to hear truck sounds all night long? We Don't!

Speaking of retirees, many of us have developed health issues including breathing problems. The thought of such a large volume of truck traffic and emissions scare us.

Why would we want to breathe in all those additional fumes?

In a letter I sent months ago, I suggested a winery and grape vineyards for that property because Supervisor Ashley asked for our ideas. Some grapes do well on less water than others. Wineries can be profitable and they seem peaceful. 2

This report mentions the zoning around the proposed warehouse. It shows rural residential areas. Who wants their rural house overlooking a warehouse, or listening to, smelling, or breathing in fumes from trucks day and night?

I also want to mention our traffic. When we go to the freeway, or even get to the vicinity of the freeway, the traffic is already terrible. From Cherry Valley, we use the on and off ramps at Highland Springs, Oak Valley, or Cherry Valley Blvd. You'll notice that I didn't say Beaumont Avenue. Folks I know drive to the other ramps because the intersection of Beaumont Ave and the 10 Freeway is already a nightmare. The other ramps are getting worse and worse. Don't add those big trucks to the mix. 3

FLANDERS-2

Cherry Valley folks have worked very hard to retain zoning to keep Cherry Valley Rural. Many years ago, I remember taking a day off work to go to a Riverside County meeting way out in Indio when they were working on a County zoning plan. We looked over the proposed plan and registered our thoughts and needs. WE VOTED! Our input helped develop current zoning for a reason. I object now because it seems that the County is disregarding our wishes in exchange for developer money.

4

Please Don't Allow This Zone Change! It's just *not* the right thing to do!

Very Sincerely,

Frances Flanders.

Frances Flanders
41045 Mohawk Circle
Cherry Valley, CA 92223

Frances Flanders (FLANDERS-2)

Comment FLANDERS-2-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter states that all of her **previous comments** to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to FLANDERS-2-1
Comments noted. Please refer to Master Response #1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment FLANDERS-2-2
Commenter states that many residents are retirees who developed health issues including breathing problems, and expresses opposition to the truck traffic and emissions brought by the project. Commenter suggests replacing the project with wineries and grape vineyards.

Response to FLANDERS-2-2
Comments noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment FLANDERS-2-3
Commenter expresses concerns regarding truck traffic and freeway traffic.

Response to FLANDERS-2-3
All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts.

Comment FLANDERS-2-4
Commenter expresses general opposition to the project on the basis that it violates the County's General Plan goal of protecting the **rural character** of Cherry Valley.

Response to FLANDERS-2-4
Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3.

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July 7, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, CA 92501

Re: San Gorgonio Crossing, RDEIR #534

DUNCAN

Dear Mr. Dawson,

I grew up in Moreno Valley and after college saw the direction Moreno Valley was going in, with warehouses and the resulting truck traffic and decided to buy a home in Beaumont after falling in love with the rural atmosphere of the Beaumont/Cherry Valley area. I am now about to start a family and the zoning change required for the San Gorgonio Crossing development and resulting environment change that would evolve in this more rural area, would probably result in my personal decision to leave the area. I understand that development happens (and should) but zoning is intended to provide appropriate growth and shouldn't be changed just for the monetary benefit of some at the detriment of others. 1

Please respect the appropriate previous zoning for residential development in this area.

Sincerely,

Kara Duncan

Kara Duncan
1341-A Bittersweet Dr
Beaumont, CA 92223

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Kara Duncan (DUNCAN)

Comment DUNCAN-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy, and states general opposition to the project.

Response to DUNCAN-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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July 7, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, CA 92501

Re: San Gorgonio Crossing, RDEIR #534

K. TAYLOR

Dear Mr. Dawson,

My husband and I moved to Beaumont from Moreno Valley eleven years ago because we saw the direction Moreno Valley was going in, with warehouses and the resulting truck traffic. We fell in love with the rural atmosphere of the Beaumont/Cherry Valley area and decided to move to the relaxed environment that Beaumont could provide. The zoning change required for the San Gorgonio Crossing development and resulting environment change that would evolve in this more rural area, would probably result in our personal decision to leave the area. I understand that development happens (and should) but zoning is intended to provide appropriate growth and shouldn't be changed just for the monetary benefit of some at the detriment of others. 1

Please respect the appropriate previous zoning for residential development in this area.

Sincerely,

Kate Taylor

Kate Taylor
1111 Silverleaf Canyon Rd.
Beaumont, CA 92223

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Kate Taylor (K. TAYLOR)

Comment K. TAYLOR-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy, and states general opposition to the project.

Response to K.TAYLOR-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

WALTER

John & Kathy Walter.
WE MOVED HERE FROM OREGON 2 YRS. AGO.
THEY REASEN WAS THIS BEAUTIFUL AND CLEAN AIR.
MY HUSBAND IS A VETERAN AND HAS A SEVERE
HEALTHproblem. THE NICE CLEAR AIR & QUIET
SOROUNDING. WE DO NOT LIKE THE IDEA OF
HAVING A big (WAREHOUSE'S) AND MANY
TRUCKS going by HERE EVERY day.

1

Sincerely Katharina Walter

Print Name and Address KATHARINA WALTER
951 ESSEX Rd BEAUMONT, CA. 92223

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Katherina Walter (WALTER)

Comment WALTER-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy, and states general opposition to the project.

Response to WALTER-1

Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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July 10, 2017
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner
RE: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson:

TALKINGTON

My name is Katherine Talkington. I have lived in the San Gorgonio Pass area since 1979 and purchased a residence in Cherry Valley in 2003 with my 2nd husband, Terry Talkington. We purchased in Cherry Valley because my husband lived here since 1982 and enjoyed the rural lifestyle, low traffic, and relative safety of this unincorporated community. We are opposed to plans for San Gorgonio Crossing, an industrial warehouse in Cherry Valley as this will have a negative impact which is not mitigated by any potential benefits. 1

The proposed mega-warehouse will severely increase traffic at the Cherry Valley Blvd exit which is already congested at times due to City of Beaumont housing developments on the south side of I-10. Locating a mega-warehouse in Cherry Valley would only increase the intensity and duration of traffic congestion at the Cherry Valley/Tukwet exit. Furthermore, the section of I-10 in the San Gorgonio Pass is a vulnerable East/West corridor. In cases of accidents, weather emergencies, or freeway construction/repairs alternate routes direct this heavy traffic through residential areas and roads that are not adequate for heavy truck traffic. This severely impacts the quality of life and local air quality for residents. In addition, air quality issues from traffic on the I-10 would be greatly increased due to the additional traffic caused by the mega-warehouse. This would severely impact those residents with health issues and especially children in three schools located in close proximity to the proposed project. 2

The proposed roundabout concept is an especially hazardous idea because of the difficulty for a large tractor/trailer in negotiating a roundabout while keeping smaller vehicles in view. Although the developer has agreed to pay a fair share toward construction of interchange improvements, this will not accomplish a mitigation of negative impact. It is likely that negative impact on traffic would far outpace the developer's ability to construct traffic improvements. 3

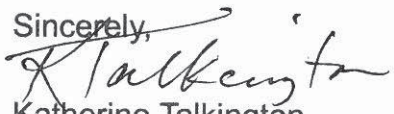
TALKINGTON

The County General Plan recognizes the rural heritage of Cherry Valley as a Community of Interest. Residents have a reasonable expectation the County will safeguard this lifestyle. The proposed warehouse project is an encroachment of land use that would result in negative impact from noise, excessive traffic, reduction in air quality, and public safety issues. 4

The project proposal includes some token items, a rural water tower and a wooden barn structure, to evoke a rural theme. These will be dwarfed by the overall size of the warehouse. It is foolish to think that these affectations will serve as the proposed visible focal point and welcoming gateway to the Cherry Valley community. The warehouse and accompanying traffic will serve as a reminder of the failure of the County of Riverside to protect a valuable open space area and its residents who have eschewed city governments and urbanization. 5

I remain opposed to the proposed San Gorgonio Crossing project. I urge you to reject this proposal. If you have further questions, please feel free to contact me at (951)845-1794.

Sincerely,



Katherine Talkington
Cherry Valley resident

39096 Vineland St.
Cherry Valley, CA 92223

Katherine Talkington (TALKINGTON)

Comment TALKINGTON-1
The commenter provides background information and states her reasons for moving to the area. The commenter expresses general opposition to the project.

Response to TALKINGTON-1
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment TALKINGTON-2
The commenter expresses concerns regarding increased traffic at the I-10 freeway/Cherry Valley Boulevard/Tukwet ramps, which are already congested. The commenter cites concerns regarding the freeway mainline segments of the I-10 freeway in the San Gorgonio Pass, which is a vulnerable east/west corridor that could result in traffic being routed through residential areas in the case of accidents, emergencies, or repairs. The commenter also states that air quality issues from traffic on the I-10 would be greatly increased due to the additional traffic caused by the project, which would impact residents with health issues and school children located in three schools located in close proximity to the project.

Response to TALKINGTON-2
All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur to certain roadway and freeway facilities due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Please refer to Response to Comment C. MORAN-2 and Response to Comment EICHNER-4 for further information regarding developer's fair share cost and the timing of the necessary improvements at the I-10 freeway/Cherry Valley Boulevard ramps.

Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (*See* RDEIR at 3.3-54 to 3.3-59). Please also refer to Responses to Comments SIERRA-22, HAGUE-2, and BIRKY-3.

This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment TALKINGTON-3
The commenter states that the proposed roundabout concept is hazardous because of the difficulty for a large tractor trailer negotiating a roundabout while keeping smaller vehicles in view. The commenter states that although the developer has agreed to pay its fair share toward construction of interchange improvements, this will not mitigate the negative impact.

Response to TALKINGTON-3
With regard to the potential roundabout, please refer to Response to Comment D. HOFFECKER-1. Please refer to Response to Comment C. MORAN-2 and Response to Comment EICHNER-4 for further information regarding developer's fair share cost and the timing of the necessary improvements at the I-10 freeway/Cherry Valley Boulevard ramps.

Comment TALKINGTON-4
The commenter states that the General Plan recognizes the rural heritage of Cherry Valley as a Community of Interest, and that residents have a reasonable expectation that the County will safeguard this lifestyle. The commenter states that the project is an encroachment of land use that would result in negative impact from noise, excessive traffic, reduction in air quality and public safety issues.

Response to TALKINGTON-4
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12, and Response to SIERRA-33. Impacts related to noise are discussed in RDEIR Section 3.12, and can all be reduced to less than significant with mitigation. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. The project would not result in any public safety issues. (RDEIR pages 3.14-10 to 3.14-13). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment TALKINGTON-5
The commenter expresses dissatisfaction with the proposed barn/water tower features and expresses general opposition to the project.

Response to TALKINGTON-5
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

URUH

ATTN: MR. BRETT DAWSON

I DO. NOT WANT THE TRUCKING COMPANY TO MOVE NEXT TO US BECAUSE OF THE AIR POLUTION AND THE WATER TABLE POLUTION IN REGARDS TO SAN GORGONIO CROSSING RDEIR # 534

1

Kathryn Urueh

6/14/17

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Dan and Kathryn Uruh (URUH)

Comment URUH-1
Commenter expresses concerns with air pollution and water table pollution.

Response to URUH-1
Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3; the RDEIR discloses the project's significant and unavoidable impacts related to air quality and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to impacts to the water table, please refer to Response to HUFFMANN-1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 20, 2017

Judith M. Fouladi
36042 Eagle Lane
Beaumont, Calif., 92223

Riverside County Planning Dept.
4080 Lemon St., 12 Floor
Riverside, Calif., 92501

ATTN: BRETT DAWSON Re: Recirculated Draft EIR #534

Dear Mr. Dawson,

FOULADI

My initial letter to you regarding this matter is dated December 29, 2016, with no response having been given by you. This is my second letter expressing unanswered concerns regarding the proposed Gateway mega-warehouse project at the Cherry Valley exit. As you know, the Cherry Valley area is a designated rural location. I understand the Riverside County General Plan has as its stated goal the protection of, and dedication to, the rural character of Cherry Valley. I specifically chose my Beaumont home for this rural beauty and for the open spaces, with views of the San Gorgonio Range and for the excellent air quality the area provides. 1

I am stunned by the information that a planned 1.8 million square foot warehouse is being considered for development in this beautiful, rural area. I understand this warehouse/trucking facility is projected to service 600 18-wheelers/big rigs per day! The impact of this facility will adversely affect our air quality; create a public safety risk resulting from the traffic this area is not designed to service; and create an overall adverse impact to the area. Since the Riverside County General Plan has a goal of protecting the rural, country nature of Cherry Valley, please explain how a 1.8 million sq. ft. warehouse/trucking facility is compatible with the existing, documented General Plan? 2

Please explain the following, in detail:

1.) The time frame and process by which the property owner was able to have this zoning request change (from rural to industrial) to a 'Fast Tracked' status, avoiding the standard process of proceeding before the planning board, with approval and 3

FOULADI

input from the Board of Supervisors. Please explain how this occurred, and why there would be a deviation from the Riverside County General Plan which specifically protects Cherry Valley's rural/country character. 3 CONT

2.) Why is a decision of this magnitude not going before professional City Planners for their input and review, as is customary for this type of project? Are there other projects of comparable magnitude within the last 10 years that have by-passed the City Planning Dept.? 4

3.) Has any investigation been conducted with respect to possible underground water tables/reservoirs within the immediate vicinity of the proposed project which would be affected by the pollutants and emissions a project of this magnitude would be expected to produce? 5

4.) Has any investigation been conducted with respect to possible ancient Indian artifacts which may be buried within the immediate vicinity of the proposed project? In this regard, have the local Tribes been notified of the planned project, specifically the Morongo Indian Tribe? 6

5.) What, if any, credible studies have been conducted regarding what will clearly be a significant adverse impact to Beaumont's life-sustaining aquifers and water table resulting from petroleum related emissions and leakage these semi-trucks will create? 7

6.) What is the anticipated drainage and run-off resulting from tire dust, oil, transmissions fluids, hydrolic fluids and spills to the local environment? What credible studies have been conducted in this regard? 8

7.) What credible studies will be, or have been, conducted on the issue of the effect of cancer causing pollutants resulting from this type of traffic and emissins/pollutants? 9

8.) What added burdens might be expected from the influx of transient truckers, especially potential increase of crime (e.g. prostitution servicing truck drivers, hold-ups, drug usage)? 10

9.) What parking facilities might be expected to service the hundreds of anticipated big rigs? 11

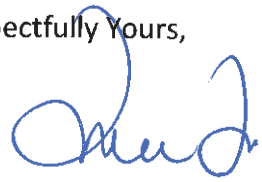
10.) What credible studies, if any, have been conducted regarding potential lighting pollution this type of project will create for the environment? 12

11.) What plans, if any, have been made for existing infrastructure to absorb this planned, added traffic and what funds, if any, are proposed to be set aside by the County to service infrastructure (referring, specifically, to existing roads, off ramps, drainage, traffic control lights, road lighting)? 13

12.) What input, if any, has been received from potential interested groups and community stake-holders, such as Cal-Trans; the California Highway Patrol; the Sierra Club; the Morongo Indian Tribe; Senior Citizen communities (e.g. Four Seasons, The Lakes); Beaumont City Council, regarding the proposed project? 14

I look forward to your response this time.

Respectfully Yours,



Judith M. Fouladi

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Judith Fouladi (FOULADI)

Comment FOULADI-1
The commenter states that she did not receive a response to her initial letter dated December 29, 2016, and that this is her second letter. The commenter states that the Riverside County General Plan has a stated goal of protection of, and dedication to the rural character of Cherry Valley. The commenter states that she chose her home for the rural beauty, views, and air quality of the areas.

Response to FOULADI-1
Please refer to Master Response #1. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment FOULADI-2
The commenter states that she is stunned by the information that a 1.8 million square foot warehouse is being considered for development in the area, and that the warehouse is projected to service 600 big rig trucks per day. The commenter states that the project will adversely affect air quality, create a public safety risk resulting from the traffic, and create overall adverse impacts. The commenter questions how the project is consistent with the General Plan's goal of protecting the rural character of Cherry Valley.

Response to FOULADI-2
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12, and Response to SIERRA-33. Impacts related to noise are discussed in RDEIR Section 3.12, and can all be reduced to less than significant with mitigation. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. The project would not result in any public safety issues. (RDEIR pages 3.14-10 to 3.14-13). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment FOULADI-3
The commenter requests an explanation of how the property owner was able to have the project application "fast tracked," and why there would be a deviation from the Riverside County General Plan which specifically protects Cherry Valley's rural/country character.

Response to FOULADI-3
With regard to the project's fast track status, please refer to Master Response #3. With regard to the rural character of the area and General Plan consistency, please refer to Responses to Comments CVAN-7 to CVAN-12, and Response to SIERRA-33.

Comment FOULADI-4
The commenter questions why a decision of this magnitude is not going before professional City Planners for their review and input, and questions whether there are other projects of comparable magnitude within the last ten years that have bypassed the City Planning Department.

Response to FOULADI-4
Please refer to Master Response #3. The project is being processed by the County of Riverside Planning Department.

Comment FOULADI-5
The commenter questions whether any investigation has been conducted with respect to possible underground water tables/reservoirs within the vicinity of the proposed project that could be affected by the pollutants and emissions of the project.

Response to FOULADI-5
The depth to the regional groundwater in the vicinity of the site is approximately 150 to 200 feet below the ground surface. (RDEIR at 3.8-4). With regard to the project's potential water quality impacts, please refer to Response to HUFFMANN-1.

Comment FOULADI-6
The commenter questions whether investigation has been conducted with respect to possible ancient Indian artifacts that may be buried within the immediate vicinity of the project, and whether local tribes have been notified of the project, specifically the Morongo tribe?

Response to FOULADI-6
A request was sent to the Native American Heritage Commission (NAHC) for a search of the Sacred Lands File for the project area. A response from the NAHC was received on September 10, 2012 indicating that no Native American cultural resources were known within the project area. Included with the response was a list of eight Native American representatives who were sent information request letters on September 12, 2012. As of the date of the Phase I Cultural Resources Assessment report, one response was received from Michael Contreras of the Morongo Band, who indicated that there were no sacred lands located within the project area. There are no known cultural or tribal resources within the project site that would be impacted by project development. Although there are no such observable resources within the project area, the potential exists for encountering unknown buried historic resources during project construction. As such, Mitigation Measure CUL-1 and CUL-1b are proposed in the RDEIR to reduce impacts related to potential inadvertent discovery of historic resources to a level of less than significant. In addition, Mitigation Measure CUL-1b has been revised in consultation with the Soboba Band of Luiseno Indians, to require mitigation related to the curation of any tribal artifacts in a manner that is acceptable to the tribe.

Comment FOULADI-7
The commenter questions what credible studies have been conducted regarding the significant adverse impact to Beaumont's life-sustaining aquifers and water table resulting from petroleum-based emissions and leakage the semi-trucks will create.

Response to FOULADI-7
Please refer to Response to HUFFMANN-1.

Comment FOULADI-8
The commenter questions what is the anticipated drainage and runoff resulting from tire dust, oil, transmission fluids, hydraulic fluids and spills to the local environment, and what credible studies have been conducted in this regard.

Response to FOULADI-8
Please refer to Response to HUFFMANN-1.

Comment FOULADI-9
The commenter questions what credible studies have been conducted on this issue of the effect of cancer-causing pollutants resulting from this type of traffic emissions and pollutants.

Response to FOULADI-9
Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (*See* RDEIR at 3.3-54 to 3.3-59).

Comment FOULADI-10
The commenter asks what added burdens might be expected from the influx of transient truckers, especially a potential increase of crime.

Response to FOULADI-10
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. Other social or criminal considerations are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project.

Comment FOULADI-11
The commenter asks what parking facilities might be expected to service the hundreds of anticipated big rigs?

Response to FOULADI-11
The project would provide 120 parking spaces for office use and would include warehouse parking and trailer parking to establish a total of 1,237 spaces, as well as additional bike spaces. A conceptual site plan for the project is shown in Exhibit 2-6. (RDEIR at 2-10).

Comment FOULADI-12
The commenter asks what credible studies, if any, have been conducted regarding potential lighting pollution this type of project will create.

Response to FOULADI-12
Potential aesthetic and lighting impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation. As stated in Aesthetics Section 3.1 of the RDEIR, the project site is currently regulated by Riverside County Lighting Ordinance No. 655 regarding the appropriate lighting methods to be used to reduce light and glare within 45 miles of the Mt. Palomar Observatory as areas develop. The project will comply with Ordinance No. 655, which includes regulations for the type of lighting, lamp source, and shielding of light emissions for outdoor light fixtures intended to minimize effects of lighting on the viability of the observatory, as demonstrated in the project-specific Photometric Plans. (See RDEIR at 3.1-31 to 3.1-32). As shown in RDEIR

Exhibits 3.1-5a and 3.1-5b, the project would not cause light spillage onto adjacent properties, including the Cherry Valley Boulevard right-of-way or residential properties to the north and west.

Comment FOULADI-13
The commenter asks what plans, if any have been made for existing infrastructure to absorb the added traffic from the project, and what funds, if any are proposed to be set aside by the County to service infrastructure such as existing roads, off-ramps, drainage, traffic control lights, and road lighting?

Response to FOULADI-13
Please refer to RDEIR pages 3.16-27 to 3.16-29 for a discussion of the Transportation Uniform Mitigation Fee (TUMF) program administered by Western Riverside Council of Governments (WRCOG), the Riverside County Development Fee (DIF) program, and Measure A funds that are used to fund such improvements. The project will pay TUMF and DIF fees to offset its fair share contribution to impacts on transportation facilities. With regard to project-specific mitigation to address traffic impacts, necessary mitigation measures related to roadway improvements are listed at RDEIR pages 3.16-84 to 3.16-87.

Comment FOULADI-14
The commenter questions what input, if any, has been received from potential interested groups and community stakeholders regarding the proposed project such as Caltrans, the California Highway Patrol, the Sierra Club, the Morongo Indian Tribe, senior citizen communities, and the Beaumont City Council

Response to FOULADI-14
Please refer to Response to VANROOIJEN-24.

June 21, 2017

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

J. MORGAN

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017. It is concerning that our original letters were not seen by the Supervisors and, instead, the developer in an effort to sidestep that exposure, redrafted the EIR. Because there is such widespread local opposition to this "San Gorgonio Crossings" project, I am again adding my voice to all who are vigorously opposed. It's also interesting to note that in order to possibly deflect this negativity toward the project, the name was changed from its original "Gateway" to its present "San Gorgonio Crossings." 1

Yet despite these efforts, opposition to this project is vigorous, organized and informed. No amount of "mitigation measures" or "project alternatives" can alter the fact that this project is **completely incompatible and inappropriate land use** for this beautiful piece of property and goes directly against the General Plan. A huge increase in vehicle truck traffic and detrimental effects on our air quality are two main reasons why **this project will simply have widespread and insurmountable negative effects!** 2

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 3

Sincerely yours,

Judy L. Morgan

Judy L. Morgan
971 Gleneagles Road
Beaumont, CA 92223

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Judy Morgan (J. MORGAN)

Comment MORGAN-1
Commenter expresses states that they are adding their voice to others who oppose the project.

Response to MORGAN-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment MORGAN-2
Commenter expresses general opposition to the project on the basis that it violates the County's General Plan, and cites concerns related to traffic.

Response to MORGAN-2
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment MORGAN-3
Commenter states that all of her **previous comments** to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to MORGAN-3
Please refer to Master Response #1.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

BAKER

I find it difficult to believe that the County Board of Supervisors would allow this massive warehouse to develop in our area!
The congestion of traffic on and off the freeway would be horrendous. Our roads are not built to take the amount of traffic this would produce.

Our property values will decrease.
Air pollution will increase.
The reason many people live here is to enjoy a rural lifestyle.

1

If the Board is really looking out for us, the citizens in this area, they will not continue with this destructive venture!

Sincerely

Julie Baker

Print Name and Address

Julie Baker 1788 Scottsdale Rd. Beaumont

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Julie Baker (BAKER)

Comment BAKER-1
Commenter cites concerns with traffic on roads, air pollution, and a decrease in property values.

Response to BAKER-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16.

The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. CEQA only requires analysis of potential physical impacts on the environment. The remainder of these comments are related to social or economic concerns and do not identify any environmental issue within the purview of CEQA or the EIR; thus, no further response is necessary. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

K. CHAVEZ

I am retired from 20 years of service with Riverside County DPSS. I chose the Cherry Valley Beaumont area for retirement and purchased my home in the 55+ community. My reasons were the rural atmosphere and slower pace of living.

I oppose the San Gorgonio Crossing warehouse project. This is not the place for such a project. Thousands of retirees in the adjacent communities have chosen this place for peace and quiet.

Do not let one company's greed ruin the retirement of thousands and the gem of Riverside County for retirees.

1

Sincerely Katherine T. Chavez

Print Name and Address

Katherine T. Chavez
1729 Desert Poppy Lane
Beaumont CA 92223

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Katherine Chavez (K. CHAVEZ)

Comment K. CHAVEZ-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy, and expresses general opposition to the project.

Response to K. CHAVEZ-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 23, 2017

County of Riverside Planning Department

4080 Lemon Street, 12th Floor, Riverside , CA 92502RE: San Gorgonio Crossing RDEIR # 5

CORONADO

Dear Brett Dawson: My husband and I moved to Yucaipa after I retired two years ago. My husband is permanently disabled and I have Chronic Asthma and Bronchitis. We sold our home in LA County to get away from all the congestion, overcrowdedness, crime and poor air quality. 1

This poorly thought out project certainly did not take into consideration the negative impact ,environmentally, health wise and the future impact on negative home values. This project would forever change the quality of life my husband and I worked so hard to achieve.

We adamantly oppose this project for environmental issues such as poor quality of air not to mention stream beds and wildlife disruption. Also the quiet rural neighborhood we moved into would just become another polluted city. 2

Another serious concern would be the value of our homes. With this project home values would plummet and this would negatively impact home owners. Who would want to purchase a home in an industrial area with all these serious issues ?.We strongly urge you to stop this project from being built and consider the quality of life for those who would be negatively impacted by this project rather than look at the profitability. 3

Sincerly, John and Norma Coronado

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John and Norma Coronado (CORONADO)

Comment CORONADO-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter also expresses concerns related to health, and impacts to property values in the area.

Response to CORONADO-1
Comment noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). Please also refer to Responses to Comment BIRKY-3. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment CORONADO-2
Commenter expresses opposition of the project with concerns related to air quality, stream beds, and wildlife disruption.

Response to CORONADO-2
Comment noted. Impacts related to air quality are discussed in RDEIR Section 3.3 .The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to impacts to streams, please refer to Response to Comment W. MILLER-1. With regard to impacts to wildlife, please refer to Response to BIRKY-4. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment CORONADO-3
Commenter expresses concerns regarding impacts to property values in the area.

Response to CORONADO-3
Comment noted. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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JUNE 21, 2017
COUNTY OF RIVERSIDE PLANNING DEPT.
4080 LEMON ST. 12TH FLOOR
RIVERSIDE, CA 92502
RE: SAN GORGONIO CROSSING RDEIR #534

J. CARROLL

DEAR MR DAWSON:
THIS IS A COMMENT LETTER ON RDEIR #534 ISSUED MAY 26, 2017.

I HAVE ALREADY WRITTEN A LETTER IN JANUARY IN OPPOSITION TO THIS REZONING FOR AN INDUSTRIAL WAREHOUSE.

ALL OF MY COMMENTS CONCERNING ENVIRONMENTAL ISSUES IN MY PREVIOUS AND ATTACHED LETTER REMAIN RELEVANT TO THIS NEW RECIRCULATED DEIR. 1

THEREFORE, I AM RESUBMITTING MY ORIGINAL LETTER ALONG WITH THIS LETTER AND I WILL EXPECT COMMENTS FROM BOTH LETTERS TO BE ANSWERED AND INCLUDED IN THE FINAL EIR.

SINCERELY,
John Carroll

JOHN CARROLL
1165 LAWTON RD.
BEAUMONT, CA
92223

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John Carroll (J. CARROLL)

Comment J. CARROLL-1
Commenter expresses general opposition to the project and the proposed re-zoning. Commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to J. CARROLL-1
Comment noted. Please refer to Master Response #1.

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May 29, 2017

Supervisor Marion Ashley
Board of Supervisors
5th District

Re: Proposed Gateway Warehouse Project RDEIR#534

HARMON

Since the county is required to adopt a General Plan outlining the vision for future development and growth of the county, we are writing to request that the people's best interest be considered in the matter of this project requiring rezoning. Decision makers such as yourself need to exercise caution in representing the interests of your constituents when developers come before you with a "project" that they propose to build on property that needs to be rezoned. This project is completely out of character for the existing area in rural residential Cherry Valley.

1

I believe that this proposed amendment does not conform to the Riverside County General Plan for Cherry Valley and there are really no good reasons to even consider it. The developer is proposing a project that presents multiple problems for citizens of Cherry Valley and Beaumont. In fact, the negative effects of this warehouse project would be far reaching to other nearby communities as well. The effects of air quality degradation from hundreds of trucks converging daily would create health issues for many people. There are several mega 55+ communities housing elderly folks in the area. Additionally, the number of children residing in the local area is growing exponentially as home building continues to move forward. Bad air quality affects everyone, but especially the elderly and the young.

The impact on traffic flow will create longer commutes and unnecessary stress related to traffic jams. The risk associated with multiple big rigs exiting and entering the freeway from an already inadequate on/off ramp at Cherry Valley Blvd. threatens public safety. The heavy traffic created by the big rigs will have a deleterious effect on infrastructure overall. It will also negatively affect the flow of traffic on Route 10, the major thoroughfare in the pass area connecting Los Angeles to the desert and beyond.

2

The fact that this area is a natural watershed area and wildlife corridor should be of concern to all of us as conscientious citizens in a rural area. In addition, Cherry Valley Boulevard serves as a main access to multiple educational and outdoor experiences available in Oak Glen. Access to these unique and important experiences would surely be compromised with the presence of a mega warehouse just off the freeway. Students come from hundreds of miles to participate in lessons on history and agriculture which are programs designed to run efficiently on regularly scheduled tours throughout the day. Harvest season in apple country already experiences high density traffic and doesn't need another negative factor to providing families with a valuable outdoor recreational opportunity. Business could be significantly impacted.

3

Having elderly parents, I have serious concerns about the effect on emergency medical services if this were to be allowed to be built. As a community member in a rural area I understand the importance of Fire Fighter access to protect the public and its property.

4

The people who live in Cherry Valley came here for specific reasons and they have stayed because their rural lifestyle has been protected by County Supervisors following the General Plan for their area. This is what we expect from our elected officials, to ***stand up for the citizens who elected them.*** We ask that you please follow the tenets in your own Riverside County General Plan for Cherry Valley, because if that is done, it will mean that this developer will be required to find land that is already zoned for warehousing if he wants to build this project.

5

Thank you for your kind consideration of this matter.

Sincerely yours,
Jon P. Harmon
9498 Mountain View Avenue
Cherry Valley, CA. 92223

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Jon Harmon (HARMON)

Comment HARMON-1
The commenter requests that the County consider the people's best interest in this project requiring re-zoning. The commenter states that the project is completely out of character for the existing area in rural residential Cherry Valley, and that it does not conform to the General Plan. The commenter states that the project would create health issues for many people, including nearby senior communities and children residing nearby.

Response to HARMON-1
Please refer to Response to ADAMS-3.

Comment HARMON-2
The commenter states that the additional traffic will cause longer commutes and additional stress, and that the risks from an already inadequate on/off ramp at Cherry Valley Boulevard threatens public safety. The commenter states that the project will affect the flow of traffic on Route 10.

Response to HARMON-2
Please refer to Response to ADAMS-4.

Comment HARMON-3
The commenter states that the fact that the area is a natural watershed area and wildlife corridor should be of concern. The commenter also discusses educational and outdoor experiences in Oak Glen such as apple harvesting, which could be compromised due to added traffic from the project, thereby significantly impacting businesses.

Response to HARMON-3
With regard to commenter's concern regarding the natural watershed and wildlife corridor concerns, please refer to Response to ADAMS-6. The remainder of the issues raised by commenter are not within the purview of CEQA or the RDEIR, which are limited to potential physical impacts to the environment from the proposed project.

Comment HARMON-4
The commenter expresses concerns about the effect on emergency medical services, and states that as a community member in a rural area, he understands the importance of fire fighter access to protect the public and its property.

Response to HARMON-4
Please refer to Response to ADAMS-5.

Comment HARMON-5
The commenter states that people who live in Cherry Valley came there for specific reasons and that they expect their elected officials to stand up for them and follow the General Plan for their area.

Response to HARMON-5
Please refer to Response to ADAMS-7. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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6-28-17
Riverside County Planning Dept.
4080 Lemon St 12th Floor
Riverside, CA 92502-1409

ATTN: Mr Brett Dawson, Project Planner

RE: San Gregornio Crossing recirculated RDIER 534

Dear Mr Dawson

J. REVELES

I am John Reveles, I moved here for a clean environment. We have been here since 2004. It has been wonderful, but now this planned warehouse threatens to pollute our life and environment. We like this area and want to preserve it. If this plan goes thru this will destroy why we came here. 1

The DIER R534 should not be passed. I and my family are extremely opposed to this endeavor. STOP RDIER #534

SAVE OUR city and environment. STOP DIER R #534

John Reveles

John Reveles
1653 Woodlands Rd
Beaumont, CA, 92223

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John Reveles (J. REVELES)

Comment J. REVELES-1
The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project.

Response to J. REVELES-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2018 page 1

County of Riverside Planning Department
4080 Lemon St 12th floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Mr Brett Dawson:

BARTHOLOMEW

I am commenting on the Recirculated DEIR #534 issued May 26, 2017
Shame on you for pushing a warehouse into our rural community. We are not a wealthy population, we are at the mercy of 5 Supervisors and you!

1

Our community will not be served by the jobs you are promising. All of our air quality will be worsened, the only person who will be served is the owner of the warehouse.

2

All the comments concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR
I am therefore resubmitting my

OVER

BARTHOLOMEW

Page 2

Original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR. 2 CONT

One again shame on you for trying to change the Zoning to allow a warehouse with the trucks and fumes to invade our lives. 3

Sincerely yours,

Wanda Joyce Bartholomew
1645 Hibiscus Ct.
Beaumont, CA 92223

Wanda Joyce Bartholomew (BARTHOLOMEW)

Comment BARTHOLOMEW-1
Commenter expresses general opposition to the project, citing concerns related to air quality.

Response to BARTHOLOMEW-1
Comment noted. Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment BARTHOLOMEW-2
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to BARTHOLOMEW-2
Please refer to Master Response #1.

Comment BARTHOLOMEW-3
Commenter expresses general opposition to the project.

Response to BARTHOLOMEW-3
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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January 3, 2017
1192 Lantana Road
Beaumont, CA 92223

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92501
Attn: Mr. Brett Dawson, Project Planner

Re: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson:

J. CHARLICK-2

My husband and I retired 11 years ago and moved into the Solera Oak Valley Greens community. We wanted to live in a rural atmosphere where we could see the beautiful San Gorgonio Mountains and hear the birds sing in the mornings.

The last thing we wanted was for a 1.8 million sq.ft, industrial warehouse to be built less than a mile from our home. We are very concerned that with the proposed traffic associated with huge warehouses and the fact that the Beaumont High School is less than a mile away and with the fact that children walk to school on Cherry Valley Blvd., this could pose a problem. Also the fact that with the many diesel trucks operating the air quality in the area would be reduced and as we are getting along in age, this would affect our quality of life.

1

The Riverside County General Plan was supposed to be a blueprint, designating the Cherry Valley area as rural/ residential area. If this is the case, there should not be any large commercial warehouses in the plan, and we urge our county officials not to rezone the rural/residential areas to permit this type of construction.

2

Sincerely,
Judith Charlick
Judith G. Charlick

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Judith Charlick (J. CHARLICK-2)

Comment J. CHARLICK 2-1
The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses concerns regarding air quality, traffic, and children walking to school on Cherry Valley Boulevard.

Response to J. CHARLICK 2-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to children who may walk to school, please refer to Response to Comment D. DOMINGUEZ 1-1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment J. CHARLICK 2-2
Commenter states that the Riverside County General Plan is supposed to be a blueprint designating Cherry Valley as a rural area, and urges the County not to rezone the project site to permit this type of development.

Response to J. CHARLICK 2-2
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12, and SIERRA-33. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

J. CHARLICK

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore I am resubmitting my original letter along with additional comments concerning the RDEIR. Additional to my first letter, I question the proposed warehouse with the 600 plus trucks daily on our current Cherry Valley Blvd. The current road would not be able to handle this traffic and our senior residents who live less than a mile away would have problems entering Cherry Valley Blvd from the feeder roads. 1 2

I will expect comments from both letters to be answered and included in the final EIR.

Sincerely Judith Charlick

Judith Charlick, 1192 Lantana Rd, Beaumont, CA 92223
Print Name and Address

CVAR_02052

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Judith Charlick (J. CHARLICK)

Comment J. CHARLICK-1
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to J. CHARLICK-1
Please refer to Master Response #1.

Comment J. CHARLICK-2
Commenter expresses concerns related to truck traffic on Cherry Valley Boulevard.

Response to J. CHARLICK-2
Comment noted. The widening of Cherry Valley Boulevard to its ultimate roadway classification as a 4-lane, 2-lanes of travel in each direction, divided arterial highway is currently included in the County's TUMF program. (RDEIR at 3.16-88). All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

J. DIRADO

My name is Jean DiRado - My husband and I moved to Solera in 2004 from Oklahoma City. This area appealed to us because of its rural nature and the fact that it was smog free which is important to our health. I am definitely opposed to this warehouse project as it is contrary to many of the reasons for us moving here.

We have enjoyed great air quality along with the aesthetics of this rural setting. We love driving "in the country" along Cherry Valley Blvd on our way to Redlands. A warehouse and all that it will bring (trucks, traffic and poor air quality) will spoil our way of life. 1

Please put yourself in my place and do all you can to keep this proposed project from happening. I'm sure YOU wouldn't want this project in YOUR backyard. I am opposed to this project most definitely!! I appreciate your effort in my behalf.

Sincerely Jean DiRado

Print Name and Address

Jean DiRado
1705 Las Colinas Road
Beaumont, CA 92223

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Jean Di Rado (J. DIRADO)

Comment DI RADO-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy, and expresses general opposition to the project, citing concerns related to truck traffic and air quality.

Response to DI RADO-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

BOWMAN

I'm opposed to this warehouse going in the Cherry Valley area.
I moved here because it was a cleaner place to live. I have health issues that would get worse if there is more bad air introduced by all the trucks coming & going. 1
I have lived here for 4 years & I would hate to see it with warehouses in our beautiful country side.
The traffic is getting bad now it will be getting worse much worse.

Sincerely Janice Bowman

Print Name and Address Janice Bowman
11527 Legend Ln., Beaumont, Ca
92223

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Janice Bowman (BOWMAN)

Comment BOWMAN-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy, and expresses general opposition to the project, citing air quality and traffic concerns.

Response to BOWMAN-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson

J. INGALLS

I'm A 67 year old Veteran of The U.S Army
I've Lived in Beaumont For 12 years I Retired From
The Riverside Fire Dept with WEAK Lungs And COPD.
I Moved To Beaumont From Riverside For Better Air Quality.
And Do Not Need A Big WAREHouse With A 1000 Trucks
Coming and going Daily.

1

The TRAFFIC ON The 10 FREEWAY IS ALREady Bad
And it DOESn't Need A WHOLE Bunch MORE TRUCKS

I'm TOTALLy AGAINST A WAREHOUSE IN OUR
NeighBorHood. IF you WANT To put IN a HUGE WAREHOUSE
put it IN your NeighBorHood

Sincerely Joe M Ingalls

Print Name and Address
JOE M INGALLS
989 IRONWOOD Rd.
BEAUMONT, CA 92223

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Joe Ingalls (J. INGALLS)

Comment J.INGALLS-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter expresses general opposition to the project, citing concerns related to traffic.

Response to J. INGALLS-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed, and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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6-16-17

County of Riverside Planning Department
4080 Lemon St, 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

J. MARTUS

Dear Brett Dawson:
I am commenting on the Recirculated DEIR, #534, issued on May 26, 2017.
I wish to state my objections to the proposed No Way Gateway / San Gorgonio Crossing warehouse.

1

The proposed warehouse would be built approximately one mile from my house and would negatively affect my personal health and well-being by the increase in noise pollution, the increase in air pollution, the increase in light pollution, the increase in traffic and congestion, the disruption of wildlife and waterways, and the financial impact of a decrease in the value of my home.

I moved to the Beaumont / Cherry Valley area in 2006 to enjoy my retirement years in the peace and quiet of this beautiful rural area. And, now my carefully thought-out retirement plans are being threatened by Riverside County, the very entity to which I have faithfully paid my propery taxes to since 2006, with the expectation that Riverside County would spend my taxes to protect and enhance my living environment. Instead, I feel as though Riverside County is ignoring my welfare as a citizen and is planning to cast aside my concerns as a voter and spot zone this lovely rural-residential area into a massive industrial area which will in no way be compatible with a healthy and safe area in which to live.

2

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR.

3

Yours truly,

Jan Martus

Jan Martus
1746 Snowberry Rd.
Beaumont, CA 92223

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Jan Martus (J. MARTUS)

Comment J. MARTUS-1
Commenter expresses general opposition to the project, citing concerns regarding noise and air pollution, an increase in light pollution, an increase in traffic and congestion, disruption of wildlife and waterways, and the financial impact on property values.

Response to J. MARTUS-1
Comment noted. Potential aesthetic and lighting impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Noise impacts are discussed in RDEIR Section 3.12 and would be less than significant with mitigation. With regard to concerns related to wildlife and waterways, please refer to Response to Comments HUFFMANN-1 and ADAMS-6 for general discussion about these issues. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment J. MARTUS-2
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses general opposition to the project and states that the proposed project would involve spot zoning.

Response to J. MARTUS-2
Comment noted. Please refer to Master Response #2. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment J. MARTUS-3
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to J. MARTUS-3
Please refer to Master Response #1.

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22-Jun-2017

Riverside County Planning Department
4080 Lemon Street 12th Floor
P.O. Box 14089
Riverside, CA 92502-1409

Attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing Recirculated DEIR #534

Dear Mr. Dawson,

STYTLE

My name is James M. Stytle, I am commenting on the DEIR, #534 issued May 26, 2017.

On Page 3.16-48 of the DEIR it shows that the level of service calculations for the two on and off ramps at Cherry Valley Boulevard are rated LOS F and the RDEIR is implying that since the I-10 WB/EB Ramps at Cherry Valley Boulevard intersections already operate at LOS F even without the warehouse project what's the difference. The traffic at these ramps is very heavy at times during the day. Adding an estimated 3,126 additional cars and trucks will do nothing more than make things worse. 1

In the DEIR it says that impacts to upland habitats and associated species will be addressed through participation in the MSHCP (environmental agency for Riverside County). Impacts to vegetation communities, sensitive animal species, and potentially to sensitive plant species will be mitigated to below a level of significance through payment of the MSHCP fee. I for one do not see how paying a fee mitigates the effects to the habitat for the local wildlife and native vegetation. 2

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the Recirculated DEIR and I will expect comments from both letters to be answered and included in the final EIR. 3

Sincerely yours,

James M. Stytle & Donna J. Stytle
39998 Grand Avenue
Cherry Valley, CA 92223

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James Stytle (STYTLE)

Comment STYTLE-1
The commenter states that the I-10 freeway/Cherry Valley Boulevard ramps already operate at LOS F and that adding an additional 3,126 cars and trucks will make things worse.

Response to STYTLE-1
Comment noted. All project transportation impacts, including those to local roadways, I-10 freeway mainline segments and freeway ramps, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. With regard to the necessary improvements for the freeway ramps at the I-10 freeway/Cherry Valley ramps, please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for more specific information related to improvements proposed at this location.

Comment STYTLE-2
The commenter states that he does not see how paying the [MSHCP] fee would mitigate the effects to the habitat for local wildlife and native vegetation.

Response to STYTLE-2
Please refer to Response to Comment BIRKY-4.

Comment STYTLE-3
The commenter states that all of his previous comments to the Draft EIR remain pertinent, and expects his concerns addressed in both letters to be answered and included in the Final EIR.

Response to STYTLE-3
Please refer to Master Response #1.

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Riverside County Planning Department

July 2, 2017

4080 Lemon Street 12th Floor

Riverside, CA. 92501

Attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossings RDEIR 534

GUDGELL

Dear Mr. Dawson:

We still remain opposed to this project which shares a common boundary on our entire Eastern property line, some eleven hundred feet. After reading the RDEIR 534 and its alternative proposals the negative impacts of the project remain. It all starts with a Zone Change and moves on through negative air quality, drainage, noise, and traffic to name a few of the problems. 1

Do not change the zone on this property and honor the Riverside General Plan that states the principles of keeping rural areas rural.

Patricia M. Peters

Janet R. Gudgell

36240 Cherry Valley Blvd. P.O. Box 487

Calimesa, CA 92320

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Janet Gudgell (GUDGELL)

Comment GUDGELL-1
Commenter expresses general opposition to the project.

Response to GUDGELL-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92501

Re: San Gorgonio Crossing, RDEIR #534

Dear Mr. Dawson,

BOSKOVITCH

My name is Joan Boskovich. I moved to CA from NW-Indiana 5 year ago. This area of Riverside County is attractive - mountains, flowers, wildlife - very natural setting.

So imagine my disappointment and dismay when I learned that a huge warehouse is being planned for my neighborhood. Traffic on the 10 is the biggest bane of my life here. I can't imagine the congestion with more trucks on the highway. 1

The EIR states that air quality would not be affected; sensitive receptors could breathe this for 70 years to have a negative effect. This claim is not believable nor is it acceptable. No one should be forced to breathe poor air with the rationale that it would take a long time to be detrimental. 2

(OVER)

Sincerely Joan Boskovich

Print Name and Address Joan Boskovich
927 Monarch Ct.
Beaumont, CA 92223

BOSKOVITCH

This area is experiencing residential growth - single family homes and senior communities. We need another hospital. We need more health care professionals. We don't need a huge warehouse with a constant parade of trucks clogging our highways and polluting our air.

3

Joan Boskovitch (BOSKOVITCH)

Comment BOSKOVITCH-1
Commenter provides background information and states their reasons for moving to the area, and cites concerns with traffic congestion from more trucks on the highway.

Response to BOSKOVITCH-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment BOSKOVITCH-2
Commenter cites concerns with air quality impacts and impacts to sensitive receptors.

Response to BOSKOVITCH-2
Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment BOSKOVITCH-3
The commenter discusses the trend of residential growth in the area and states that another hospital is needed rather than a warehouse.

Response to BOSKOVITCH-3
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

G. WILSON

Dear Brett Dawson

We moved to Beaumont seven years ago to escape traffic congestion in the Temecula area and the proposed Gateway 1-8 million sq. foot warehouse in Cherry Valley will destroy that rural community and add to congestion and destroy air quality 1

I disagree with the EIR which states that the developers have tried to make the property compatible with Cherry Valley. It would be totally incompatible I-10 freeway would be overwhelmed with extra trucks including the Banning Inspection Stations (ask CHP). Also Re-Zoning of land is illegal. 2

Sincerely

G. Wilson GEOFFREY WILSON

My Address is:

343, Calvert Park
Beaumont, CA. 92223.

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Geoffrey Wilson (G. WILSON)

Comment G. WILSON-1
Commenter expresses general opposition to the project, citing concerns regarding truck traffic and pollution.

Response to G. WILSON-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment G. WILSON-2
Commenter states that the project would be incompatible with Cherry Valley and expresses concerns regarding traffic on I-10 Freeway. The commenter states that re-zoning of land is illegal.

Response to G. WILSON-2
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Please refer to Master Response #2, regarding zoning.

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Riverside County Planning Dept.
4080 Lemon St., 12th Floor
Riverside, Calif. 92501
Attn: Mr. Brett Dawson, Project Planner
RE: San Gorgonio Crossing DEIR (#534)

FLANDERS

Dear Mr. Dawson:

My husband and I moved to Cherry Valley over 30 years ago. We wanted the slower pace and rural lifestyle. Now this proposed warehouse threatens our lifestyle and our health. I oppose this use of land in our area. 1

On page AQ-44, AQ 21.3a of the General Plan it states: "For large-scale developments, such as specific plans, business parks, industrial centers, and those triggering a full Environmental Impact Report, a custom GHG analyses may be warranted to both assure compliance with the applicable targets herein and to provide a customized array of appropriate reduction measures." 2

I now live in a seniors community and my neighbors are as upset as I am. Many of us have trouble breathing already. 3

(OVER)

FLANDERS

having so many trucks in our area. It is very dangerous to us. Please reconsider and put in a winery or something that wouldn't ruin our area. 3 CONT

Sincerely,
Frances Flanders

FRANCES FLANDERS
41045 MOHAWK CIRCLE
CHERRY VALLEY, CA 92223 cc: Marian Ashley

Frances Flanders (FLANDERS)

Comment FLANDERS-1
Commenter cites their reasons for moving to the area and expresses general opposition to the project.

Response to FLANDERS-1
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment FLANDERS-2
The commenter cites to page AQ-44 of the General Plan, which discusses that a custom GHG analysis may be warranted for large-scale business parks and industrial centers.

Response to FLANDERS-2
A custom GHG analysis was prepared for the project, and is contained in the Air Quality, Health Risk, and Greenhouse Gas Analysis Report (RDEIR Appendix B), and discussed in RDEIR Section 3.7. Appropriate reduction measures are provided in RDEIR Table 3.7-4.

Comment FLANDERS-3
The commenter states that she now lives in a senior community and her neighbors are as upset as she is; that many of them have trouble breathing already, and that additional emissions from trucks would be dangerous to them. The commenter urges reconsideration of the project and suggests that a winery or other alternate project be put in its place.

Response to FLANDERS-3
These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project. With regard to acute health risks, please refer to Response to BIRKY-3.

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June 28, 2017

Riverside County Planning Dept
4080 Lemon St 12th Floor
Riverside, CA 92502-1409

attn: Mr. Brett Dawson, Project Planner

Re San Gorgonio Crossing recirculated DEIR #534

Dear Mr. Dawson,

GERMANA

We live in this area over 40 years and am opposed to the warehouse being built in Cherry Valley

The traffic, air quality and aesthetics are in danger,

1

If you only one person who thinks this is a major error in planning, but I'm hoping this will give you a moment of pause and cancel all plans for this project

Sincerely,
Frances Germana
Frances Germana
1595 Autumn Ct
Beaumont, CA 92223

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Frances Germana (GERMANA)

Comment GERMANA-1
The commenter expresses concern regarding traffic, air quality, and aesthetics.

Response to GERMANA-1
Comment noted. Potential aesthetic and lighting impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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July 3, 2017

Riverside County Planning Department

4080 Lemon Street, 12th Floor

Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner

RE: San Gorgonio Crossing ~~EIR~~ RDEIR #534

Dear Mr. Dawson:

FRISBIE

My wife and I have lived in the Pass Area for many years. In 2006 we were able to purchase a home in the Solera Community on the west end of Beaumont.

We were led to believe that Riverside County Planning intended for this area to stay rural and that we would not have to contend with over-development by way of large industry being allowed to destroy the natural beauty or the small town charm of this area. 1

Growth is inevitable and to a degree, desirable for any town or city. However, blatant disregard for the people who live here and are currently moving here does not represent what residents of the Pass area want it to become.

FRISBIE

The proposal of a giant warehouse, the "San Gorgonio Crossing" is not what the developers agreed to when they purchased that land. The Riverside County General Plan was devised to ensure the continuance of the vision of a rural type of growth.

So many people have chosen to move to the Pass Area precisely because it was planned as a rural community. We are now threatened by a potential change in direction that promises to ruin our air quality and health and peace of mind, and to increasingly lower the values of our homes.

2

To allow this proposition to advance is in direct opposition to the Riverside County General Plan. It would bring little value to the citizens of this area, and although the developers try to create a promising scenario, it is not a realistic depiction of the actual reality if such a giant warehouse were to be allowed.

Our Solera Community is very near the proposed site, and the threat of having to endure many hundreds of large 18 wheel diesel trucks daily, so near to our homes, is extremely upsetting.

If we had been truthfully advised of this possibility, there is no way we would have chosen to live in this area.

To allow this project to go forward would be a terrible blow to the Riverside County residents who have trusted the Riverside County Planning Department to stand by its word and firm decision to do the right thing for this community.

3

I'm sure you know the truth about the effects of giant warehouses on smaller communities. The so-called "benefits" they espouse have proven time after time to be nothing but promotional

FRISBIE

promises that are not borne out by reality. They benefit, not the community.

This is an obvious attempt of this group to turn water into wine, in the sense that they want to maximize their profit quickly and turn their backs on their intended and stated purpose of developing more housing in this area.

Of course the economy is not what they expected it to be at this point in time. They don't currently see potential in housing development.

But that doesn't make it right to allow them to turn a quick buck by destroying the healthy growth of this community in the process by creating a noxious, noisy, cluttered and crowded giant warehouse in an area that has for years stood protected against such get-rich-quick schemes. 3 CONT

With the changes that are taking place in environmental concerns, we can't afford to suffer worsening air quality that is already threatened by increasing smog and congestion. Hundreds of 18 wheeler trucks will absolutely have a huge impact on the air quality just a mile from where we live...and in the entire surrounding Pass Area as well.

I hope the Riverside County Planning Department will take heed of the will of the citizens of this area, and do the right thing: deny this proposition and stick to the vision of the original purpose of development in this area.

It's what the people here want and need. If someone wants to bring more work and development to the Pass Area, please let it

FRISBIE

be something that keeps the promise of a rural atmosphere and a healthy environment.

That's why we live here, and we thank the Riverside County Planning Department for having the vision and resolve to control development here for the good of the people in the Pass Area.

3
CONT

Thanks for your time and efforts on behalf of the citizens of the Pass Area.

Sincerely,

Gary S. Frisbie

Kathleen D. Frisbie

Gary and Kathleen Frisbie

1588 Paradise Circle

Solera Community

Beaumont CA 92223

Gary and Kathleen Frisbie (FRISBIE)

Comment FRISBIE-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to FRISBIE-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment FRISBIE-2
Commenter expresses general opposition to the project on the basis that it violates the County's General Plan goal of protecting the rural character of Cherry Valley.

Response to FRISBIE-2
Please refer to Responses to Comments CVAN-7 to CVAN-12, as well as Master Response for Form Letter #6. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3.

Comment FRISBIE-3
Commenter expresses general opposition to the project due to the number of trucks that would access the site and resulting impacts to air quality.

Response to FRISBIE-3
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project. Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson

ROTHBERG

I Am Against the Warehouse
DIANNE Rothberg

+raffic

health condition

So many Reasons

why "Not"

1

Sincerely

My Address is:

133 Slippery Rock
Beaumont CA
92223

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Dianne Rothberg (ROTHBERG)

Comment ROTHBERG-1
Commenter expresses general opposition to the project, citing concerns traffic and health conditions.

Response to ROTHBERG-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). With regard to other acute non-cancer health risks, please also refer to Response to Comment BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 18, 2017

RDEIR #534

Dale Hayes
963 Casper Ave.
Banning, CA. 92220

Attn: Brett Dawson - Riverside County Planning,

HAYES

It will impact negatively the air quality for seniors. I am a senior. Please do not let this happen. 1

Sincerely,
Dale Hayes

CC: Marcan Ashley

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Dale Hayes (HAYES)

Comment HAYES-1
Commenter expresses opposition to the project, citing concerns regarding air quality for seniors.

Response to HAYES-1
Comment noted. Impacts related to air quality are discussed in Section 3.3 of the RDEIR. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including those in nearby senior communities. (See RDEIR at 3.3-54 to 3.3-59). This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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ATTN: Brett Dawson, Project planner

JUNE 11, 2

RE: San Gorgonio Crossing DEIR #534

MEULENKAMP

I am a resident of Rancho Calimesa Mobile Home Park. My husband and I moved here after searching for many months for a mobile home park that would suit our needs and wants. We found that here.

I am now widowed and intend to live out the rest of my life in my home. I feel that I and every other resident of this park are entitled to a quality of life as long as we are on this earth. I feel justified in writing that our quality of life will change drastically. Please take that into consideration. 1

Sincerely,

Dean C. Meulenkamp
Space #243

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Dean Meulenkamp (MEULENKAMP)

Comment MEULANKAMP-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy, and expresses general opposition to the project.

Response to MEULANKAMP-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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July 5, 2017

Riverside County Planning Department
4080 Lemon St., 12th Floor
Riverside, CA 92501

Re: San Gorgonio Crossing DEIR #534

CLAYTON

Dear Mr. Dawson,

This letter is being sent today on behalf of myself Debbie Clayton, a resident of Beaumont and my Parents Jack & Sally Henderson residents of Calimesa. This is in response to a major change of life impact this project will have on our health and property values. I have lived in Solera in Beaumont for 11 years and my Dad & Mom have lived in Calimesa for 9 years.

I moved to this area to live in a rural area and moved my parents here from Los Angeles to live in a better environment. My Dad has COPD and the increased pollution of this project would hinder his health. 1

Since I moved here, the traffic has increased considerably. I can't imagine getting off the 10 freeway at Cherry Valley with the increased truck traffic, not to mention the noise this project will bring.

I find it hard to believe the people supporting this project seem to be ignoring the well being of residents such as myself and my parents. I truly hope you will consider the impact it will have on people such as us.

Thank you for listening and reading this letter.

Sincerely,

Debbie Clayton

Debbie Clayton
1767 Scottsdale Rd.
Beaumont, CA 92223

Jack & Sally Henderson
10320 Calimesa Blvd. Space 77
Calimesa, CA 92320

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Debbie Clayton (CLAYTON)

Comment CLAYTON-1

The commenter provides background information and expresses general opposition to the project, citing concerns regarding truck traffic on Cherry Valley Boulevard, freeway traffic, air quality and noise.

Response to CLAYTON-1

Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Noise impacts are addressed in RDEIR Section 3.12, and will be reduced to less than significant levels with mitigation. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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From: Debra LeLong
9695 Rosedale Dr.
Calimesa, Ca. 92320

June 28, 2017

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, Ca. 92502

Re: San Gorgonio Crossing RDEIR#534

Dear Brett Dawson:

I am Commenting on the Recirculated DEIR, #534, issued May 26, 17.

LE LONG

First of all, The DEIR states that there are NO impacts on these Sensitive receptors... that they would have to be breathing the bad air for 70 years before it would have an effect. This is very disturbing as many of us in this area are elderly and have health issues that would become much worse with the added poor air Quality. I personally have asthma and other lung issues from many years of teaching Ceramics. I can not afford more air pollution and still be able to breathe. 1

Again the warehouses would distroy our rural atmosphere which is why I chose to move to this area.

All of the Comments & Questions concerning the environmental issues in my previous & attached letter remain pertinent & revelant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR & I will expect comments from both letters to be answered & included in the final EIR. 2

Sincerely yours,

Debra LeLong

Debra LeLong
9695 Rosedale Dr. Calimesa, Ca 92320

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Debra Le Long (LE LONG)

Comment LE LONG-1
Commenter discusses concerns related to health risks to sensitive receptors from air pollution, stating that she has asthma and other lung issues.

Response to LE LONG-1
Comment noted. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). With regard to acute non-cancer health risks (such as exacerbation of asthma, etc.) please refer to Response to BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment LE LONG-2
Commenter states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to LE LONG-2
Please refer to Master Response #1.

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Carol Fleming

39775 Lincoln Street

Cherry Valley, CA 92223-4845

July 5, 2017

Brett Dawson, Project Planner

Riverside County Planning Department

4080 Lemon Street, 12th Floor

Riverside, CA 92501

Re: San Gorgonio Crossing
RDEIR #534

Dear Mr. Dawson:

FLEMING

Fourteen years ago, my husband and I moved from Colton to upper Yucaipa. We wanted to get away from the crowding and noise of busy streets, sirens, and loud neighbors. We also wanted to get away from the smog. We enjoyed being where it was quieter, where we could see the mountains and the stars. We noticed as we drove the freeway that the majority of the smog diminished about where Grand Terrace crested the hill. The sky was bluer, and the air clearer. Three years ago, we moved to the unincorporated community of Cherry Valley. I am still teaching in Colton, and driving "down the hill" as we call it every day. Cherry Valley Boulevard is my direct route to the I10. Daily I enjoy the drive across the picturesque Cherry Valley plateau where I view herds of grazing cattle, horses in the pasture, as well as alpaca, sheep, goats, and donkeys. As I near the freeway, I see a panoramic view of clouds, the sky, hills, and at times snowcapped mountains. Traffic has gotten considerably heavier in the last 3-5 years, and it presently takes me 25-30 minutes to get to work daily. 1

Two weeks ago, a friend shared information with me about the planned Gateway Warehouse proposed for Cherry Valley Boulevard. I was shocked and surprised to hear about the plan. One of the big reasons I was so shocked was that I have seen the neighborhoods in Fontana, and San Bernardino where there are big truck yards and warehouses. And those settings are near manufacturing and railway yards, commercial areas and LOW INCOME HOUSING, apartments, and cheap rentals. I have seen the warehouses in Moreno Valley. Cherry Valley is a RURAL area, with an emphasis on small farms, ranches, cherry and fruit groves. It is a quaint area with large lots, and people moved here to retire, or get away from the congestion, crowding and pollution of the San Bernardino area valley. Cherry Valley Boulevard IS a "gateway", NOT to trucks and fumes, and more traffic congestion, but to fields and trees, and open air country places like Bogart Park, Highland Springs Resort and Oak Glen. It is where people ride their horses across the field or down the street. It is a place for fruit and vegetable stands. Two years ago, we 2

FLEMING

were having a garage sale on a Sunday afternoon, and a family stopped by to take a look. The man said, "I live in Orange County. This is so beautiful. It is nice to see that there are places like this left." 2 CONT

Since the discussion of this proposed warehouse, I have heard of two families who sold their homes and moved from Cherry Valley because of this. They have moved out of state. Clearly they did not want to risk their property values, and health over this plan. There are many others who feel the same way. And I know there are MANY who still haven't heard about it, who would speak up to oppose it if they were aware. Many owners and landlords presently neutral about the project, will be very upset because of dropping home appraisals and also when tenants move because the neighborhood quality diminishes, or it takes too long to get to work. My husband and I presently rent, and are looking around for a potential future home. It may or may not be here in Cherry Valley. As we looked at one home we were told by realtors that Riverside County zoning restrictions for Cherry Valley are very specifically designed to maintain the rural flavor of the community. If that is true, and I have no reason to question it, then clearly an industrial trucking site, has no business being a half mile down the road. On that same road are numerous homes and a minimum of 5-6 mini ranches or farms within a mile or two of the proposed project, including a rescue ranch among them. It is about a mile and a half to the beautiful high school complex, the pride of Beaumont. Cherry Valley Boulevard is already heavy in traffic coming off the I10 at certain times of day. 3

I have no doubt, Mr. Dawson, that you are able to see that while there may indeed be a need for another truck warehouse along the 60 or the 10, that there are MANY problems with placing it on Cherry Valley Boulevard which is a highly trafficked freeway exit and residential road, in a beautiful rural community. It seems crystal clear that a trucking warehouse, with its resultant pollution, and traffic congestion does not belong at this location within a short distance of retirement housing and multiple schools, homes, farms and ranches. Wrongly placed warehouses can be an eyesore and blight to a community. It does not seem that the county would desire to diminish the goodwill of community members, the appraisal value of local homes, and potential future uses of the land, simply to convenience one business. Cherry Valley Boulevard plateau has a marvelous view of mountains both to the north and southeast. It would seem more appropriate to find an alternate site, and work with other members of the county team to encourage and capitalize on judicious and moderate development more suitable to Cherry Valley's history and rural nature. 4

I invite you, Mr. Dawson, to take a "field day" to spend exploring the roads of Cherry Valley, the community, and get a flavor of rural life. Come EARLY and stay LATE. See the sunrise over the pastures and animals grazing. See the ebb and flow of the community. Watch the sun set across the plateau. Ask yourself if an IMMENSE trucking warehouse "fits" in the life of this community. Ask yourself, "What would be the "price" of warehouse development?" I challenge you to answer the question honestly for the sake of Cherry Valley and its future. 5

I oppose the proposed warehouse development known as Gateway on Cherry Valley Boulevard for the many reasons listed in the paragraphs above: Traffic congestion, maintenance of zoning requirements, potential pollution and health issues, home and property value retention, and much more. Please weigh the history, rural nature and zoning requirements heavily along with the other factors, as the decision is made.

Respectfully,

Carol Fleming

Carol Fleming (FLEMING)

Comment FLEMING-1
The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to FLEMING-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment FLEMING-2
The commenter expresses general opposition to the project and compares the Cherry Valley community with other cities such as Fontana, San Bernardino and Moreno Valley.

Response to FLEMING-2
Comment noted. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment FLEMING-3
The commenter states that she is aware of two families who sold their homes and moved out of state due to the proposed project. The commenter cites concerns related to property values, and discusses surrounding land uses in Beaumont and Cherry Valley and zoning requirements.

Response to FLEMING-3
Comment noted. With regard to land use concerns, please refer to Response to Comments CVAN-7 to CVAN-12, and SIERRA-33. Concerns regarding property values or other social and economic concerns do not identify any environmental issue within the purview of the EIR; thus, no further response is necessary. This comment will be provided to the County decision-makers for their consideration.

Comment FLEMING-4
The commenter states that the proposed project site is the wrong location for a warehouse, and states that an alternate site would be more appropriate. The commenter cites concerns related to air pollution and traffic congestion.

Response to FLEMING-4
Comment noted. With regard to an alternate site location, please refer to Response to Comment JENNINGS-2. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment FLEMING-5
The commenter reiterates her reasons for opposing the project, in addition to health issues.

Response to FLEMING-5
Comment noted. Please refer to Responses to Comments FLEMING-2 to FLEMING-4, above. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

July 5, 2017

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

Re: San Gorgonio Crossing RDEIR #534

Dear Brett Dawson:

I am commenting on the Recirculated DEIR, #534, issued May 26, 2017.

REED

I feel that this area is not suitable for warehouse development because:

This bucolic area of Riverside County was chosen by many retirees, myself included, because of the cleaner air, less traffic, and less congestion.

I understand that with increased population and growth, more storage areas and trucks are necessary. What about using the trains to move more goods.

History tells us that once you allow one warehouse, more will follow.

1

Thank you for your attention to my concerns.

Sincerely, Barbara Reed

Barbara Reed
1039 Coto de Caza Ct.
Beaumont, CA 92223

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Barbara Reed (REED)

Comment REED-1
The commenter expresses general opposition to the project.

Response to REED-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Riverside County Planning Department

4080 Lemon st 12th floor

Riverside,, CA, 92501

June 7, 2017

B. SPENCE
Page 1 of 2

Attn: Mr Brett Dawson, Protection Planner

Re: San Gorgonio Crossing DEIR # 534 Recirculated

Dear Mr Dawson

B. SPENCE

My husband and I moved to the Plantation on the Lake 4 years ago. We are retired in our late 70's. I suffers from COPD and need medications daily to assist with breathing. When we moved here I was encouraged by Riverside County General Plan on page 1-7 that states "The overriding consideration, However, is the absolute necessity to maintain a high level of confidence in the plan and enable people affected by it to have a reasonable expectation regarding how the Plan will impact them. The Certainty System serves the needs of those who value a rural lifestyle". After I retired from teaching in Hacienda Heights, Ca, we moved to Wrightwood Ca. and Yuma Arizona to escape the busy and congested life in the San Gabriel Valley. The open spaces and rural astophphere in Calimesa and Cherry Valley enticed us to move back to our home state of California. I feel building a huge warehouse so near our residence would take away the rural area that we love. Once one is built I am positive we will see the area covered like Mira Loma and Fontana. 1

Land Use, Zoning. Page LU, LU 7.1 of the General Plan states: "Requires land uses to develop in accordance with the General Plan 2

B. SPENCE

and area plans to ensure compatibility and minimize impacts. Zoning change. Changing the Zoning to allow the developer to proceed with his warehouse is counter to your own general plan. 2 CONT

Air quality will certainly deteriorate with the increase in truck traffic in the area estimated to be well over 2500 truck trips per day. Not only increasing air pollution but increased truck traffic which is already very high on interstate 10. 3

I strongly encourage to keep Calimesa, Cherry Valley area a rural setting as it is today. Mega warehouses should not be constructed in our area. Not only are you bringing higher air Pollution, Traffic, and crime in the area you would be lowering the value of our homes as well. 4

Barbara M Spence

10961 Desert Lawn Drive

Calimesa, Ca, 92320

909 255 2572

kf6ipj@yahoo.com

Barbara Spence (B. SPENCE)

Comment B. SPENCE-1
Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy.

Response to B. SPENCE-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment B. SPENCE-2
Commenter expresses general opposition to the project on the basis that it is inconsistent with the County's General Plan.

Response to B. SPENCE-2
Comment noted. With regard to General Plan consistency, please refer to Responses to Comments CVAN-7 to CVAN-12. The project's consistency with applicable General Plan policies was also included in RDEIR Table 3.10-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment B. SPENCE-3
Commenter expresses concerns related to air quality and traffic.

Response to B. SPENCE-3
Please refer to Response to L. SPENCE-2.

Comment B. SPENCE-4
Commenter reiterates her general opposition to the project, as well as concerns regarding impacts to property values in the area.

Response to B. SPENCE-4
Comment noted. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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July 5th 2017

Mr. Brett Dawson
Riverside Planning Department
4080 Lemon St, 12th Floor
Riverside, CA 92501

Re: San Gorgonio Crossing RDEIR #534

B. ERICKSON

Dear Mr. Dawson.

I moved From Yucaipa/Redlands area a few years ago to the Beaumont/Banning/Cherry Valley area to avoid the ever increasing traffic congestion The mere thought of a gigantic warehouse project in our area makes me shudder. I live in a 55+ community and we love the quiet peaceful atmosphere we have found here.

Big tractor trailors was not even a thought when we bought in this community. Smog, poor air quality and house values are also a big concern of mine.

Please!, Please!, Please!. Consider all these things when making your decesion. Money is not everything in life

1

Sincerely,
Bettie Erickson
895 Westchester Rd
Beaumont CA 92223



Bettie J Erickson
895 Westchester Rd
Beaumont CA 92223-8549

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Bettie Erickson (B. ERICKSON)

Comment B. ERICKSON-1
The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy; the commenter expresses general opposition to the project, citing concerns related to traffic, air quality and home values.

Response to B. ERICKSON-1
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Likewise, impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Economic or social considerations such as real estate values are not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 30, 2017

Mr. Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

RE: San Gorgonio Crossing RDEIR #534

FREEMAN

Dear Mr. Dawson:

I am writing this letter to advise you of my objection to the rezoning/spot zoning to allow any warehouse, let alone a mega warehouse to be built in this area. My husband and I moved here 6 years ago because of the beauty and rural setting of Beaumont and Cherry Valley.

The air pollution and traffic in Riverside County is already a major problem, please don't add to it with all the additional 18 wheeler trucks that would be polluting our air and crowding our already busy freeways. 1

If this is approved, it will totally change the dynamics of this area to A WAREHOUSE CITY, like many areas in California and I am totally opposed to this.

Please listen to the concerned citizens who live in this beautiful area and do the RIGHT thing. Please keep to the Riverside County's General Plan which is to protect the rural character of Cherry Valley.

Sincerely,

Betty Freeman

Betty Freeman
1027 Riviera Court
Beaumont, CA 92223
951-769-4555

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Betty Freeman (FREEMAN)

Comment FREEMAN-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter also states that air pollution and traffic are already a main problem and the project would add to the problem. Commenter believes that when the project is approved, the area would become a warehouse city like many cities in California.

Response to FREEMAN-1

Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 17, 2017

Betty O'Connor
1602 Woodlands Road
Beaumont, CA 92223

Riverside County Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92502

Attn: Brett Dawson, Project Planner

Re: San Gorgonio Crossing RDEIR #534

O'CONNOR

Dear Mr. Brett Dawson:

I am commenting on the Recirculated DEIR, #534, Issued May 26, 2017. I am a retired gold star mother of 90 years of age, and this is the first time I've ever written to complain.

I am very worried about this project. The traffic is insurmountable now, and with no improvements in site for coming onto highway 60 or 10, it would make it almost impossible for people with a private automobile to travel these highways with all of the trucks. I'm concerned about exhaust from all of the trucks, and my breathing will be impaired by it. 1

All of the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Recirculated DEIR. Therefore, I am resubmitting my original letter along with these additional comments concerning the RDEIR and I will expect comments from both letters to be answered and included in the final EIR.

Sincerely yours,

Betty O'Connor

Betty O'Connor
1602 Woodlands Road
Beaumont, CA 92223

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Betty O'Connor (O'CONNOR)

Comment O'CONNOR-1

Commenter expresses concern regarding traffic and exhaust from trucks. Commenter also states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to O'CONNOR-1

Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors. (See RDEIR at 3.3-54 to 3.3-59). With regard to non-cancer health risks, please refer to Response to Comment BIRKY-3. Lastly, regarding Commenter's previous comments, please refer to Master Response #1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 29, 2017

Mr. Brett Dawson, Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

RE: San Gorgonio Crossing RDEIR #534

Dear Mr. Dawson:

GILLIS

This letter is in response to the Re-circulated DEIR, #534, issued May 26, 2017.

All the comments and questions concerning the environmental issues in my previous and attached letter remain pertinent and relevant to this Re-circulated DEIR. I am, therefore, resubmitting my original letter along with these additional comments concerning the RDEIR and I expect my comments from both letters to be answered and included in the final EIR. 1

Mr. Dawson, I am not against warehouses as there is a need and a demand for them, however, the location of such a humongous warehouse should NOT be in Cherry Valley.

Sincerely,

Barbara Gillis

Barbara S. Gillis
1560 High Meadow Drive
Beaumont, CA 92223
805-712-9448

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Barbara Gillis (GILLIS)

Comment GILLIS-1

Commenter expresses general opposition to the project and states that all of her previous comments to the Draft EIR remain pertinent, and expects her concerns addressed in both letters to be answered and included in the Final EIR.

Response to GILLIS-1

Please refer to Master Response #1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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Arthur Wallace

1784 Muirfield Lane
Beaumont, California 92223
Telephone 951-922-6004
artwallace.inc@icloud.com

July 8, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502-1409
Attn: Mr. Brett Dawson, Project Planner
Re: San Gorgonio Crossing recirculated DEIR #534

Dear Mr. Dawson;

WALLACE

I am a resident of Solera, a 55+ senior community in Beaumont. I moved to this community over 12 years ago. Some of my reasons for choosing this community, and the city of Beaumont were a slower pace of living in a small town atmosphere, less traffic, cleaner healthier air, low crime rate, and a quieter environment. I enjoy the lifestyle I have established here, where I can get up in the morning and see Mt. San Gorgonio on one side and Mt. San Jacinto on the other, without looking through a heavy layer of smog. The massive 1.8 million square foot warehouse that is proposed for nearby Cherry Valley Boulevard will likely destroy that lifestyle. Imagine what it might be like in your own neighborhood if as many as 600 diesel trucks per day came driving down your street.

I am opposed to the building of this warehouse so close to our residential community. It will significantly impact air quality, noise pollution and traffic. It will lower the property values of our entire community. 1

The Riverside County General Plan states that a goal of the county is to protect the rural character of Cherry Valley. This warehouse is completely inconsistent with this plan goal.

Please do not approve the rezoning of this area of Beaumont and Cherry Valley for this kind of industrial/commercial use. I ask you, is this massive warehouse the kind of neighbor you would like to live next to? Would you like to have your children grow up on a street where hundreds of 18-wheel trucks drive by each day? If you wouldn't like it for your family, then please don't approve it for mine.

Respectfully,

Arthur Wallace

Arthur Wallace

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Arthur Wallace (WALLACE)

Comment WALLACE-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter also expresses general opposition to the project, citing concern regarding the project's impacts on air quality, traffic, and noise.

Response to WALLACE-1

Comment noted. Impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16 The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Noise impacts were addressed in Section 3.12 of the RDEIR, and would be less than significant with mitigation. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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May 29, 2017

Supervisor Marion Ashley
Board of Supervisors
5th District

Re: Proposed Gateway Warehouse Project

SHADDIX

Since the county is required to adopt a General Plan outlining the vision for future development and growth of the county, we are writing to request that the people's best interest be considered in the matter of this project requiring rezoning. Decision makers such as yourself need to exercise caution in representing the interests of your constituents when developers come before you with a "project" that they propose to build on property that needs to be rezoned. This project is completely out of character for the existing area in rural residential Cherry Valley.

1

I believe that this proposed amendment does not conform to the Riverside County General Plan for Cherry Valley and there are really no good reasons to even consider it. The developer is proposing a project that presents multiple problems for citizens of Cherry Valley and Beaumont. In fact, the negative effects of this warehouse project would be far reaching to other nearby communities as well. The effects of air quality degradation from hundreds of trucks converging daily would create health issues for many people. There are several mega 55+ communities housing elderly folks in the area. Additionally, the number of children residing in the local area is growing exponentially as home building continues to move forward. Bad air quality affects everyone, but especially the elderly and the young.

The impact on traffic flow will create longer commutes and unnecessary stress related to traffic jams. The risk associated with multiple big rigs exiting and entering the freeway from an already inadequate on/off ramp at Cherry Valley Blvd. threatens public safety. The heavy traffic created by the big rigs will have a deleterious effect on infrastructure overall. It will also negatively affect the flow of traffic on Route 10, the major thoroughfare in the pass area connecting Los Angeles to the desert and beyond.

2

The fact that this area is a natural watershed area and wildlife corridor should be of concern to all of us as conscientious citizens in a rural area. In addition, Cherry Valley Boulevard serves as a main access to multiple educational and outdoor experiences available in Oak Glen. Access to these unique and important experiences would surely be compromised with the presence of a mega warehouse just off the freeway. Students come from hundreds of miles to participate in lessons on history and agriculture which are programs designed to run efficiently on regularly scheduled tours throughout the day. Harvest season in apple country already experiences high density traffic and doesn't need another negative factor to providing families with a valuable outdoor recreational opportunity. Business could be significantly impacted.

3

Having elderly parents, I have serious concerns about the effect on emergency medical services if this were to be allowed to be built. As a community member in a rural area I understand the importance of Fire Fighter access to protect the public and its property.

4

The people who live in Cherry Valley came here for specific reasons and they have stayed because their rural lifestyle has been protected by County Supervisors following the General Plan for their area. This is what we expect from our elected officials, to ***stand up for the citizens who elected them***. We ask that you please follow the tenets in your own Riverside County General Plan for Cherry Valley, because if that is done, it will mean that this developer will be required to find land that is already zoned for warehousing if he wants to build this project.

5

Thank you for your kind consideration of this matter.

Sincerely yours,
Angela N. Shaddix

Angela N. Shaddix
9498 Mountain View Avenue
Cherry Valley, CA. 92223

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Angela Shaddix (SHADDIX)

Comment SHADDIX-1
The commenter requests that the County consider the people's best interest in this project requiring re-zoning. The commenter states that the project is completely out of character for the existing area in rural residential Cherry Valley, and that it does not conform to the General Plan. The commenter states that the project would create health issues for many people, including nearby senior communities and children residing nearby.

Response to SHADDIX-1
Please refer to Response to ADAMS-3.

Comment SHADDIX-2
The commenter states that the additional traffic will cause longer commutes and additional stress, and that the risks from an already inadequate on/off ramp at Cherry Valley Boulevard threatens public safety. The commenter states that the project will affect the flow of traffic on Route 10.

Response to SHADDIX-2
Please refer to Response to ADAMS-4.

Comment SHADDIX-3
The commenter states that the fact that the area is a natural watershed area and wildlife corridor should be of concern. The commenter also discusses educational and outdoor experiences in Oak Glen such as apple harvesting, which could be compromised due to added traffic from the project, thereby significantly impacting businesses.

Response to SHADDIX-3
With regard to commenter's concern regarding the natural watershed and wildlife corridor concerns, please refer to Response to ADAMS-6. The remainder of the issues raised by commenter are not within the purview of CEQA or the RDEIR, which are limited to potential physical impacts to the environment from the proposed project.

Comment SHADDIX-4
The commenter expresses concerns about the effect on emergency medical services, and states that as a community member in a rural area, she understands the importance of fire fighter access to protect the public and its property.

Response to SHADDIX-4
Please refer to Response to ADAMS-5.

Comment SHADDIX-5
The commenter states that people who live in Cherry Valley came there for specific reasons and that they expect their elected officials to stand up for them and follow the General Plan for their area.

Response to SHADDIX-5
Please refer to Response to ADAMS-7. These comments will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 2017

Brett Dawson
Riverside Planning Department
4080 Lemon St., 12th Floor
Riverside, Ca. 92502
Re: San Gorgonio Crossing RDEIR #534

SOKOWITZ

Dear Brett Dawson

I am a Senior & I oppose the Gateway Warehouse Project. It would Cause Unhealthy Air Quality to the Community. 1

Also Concern for the Safety of our Children.

Sincerely Adele Solkowitz

My Address is:
106 Paint Creek
Beaumont, Ca. 92223

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Adele Sokowitz (SOKOWITZ)

Comment SOKOWITZ-1

Commenter expresses general opposition to the project citing air quality and safety concerns regarding children who live in the area.

Response to SOKOWITZ-1

Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. With regard to health risks to, and safety of children, please refer to Response to Comment SIERRA-22. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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6-21-17

Riverside County Planning Dept.
4080 Lemon Street, 12th Floor
Riverside CA 92502-1409

Attn: Brett Dawson, Project Manager
RE SAN Gorgonio Crossing recirculated DEIR #534

PRATT

Mr Dawson,

My name is Susan Pratt & I have lived at 10711 Fabian Lane (Across the street from the project site) since 1989. We moved here because of the beautiful rural living, free from traffic, and small town living. We decided this was a great place to raise our family. My concerns about this project are aesthetics, environment, changing the nature of the area, traffic & of course air quality. 1

Specifically this area is rural & zoned as such. Changing the zoning changes the nature of the area. The hills would remain the project & this zone would become 2

PRATT
(2)

industrial rather than rural. This drastically changes the area & doesn't fit the nature & rural atmosphere of Cherry Valley. This is the wrong place for this project. 2 CONT

Cherry Valley Blvd is a main route for nearly all of Cherry Valley & parts of Beaumont. This project will impact traffic on this very important road. It is already difficult to enter Cherry Valley Blvd from the freeway & it exiting my little lane. 3

Most importantly, studies have shown the negative effects on children (Mira Loma is an example) living near distribution centers. This could should not be minimized. SunnyCal Egg Farm is going through the process of residential homes right across Building the street from this project. This project will affect the health of children & elderly alike. 4

Cherry Valley is a rural community protected by Riverside County. As a community member, land use maps have been 5

(3) PRATT

circulated over the years & this area has been both a wildlife corridor & rural zoned. In no way should an industrial complex of this magnitude be considered for this area. 5 CONT

I would like to also comment that even though Beaumont & Calimesa cities have an interest in this area, neither have shown an inclination to care for the people who live there. Calimesa is divided by steep hills & Beaumont's eyes are on it's south & eastern section. Beaumont already has warehouses (that is a better place for this project). In my opinion, both of these cities are looking to profit from this warehouse while not having to deal with the policing or ramifications coming from this project. 6

Thank you very much in reading this lengthy letter. I am opposed to this project & hope you will take these concerns to heart. Sincerely, 10711 FABIAN Ln 7

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Susan Pratt (PRATT)

Comment PRATT-1
The commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. The commenter expresses concerns related to aesthetics, air quality and traffic.

Response to PRATT-1
Comment noted. Potential aesthetic impacts of the project are discussed in RDEIR Section 3.1 and would be less than significant with mitigation; impacts related to air quality are discussed in Section 3.3 and impacts related to transportation are discussed in Section 3.16. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment PRATT-2
The commenter expresses concerns related to the rural nature of the area and incompatibility with the area and zoning.

Response to PRATT-2
Comment noted. Please refer to Responses to Comments CVAN-7 to CVAN-12 and SIERRA-33. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment PRATT-3
The commenter expresses concerns related to traffic.

Response to PRATT-3
Comment noted. All project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment PRATT-4
The commenter expresses concerns related to health risks to the elderly and children, particularly in light of the proposed Sunny-Cal residential development across the street from the project.

Response to PRATT-4
Comment noted. Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to

sensitive receptors, including children or the elderly. (See RDEIR at 3.3-54 to 3.3-59). The proposed Sunny-Cal development was specifically accounted for as a future sensitive receptor (RDEIR at 3.3-54; 3.3-56). With regard to other non-cancer, acute health risks, please refer to Response to BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment PRATT-5
The commenter states that Cherry Valley is a rural community protected by Riverside County, and references the use of the area as a wildlife corridor and the area's long-standing rural zoning.

Response to PRATT-5
With regard to general plan/zoning consistency and the proposed changes, please refer to Responses to Comments CVAN-7 to CVAN-12. The project is not located within a wildlife corridor; please refer to Response to BIRKY-4.

Comment PRATT-6
The commenter discusses financial and political issues related to the cities of Beaumont and Calimesa.

Response to PRATT-6
Comment noted. This comment does not raise any environmental issues within the purview of CEQA or the RDEIR.

Comment PRATT-7
The commenter provides closing remarks to conclude the letter and expresses general opposition to the project.

Response to PRATT-7
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

June 18, 2017

RDEIR:
534

Riverside Co. Planning Dept
4080 Lemon St. 12th Flr
Riverside CA 92521
ATTN: Brett Dawson
Re: Stagecoach Cross DEIR #534
Dear Mr. Dawson

EVERLEY

Please! Please! Please!
No more Trucks & Fumes.
I am a retired Senior.
I just want to enjoy the
Rural Lifestyle, Community,
& wonderful environment &
wildlife.
This project will ruin all
I love.

Sincerely,
AL Everley
4859 Dove Hill Ct
Corona

cc: Marion Ashley

1

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Al Everley (EVERLEY)

Comment EVERLEY-1
Commenter expresses general opposition to the project.

Response to EVERLEY-1
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 28, 2017

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Attn: Mr. Brett Dawson, Project Planner
Re: San Gorgonio Crossing DEIR #534

Dear Mr. Dawson:

KELLY

My husband and I have lived in Banning for many years. We moved here because of the small town atmosphere and the natural beauty. Also for the excellent air quality, less traffic and the beautiful open spaces.

It really concerns us to know that their is a possibility of a massive warehouse could be built in Cherry Valley along the 10 freeway. Thousands of semi-trucks would be coming and going everyday, noise pollution, air pollution and traffic congestion would definitely be a problem. 1

We urge the County of Riverside officials to NOT ALLOW this rezoning from residential to industrial to take place. Thank you.

Sincerely,

Barbara Kelly

Mrs. Barbara Kelly
6336 Tuckaway Ave.
Banning, CA 92220

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Barbara Kelly (KELLY)

Comment KELLY-1

Commenter provides background information and states their reasons for moving to the area/aspects of the community that they enjoy. Commenter also expresses concern regarding the number of trucks brought by the project, noise pollution, traffic congestion, and air pollution.

Response to KELLY-1

Comment noted. Regarding traffic impacts, all project transportation impacts, including those to local roadways and I-10 freeway mainline segments, are disclosed and analyzed in RDEIR Section 3.16, Transportation. The RDEIR recognizes the significant and unavoidable impact that would occur due to ambient and cumulative growth combined with project traffic. The project would be required to mitigate its fair share of these impacts. Regarding traffic noise, please refer to Response to Comment LANDA-7. Impacts related to air quality are discussed in Section 3.3. The RDEIR discloses the project's significant and unavoidable impacts related to air quality and transportation, and includes all feasible mitigation measures to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

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June 1, 2017

Riverside County Planning Dept
4080 Lemon Street, 12th Floor
P O Box 1409
Riverside, CA 92502-1409

Re: San Gorgonio Crossings Recirculated Draft EIR #534

DANIEL-2

Dear Brett Dawson:

Thank you for ***yet another opportunity*** to respond to the San Gorgonio Crossing(aka Gateway) with this recirculated and revised Draft EIR, proposing to build two mega-warehouses with a total of more than 1.8 million square feet on unincorporated land in Cherry Valley. I have many grave environmental concerns about this project being built in this area. These concerns were written in my original letter dated January 2017 and since those environmental concerns are still valid and pertinent, I request that they be answered now since I am responding to the recirculated RDEIR. The loop hole of recirculating the RDEIR in its entirety in order to be able to ignore all of the concerns in the almost 600 letters sent in response to the original DEIR is both a travesty and a mockery of the CEQA process. It also shows that your department and this game-playing developer have absolutely no respect or regard -- and in my opinion even contempt -- for the many citizens of the Pass area who took the time and effort to write their concerns about the environmental issues of this outrageous project. 1

The developer quoted CEQA guidelines (15088.5) as justification for ignoring all the letters sent in response to this proposed warehouse, but that same section of CEQA also states that the RDEIR must be ***"substantially revised"*** in order to recirculate in its entirety. After reading and comparing the two DEIRs, I find very little changed and those changes seem minor. What would have helped is if the developer had actually followed ***all*** the guidelines in the above referenced section and provided a summary of exactly what "substantial revisions" had been made. It appears that only those guidelines that benefit the developer are followed and the rest are ignored -- just like the 600 letters on the original DEIR. However, in that same guidelines section stated above, it also says that "in no case shall the lead agency fail to respond to pertinent comments on significant

DANIEL-2

environmental issues." Therefore I am submitting this letter in response to the recirculated and revised DEIR with new comments on the few changes found, along with the pertinent environmental concerns in my original letter that have still not been answered or addressed. Because these concerns continue to be applicable to this project, I want them responded to now and will expect them to become a part of the final EIR. These concerns include the alteration of the existing characteristics of the area from rural to industrial, Green House Gas Emissions, traffic issues, air quality as it concerns Healthy Communities, and aesthetics among others. In my opinion, the RDEIR fails to comply with the requirements of CEQA and inadequately analyzes potential environmental effects related to nearly every area of impact analysis. In addition, the Project alternatives do not have sufficient discussion which deprives the public and the lead agency of meaningful CEQA review. For these and other reasons I feel that the RDEIR is deficient under CEQA.

1
CONT

Now I would like to respond to specific environmental issues noted in the RDEIR.

2.00 INTRODUCTION AND PROJECT DESCRIPTION

According to CEQA guidelines, the EIR must include a comprehensive degree of analysis to provide both decision-makers and the public with sufficient detail to enable them to understand and consider in a meaningful way the environmental issues raised by the proposed project. As discussed in the following pages, many of the Project's most significant environmental impacts have been understated, while other impacts have been inadequately analyzed. The public must be given all the information necessary for a meaningful response -- and should not have to wade through redundant and extraneous material to get to the heart of the matter. And it is especially perturbing when after reading through all the verbiage, the final conclusion is that there are "no mitigations required." (For example sixty-eight pages to conclude that there are no impacts to Aesthetics!)

2

The Introduction states that the decision to recirculate the DEIR was made in part because of comments sent in by Cal-Trans and then as far as I can see the only major difference between the two DEIRs was that there was a new traffic study made. A study is merely information and in my opinion,

DANIEL-2

does not by itself constitute a "revision." Of course the original study showed that several major intersections impacted by this project were already a LOS F so I guess this developer feels that this means that the traffic impacts are as bad as they're going to get and therefore no new "revisions" need to be made, the impacts are still significant and unavoidable. Therefore, why the decision to recirculate the DEIR if there were no revisions to be made? Was it simply an excuse to ignore almost 600 letters from residents who will be impacted by this project?

2 CONT

However, I did plod through most of the 800 or so pages of this RDEIR to see if I could find those "substantial revisions" and I have made comments on the minor differences I found and respectfully request that the following comments and questions be addressed, responded to, and presented to the public and the Riverside County Board of Supervisors as part of the Final EIR for this project.

PROJECT OBJECTIVES

This section is meant to be a clear statement of the project objectives which can be used for the analysis of reasonable alternatives to the proposed project. In addition, these objectives are oftentimes looked upon as examples of how the community will benefit from the Project regardless of its unavoidable environmental impacts. The approval of a Statement of Overriding Considerations (which is required by CEQA when an EIR identifies significant and unavoidable impacts) is meant to identify the reasons why the Project should be approved ***despite*** the fact that it will result in substantial negative environmental impacts. In this case, because of the unanswered questions that the objectives raise, they are not the "clear statements" that are required in a CEQA document. This means that these objectives can not be relied upon to defend any "Statement of Overriding Considerations."

3

Objective #1: *Provide an industrial park that supports regional warehouse distribution and logistics tenants which benefit from the strategic location in close proximity to the I-10 freeway.*

4

Questions: What tenants exactly will be in this warehouse -- is that question answered in the documents? The only statement I found was that the exact uses for the buildings have not yet been determined. And, of

DANIEL-2

course, as the traffic study shows with the primary intersection of Cherry Valley Blvd and the I-10 being at a LOS-F, *close proximity* to the I-10 freeway does not necessarily mean that it will be easy to get on or off for anyone using those ramps (including the traffic generated by this proposed project).

4 CONT

Objective #2: *Provide additional employment opportunities on the project site to local residents of Cherry Valley and neighboring cities.....*

Questions: How many "employment opportunities" for residents will there be? How was this figure determined when there is no indication of who the tenants will be? Will it be an employment requirement that the applicant have a local address? Since the overall Pass area unemployment rate is 3.9% -- realistically how many people are looking for jobs in this area? Are these warehouse jobs going to pay higher than minimum wage? The most recent report on Average income for people living in the area shows that the majority of the people earn more than $40,000 per year. (*These statistics were derived from the City of Beaumont website.)* What is the average hourly wage for the warehouse workers -- not the managers but the workers only?

5

Objective #3: *Provide new development that would assist the County in obtaining fiscal balance in the years and decades ahead through increased tax revenues.*

Questions: What is the difference in the tax revenue when a building is constructed? And will that dollar difference compensate for the additional problems that this warehouse will generate in the areas of traffic, air pollution and health issues?

6

Objective #4 & 5: *Provide convenient freeway access to trucks that would use the warehouse distribution facilities in a manner that limits truck traffic disruption to the residential areas within Cherry Valley and neighboring cities. Locate industrial uses near existing roadways and freeways to reduce traffic congestion and air pollutant emissions.*

Questions: Since there is projected to be 3,126 ***additional*** daily trips because of this project, how is it possible to state that traffic congestion and air pollutant emissions will be "***reduced***"? Since when does "more" equal

7

DANIEL-2

less? Because Cherry Valley Blvd is the primary way in and out of the area for the residents of Cherry Valley proper, how does this objective "limit truck traffic disruption" to the neighborhood? There is no evidence whatsoever that this part of the objective is met by the project. To the contrary, as stated above, the traffic analysis in the Draft EIR shows that vehicle trips and traffic congestion will ***increase*** on account of the proposed project by 3,126 daily trips. Indeed it would appear to be completely illogical to suggest that the project reduces trips in any capacity as compared to existing baseline conditions, given that the existing site is vacant and does not generate any vehicular trips at all.

7
CONT

Objective #6: *Facilitate goods movement for the benefit of local, regional, statewide and nationwide economic growth.*

Questions: Although this objective certainly covers the country, is one single warehouse that big of a deal in the "goods movement" community? In addition, how much fiscal benefit and economic growth will actually be realized? There are certainly plenty of empty warehouses in the area which would do the same thing -- and they don't need a special amendment to the General Plan. Why should this project -- which does require that amendment and also would need changes to land uses and zoning on the Riverside County General Plan -- be considered so "special" that approval should be granted? What specific ***extra*** benefit to the economic growth would override the county's vision statement which states categorically that the county governmental agencies (as well as the General Plan itself) are dedicated to the principle that rural areas should be protected from urban encroachment? ***(GP Page LU-18)***

8

Objective #7: *Provide for a reasonable return on investment needed to develop the project.*

Questions: This is really Objective #1 for any land speculator -- but in order to be clear to all those reading this RDEIR, how much actual monetary return is required to break even or get a reasonable return? How was this determined? Could this property be sold "as undeveloped" --and if there was a willing buyer-- wouldn't that provide for a reasonable return on money invested in the empty land and satisfy this objective? Unfortunately, developers want more than a ***"reasonable return"*** which is why we are discussing this warehouse.

9

DANIEL-2

Objective #8: *Create a high quality design industrial complex that maximizes the use of the site and promote the efficient use of land while still providing natural open space consistent with the rural identity of the community.*

Questions: In what alternate universe does a 1.8 plus million square foot warehouse --even if it was completely surrounded by open land -- demonstrate consistency with the rural identity of the community? Isn't that like saying that an elephant surrounded by cows will still look rural and everyone will think it's the same old farm? Besides the obvious contradiction in terms, according to the RDEIR all of the open space is located ***BEHIND*** the huge warehouse buildings -- this makes it even harder to reconcile the project with the stated objective of "being consistent with the rural identity of the community". 10

In summary, the stated objectives used to analyze the reasonable alternatives to the proposed project are self-serving and biased towards the project itself. None of them are quantifiable and they are less than credible and are so general and undefined as to be nearly meaningless. They certainly should not be used to justify approval of this project nor should they be used to support any Statement of Overriding Considerations.

PROJECT DESCRIPTION

When an amendment to the Riverside County General Plan, along with a zoning and land use change, are made at the behest of developers simply for their monetary gain, this weakens the entire General Plan in which a "vision" was established not only for the county, but in this case, for Cherry Valley specifically. Recently, Riverside County spent a great deal of time and effort -- not to mention money-- on updating the General Plan which indicates that there will be reasonable and rational development in all areas of the county. Adherence to the General Plan policies and vision assures the citizens who live in the unincorporated areas of the county that they can have a reasonable expectation of how the land around them will be developed. These protections are written -- not only into the Pass Area Plan -- but also are highlighted in the "Certainty System" on ***Page I-7*** of the General Plan where it states that: 11

DANIEL-2

> The overriding consideration, however, is the absolute necessity to maintain a high level of confidence in the Plan and ***enable people affected by it to have reasonable expectations regarding how the Plan will impact them. The Certainty System serves the needs of those who value a rural lifestyle…..*** (Emphasis added.)

11 CONT

When the policies and vision of the General Plan are followed, this helps to ensure protection for the land owners and the citizens already living in the area from detrimental projects being built which would bring down property values and decrease the quality of life for all of them. The land use of this particular property was established many years ago in the Riverside County General Plan as rural and when placed under the Cherry Valley Policy Area, the whole area was to be protected from encroachment for urban uses. Now this developer -- for reasons based solely on financial profit -- wants the zoning changed from Controlled Development and rural residential to Industrial Park which would allow this company to build an almost two million square foot warehouse, bringing with it all of the problems of air pollution, traffic congestion and increased health risks that go along with warehouses. When property is given over to the lowest and worst uses -- what happens when a better development is proposed? A more important question is why should any developer be permitted to completely alter the rural characteristic of an area which has a long history of being protected from this kind of travesty with not only zoning, land use and policy statements clearly written into the General Plan, but also with the LAFCO designation of a ***Community of Interest***?

12

Under ***Section 2.0*** of the RDEIR for this project, it states that "within the broader framework of the Pass Area Plan, certain areas are identified as "policy areas." According to the PAP, a policy area is a portion of an Area Plan that contains special or unique characteristics that merit detailed attention and focused policies. The project site is within the Cherry Valley Policy Area (CVPA). In addition, the project site is within the Cherry Valley Gateway Policy Area, which is located on the western edge of the CVPA and, as the name implies, serves as a gateway to Cherry Valley." What the RDEIR doesn't state is that within these policy areas specific protections are written to preserve the rural characteristics that are unique to Cherry Valley and which are the primary reasons that people moved here and continue to live here. They were led to believe that their preferred lifestyle would be protected by the governing authorities enforcing the vision in the General

13

DANIEL-2

Plan which the Board of Supervisors are sworn to uphold. The citizens of Cherry Valley certainly did not move into this special area because they thought that a warehouse would be built anywhere near them! ***In fact, the Certainty Principle of the General Plan gave the people who live here the assurance that this travesty would not occur.***

13 CONT

Under ***PAP-6*** it says that Cherry Valley has a "distinctive rural community character. ***A one-acre minimum parcel size policy has been in effect for many years in this area."*** Why would that be changed for this developer? Under ***PAP-8*** it says that much of Cherry Valley has been designated by LAFCO ***as an Unincorporated Community in order to preserve the existing rural character and to protect it from this kind of urban encroachment.*** This means that the neighboring cities of Beaumont and Calimesa are constrained from annexing vacant land located in Cherry Valley in order to build to their own agendas. It also means that the ***Unincorporated Community status*** is designed to protect the entire area from rapacious developers who see vacant land and could care less about the surrounding area, and demand to build something that will garner them the most profits.

14

Although this specific property is not within the boundaries of the UC, the site still retains the rural designation and the zoning for very low density residential both of which are there to protect the rest of Cherry Valley just as the ***Unincorporated Community*** status does. Again, why would this protection be set aside for a developer who simply wants to make as much money as possible from a speculative land deal? Granted that is the goal of all developers -- but how is it the responsibility of Riverside county government to help them do that -- especially when it would be detrimental to existing residents and citizens? Because this land was purchased by this land speculator with those General Plan protections and restrictions already in place -- my question would be: who told this developer that those policies and land uses could/would be changed for him? And for a huge warehouse no less?

15

The policy area that encompasses Cherry Valley (CVPA) ensures the residents that because of the protections provided in the PAP, the basic land use policies reflect the deeply held beliefs about the kind of place Cherry Valley is and should remain. If that is a true statement -- then a 1.8 million square foot warehouse shouldn't even be on the table for discussion. Cherry

16

DANIEL-2

Valley is, was and should remain rural because everyone who built their homes here were assured that their quality of life would be protected through the Certainty System and all the other provisions of the General Plan by their representatives on the Board of Supervisors. Those provisions, when enforced, are the front line of protection for that rural lifestyle and are what the citizens of Cherry Valley demand and expect from their elected officials.

16 CONT

This proposed project is also within the Cherry Valley Gateway Policy Area which is located at the westerly edge of the community of Cherry Valley. Under that policy area it states:

> The policy area ***SHALL*** be developed as a gateway to Cherry Valley and it ***SHALL*** be developed to evoke the rural character of that area. The policy area ***SHALL*** also serve as a community separator between Beaumont and Calimesa." (Emphasis Added)

The reason I have emphasized the word ***SHALL*** in the above statements is because in another section of the General Plan, ***(Pg 1-10)*** it states that when "shall" is used, it means that an action ***must be*** taken in all cases. The word represents ***absolute commitment*** to the policy and the expectation is that the ***policy will always be carried out.*** Can anyone honestly state or believe that two humongous warehouses totaling 1.8 million square feet, regardless of any attempt to camouflage them with dummy facades, will evoke anything but urban and industrial? And that doesn't even take into consideration all the truck traffic that is automatically generated by a warehouse. This project ***will never*** evoke the rural character of Cherry Valley -- no matter how many times this RDEIR states that it will!

17

According to the dictionary, the word "rural" refers to an area outside of cities and towns, a remote and undeveloped area suitable for livestock, an uncultivated area. Synonyms are: country, natural, pastoral, simple, ranch, farm, agricultural and rustic. Antonyms would be: urban, metropolitan, city and warehouses! How can anyone honestly say that a 1.8 million square foot warehouse with 3,126 total daily car and truck trips evokes any of the synonyms for rural as noted above? And as I have already pointed out, simply saying that it will (for example on ***page 3.1-16*** of the RDEIR) does not make it so!

DANIEL-2

On that same page the RDEIR states that "the intent of the CVGPA is to maintain the predominantly rural community nature of this area." Actually the real "intent" of the CVGPA is to address housing and residential development projects -- not industrial. What it actually states on ***page 24 of the PAP*** is that an amendment to the General Plan for higher density projects will only be considered if such a development meets the goals of the policy area. And there are only two goals. (NOTE that the General Plan does not say that an amendment would be considered if the project meets one of the goals, it uses the word "goals" to indicate that both the goals of the CVGPA need to be met for an amendment to even be considered.) And as already discussed in this response a 1.8 million square foot warehouse will ***never*** meet the goal that has the requirement that the gateway to Cherry Valley be developed to evoke the rural character of the area. Unbelievably the RDEIR says that this project would be consistent with the goals of the CVGPA because it provides a new warehouse use that maintains the rural aesthetic of the area. As I've stated before, simply saying it's true does not make it true.

17 CONT

Incidentally, neither of the goals state anything about a warehouse, (or as the RDEIR quaintly puts it on ***page 3.10-32***: "the PAP remains silent on the subject of non-residential uses.") It remains silent about industrial uses for the simple reason that there was never any thought that a warehouse would ***ever*** be proposed for this rural area. Therefore, this project could not possibly meet the goals of the policy area and an amendment is not relevant or even allowable.

Under the heading of Surrounding Land Use in the RDEIR there are listed some of the development that has occurred in the vicinity of this site. It mentions that mostly there are large lot residences used for agricultural purposes. This is exactly the kind of environment that would be irreparably harmed by a 1.8 million square foot warehouse. And this is exactly the kind of environment that the Pass Area Plan was designed to protect.

18

One specific proposed project mentioned in the RDEIR is the Sunny-Cal development across Cherry Valley Blvd. from the project site. First of all, the annexation into the city of Beaumont that would be required for this development has still not been approved by LAFCO. An immediate question that comes to my mind is how could this developer state a LAFCO decision six months before any public meetings have been held on this

19

DANIEL-2

annexation? Where did they get the information to make that statement or perhaps they are simply psychic? Setting that conundrum aside, I can't believe that a residential developer would welcome a mega-warehouse anywhere near their housing tract. Warehouses are notorious for bringing down property values all around them and making the houses difficult to get rid of.

19 CONT

I also noticed that this is the first of several times that the proposed Sunny Cal development is mentioned in this RDEIR -- and as far as I can figure out it is highlighted for the sole purpose of providing a rationale why this warehouse should be built. The RDEIR implies that since higher density development is coming right across the street, why should there be any opposition to this warehouse which is simply part of the ongoing development in the area? As already stated above, warehouses and residents do not peacefully co-exist when they are built close to each other ***(contrary to what the RDEIR says)*** and besides, LAFCO has used the Cherry Valley Policy Area as a buffer between the two cities of Beaumont and Calimesa (not Cabazon as the RDEIR states on ***page 2.21***) and I see no valid reason for them to make an exception in this instance. Thus to use this particular housing development as any kind of positive affirmation for this project is, in my opinion, misguided, if not actually misleading.

20

The RDEIR, however, is correct when it states that there are several large residential neighborhoods located to the west of the I-10 and again, I am almost positive that they are not in favor of this warehouse. Certainly, one of those neighborhoods in the city of Beaumont was quite vocal in their opposition to a previously proposed warehouse which would have been located further south on I-10 at Oak Valley Parkway. Although this RDEIR seems to indicate that all that residential development in the nearby areas can be used as a valid support for approving this project, it is my belief that the residents in any of those neighborhoods are certainly not in favor of this proposed warehouse. It might be enlightening for this developer to go door-to-door and ask the residents their opinion of this project. I did this myself (for the other warehouse project mentioned above) and believe me, I got an earful about not becoming another Fontana or Mira Loma!

21

One short sentence on ***page 2-9*** indicates that this proposed mega-warehouse is speculative and the occupants or use of the building are not known at this time. The RDEIR states that "these facilities are planned to

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house a variety of industrial and warehouse distribution/logistics uses." Because these are the general uses anticipated, the Project Description must be clarified to state all of the uses whether additional or alternative (e.g. heavy industrial, manufacturing, etc.) that are proposed for the buildings so that those uses can be fully evaluated as CEQA requires. This is particularly important as it could affect the underlying assumptions in traffic, air quality and other sections of the RDEIR that depend upon the actual uses for their conclusions and findings (e.g., trip generation rates, etc.) Absent clarification on this point, the RDEIR fails to further the main purpose of CEQA which is to serve as a disclosure document that provides the public and decision-makers with an adequate description and analysis of all possibly significant environmental effects of the described Project. When this is ignored, as it was in this RDEIR, public comment on the draft is rendered less than effective because the RDEIR is fundamentally and basically inadequate as to the ultimate and/or possible uses of these buildings. CEQA requires that all possible uses for the site be analyzed in the Recirculated and Revised Draft EIR so that the "whole" of the project can be evaluated. Failure to do so results in a misleading and confusing project scope and deprives the public of the ability to comment and review comprehensively because it was not given full and complete information concerning the environmental impacts from the possible uses.

22
CONT

The writers of this document appear to believe that they have proven beyond a reasonable doubt that you can put these two monstrous buildings into a rural area and no one will notice. Using both convoluted language and logic, they indicate that they will be able to build these two monster buildings totaling 1.8 million square feet and amazingly no one will see them. (However, even placing them in a hole won't work since the roofs will be visible from several vantage points. Again, simply saying that they will be invisible does not make it true!)

23

Everyone notices warehouses -- no matter where they are located or how much landscaping is employed. Perhaps the hundreds of semi-trucks generated by a warehouse provide a strong hint to everyone about what exactly is "hidden" behind that berm! The fact is simple -- there is absolutely no way that you can completely hide two humongous buildings 47 feet high -- they will be recognized for exactly what they are -- an eyesore on the environment and horribly out of place at the Gateway to rural Cherry Valley.

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However, it's when this RDEIR discusses how this project will meet the goals and objectives of the CVGP that the rhetoric really loses touch with reality. First, this developer says that they will construct a horse and pedestrian trail which will not only act as camouflage, but will go a "long way" to meeting the goal of evoking the rural character and uses of the property. In the first place a 12-foot-wide trail section constructed along the front of the project will not "hide" anything. What's even worse is that at one point, this trail crosses a driveway where it is planned for trucks to idle waiting for entrance to the property. (See ***Figure 3.1-3m.*** -- NOTE: doesn't it seem absurd that in this drawing of the entrance to the warehouse, there is not even one semi-truck in sight?) I don't ride horses myself, but I can't imagine that anyone would take their horses anywhere near a place where semi-trucks are gathering and idling.

24 CONT

The RDEIR continues with this flight of fanciful language by stating that if the horse trail is not enough of a distraction from the warehouses lurking behind it, there will also be a "water tower and barn" constructed at the entrance to the warehouse proper. The RDEIR states on ***page 2.20*** that these structures (tower and barn) would not be functional, but would screen views of the project site, and "provide a focal point to viewers along local roadways, while maintaining and enhancing the rural character of the area." Let's think about that for a moment. According to this developer, an 800 square foot barn-looking building with an adjoining 40 foot water tower are going to be the ***only thing*** that people driving by on the freeway or adjacent roads will focus on and this will immediately bring thoughts of rustic, rural, countryside to their minds? But, more importantly, according to this RDEIR, because of this bucolic tableau of barn and water tower, these drivers will completely overlook the 1.8 million square foot mega-warehouse looming behind it and will also apparently never notice the hundreds of semi-trucks coming and going!

25

IMPACT SUMMARY

As it states in the RDEIR, determining the severity of project impacts is fundamental to achieving the objectives of CEQA. ***State CEQA Guidelines Section 15091*** requires that decision makers mitigate, as completely as is feasible, the significant impacts identified in the Final EIR. If the EIR identifies any significant unmitigated impacts, State CEQA Guidelines

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Section 15093 requires decision makers in approving a project to adopt a statement of "overriding considerations" that explains clearly why the benefits of the project outweigh the adverse environmental consequences identified in the EIR.

Mitigation measures are generally effective when they contain the following elements:

Why: state the objective of the mitigation measure and why it is recommended.

What: Explain the specifics of the mitigation measure and how it will be designed and implemented.

- identify ***measurable performance standards*** by which the success of the mitigation can be determined.
- provide for contingent mitigation as appropriate if monitoring reveals that the success standards are not satisfied.

Who: Identify the agency, organization or individual responsible for implementing the mitigation.

26
CONT

In the case of this RDEIR, on ***The Executive Summary of Impacts and Mitigations,*** the mitigation measures listed do not identify any measurable performance standards nor what contingent mitigations are available if the first ones don't work. However, what I think is the worst thing about the mitigation measure listing is that the majority of the environmental issues have only a few (if any) actual mitigations required because the writer of this document indicates that in many of the environmental areas there is less than significant impact and absolutely no mitigations will be necessary or required. Out of a total of 82 Environmental Issues, I counted 60 needing no mitigations at all. That is 73%! How is it possible that 1.8 million square foot warehouses are so non-intrusive that there are only two areas (Air Quality and Traffic) where there are any significant and unavoidable impacts at all? (If that were actually true, they would be building these warehouses in Irvine where this developer lives!) And even under the two significant impact areas there are still several environmental issues that indicate that "No mitigation measures are required." (A specific example is AQ-2 on ***page ES-15*** where it states that "The project would not violate any air quality standard or contribute substantially to an existing or projected air

quality violation." Really? Semi-trucks don't violate ***any*** air quality standards these days? Even in a county with the worst air in the nation?!) 26 CONT

In the ***Executive Summary*** there are other examples of Environmental Issues that are either brushed aside or are not considered important enough to even warrant a mitigation measure. ***HAZ-1*** says that the project could create a significant hazard to the public or the environment through routine transport, use or disposal of hazardous materials. (This is undeniably true since the actual uses of this industrial complex have not yet been determined.) However, even with this possibility of a significant hazard to the public health, the conclusion is drawn that there are no mitigations needed or required. ***HYD-4*** says that there will not be any substantial increase in rate or amount of surface run off even though acres and acres of this site are going to be covered in impervious materials. It would seem that at least one reasonable significant impact would be that this impervious material would certainly reduce the amount of groundwater recharging. I saw no mention of the ***Sustainable Groundwater Management Act of 2014*** or any discussion of its policies being addressed. 27 28

Traffic is the one issue where there will be significant and unavoidable impacts, (even the most ***positive*** thinking can't deny that!) But even in that area in ***TRAN-1c*** it states that the only thing that needs to be done to eliminate the problems from this proposed project is for the applicant to pay its "fair share" which will not only apparently nullify those traffic problems but because of that "fair share" payment their responsibilities for the resulting traffic jams are resolved. There was additional verbiage added to the revised and recirculated DEIR indicating that a "full funding and schedule for construction" needed to be completed for this "fair share" contribution to go into effect. I fail to see where that minor addition changes the basic fact that this developer will still only pay less than 12% of the final "full funding" cost of the traffic impacts created by this project. The conclusion of this developer is that all of the "possible" traffic improvements that will be needed (and there's a long list) will be constructed by the county (and Cal Trans) at the "point in time necessary to avoid identified impacts." Everyone who drives the roads in Riverside County knows how well that process works. 29

The only major addition or revision that I could find to the Executive Summary was that the findings from the latest traffic studies were included. 30

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That listing certainly made it abundantly clear that almost all of the roads in that area will be worse than a level LOS F because this project. However, anyone with common sense or who has been in a warehouse area would already know that. But I guess it's an improvement not to hide those results in a traffic study at the back of the RDEIR, but get them out there where everyone can see them. However, I am pretty sure that anyone who lives in Cherry Valley does not need a traffic study to tell them that a warehouse generating a total of 3126 auto and truck trips daily is going to seriously impact their lives every day.

31

Because there are so many environmental areas where no mitigation measures are even considered necessary, it seems to me that this RDEIR doesn't appear to take the environmental issues seriously. The impacts have not been studied or evaluated as thoroughly as I've seen in other EIRs. It also shows an utter disregard -- by this developer in conjunction with the County Planning Department -- for the environmental concerns that are at the heart of the CEQA process. This creates a problem **(and is also in violation of CEQA requirements)** when the public doesn't have enough information to comment on or properly review the environmental issues because, as in this case, the potential environmental effects are inadequately or ineffectually analyzed and discussed, and in many cases dismissed out-of-hand.

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CEQA requires that environmental issues be addressed with a sufficient degree of analysis in order to provide the public and other decision makers with adequate information that intelligently takes into account the environmental consequences of the project being presented. In the present circumstance, the RDEIR fails to further these important principles mandated by CEQA. Public agencies which are entrusted with ensuring compliance with CEQA must make good decisions because when they don't, the CEQA provisions will be enforced, as necessary, by the public through litigation and/or the threat thereof.

I know that Riverside County is aware of this litigation threat because on ***page V-12*** of the General Plan it states:

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> Not only are multipurpose open space areas permanently protected, but also numerous rural areas are likewise assured a continuation of that lifestyle. Limitations on the erosion of this lifestyle are well

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> respected because of the clarity and strength of commitment by Riverside County and other agencies, and ***because extensive opportunities for more urban and suburban development exist which are not vulnerable to successful legal challenge regarding their appropriateness.*** (Emphasis Added)

In order to avoid those lawsuits, it is the duty of county government to determine which projects can lawfully be built in the county and where. It is not the developers' prerogative to dictate to the county what projects should be approved and where they will be built. County Government should never base their decisions concerning development on the best way to help a developer achieve the company's objectives. (We are seeing that scenario playing out in Moreno Valley with the monstrous warehouse proposed there. Incidentally, Riverside County's lawsuit against that developer is based on some of the same impacts to the environment which will be caused by this project.)

33 CONT

As already stated, simply because this particular developer wants to build a mega-warehouse on land he happens to own in Cherry Valley does not mean that he is free to do so. The county government has the final say -- because they represent the residents of the county -- not developers. And these elected officials should, first of all, understand and uphold the policies of the General Plan. They should also listen to and respect the concerns of the citizens who elected them. When they follow the General Plan, which is the "constitution" for the county, their decisions will almost always be in the best interests of the citizens who are not only affected by their decisions, but who elected them to enforce the provisions in that General Plan.

34

3.01 AESTHETICS

As stated in the RDEIR, the Project includes the development of two mega-distribution warehouses totaling 1.8 million square feet on the project site that is currently vacant and undeveloped. The proposed design of these two structures, including its scale, height and massing, are woefully inconsistent with existing and surrounding conditions. Despite this, the recirculated Draft EIR concludes that the project's aesthetic impacts are less than significant and because these two huge buildings will be practically

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invisible (according to the RDEIR) there are absolutely no mitigation measures required. This conclusion is seriously flawed for several reasons discussed below.

The RDEIR goes to some trouble to define what a "viewshed" consists of on ***Page 3.1-2*** and then ignores the implications. The definition of this specific viewshed is that it is all of the surface areas visible from an observer's viewpoint, as well as areas likely visible from the I-10 Freeway. Views of the project area from the I-10 Freeway include Cherry Valley Boulevard and surrounding lands such as the hills and steep slopes that are located north of the project site. The RDEIR states that the majority of views of the project site are from vehicles driving along Cherry Valley Boulevard, which runs along the southern boundary of the project site, as well as from the rural residential land uses in the project vicinity. Personally I think the views from the I-10 freeway are just as important since that "Gateway" view is supposed to "evoke the rural characteristic" of the surrounding area. However, as I say these viewsheds are completely ignored after the initial definition. (And the few "line of sight" depictions provided in the RDEIR do not adequately or realistically show what the views will be from various vantage points.)

35 CONT

Furthermore the Aesthetics section of the RDEIR does not contain a single photograph which shows how the proposed building will appear at ***full project build-out*** in the context of the existing visual setting. There are a total of 10 photographs ***(3.1a to 3.1e)*** provided. However, the significance or justification for choosing the selected vantage points is not explained. The RDEIR acknowledges that reasonably foreseeable residential development has occurred or will continue to occur on adjacent properties and across the I-10 freeway. Despite this, I could find no graphics, photographs or other substantial evidence to show how any of the views from those vantage points will be affected by this mega-warehouse project. This means that the 10 photographs are useless because not one shows the site ***as it will appear*** if this project were to be approved. The photos were of the vacant land. The RDEIR simply states that the mega-warehouse will be mostly invisible to everyone traveling on any of the roads around it.

36

One added comment, I feel that the photos or simulations realistically (and truthfully) should have shown numerous trucks entering or exiting the property. In not one picture or drawing is there a semi-truck visible.

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There was also no indication that "story poles" were going to be utilized which would graphically illustrate what a 47" tall building would look like on the project site. (Incidentally there is a discrepancy within the RDEIR concerning that height figure. On ***Page 2.10*** it states that the buildings will be almost 47 feet tall, while on ***page 3.1-29*** it states that they will rise 41 feet high. A minor discrepancy, I suppose, however, I happen to believe that an important document such as a RDEIR must be accurate and that it really should not be the reader's responsibility to point out the errors.) I would have thought that showing how "story poles" could be used would have been a good way to "justify" the conclusion of the recirculated Draft EIR that no one will notice these buildings if they are built. (I know that these poles are used in the beach areas where this developer comes from, so he must be familiar with them.) 38

Granted there are some drawings of the elevations of existing roadways and the proposed berms designed to "hide" the huge buildings behind them (a specific example is ***Exhibit 2-7***) but those don't actually show the views from each of those vantage points. They simply indicate the height and position of the proposed methods designed to try and hide this monstrosity. 39

Policy LU 4.1: Requires that new developments be located and designed to visually enhance, not degrade, the character of the surrounding area. Again, how is it possible that two mega-warehouses will "visually enhance" the ***character of the surrounding area***? Regardless that there will be pseudo "architectural" elements added to the façade of these humongous buildings in order to try and make them look "rural," the final Project will still be two huge boxes 47 feet tall. (Making a silk purse out of sow's ear comes to mind!) 40

Actually, I am wondering-- if, as is concluded in the RDEIR, these buildings are going to be practically invisible-- then why does this developer bother with those fake "architectural" elements at all? Is it in order for the developer to "appear" to be acknowledging the rural character of the surrounding area? Actually it's probably because the developer knows that these enormous boxes will ***not*** be as invisible as the RDEIR would have us believe. Since this Project is located within the CVGPA whose intent is to ***maintain the predominantly rural community nature of this area*** -- it is certainly understandable that this developer might want to try and demonstrate ***something*** that looks like they really care about the rural 41

community nature of the area; hence the endeavor to make this warehouse look "rural" with the pretense of pseudo barn facades.

41 CONT

The Recirculated DEIR's conclusion that the Project would be consistent with the goals of the CVGPA because the project would maintain the rural aesthetic of the area is stated with no sense of irony that a warehouse can ***never*** be considered rural just by its very nature. Instead this recirculated Draft EIR elects to point to uncertain and unverifiable project design features as the basis for its aesthetics conclusion -- that their monstrous buildings will blend into the surrounding countryside. On ***page 3.1-20*** of the RDEIR, the statement is made that "development of the project will convert vacant land into industrial land uses, and the visual character of the project site will change." That is certainly the biggest understatement of a RDEIR full of them and about the only one that is realistic!

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Simulations on ***pages 3.1-3a to 3.1-3e*** purport to show what the site will look like with mature trees and landscaping. Interestingly, not one of the pictures, however, show the proposed warehouses lurking behind those trees. Trees can certainly be used to block unsightly views, and they can be relatively effective given enough time for growth, but they can't hide everything. The two warehouses should have been shown behind those trees just to demonstrate an honest attempt to point how much might be hidden but also, how much will still be visible. And as already stated, if the developer wanted to be completely honest, those simulations should have shown ***at least one*** of the hundreds of trucks that would be using Cherry Valley Blvd. There is also no indication of what kind of trees those are either (or maybe it says it in another section of the RDEIR) so really the readers have no idea how many years it will take to reach the proportions shown in those simulated figures.

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Another interesting thing that was already noted is that it takes 68 pages to state that there are absolutely no mitigations necessary or required because there will be no significant impacts to any of the Aesthetics or viewsheds on this property. That conclusion was made even though this developer proposes to build two humongous buildings totaling 1.8 million square feet right in the middle of the viewshed. Is this the reason that there are so many pages: because it's really tough to convince anyone that this monstrosity will be practically invisible in simply a page or two?

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The statement under ***AES-1*** is especially disingenuous and in my opinion even misleading. It states that this developer will "conserve approximately 84.8 acres [behind the warehouses] as open space, thereby preventing future development from encroaching on the scenic area north of the project area." Sounds good at first read, but the deviousness comes from the fact that this developer isn't giving up anything of real value since this particular acreage would probably be difficult to build on anyway. And the second misleading fact is that the 84 acres are ***behind*** the mega-warehouses so they won't even be evident to the people going by, yet the statement certainly does make it appear that this developer is granting to the citizens of Cherry Valley that open land they are so adamant about. I did notice in the revised RDEIR that this 84 acres will be deeded over to a Conservation group -- so that is at least a guarantee that something else won't be built there in the future. However, what I find to be the most devious point of all is the fact that is not mentioned or even alluded to by the developer -- and that is that the ***only*** development that will "***not be*** prevented from encroaching on that scenic area" are those two monstrous buildings totaling 1.8 million square feet known as the San Gorgonio Crossings Warehouse and Distribution Center with the 3,126 car and truck trips daily. There's that elephant in the field again!

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3.01 AIR QUALITY

The RDEIR identifies significant and unavoidable impacts related to the Project's Air Quality -- although it indicates that Green House Gas issues will not be of significant impact because of the Air Quality mitigation measures which will be utilized. (The RDEIR concludes that since the project accumulated 100 points on the Riverside County Greenhouse Gas Emissions Screening Table, all impacts will be completely eliminated. Oh if it were only that easy in real life!) Those same mitigation measures under Air Quality will not reduce the significant impacts in ***that*** area, but it seems that they will work miracles under Green House Gas issues.

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Setting aside that anomaly for the moment, under CEQA, the significance of a project's impacts to localized air quality must be viewed in context. Accordingly, the significance of any added pollutant emissions must be judged in the context of an air basin that already exceeds health-based Federal air quality standards. The South Coast Air Basin (SCAB) which comprises the project site, is well documented as having the worst air

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quality in the nation. (It even states that fact in the General Plan on Page *AQ-3!*) According to the American Lung Association in their published report of 2011, Riverside County generally receives the worst possible grades for pollution related to ozone, (F) particulate matter over a 24-hour period (F) and particulate matter on an annual basis (Fail). The county is also ranked #1 for high ozone days as compared to other metropolitan areas. The Riverside area was also rated that same year by the ALA as having the second worst ozone problem (the only jurisdiction ranked higher is neighboring San Bernardino County) and Riverside has the fourth worst particulate pollution problem in the entire country. I can't imagine that the proliferation of warehouses and diesel trucks in the county since that report was written will have alleviated the problems catalogued there.

47 CONT

Significantly, it is well-established that the addition of diesel particulate toxicity dramatically increases carcinogenic risk. Small particular matter (2.5 microns in size or less) a component of diesel exhaust, is of particular concern since it can penetrate deeply into the lungs bypassing the body's defenses and can carry carcinogens on the surface of the particles. What is especially troubling is the astonishing conclusion in the RDEIR that in order for this Project to be detrimental to the health of anyone living around it, they would need to be breathing the toxic fumes for at least 70 years! I've never seen that statement in any EIR before, but I guess it means that babies born the day this proposed warehouse is up and running might be dying of cancer when they're 70 years old -- but that is outside the scope of this RDEIR and certainly not its concern.

The RDEIR also completely ignores several sensitive communities which are located in the vicinity of this proposed warehouse. At least four retirement communities consisting of many elderly people who already suffer health problems are within breathing distance of the pollutants from the diesel trucks that would engulf this area if this Project were to be approved. Research in other parts of California has shown that the elderly and other target groups are often exposed to unhealthful air more frequently and at higher levels than other groups. (Office of Environmental Health Hazard Assessment, 2010)

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However, under *AQ-4* the RDEIR states quite clearly that as far as sensitive groups are concerned (i.e children and the elderly) there are no mitigation measures required to bring this issue into compliance. That statement is

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hard to believe since just about every newspaper article and story on warehouses stresses the undeniable problems to the health of children and the elderly that are associated with these industrial buildings. It is even harder to believe since this conclusion is made after ***AQ-3*** states that this project will ***definitely result in aggravating chronic respiratory disease*** in sensitive groups and there are absolutely no mitigations that will bring the impacts down to a Less than Significant Level.

49 CONT

Although ***AQ-3 and AQ-4*** contradict each other, according to this RDEIR -- there will be no problems to any sensitive group caused by this particular warehouse. In the section under ***AQ-4***, it states that here are no significant impacts to ***any sensitive receptors***. If that statement is made because as far as the writers of the RDEIR are concerned there are none "close enough" to worry about -- the wind patterns of the Pass area (although mentioned elsewhere in the RDEIR) are not taken into consideration in this context. Certainly, if the diesel fumes stayed within the property boundaries, there might not be as much cause for concern. But since that is patently unrealistic, when the wind factor is added to the equation -- suddenly the number of "affected sensitive receptors" surrounding this property just became a whole lot more numerous. But this is not analyzed in the RDEIR and yet CEQA requires that kind of analysis. I did notice that the revised DEIR said that construction activities would stop if the wind speed rose above a certain level. Nice gesture, but it's what the wind patterns do to the noxious fumes after operation that needs to be addressed also.

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According to CEQA guidelines, the RDEIR must analyze how the health of the residents in these sensitive communities would be expected to be ***particularly*** affected. However, as stated above, the RDEIR does not provide enough information to determine how the health of the most vulnerable people in the area will be compromised. The RDEIR simply states that there is no impact and no mitigations are required. As discussed earlier, residents of Riverside County are already experiencing serious air pollution that is impacting the health and general welfare of all its citizens, and it is reasonable to assume that these effects currently are more concentrated in certain areas of the region, for example in communities adjacent to transportation corridors used by semi-trucks. Since the I-10 freeway already makes this a factor in the Pass area community -- there should be a move to ***decrease*** the possible health risks rather than

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increasing them by allowing a developer to construct a warehouse in the vicinity of sensitive receptors.

51 CONT

Although the RDEIR does attempt to give some of the background for general studies of air quality in the state and nation, most of the verbiage is on which boards and agencies are responsible for testing and keeping records on air quality. It mentions the ARP and the CalEPA, along with AB2595 and the SCAQMD as all working together to clean up the air in California. It stated that through a "combination of measures including regulations on fuel and emission standards and restrictions on idling etc. that these programs are expected to result in significant reductions in particulate matter as they are fully implemented." However, in order to be relevant to this project, ***(and meet CEQA standards)*** the RDEIR needs to state and discuss when that will actually happen and/or give some progress reports.

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At this point in the RDEIR there are listed all kinds of plans and regulations contributed by the various agencies and this listing contains several of the policies on air quality in the Riverside County General Plan including the following:

AQ 2.1: The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources **to the greatest extent possible.**

AQ 2.2: Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources **when possible.**

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AQ 2.3: ***Encourage*** the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.

If these policy statements from the General Plan are being used by this developer as evidence that this project meets those objectives (and others which are similarly written) then, I suppose, that is technically true. However, those policy statements are so nebulous and unquantifiable that they are laughable. And they are certainly not proof that warehouses are not the cause of additional air pollution.

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The Recirculated Draft EIR calls for 300 parking stalls for semi-trucks emitting diesel fumes as they come and go -- or more realistically considering the existing gridlock at the Cherry Valley interchange -- emitting diesel fumes ***as they idle***, waiting to get on or off the freeway or while they stack up in the private road waiting for entry to the project. That number is estimated to be as many as 40 trucks idling there at any one time. (***Page 3.16-58***) Under ***MM AQ-1g*** in the RDEIR the statement was added that says: "the site shall be designed such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside the facility." That might sound good, however, I did not see anything to say exactly how far into the site that needed to be to accommodate 40 some trucks or what they would do when the number of trucks exceeded the distance. As has been stated before, mitigation measures can't just simply be written down -- they've got to be specific and state how they will be enforced, along with who is responsible for the enforcing. 54

Also at this point it should be noted that the RDEIR states that if this developer were to build according to the General Plan land use already in effect (216 single family homes allowed), this would avoid the significant and unavoidable impacts to air quality that a warehouse brings to the area. The daily vehicle trips for residential land use would be reduced by 58% This is one of the best benefits when the land use is designated very low and low density in Cherry Valley -- it helps reduce air quality problems. Of course that specific Land Use zoning must be followed for that to happen. 55

Finally, this is when the RDEIR has to admit that there are significant and unavoidable impacts because the growth supported by development of the project was not accounted for in the air quality management plan. For that reason, and apparently that reason only, the impact from the project is concluded to be significant. This completely ignores the fact of 3,126 daily car and truck trips spewing diesel fumes and other pollutants into an already dismal air quality situation. The RDEIR grudgingly admits that although the project will comply with all applicable rules and regulations, but because the project is inconsistent with the current General Plan land use designation and the SCAQMD regional significance thresholds, ***the environmental impacts are significant and unavoidable.*** To put it another way, ***if*** the Riverside County General Plan were followed and ***if*** its already established policies were enforced and upheld, this project would be denied 56

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and this decision would result in a better environmental outcome for all the residents of the Pass area. Simple as that! 56 CONT

I did notice several additions in the RDEIR (I guess the developer is calling them revisions) to the Air Quality list of mitigations. Two of them involved paint, while the rest had to do with construction activities. The one that actually might be beneficial is ***MM AQ-1e*** where it states that all excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 miles an hour. I'm not sure if I've ever heard what the wind speed is when the Santa Ana winds begin to blow, but I do know that when the ground is being disturbed with tractors, graders etc, almost any wind speed will blow the dirt around. I'm also not sure why the 20 mph limit was chosen, but I personally would say that if the wind is blowing at all -- all construction activities should stop. Those of us who have lived in the Pass area for any length of time know that when the ground is disturbed for any reason -- the possibility of blowing dirt is there for several days even after the excavating or grading has ceased. 57

MMAQ-1f was also tacked on to the RDEIR which states that there will be "***signage*** added to ensure that trucks will not be queuing outside of the facility." I'm sure that everyone going by any warehouse have seen signs saying **NO PARKING** and yet there are trucks parked there anyway. Signs without enforcement are useless. This is one of the major problems I have with this RDEIR. Many of the mitigation measures listed are totally inadequate and ineffectual in demonstrating how they will make any actual difference to the environmental issue, and it does not state how any of them will be measured or enforced.. 58

First of all, as required by CEQA standards, all mitigation measures must show measurable, enforceable and/or quantifiable results. This is the primary purpose of mitigations. Is this true about the mitigation measures listed under Air Quality? In the case of many of those listed, the answer is no. In actual fact, some of those measures are just plain silly especially if this developer thinks that they will make any difference whatsoever in the behavior of the truck drivers using this warehouse. And there is not a shred of evidence that indicates that even if followed that these mitigation measures will reduce the impacts to Air Quality. In fact, they are written as if these are merely procedures that will be put into effect mostly in the hope that they ***might*** reduce the impacts to air quality, although very little in the 59

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RDEIR indicates that there will be any follow up to determine if they actually do have any effect whatsoever. And if there is no record of the success or failure of these measures to actually lower the impacts, it stands to reason that there will be no contingent measures that could be put into place either. Mitigation measures are not to be listed simply to take up space in the EIR, they are required to be the ***evidence*** that there are appropriate plans in place to mitigate the impacts to an environmental issue and that those plans actually work. With these "cut-and-paste" mitigations, this RDEIR doesn't give enough assurance that this is the case.

59 CONT

Incidentally under ***MM AQ-1g (a)*** is the statement that it is important that these truck drivers are "good neighbors" and not annoy the residents already there. These "Good Neighbor Guidelines" were originally put out by WRCOG when warehouses began to proliferate around the county and caused inevitable problems in the neighborhoods where they were built. These unenforceable and ineffectual guidelines will only work if everyone involved in the business of warehouses ***wanted*** to be good neighbors which is, of course, highly debatable, and there is no proof in the RDEIR that says that they do.

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Below are examples of mitigation measures that seem to be of the "cut-and-paste" variety and do not meet the CEQA requirements of being measurable and enforceable, or even useful . There is also nothing that indicates who will do the follow-up to see that the mitigation measure is actually being followed and what effect it has on air quality. Putting "canned" mitigation measures, such as the following, into an EIR does not meet the CEQA requirements.

a) ***Post signs*** informing truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

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b) ***Post signs*** in all dock and delivery areas containing the following: truck drivers shall turn off engines when not in use; trucks shall not idle for more than five minutes; telephone numbers of the building facilities manager and the California Air Resources Board to report violations. ***(I'm sure other truck drivers are going to rat on their peers.)***

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d) The facility operator will ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained and/or certified in diesel health effects and technologies, for example, by ***requiring attendance*** at California Air Resources Board approved courses.

These mitigation measures cited above and others written in similarly ill-defined and basically unenforceable language are meaningless and do not meet CEQA standards. They certainly are not ***evidence*** that demonstrates a sincere and successful effort to mitigate the effects that this project will have on the already poor air quality situation in the county. The majority are merely suggestions or possible things to try. They are not specific enough to this project and, in my opinion, seem to be chosen from a general list of mitigations that could be added to any EIR as filler.

61 CONT

The RDEIR ultimately concludes that even with all of these mitigation measures (and not all are *quite* as inane as those mentioned above) there are no additional feasible mitigations that can be used to reduce the impacts to a Less than Significant level. Of course the logical (and best) mitigation would be to reduce the number of truck trips, but that wouldn't be feasible since that's the nature of this project which is logistics/warehouse/and distribution. Thus, this developer concludes that he will do all in his power to mitigate the effects from those ubiquitous diesel fume spewing trucks, but when it's all said and done, the conclusion of the RDEIR is that the impacts to air quality from the this proposed mega-warehouse will just have to be endured by all those citizens already living here.

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One last comment on Air Quality. It is troubling that in this section of the RDEIR, the conclusions are based on a Air Quality report compiled by the writers of the RDEIR itself: First Carbon Solutions. Since there are numerous reports by outside agencies already available on the subject of Air Quality in Riverside County -- it seems to me that there could be a possible conflict of interest when conclusions in a RDEIR are based on your own report and its findings.

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3.7 GREEN HOUSE GAS EMISSIONS

The Recirculated DEIR also fails to fully disclose and analyze the impacts of the project on GHG emissions and there were no additional mitigation measures that I could find in the revised RDEIR. According to a state report

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any warehouse/distribution project will be composed of two basic elements: transportation and industrial uses. And yet even with the ***Figure 3.7-2 on page 3.7-6*** showing that the main contributors to GHG emissions in California between years 2000 and 2012 are transportation and industrial (ARB 2014a), there is no discussion or analysis of the impacts from the project and the ultimate conclusion in the RDEIR is that there will be no significant impact to GHG emissions.

64 CONT

California as a whole, is facing severe impacts from global climate change caused by emissions of GHG. AB 32 states the following: Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snow pack, and an increase in the incidences of infectious diseases, asthma, and other human health related problems. This certainly shows that the state of California knows the seriousness of GHG emissions. I don't think that's true with this Recirculated Draft EIR.

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The available science shows, and state law establishes, that there must be a substantial reduction in GHG emissions by mid-century in order to reduce the risk of dangerous climate change. Achieving reductions in the overall amount of driving in a particular region is an important factor in such efforts. For example, the State Legislature has made numerous findings that cars and trucks are responsible for about 50% of the conventional air pollution in California and that transportation in general is responsible for about 40% of the GHG emissions in the State. Therefore, does it seem reasonable for the county to approve a project that will dramatically ***increase the amount of driving with 3,126 total auto and truck trips daily?*** Realistically, the only logical way to begin to reduce the GHG emissions coming from transportation and industrial uses would be to approve only those projects that would help the county meet that goal. This project, with its nebulous "sign posting" and "informing drivers about the dangers of idling trucks", among other ineffective mitigations, does not demonstrate a sincere effort to help with the county's goal of reducing GHG emissions.

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The RDEIR is legally deficient under CEQA guidelines because it does not analyze potential changes to the Project design or give any specific and effective mitigation measures for GHG emissions. It simply reiterates that

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all the Air Quality mitigation measures (many of which, as already discussed, are vague and even inane) will be used and this fact added to the document that demonstrates that the project achieved at least 100 points on the Riverside County Greenhouse Gas Emissions Screening Table **(CAP)** is all that will be necessary.

CEQA requires a much more extensive analysis of potential mitigation measures than a simple table and so should Riverside County. On ***Page AQ-44, AQ21.3a*** of its own General Plan it states that:

> For large-scale developments, such as specific plans, business parks, ***industrial centers,*** and those triggering a ***full Environmental Impact Report,*** a custom GHG analyses may be warranted to both assure compliance with the applicable targets herein and to provide a customized array of appropriate reduction measures.
> (Emphasis Added)

67 CONT

The RDEIR insists that only the generalized CAP score is necessary to justify that they are meeting GHG requirements. This is not sufficient and does not meet either CEQA standards or even the standards set by the county.

Although on ***page 3.7-50*** there are some transportation mitigations that will be added to the Air Quality measures to help alleviate the impacts to GHG from this project, many of them are of the same vague tentative wording as already noted under Air Quality. As previously stated and it should not be ignored by the writer of this document, CEQA requires that all mitigation measures must be specific, measurable, effective and enforceable in order for them to be listed as valid. Many of these measures do not fit that criteria.

There is also a great deal of verbiage in the RDEIR concerning Executive Orders on GHG which, since they are not enforceable for local governments or the private sector, is redundant. Another large section on the guidelines from the SCAQ Management District concludes with the fact that this agency only has authority over GHG emissions from development projects which have air quality permits -- and this project doesn't have one. So again, redundant verbiage which does nothing to further CEQA requirements. And since they have no valid reason to be quoted in this

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recirculated Draft EIR, they appear to be random paragraphs that are simply "pasted" into any warehouse EIR as fillers and meant to sound like serious discussion of the environmental issue. Substantial analysis and evaluation on valid issues continues to be missing.

68 CONT

CEQA demands a full analysis and a listing of all feasible mitigation for every significant impact resulting from implementation of the Project, throughout the full life of the Project while taking into consideration accurate baseline and future projected conditions due to ambient growth and other cumulative projects. Accordingly the County of Riverside Board of Supervisors is charged with the important duty to deny an environmentally damaging project unless and until it has adopted ***all*** feasible mitigation measures or has shown that further mitigation is infeasible. ***At that point valid reasons must be presented*** to show why a project would be approved even when it demonstrates serious and unavoidable impacts to the environment.

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3.04 BIOLOGICAL RESOURCES

The Recirculated Draft EIR states that the project has potentially significant impacts to species and habitats identified in the MSHCP. (This government agency is a recognized Natural Communities Conservation Plan and is incorporated by reference into the relevant CEQA threshold of significance for identifying impacts of a Project on biological resources.) The proposed project would impact 145.6 acres on the San Gorgonio Crossings property site, and an additional 13.5 acres off site.

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Page 3.4-5 of the RDEIR states that the project will result in impacts to an identified riparian/riverine area (drainages A and B) and requires a number of mitigation measures to reduce impacts to existing and future water quality and biological species in that area. This riparian/riverine area consists of two major drainages that traverse the site from east to west. However, the impact is considered less than significant because to quote the RDEIR, the project "will avoid impacts to the riverine resources to the maximum extent ***practicable***." My objection is to the word "practicable." Although other meanings of that word are "sensible" or "reasonable" -- because it is the ***developer*** who will be making the determination of what constitutes "practicable," I think we know exactly what will happen to this

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sensitive habitat. Avoiding the impacts will be deemed impracticable and there goes the riverine resources on this property. I'm sure this developer thinks that there is no problem with that. After all he said he would do everything that was "practicable." 70 CONT

The conclusions by the RDEIR on ***Page 3.4-35*** are that although the first priority for sensitive habitats under both CEQA and the MSHCP is the ***avoidance of direct impacts***, unfortunately the proposed land use and the plans painstakingly drafted for these mega-warehouses requires large pads that simply can't be changed just to avoid those areas. (A comparison of the two maps in the Biological Study Report shows exactly what biological resources will be destroyed forever with those two huge warehouse footprints.) And of course, as the RDEIR makes perfectly clear, complete avoidance of any impacts to the Riparian/Riverine resources on this site would eliminate the development of these two mega-warehouses. Those annoying streams cut right across the best part of the property and unfortunately the impacts would only be eliminated if this entire project were denied and no warehouses were built at all. Again, as simple as that! 71

Most of the conclusions of whether this 1.8 million square foot warehouse will or will not affect the wildlife in the area were based on field surveys which are at least eight years old and were conducted during the daytime, significantly reducing the likelihood of detecting night foraging mammals such as rodents and bobcats, and some nocturnal reptiles. In spite of this limitation in the surveys it was discovered that the project site is home for at least 74 animal species which were observed or detected during the surveys. ***(Page 3.4-13)*** In addition the site has been identified as containing suitable habitat for almost 20 more species of wildlife. That's nearly 100 different species of wildlife that were observed either using this site or who are possible inhabitants. That is a significant number of animals which will not only be impacted by this project but will almost certainly be displaced. 72

In addition, since this warehouse is scheduled to run 24/7 I could find no analysis of the biological impacts of the night lighting -- the only statement I could find was about the lighting during construction which was deemed not significant because all the noise and upheaval will occur during the day. The impact of night lighting needs to be addressed because of the around-the-clock usage of this warehouse. 73

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There are also two questions which are just as important as the night lighting impacts and which need discussion as well: what is the value of the site as a foraging habitat and what are the potential cumulative impacts from loss of the habitat related to the wildlife species that were either observed on the site or are listed as possibly using the site. CEQA requires that these subjects be discussed and analyzed in order to give the public the information on all the impacts to the wildlife on this project site.

73 CONT

The RDEIR quotes several sections of the Riverside County General Plan ***(page 3.4-23)*** related to preserving the areas that sustain the kind of wildlife which was found on this site. It states that Riverside County is known for its extraordinary environmental setting… and under the Vision section there is one applicable statement that certainly applies to the current project: ***"Poorly planned growth and development would threaten to eliminate or degrade this essential feature of the County."*** I will repeat it one more time -- it's as simple as that!

74

Although it is not mentioned here, in another area of the General Plan ***(Page LU-18)*** is an additional applicable statement:

> "In order to efficiently use land, ***growth must be focused into strategically located centers or into existing developed areas,*** thus minimizing development pressures on rural, agricultural and open space areas. This will also help to preserve the unique rural character of the county …." (Emphasis added)

This project certainly does not meet this Land use objective, no matter how much they trumpet the "open space" located way over there in the back of those two humongous buildings!

The Biological Resources section of the RDEIR concludes that there will be no impacts to federal or state listed animal species, although three MSHCP covered sensitive wildlife species would be directly impacted by this project because their habitats would be adversely affected. (A 1.8 million square foot warehouse tends to do that to a habitat.) However it is stated that the mitigation measures for the proposed project will include the use of standard Best Management Practices (BMPs) to minimize the impacts. CEQA requires that all of those "standard BMPs" be described and analyzed, as well as describing how they will be enforced and what

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happens if they are not implemented. As far as I could tell there was no indication on the Executive Summary of the mitigations that explained ***who*** was responsible for making sure that ***any of the mitigation measures*** were being followed or if they were actually lessening the impacts.

75 CONT

In the Biological Study Report at the back of the RDEIR it states that although "the proposed project would significantly impact sensitive habitats and significant impacts would occur," the recirculated Draft EIR goes on to state that those impacts would not be considered significant. And why not? For two simple reasons. First, this developer will pay his "fair share" to the MSHCP Local Development Mitigation Fees as determined by the county. And if that doesn't completely mitigate the problems for these wildlife species, then the developer could also purchase "offsite credits" which will compensate for the diminished habitat on the project site and *voila,* the impacts are reduced to less than significant. This certainly makes for a "win-win" situation…..well unless you are thinking about the wildlife who have lost their habitat which will be buried forever under 1.8 million square feet of warehouse.

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Of course the biggest challenge for any wildlife on the property will be the semi-trucks operating on the site 24/7 and the RDEIR does acknowledge there will be impacts to not only the habitat, but specifically to the water quality. The writers state that the water quality can be adversely affected because of the use of petroleum products from those said trucks (fuels, oils and lubricants). Unfortunately, it seems that the emphasis is on the impacts only during construction and not after the project is up and running. About the only change I could find between the two DEIRs was that trucks would be washed off as they exited the site. This might help with air quality, but will do nothing to improve the water quality. And more important, what happens after the warehouse is operating? Mitigations for impacts during the operation phase of an industrial warehouse/distribution center need to be much more extensive than any of the ones listed and certainly periodic tests of the water quality would be required. As far as I could tell, there was no indication that this would be done.

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One final comment on the Biological Impacts concerns the subject of wildlife corridors. Culverts under the I-10 directly to the west of the project site were specifically constructed to be the linkage which would enable the

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wildlife to traverse from east to west (and back again) into the San Timoteo conservation area.

78 CONT

The important question to be answered with proposed mitigations is: "Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?" Astonishingly, the Executive Summary of Mitigations on page ES-18 of the RDEIR says there is no impact and no mitigations. I saw no discussion of the settlement agreement between the Center for Biological Diversity and the Oak Valley LLC which established that wildlife corridor as a result of a court case in the early 2000s. Since that corridor was established to protect all the wildlife in the area from any development that was planned, this RDEIR needs to address whether their proposed project will affect this corridor and also the proof that ***BIO-3*** is actually true when it states that this project would not interfere substantially with the movement of any…wildlife species. I guess my question is: are we to believe that a 1.8 million square foot building will not interfere in any way with any wildlife corridor across that property? I seriously doubt that but I could find no evidence in the RDEIR that indicated any meaningful evaluation had been made concerning this important biological issue.

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3.10 LAND USE AND PLANNING

The land use and planning section in the RDEIR is incomplete and lacks details sufficient for meaningful public review and comment. This is glaringly evident when the three Land Use Environmental Issues on the Executive Summary are indicated as "No Mitigation Required." This Project seeks to change Rural Residential to Industrial, build a 1.8 million square foot warehouse instead of one house per acre as previously zoned, and there are ***no impacts and no mitigations necessary***? That is ludicrous. The recirculated Draft EIR must explain exactly how the development standards for the current zoning of the site differ from the Industrial Park (I-P) designation needed by this developer for this project. Included must be the justification for the differences in the context of the project and a chart that compares both zoning designations needs to be displayed.

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In addition, the recirculated Draft EIR must include a section explaining why or why not aspects of the Project could be considered "spot zoning" as well as an analysis of the incompatibility of the proposed project uses(s) with the current zoning for the site. As currently drafted, the RDEIR contains no such analysis (did not see the words "spot zoning" anywhere in the document) and most of the compatibility analysis is limited to General Plan policies, basically ignoring the County's zoning ordinance, which is a clear violation of CEQA.

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At a most basic level, because the project seeks to change the zoning and the General Plan land use designation of the site, not to mention requiring an amendment to the General Plan itself, the RDEIR should have more adequately explained why the applicant is not pursuing the project in an area where it could be developed by right. (NOTE: the site's proximity to the I-10 freeway in conjunction with a statement that there were no other sites owned by the project applicant is used as the justification for alternate sites being screened from further consideration -- statements that are conclusory and problematic in their own regard.) Thus, since this is the only property that this applicant owns in this area, rather than planning and presenting a project that conforms to the policies, land uses, restrictions and vision already in place on this site, this developer demands to have everything changed to fit what he ***wants*** to build -- a discordant project totally out of character with the area and incompatible with the Land Use policies in the General Plan.

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Any proposed warehouse/distribution project would permanently alter the "vision" of Riverside County regarding the rural characteristics of ***any*** unincorporated area in general and this particular project will certainly change the rural characteristic in Cherry Valley specifically. Changing the zoning and the land use -- not to mention the General Plan itself -- simply to accommodate this developer is short-sighted and certainly does not take into account that altering the vision to meet this developer's needs will make all the other decisions for the rural areas adjacent to this project different from what they were envisioned to be in the General Plan. Warehouses, by their very nature, change the surrounding areas from planned residential to industrial -- that's just a fact of life. And this is regardless of what might have been originally planned for the adjoining acreage. People do not want to live next to or even close to a warehouse. So any plans for low density rural residential will have to be abandoned for this whole area.

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And another fact of life -- there is ***never*** only one warehouse built. Where there is one--there will be more -- usually along with some kind of truck servicing center. It wouldn't surprise me if this project was simply a "test-case" to see what Riverside County will agree to and if approved, then there will be a whole line of Orange County warehouse developers waiting to present their ideas of how development should proceed in Riverside County. It will simply be another instance of allowing developers to determine what a specific area will look like, rather than upholding the established vision already in place. Unfortunately this type of poor planning and decision making is painfully evident all over the Pass area.

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Most of this section in the RDEIR on Land Use employs more of the same convoluted language and logic as previously discussed. A good example of this kind of misleading logic is when the RDEIR quotes LU 7.1 ***(Page 3.10-30)*** that says that land uses are required to develop ***in accordance with the General Plan and area plans*** to ensure compatibility and minimize impacts. The RDEIR, rather than simply admitting that this project ***does not*** meet this requirement, states the conclusion that there will be ***no conflict IF*** the proposed General Plan Amendment is granted and ***IF*** the Zone Change is approved. At that point, then ***YES*** the proposed project would be developed in accordance with the General Plan. Seriously, how can something be said to "develop in accordance with the General Plan" when there are two major changes that must occur to make it true? Indeed, if enough changes are made -- doesn't that mean that ***any*** project can be said to be in "accordance with the General Plan? This is a typical example (and only one of many) of the inadequate and misleading conclusions that fill the pages of this RDEIR.

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It was only when the writers of this recirculated DEIR had to answer the questions on the County's Environmental Assessment Checklist on ***page 3.10-20*** that the conclusions actually had to be stated that this project would indeed create "substantial alteration of the present or planned land uses." On ***page 3.10-23*** the RDEIR states that "…with respect to present land use, development of the project site ***would represent a substantial alteration*** from its present condition." However, even when that admission was the only truthful one that could be made, the RDEIR went on to say the this "substantial alteration" does not represent significant adverse impacts with respect to present land uses because all potential adverse environmental impacts from the project have either been found to be of no

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significance or they have been mitigated into something of little or no consequence. The Executive Summary goes even further when it states that the significance of the "substantial alterations" to the present land uses are apparently non-existent because there are "no mitigations required."

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Now we come to whether this project of 1.8 million square feet of building could be considered a community separator. As already stated on ***page 3.10-34*** this RDEIR uses the erroneous statement that since the Sunny Cal site was "recently annexed" into Beaumont it is even more important for this huge warehouse to be built. (As previously noted on page 8 of this letter, the Sunny Cal development ***has not*** been annexed into the city of Beaumont as of yet and this would have been an easy fact to check. If this developer can't be bothered to check out the misinformation he was given on this simple issue -- how can we trust that the important environmental issues have been verified and checked?) Thus with the current city limits of Beaumont being on Brookside Avenue, the Sunny Cal site, which continues to be vacant land, would still be considered a separator between the two cities.

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But, of course, the writers of this recirculated DEIR want us to believe that this mega-warehouse will be the perfect buffer between the two cities by writing paragraph after paragraph filled with convoluted reasoning and flights of fancy. Completely ignoring the fact that there is a 1.8 million square building planned for this site, what is discussed is the "vast amounts of open space" to be located behind this behemoth and how that immense undeveloped area will serve as a perfect buffer between the "hard boundaries" of Beaumont and Calimesa. All of this RDEIR verbiage is stretching the meaning of the words "community separator" to a ridiculous extreme. As used in the General Plan, it's the ***rural characteristics and openness*** of the land that acts as a separator between developed cities. This is why Cherry Valley was granted the ***"Unincorporated Community"*** status -- to protect not only its rural characteristics, but also to continue using the openness of the area as a buffer between Beaumont and Calimesa. Not by any stretch of the imagination does the building of a huge 1.8 million square foot warehouse exemplify what is meant by "community separator".

However, as I already mentioned, here is where the rhetoric begins to wax poetic. "The location, configuration and design of the project will allow the project to ***blend into the existing landscape*** despite the large size of the

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proposed buildings helping to advance the vision and goals of the Cherry Valley Gateway Policy Area, and serve as a scenic gateway or approach to the Cherry Valley community." My oh my -- and to think there were some people who thought this "almost invisible" warehouse was going to be a big obnoxious building that would bring all these problems into our peaceful, rural area. I guess we all feel better now! (Although…. there just might be one tiny nit to pick in that fascinating conclusion -- there is not one word about all the semi-trucks clogging up that scenic gateway, and now that I think about it -- not one shred of evidence that ***any*** of that conclusion is true!)

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These are the kinds of completely unsubstantiated statements -- along with many others spread all over the RDEIR -- which make the land use and planning section of the recirculated Draft EIR totally inadequate in its analysis and certainly ***lacking the evidence*** required by CEQA to enable sufficiently meaningful public review and comment. Simply saying something is true does not make it true -- and completely ignores what is required in a CEQA document.

One final comment on something that has already been discussed, but I think bears repeating. The RDEIR states that the project is not located within the sphere of influence of either Beaumont or Calimesa. However, it neglects to mention that LAFCO granted to Cherry Valley its own ***"Community of Interest"*** status in order to give the citizens who live here a say in what happens in their own community. That designation is also there to protect not only the area's rural characteristics, but also to shield Cherry Valley from just such a dreadful project as this warehouse. And although the project site is not located within the COI boundaries -- the designation is still there to help keep ***all*** the adjacent areas compatible also. Ultimately the CU designation was granted to help prevent the travesty of a humongous warehouse from being built right next to the Unincorporated Community boundary. What is needed is for that "Unincorporated Community" designation and the protections that come with it to be enforced by the county officials who were elected to do so.

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3.16 TRANSPORTATION AND TRAFFIC

This project is planned for the northeast corner of the intersection of Cherry Valley Blvd and the I-10 Freeway. Since this is the primary entrance to

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Cherry Valley, the RDEIR had to acknowledge the fact that this interchange is currently almost overwhelmed with periodic gridlock due to the heavy flow of vehicles endeavoring to enter and exit the freeway. Thus, the recirculated Draft EIR concludes that the impacts to traffic and transportation will ultimately be significant and unavoidable. There is no doubt that the impacts to traffic will be significant because the RDEIR traffic study states that the project will result in an ***additional 3126 car and truck trips*** going to and from the project site on a daily basis. This is an astonishing amount of traffic to add to an already over-burdened interchange currently functioning at an unacceptable level of LOS F. The new traffic study changes the data to show that both east and westbound ramps of the I-10 at Cherry Valley Blvd are now rated an LOS F during AM and PM peak hours. Anyone who travels through that interchange during those times will not be surprised.

One interesting statement is on ***page 3.16-45*** where the RDEIR discusses the existing traffic plus ambient growth plus the project, showing, of course, that both of those intersections are still at LOS F. However, that's not the interesting part. It's the implication in this RDEIR that since those intersections ***already*** are at an unacceptable level even ***without the project***, there should not be any concern (at least on the part of this developer) with adding 3,126 additional daily vehicle trips -- after all, the intersections will ***still*** be LOS F. This is the kind of logic that all writers of EIRs use to rationalize the extra traffic generated by their project. An LOS F can't get any worse -- right? Well of course it can, and it does. A rating of F is an arbitrary figure used, I suppose, because if the actual traffic study showed that the new rating with all the traffic from this project was now an X, Y, or Z -- which is probably a more accurate picture of what this proposed project's anticipated additional traffic would really be rated -- there would be a huge outcry. Unfortunately, that is exactly what will be experienced by drivers after the traffic from a big project such as a mega-warehouse has been added to an already overloaded intersection or set of roads. It will be never ending gridlock. So yes, an LOS F intersection ***can and does*** get worse when inappropriate projects with huge numbers of vehicle trips are approved!

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CONT

The project's contribution to all traffic impacts are identified as significant and unavoidable even after fully mitigating the impacts to the greatest extent feasible. Of course, as the RDEIR admitted, the only mitigation that

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might have had some impact would be to reduce the number of truck trips, but, unfortunately that is not a "feasible" mitigation measure for a distribution/warehouse facility and thus can not be applied.

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In the RDEIR there is one more disclaimer about the mitigation measures. Although the project would certainly contribute its "fair share of fees" to support the implementation of all necessary improvements (some of which might actually mitigate the impacts from the project's traffic if they were built) as the RDEIR makes perfectly clear, neither the applicant nor the county can fully control the timing or implementation of the improvements listed as under the control of other jurisdictions. Thus the impacts to existing traffic remain significant and unavoidable and will simply have to be accepted as part of the warehouse package if this project is approved.

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One additional comment on the "Fair Share of Fees" mentioned above and on ***page 3.16-84***. The RDEIR claims that the Project will contribute their "fair share" of what is owed toward construction of all traffic improvements; however, it also acknowledges that even with a "full funding schedule" in place, the implementation of such improvements is entirely out of the hands of the Project applicant. Any traffic improvements and mitigations ***(specifically MM TRAN 1a and MM TRAN 1b)*** are therefore, uncertain as to when they might built, which is a violation of CEQA's mandate that mitigation be certain and enforceable.

Under the Environmental issue of the problem of queuing and stacking of the trucks which would be idling while waiting for entrance to the warehouse -- on ***page 3.16-58*** in an analysis by Urban Crossroads there is estimated to be as many as 32-42 trucks waiting along the private road (A). Of course there is the assurance that the "magic" signs would be posted preventing trucks from parking or queuing on public streets (Cherry Valley Blvd and Calimesa Blvd.) Once more this RDEIR states mitigation measures which are neither enforceable nor even certain, and are, therefore, a violation of CEQA requirements.

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One final note on Traffic and Transportation. In 2013, SB 743 was signed into law and this changed some of the ways that the transportation impact analyses were done as part of the CEQA compliance. Although a brief discussion of this bill was added to the RDEIR, the evaluation of the policies in this bill should have been added to the traffic and transportation

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section with a more thorough discussion and analysis of how this project and the traffic studies are in compliance with the goals of SB 743. The new methodologies in SB 743 which were designed to promote the state's goals of reducing greenhouse gas emission should have been incorporated into the RDEIR in a much more substantial fashion. CEQA requires that the public be given the most up-to-date policies and procedures and also the latest information on traffic analyses in order to be fully informed.

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4.00 CUMULATIVE IMPACT ANALYSIS

On ***Page 4.1*** of the RDEIR it quotes the State CEQA Guidelines ***Section 15130*** which is concerned with the consideration of cumulative impacts within an Environmental Impact Report (EIR). In that section, CEQA requires that the cumulative effects be considered when a project's incremental effects are cumulatively considerable. Cumulatively considerable means, ". . .the incremental effects of an individual project are significant when viewed in connection with the effects ***of past projects, the effects of other current projects, and the effects of probable future projects."*** (Emphasis Added)

In identifying projects that may contribute to cumulative impacts, the State CEQA Guidelines allows the use of a listing of past, present, and reasonably anticipated future projects, producing related or cumulative impacts, including those that are outside of the control of the lead agency. This list runs from ***page 4.1 to 4.4*** of the RDEIR. What is missing from that list is any kind of total for either the Dwelling Units or the square footage of the commercial buildings and/or warehouses that either have already been built or are in the planning stage. This is a serious omission since a simple listing does not show the scope of all the projects that have been built or planned for the same geographical area where this warehouse is proposed. The only comment in the RDEIR concerning the listing is that it shows how much development has been going on or is planned for the area thereby implying that this warehouse/distribution center is simply an additional project that will blend right in. Here are the totals that were omitted from the RDEIR.

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Table 4-1 lists 43 Past, Current and Future Projects that have added or will add a total of 25,745 Houses and 10,152,000 (give or take a few thousand) Square Feet of commercial or Warehouse space.

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Incidentally, the listing total above does not include the World Logistics Center of 21,450,000 square feet located in Moreno Valley although it was indicated on ***Exhibit 4-1***. This monstrosity will undoubtedly have cumulative effects all over the county and Riverside County is in the middle of a major lawsuit over some of those environmental impacts from this project. However, that project is in actuality too far away from the Pass area to have a ***direct impact*** on the problems from this proposed warehouse. In my opinion, it appeared to be included as simply one more indication that this project will fit right in with all the other warehouses and development in the area. What the RDEIR neglects to mention after stating that the list shows that urban uses are already here, is that the closest distribution center already built is over five miles away and is constructed on land that has been historically zoned and planned for industrial uses. There are no residential houses in that area, nor did those warehouses need an amendment to the General Plan of Beaumont or a change in zoning or land use policies in order to be approved -- which is what this warehouse requires for approval. The rest of the "urban development" consists mostly of residential.

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However, as I stated, the RDEIR is using this listing and the accompanying map simply as justification that their warehouse is just a continuation of all the development already here or which will be soon. That conclusion brings up the point that there is no indication on the list which projects are past or current and which development projects are in the future. This lack of information makes the listing difficult to evaluate or analyze. There is certainly no doubt that the cumulative effects of all the past projects have already impacted the Pass area tremendously. The infrastructure did not keep up with the fast moving developments, which means, for at least the Beaumont area, that the groundwater is being seriously depleted, the sewer system will soon be unable to meet the current usage or demand, there are no recycled water supplies, and there were no fire stations built in any of the tracts west of the I-10 where they had been promised and are certainly needed. Thus, even without any additional building or development, the cumulative effects to this area from what has already been built are decidedly significant.

For this RDEIR to state that the majority of environmental issues is less than significant even if the project were to be inflicted on rural Cherry

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Valley is, in my opinion, deceptive and short-sighted. Of course I realize that these writers are using as their rationale for this conclusion ***(stated on page 4-5***) that as long as this project contributes its fair share to any cumulative impact, the RDEIR can state that it will be rendered less than "cumulatively considerable" and thus is not significant. However, as far as I could see, there were only a couple of times when this RDEIR discussed paying its fair share, with the most important one being in the Transportation section and as acknowledged by the RDEIR, those impacts were and will continue to be ***significant and unavoidable***.

In the specific section that was quoted as guiding the cumulative analysis ***(#15130 of the CEQA guidelines)*** the writer of this RDEIR neglected to include the additional statement that even when the project developer pays its fair share the lead agency is still responsible to "identify facts and analysis supporting the conclusion that the contribution will be rendered less than cumulatively considerable." I did not see any statement of either the facts or any analysis which is required by the above mentioned CEQA guidelines in either the Cumulative Impact analysis section or the Transportation section of the RDEIR. One more example of this developer using only certain sections of a CEQA guideline and ignoring the rest. This is also the sort of unverified conclusions which leaves the residents dealing with the cumulative impacts of a project that the EIR declared were not significant because they paid their "fair share" of the mitigation and their responsibility has been satisfied. Again, statements without facts or analysis cannot be assumed to be true, and in this case do not follow the CEQA guidelines.

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On ***Page 4.6*** it was heartening to see that there was finally an admission that the cumulative effects on air quality standards will still continue to be significant and unavoidable and in fact will "have a cumulatively considerable impact regarding attainment of air quality standards." The RDEIR goes on to state that:

> Additionally, after mitigation, the project's operational emissions would exceed the SCAQMD's regional thresholds for reactive organic gases (ROG) and oxides of nitrogen (NOx). Therefore, operational impacts would be significant and unavoidable, and the project would have a cumulatively considerable air quality impact due to operational ROG and NOx emissions. The project

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would also result in cumulatively considerable net increase in ozone, because regional significance thresholds for ROG and NOx, (ozone precursors), are exceeded.

Riverside County should only be looking at projects that will ***decrease*** the pollutants in the air -- not ***increase*** them. Of course, that would not be a warehouse/distribution center since those industrial complexes contribute more than their fair share to the already bad air in Riverside County.

In addition, the county governing agency should certainly not accept the fractured logic of this RDEIR when it states that "Because the proposed project can mitigate all of these remaining air quality impacts to a level of less than significant, it would not have a related cumulatively significant impact with respect to these impact areas." It's as if those mitigation measures were magically able to completely remove ***any*** of the possible environmental impacts from this project -- like they weren't even there! The ineffectiveness of some of these mitigation measures has already been discussed under Air Quality Issues in this letter, but the RDEIR states that because the proposed project can miraculously mitigate all of the remaining air quality impacts to a level of less than significant, then any future projects will be on their own for mitigation measures. If those future projects use the logic of this document and just cut-and-paste the mitigation measures from this document into their own Draft EIR -- then *voila* there will be no significant cumulative effects at all from ***however many*** proposed projects there might be in the future.

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One more inconceivable comment (although as I've already said this RDEIR swarms with them!) is on ***Page 4.10*** where it states that because Greenhouse Gas Emissions are a "global problem" it is impossible for this project to "produce a quantity of greenhouse gas emissions significant enough to influence global climate change." And because they meet the wonderful CAP listing of 100 points, the RDEIR concludes that nothing else is needed and therefore this project will have less than significant impact in both individual and cumulative areas for GHG emissions. Unbelievable! ***Page AQ-44, AQ21.3a*** of Riverside's own General Plan states that for large-scale developments such as this mega-warehouse, a custom GHG analysis may be warranted. For the sake of the people who live in the vicinity of this project, I say that it ***must be required***.

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On ***Page 4-12 and 13,*** the RDEIR states that because the developer will use all sorts of ways to keep people from even noticing this mega-warehouse, the conclusion is that this project will be compatible with all the residential projects that may or may not occur adjacent to the project. This statement flies in the face of the known fact that people will not willingly buy a house anywhere near a warehouse. Families certainly don't want their children exposed to the noxious fumes that go along with a warehouse nor do they want to deal with the traffic chaos.

On these same pages, the RDEIR states that there will be all sorts of buffering between this project and the Sunny-Cal project -- although the hundreds of semi-trucks going and coming to this project are not even mentioned. What the RDEIR says is that there will be distance of 600 feet between the warehouse and any houses at Sunny-Cal, and concludes that this constitutes "substantial open space." In the WRCOG Good Neighbor Guidelines of WRCOG under Goal #1 it states that the optimum buffer zone between any sensitive receptors should be a minimum of 1,000 feet. This distance is also cited in many other governmental reports, but, again, because this developer can't change the fact that there is only 600 feet available as a buffer; the recommendations from other agencies who study these matters are ignored.

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One final comment on the cumulative hydrology impacts which, not surprisingly, this RDEIR states that there are none worth mentioning. And yet on ***page 4-19*** it concludes that "the project would create impervious surfaces on the project site." At that point, the RDEIR states that even after covering more than 1.8 million square feet of ground with impervious material, this will still not "substantially increase the rate or amount of surface runoff or result in flooding." I couldn't find any evidence quoted to show that this statement was true, and I wonder if anyone went to the subject site during our most recent storm to determine or observe any problems with the rate or amount of runoff even without the impervious material covering the site?

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I am truly dismayed that this RDEIR so blatantly concludes that the impacts from this project (whether acknowledged by this developer or not) when added to all of the impacts from past, current and future projects in the surrounding area will not contribute one iota to the cumulative impacts. It's as if this project was on its own little island and is totally unaffected by all

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of the projects around it. In addition, as concluded in the recirculated Draft EIR, any environmental impacts generated by this project will definitely not add one whit to the cumulative impacts of all of the other developments which have come before or even might come after. If that is the way that CEQA standards and requirements are being addressed these days by developers then it is becoming more understandable why so many projects which are detrimental to the environment and health and well being of residents around it -- end up being built. When those environmental impacts -- ignored and dismissed in the EIR and not considered important by the governing bodies -- become abundantly clear and obvious in the future, unfortunately, it is way too late to wonder if the CEQA study had been comprehensive enough.

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6.00 ALTERNATIVES TO THE PROJECT

To further the statute's goal of reducing significant environmental impacts, ***CEQA 15126.6(a)*** requires that an EIR identify feasible alternatives that could avoid or substantially lessen the project's significant environmental effects. The Guidelines require that an EIR describe a reasonable range of alternatives to the proposed project that could feasibly attain the project's basic objectives while reducing or avoiding any of its significant effects. The EIR must also evaluate the comparative merits of those alternatives.

The alternatives analyzed in the Draft EIR presents major cause for concern under CEQA. As stated, CEQA requires a ***meaningful discussion*** of project alternatives; part of that analysis require the developer to include a "no project" alternative. ***Section 15126.6(3)*** states explicitly that the "no project" alternative can take ***one of two*** forms: (1) no change from the existing uses (vacant land); ***or*** (2) development under already approved land uses. Rather than simply include a no project alternative, the Draft EIR uses two of its five alternatives to splice the same analysis. It first analyzes a traditional "no project" alternative as described in (1) above. This is Alternative 1. Then the RDEIR goes on to analyze development under already approved land uses as described in (2) above and evaluated as Alternative 2. This results in essentially a different version of the same "no project" scenario.

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Then the Draft EIR goes on to state that the second alternative will be the one that will be brought forward if the warehouse is not approved. Actually

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it would be the only one available to this developer. Although selecting an alternate choice ahead of time rather defeats the purpose of evaluating alternatives, it is at least encouraging to see that this developer actually is beginning to realize that the people in Cherry Valley are adamant about developers building in accordance with existing zoning and land use requirements. This is the vision in the General Plan and up to this point, it has worked well to keep Cherry Valley the beautiful rural enclave that it has been all these years.

As expected, ***Alternative 2: No Project-CVGPA SP*** would result in fewer impacts to the environment, which according to the Alternative Comparison Chart (on ***page 6-57)*** would still ultimately be less than significant except for traffic. Furthermore, even when the traffic impacts are considered significant under the proposed project, in this alternative, they will still be of less impact than the hundreds of truck trips that come with a warehouse/distribution center project. This is the type of project that should have been brought before the supervisors to begin with. However, it is understandable why that wasn't the case when you read the statement in the conclusion under ***6.3-18*** where it says that this alternative does not achieve the objectives of the project -- that is, of course the bottom line for this developer. Otherwise, without those objectives, he wouldn't be able to "sell" this warehouse/distribution center as viable. However, it must be remembered that meeting the objectives is really not the reason for analyzing alternatives to the project. As it says under CEQA Guidelines ***Section 15126.6(b)*** "alternatives to a project must be considered even if they would impede to some degree the attainment of project objectives or be more costly." Thus, meeting objectives can not be the top priority when discussing alternatives to a project, and as already discussed earlier in this response, the objectives listed in this RDEIR are so ill-defined and biased toward the warehouse project that it would be difficult for ***any*** other project to meet them.

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I would also add that if Alternative 2 is the fall-back plan for this developer, then all designs and plans would still have to meet the policy goals of the CVGPA -- which is that anything built on that site must evoke the rural characteristic of the area. This means that building houses like they do everywhere else in the county would not be permitted under that policy and any tract map would have to be evaluated using the policy goals and land use protections and restrictions already written into the General Plan for

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Cherry Valley under the PAP section. That said, at least this alternative would be more in harmony with the uniqueness of this area than a monstrous warehouse. And I might even agree that the faux barn and water tower along with the equestrian/pedestrian trail could actually be utilized to evoke the rural characteristics of Cherry Valley.

The other alternatives are a waste of time and should not even be considered. Perhaps that was the point. Alternative 4 is the same as the project, simply reduced in size and with basically the same significant impacts as the original project. Since the opposition in the community is because of a warehouse changing a rural area into an environment with industrial uses -- I am positive that the size of the building will not reduce that opposition one iota. A warehouse is a warehouse is a warehouse, and it is not appropriate for this area. Plus, even when reducing the size of the warehouse, it would still need the same amendments, zoning and land use changes as the larger building. Thus if the original project is not tolerable, the smaller one would not be any more acceptable. And since the developer has already indicated that Alternative 2 will be the one pursued if the 1.8 million square foot warehouse is rejected, then it is a contradiction of CEQA requirements to present as a possibility any alternative which is not even going to be considered. This robs the public and decision-makers of a substantial amount of substantive analysis concerning actual and realistic project alternatives.

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In fact, with the double-dipping approach to Alternatives 1 and 2, and then presenting other alternatives that need as many changes to the general plan as the proposed project, this RDEIR does not meet the mandate of including a meaningful range of reasonable and realistic project alternatives. This means that once again adequate information has not been provided to the public and decision-makers about the range of options available in order to reduce or avoid environmental impacts.

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CONCLUSION

In conclusion, I submit that the RDEIR for the San Gorgonio Crossings Distribution Center is seriously deficient in the areas already discussed in the above pages and it is fatally flawed with regard to mandated CEQA requirements. A properly written EIR will provide adequate information and analysis on the environmental impacts involved in order to supply the public and decision makers with enough information to enable them to make decisions that intelligently takes into account the environmental consequences of the project being studied. In the present case, the recirculated DEIR continues to fail to adopt all feasible mitigation measures and still does not ensure that the mitigation measures listed are fully enforceable through permit conditions, agreements, and/or legally binding instruments as required under the ***CEQA Guidelines: 15126(a)(2).***

The recirculated DEIR includes, at the outset, an incomplete and uncertain Project Description which results in a wholly inadequate RDEIR. In a number of specific areas, the RDEIR does not properly disclose, describe or analyze impacts of implementation of the project. Because impacts have not been adequately discussed in so many different areas where mitigation measures are proposed, they are inapplicable and/or insufficient to mitigate the significant environmental impacts of the project. The overall lack of disclosure, analysis, and mitigation renders this Recirculated DEIR just as defective as the original DEIR.

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The RDEIR implied that there was "substantial revision" from the original DEIR and used that rationale to recirculate the entire DEIR and in the process was able to ignore almost 600 letters from concerned individuals and agencies. This shows an utter disregard not only for the CEQA process, but also for the citizens of Cherry Valley.

This lack of respect -- and in my opinion, even contempt -- by this developer for the citizens of this area has been evident from the very beginning. When those citizens wrote numerous letters of protest and concern after the second NOP was distributed, the county supervisor for our area organized a Community Committee Meeting evidently to try and convince the citizens that this developer wanted only the best for Cherry Valley. That committee was supposed to meet for several months, but after listening to the citizens, the members cancelled the meetings after the

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second one and voted that the project was not good for the community and the land should be developed according to the existing land use and zoning. That should have been the end of it, and yet here we are -- responding *AGAIN* to an inadequate RDEIR for the same totally inappropriate project.

Not only are we faced with a deficient RDEIR, but there are several essential questions which should be answered by the Lead Agency and the county governmental board before this project is discussed and certainly before it would be approved:

Is this monstrous warehouse proposed to be built at the Gateway to the rural enclave of Cherry Valley……

- Important enough to disregard the protections and vision of the Riverside County General Plan established for Cherry Valley?

- Important enough to allow an out-of-area developer to completely and irrevocably alter the existing rural characteristics of the site and change it to urban and industrial simply because he demands it?

- Important enough to ignore the concerns and opposition of hundreds of people who have made Cherry Valley their home and have stayed because its rural character has -- up to this point -- been protected by Riverside County governing board?

- Important enough to overlook all the adverse effects that warehouses have been shown to bring to an area--diminishing the health and general welfare of residents who already live here?

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Nothing in this recirculated Draft EIR indicates that the answer to these questions should be yes. In fact, the objectives of this project are so nebulous and vaguely written, it is difficult to determine whether this project has any genuine benefits at all. However, it certainly can deliver plenty of adverse impacts -- even if those are not acknowledged fully in the RDEIR.

CEQA requires that every EIR must fully and completely evaluate all the impacts to the environment from any project in order for the public and the decision makers to understand exactly what those impacts will be. I could

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not find anything that would adequately answer this CEQA requirement. (When the RDEIR which purports to study and evaluate the environmental impacts from building a 1.8 million square foot warehouse in a rural area concludes that fifteen out of seventeen environmental issues are "Less than Significant" -- this is definitely not an adequate or comprehensive study.)

I've read quite a few EIRs over the years, and the writers of this one seemed, in my opinion, less than serious -- or even terribly concerned -- about addressing the environmental impacts of their project. I think this might have happened because the project was originally placed on the Fast Track, a program that was introduced during the downturn in the economy in 2008 whereby projects that could produce jobs in the county were given top priority in the approval process. Perhaps this gave the developer the mistaken idea that the contents of the EIR was not all that important because the project would be quickly approved regardless. The Fast Tract also meant that this project by-passed the planning commission where some of the inadequacies found in the original DEIR as well as in this RDEIR could have been addressed and perhaps amended before it went any further.

After reading through the original DEIR and now this RDEIR, it just seems to me that in many sections, the writers utilized canned and/or general information drawn from other warehouse EIRs that perhaps because they were being built in more suitable locations didn't need to be as comprehensive and specific as this RDEIR required. The amount of opposition generated by this project make it obvious that the RDEIR does not demonstrate effective mitigations, although granted, the writers faced a Herculean task. But, for whatever reasons, this RDEIR has not adequately addressed, evaluated or discussed the environmental issues as CEQA demands. This has become evident with the large number of letters voicing concerns about this project.

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This developer purchased this property in Cherry Valley with the understanding that this area was protected and the land uses were restricted to those projects that would evoke the rural characteristics of the area and be in harmony and agreement with the vision already established for this area in the Riverside County General Plan and reiterated in the Pass Area Plan. And yet, he seems to think that Riverside County is more than willing to approve this horribly ill-suited project rather than stay true to the vision that has been established -- keeping the protected area of Cherry Valley rural and

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open. Changing that vision simply because a developer has a different idea is handing the control of the county's future over to people whose only concern is the bottom line for their company. In this case, that would be a very short-sighted decision and would ruin one of the most beautiful areas still left in the county.

I sincerely request that this RDEIR be rejected for its inadequacies and the project be denied because of its inappropriateness to the area where it is proposed to be constructed. I also ask that the Riverside County Board of Supervisors continue to defend the General Plan policies and vision against unsuitable projects such as this one which benefit no one except the land speculators. Amendments to a General Plan are limited for a good reason -- it assures the stakeholders that the governing body understands that it is important to uphold the policies and vision of the established plan and that there will be ***no amendments*** unless there is absolute and undeniable certainty and proof that the change will benefit ***all of the citizens affected*** by that amendment. This is not the case with San Gorgonio Crossing Distribution Center as evidenced by the hundreds of letters sent to the Planning Department in protest.

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Thank you for your consideration of these comments on my serious environmental concerns of this project. The game-playing by this developer needs to stop and my concerns (along with the hundreds of others sent in by residents of Cherry Valley and the Pass area) must be addressed and answered in the Final EIR.

Sincerely yours,

Mary A. Daniel
P O Box 2041
Beaumont, CA 92223

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Mary Daniel (DANIEL-2)

Comment DANIEL-2-1
The commenter expresses concerns and disapproval regarding the recirculation process for the EIR, and states that the original comments in her January 2017 letter are still valid and pertinent. The commenter does not believe that substantial revisions were made to the RDEIR. Specifically, the commenter states that her concerns include changing the area from rural to industrial; greenhouse gas emissions, traffic, air quality, and aesthetics. The commenter states the opinion that the RDEIR fails to comply with the requirements of CEQA and that there is not sufficient discussion of project alternatives.

Response to DANIEL-2-1
Comments noted. With regard to recirculation and the substantial changes that were made to the RDEIR, please refer to Master Response #1. With regard to the remainder of these comments, please refer to Responses to DANIEL-2-2 to DANIEL-2-101, below. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DANIEL-2-2
The commenter is generally critical of the RDEIR's evaluation of environmental impacts, citing for example, that the aesthetics section concluded that no mitigation is needed after 68 pages. The commenter claims that the only substantial revision made to the RDEIR was the addition of a new traffic study.

Response to DANIEL-2-2
Comment noted. Potential aesthetics impacts are addressed in RDEIR Section 3.1, and mitigation is required (MM AES-4) to reduce impacts related to light and glare to less than significant. In addition, a new mitigation measure (AES-3) has been added to the Errata, Section 4 of this Final EIR to ensure early planting of landscaping along the project's Cherry Valley Boulevard frontage. The commenter does not elaborate on other perceived deficiencies to allow for a more detailed response. With regard to recirculation and the substantial changes that were made to the RDEIR, including a list of new technical studies, please refer to Master Response #1. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DANIEL-2-3
The commenter criticizes the project objectives and states that because they are not "clear statements," they may not be relied upon by the County to approve any Statement of Overriding Considerations.

Response to DANIEL-2-3
Comment noted. Should the County decision makers decide to approve the project, they would be required to adopt a Statement of Overriding Considerations in accordance with the requirements of CEQA Guidelines Section 15093. A lead agency is not limited to solely considering the project objectives when adopting a Statement of Overriding Considerations; it may (and should) rely on all information contained within the administrative record for the project. With regard to the commenter's more detailed criticisms of the project objectives, please refer to Responses to DANIEL-

2-4 to DANIEL-2-10, below. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DANIEL-2-4
With regard to project objective #1, the commenter questions what exact tenants will use the warehouse facility. The commenter states that just because the project is in close proximity to the I-10 Freeway doesn't mean that it will be easy for anyone to enter/exit the freeway.

Response to DANIEL-2-4
Comment noted. The future tenant mix is currently unknown, and CEQA does not require an end user to be identified so long as all potential environmental impacts of the project are analyzed. "So long as the project is approved, CEQA has no concern about who uses it. If CEQA compliance required the identification of the project end user, a new EIR would need to be considered every time property was sold or a different tenant moved into a building, regardless of the use to which the property was to be put. In addition to the problems listed above, such a requirement also violates the standard of efficiency required by CEQA." (*Maintain our Desert Environment v. Town of Apple Valley* (2004) 120 Cal. App. 4th 396). With regard to the necessary improvements to the I-10 freeway/Cherry Valley Boulevard ramps, please refer to please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for more specific information related to improvements proposed at this location. These comments and concerns expressed by commenter do not "invalidate" the stated project objective. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DANIEL-2-5
With regard to project objective #2, the commenter questions the estimate of employment opportunities created by the project and asks how many of these employment opportunities will be for residents. The commenter questions how this figure was determined when there is no indication of who the tenants would be. The commenter requests information regarding what the hourly wage for warehouse workers will be.

Response to DANIEL-2-5
The project's employment estimates are discussed in detail in RDEIR Section 3.13, Population and Housing. The pay level of these jobs is not within the purview of CEQA or the RDEIR, which is limited to potential physical impacts on the environment. These comments and concerns expressed by commenter do not "invalidate" the stated project objective. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DANIEL-2-6
With regard to project objective #3, the commenter asks what the difference in tax revenue is when a building is constructed, and asks whether that difference will compensate for problems such as traffic, air pollution and health issues.

Response to DANIEL-2-6
Increased tax revenue will be generated based on the value of the improvements (i.e., project buildings) as compared to the value in its undeveloped state. Tax revenue is not intended to

compensate for environmental impacts under CEQA; rather, the applicant is required to provide mitigation to reduce impacts to the extent feasible, including payment of impact fees or "fair share" fees, where appropriate.

Comment DANIEL-2-7
With regard to project objectives 4 and 5, the commenter questions how is it possible to reduce traffic congestion and air pollutant emissions when the project would result in an additional 3,126 daily trips.

Response to DANIEL-2-7
Objectives 4 and 5 are focused on limiting truck disruption to residential areas and locating industrial uses near existing roadways and freeways to reduce traffic congestion and air pollutant emissions. Due to the location of the project site in close proximity to the I-10 freeway, trucks would not need to travel on residential streets, and would not need to travel a significant distance from their main route (the I-10 freeway), thereby reducing vehicle miles traveled. In comparison, if a warehouse that was needed to facilitate the same amount of goods movement as the project were placed in a different location at a greater distance from a major freeway, trucks would have to travel greater distances on local roadways, resulting in greater traffic impacts, greater vehicle miles traveled, and a corresponding increase in air pollutant emissions.

Comment DANIEL-2-8
With regard to project objective 6, the commenter questions how much "goods movement" the project will actually facilitate, and how much fiscal benefit and economic growth will actually be realized. The commenter questions why the project should justify the General Plan Amendment and Zone Change being requested, and why the General Plan principle that rural areas should be protected from urban encroachment should be overridden.

Response to DANIEL-2-8
With regard to the proposed General Plan Amendment and Zone Change, please refer to Responses to CVAN-7 to CVAN-12, and SIERRA-33. The remainder of the comment is related to economic concerns and does not identify any environmental issue within the purview of the EIR; thus, no further response is necessary. The comment will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-9
With regard to project objective #7, the commenter questions what would constitute a "reasonable return" on investment.

Response to DANIEL-2-9
Please refer to Response to SIERRA-5.

Comment DANIEL-2-10
With regard to project objective #8, the commenter questions how a 1.8 million square foot warehouse could demonstrate consistency with the rural identity of the community. The commenter reiterates her belief that the project objectives are biased and self-serving, and that they

should not be used to justify approval of the project or to support any Statement of Overriding Considerations.

Response to DANIEL-2-10
Comment noted. With regard to the ways in which the project will be compatible with the rural identity of the community, please refer to Response to Form Letter #6. This comment will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-11
The commenter discusses the importance of adherence to General Plan policies, as well as the Pass Area Plan and the "Certainty System" regarding preservation of rural areas.

Response to DANIEL-2-11
Comment noted. Please refer to Responses to CVAN-7 to CVAN-12, and SIERRA-33. This comment will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-12
The commenter discusses protection of rural areas that should be upheld under the County's General Plan, zoning, and Cherry Valley Policy Area, and questions why the developer should be able to deviate from these policies.

Response to DANIEL-2-12
Please refer to Response to DANIEL-2-11, above.

Comment DANIEL-2-13
The commenter discusses the Pass Area Plan and Cherry Valley Policy area as they pertain to the project site.

Response to DANIEL-2-13
Please refer to Response to DANIEL-2-11, above.

Comment DANIEL-2-14
The commenter discusses Pass Area Plan policies as they pertain to the project.

Response to DANIEL-2-14
Please refer to Response to DANIEL-2-11, above.

Comment DANIEL-2-15
The commenter discusses the rural and low density designations that currently apply to the project site and states that since the developer purchased the property with these General Plan protections and restrictions already in place, who told the developer that the policies and land uses could/would be changed for him?

Response to DANIEL-2-15
Please refer to Response to DANIEL-2-11, above.

Comment DANIEL-2-16
The commenter discusses the protections under the Cherry Valley Policy Area and the Pass Area Plan that residents should be entitled to rely upon.

Response to DANIEL-2-16
Please refer to Response to DANIEL-2-11, above.

Comment DANIEL-2-17
The commenter discusses statements in the Cherry Valley Gateway Policy area and Pass Area Plan pertaining to this area serving as a gateway to Cherry Valley, evoking the rural character of the area, and serving as a community separator between Beaumont and Calimesa. The commenter reiterates her belief that the project cannot evoke the rural character of the area under a plain definition of the word "rural."

Response to DANIEL-2-17
Please refer to Response to DANIEL-2-11, above.

Comment DANIEL-2-18
The commenter discusses the surrounding large lot residential properties and states that this is the kind of environment that would be harmed by the project, and the kind of environment that the Pass Area Plan was designed to protect.

Response to DANIEL-2-18
Please refer to Response to DANIEL-2-11, above.

Comment DANIEL-2-19
The commenter refers to the Sunny-Cal project across Cherry Valley Boulevard from the project site, and states that the annexation of this site has still not been approved by LAFCO. The commenter states that she can't believe that a residential developer would welcome a mega-warehouse anywhere near their housing development, as warehouses bring down property values.

Response to DANIEL-2-19
Comment noted. This clarification has been added to the Errata, Section 4 of this Final EIR. The remainder of the comment is related to economic concerns and does not identify any environmental issue within the purview of the EIR; thus, no further response is necessary. This comment will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-20
The commenter states her belief that the Sunny-Cal development is mentioned throughout the RDEIR in an attempt to provide a rationale for why the warehouse should be built.

Response to DANIEL-2-20
The future Sunny-Cal residential development is discussed throughout the RDEIR with the appropriate level of detail for a cumulative project that is in close proximity to the project site. For example, the combined traffic impacts of the project and the proposed Sunny-Cal development were specifically addressed under the "Near Term (2022) Plus Sunny-Cal Conditions" scenario in RDEIR Section 3.16. The proposed Sunny-Cal development was also specifically accounted for as a future

sensitive receptor (RDEIR at 3.3-54; 3.3-56). It is not improper for the RDEIR to discuss development trends in the surrounding area.

Comment DANIEL-2-21
The commenter discusses general opposition to warehouse projects by nearby residential communities.

Response to DANIEL-2-21
Comment noted. This comment will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-22
The commenter claims that the project is speculative because the occupants of the building are not known at this time, and that the project description must be clarified to state all of the potential uses that may be proposed for the buildings.

Response to DANIEL-2-22
Please refer to Response to DANIEL-2-4, above. The RDEIR's evaluation of a "high-cube warehouse" land use accurately describes the future tenant mix, as well as accurate vehicle trip generation rates that in turn influence the analysis of the project's air quality impacts, and vehicular noise generated by the project. (RDEIR at 3.16-21 to 3.16-22). The project will not include heavy industrial or manufacturing uses. The project description contained in the RDEIR is adequate, and no additional information regarding the identities of future tenants is necessary.

Comment DANIEL-2-23
The commenter expresses general disagreement with the RDEIR's conclusions regarding aesthetic impacts and whether the project buildings will be visible.

Response to DANIEL-2-23
Comment noted. Please refer to RDEIR Exhibits 3.1-3a to 3.1-3m and 3.1-4a to 3.1-4b for visual simulations.

Comment DANIEL-2-24
The commenter expresses general disagreement with the proposed design features of the project designed to complement the rural character of the area, such as the 12-foot wide pedestrian trail along the front of the project. The commenter states that this trail crosses a driveway where trucks will be idling waiting for entrance to the property.

Response to DANIEL-2-24
Comment noted. With regard to trucks accessing the project site and potential queuing/idling concerns, please refer to Responses to Comments FEATHERSTONE-2 and SANDERS-3. This comment will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-25
The commenter expresses disapproval of the proposed water tower and barn features.

Response to DANIEL-2-25
Please refer to Response to VANROOIJEN-4.

Comment DANIEL-2-26
The commenter refers to CEQA Guidelines Section 15091 and 15093, and states the general requirements for adequacy of mitigation measures. The commenter claims that the mitigation measures contained in the RDEIR do not identify any measurable performance standards or contingent mitigation if the first measures are not effective. The commenter states that out of all environmental issues analyzed, 60 or 73% do not require mitigation. The commenter cites to Impact AQ-2 as an example, and disagrees with the conclusion that the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Response to DANIEL-2-26
The RDEIR complies with the requirements of CEQA in every respect, including with regard to mitigation measures. All mitigation contains adequate performance standards, timing for completion, and mechanisms for proper enforcement/review. The commenter does not provide any specific examples of mitigation measures that are inadequate in order to allow for a more detailed response. With regard to Impact AQ-2, it should be noted that the project's significant and unavoidable *regional* air quality impacts are discussed under Impact AQ-1. With regard to Impact AQ-2, two criteria are used to assess the significance of this impact: (1) the *localized* construction and operational significance analysis; and (2) the local traffic intersection CO hot spot analysis. As discussed at RDEIR pages 3.3-41 to 3.3-47, the project would not exceed localized air quality thresholds and would not result in a CO hot spot. The RDEIR thoroughly evaluated all potential impacts and provided all appropriate mitigation. In many cases, certain design features (such as related to water quality or building efficiency) are included as part of the project design and are therefore not required to be included as mitigation; other items are mandatory conditions (such as payment of fees or compliance with laws and regulations) and are therefore also not required to be included as mitigation. (See, e.g., RDEIR at 3.6-17; 3.14-11).

Comment DANIEL-2-27
The commenter states that the impact conclusion for Impact HAZ-1 is not supported since the identity of the ultimate tenants are not disclosed.

Response to DANIEL-2-27
With regard to Impact HAZ-1, although the identity of tenants is still unknown, the project is not anticipated to involve storage or transport of hazardous materials. Any such storage/transport would require compliance with federal, state and local laws and permitting and inspection requirements.

Comment DANIEL-2-28
The commenter states that the impact conclusion for HYD-4 is unsupported, and states that she saw no mention of the Sustainable Groundwater Management Act of 2014 (SGMA) or any discussion of its policies being addressed.

Response to DANIEL-2-28
With regard to HYD-4, the substantial drainage and stormwater improvements that will be installed by the project will ensure that there is no substantial increase in rate or amount of surface runoff. (See RDEIR at 3.9-28 to 3.9-31). With regard to the RDEIR's discussion of the SGMA, please refer to Response to BEAUMONT-15.

Comment DANIEL-2-29
The commenter states that fair share fees are inadequate to mitigate the project's significant and unavoidable traffic impacts.

Response to DANIEL-2-29
Please refer to Response to CVAN-9 and CVAN-30.

Comment DANIEL-2-30
The commenter states that the only major addition or revision to the Executive Summary was that the findings from the latest traffic studies were included.

Response to DANIEL-2-30
Examples of other mitigation measures that were revised include Mitigation Measure BIO-5b, which was refined and developed based on written communication from CDFW dated January 18, 2017; and Mitigation Measure AES-4 and TRAN-5, which were revised to include more specific performance standards.

Comment DANIEL-2-31
The commenter expresses general concerns related to the significant and unavoidable traffic impact disclosed in the RDEIR, and states that it going to impact lives of Cherry Valley residents every day.

Response to DANIEL-2-31
Comment noted. This comment will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-32
The commenter states that the RDEIR does not appear to take the environmental issues seriously since there are so many areas where no mitigation measures are considered necessary. The commenter states that the public doesn't have enough information to evaluate the potential environmental effects.

Response to DANIEL-2-32
Please refer to Response to DANIEL-2-26, above.

Comment DANIEL-2-33
The commenter states that she knows the County is aware of the threat of litigation because page V-12 of the General Plan states that there are locations for urban and suburban development which are not vulnerable to successful legal challenge regarding their appropriateness. The commenter states that to avoid such lawsuits, it is the duty of County government to determine which projects can lawfully be built in the County and where.

Response to DANIEL-2-33
Comment noted. Please refer to Responses to CVAN-7 to CVAN-12, and SIERRA-33. This comment will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-34
The commenter states that simply because a developer wants to build a warehouse on land in Cherry Valley doesn't meant that he is free to do so, and that the County government has the final say. The commenter states that the policies of the General Plan should be upheld.

Response to DANIEL-2-34
Please refer to Response to DANIEL-2-33, above. The County of Riverside retains ultimate authority to make decisions whether to approve development projects within its jurisdiction, and to determine whether the requisite findings can be made. This comment has been noted and will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-35
The commenter expresses general disagreement with the RDEIR's conclusions related to aesthetic impacts and views of the project site, and states that the impacts on viewsheds are ignored. The commenter believes that views from the I-10 freeway are just as important as views from vehicles driving along Cherry Valley Boulevard. The commenter states that the few line of sight depictions do not adequately or realistically show that the views will be from various vantage points.

Response to DANIEL-2-35
Please refer to RDEIR Exhibits 3.1-3h to 3.1-3J for visual simulations from the vicinity of the I-10 freeway. Please also refer to Response to Comment BEAUMONT-13. This comment has been noted and will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-36
The commenter claims that the RDEIR does not contain any photographs showing how the project will appear at full buildout and how views from planned residential developments will be impacted by the project. The commenter states that the 10 photographs provided are useless because they do not show the site as it will appear if the project is approved.

Response to DANIEL-2-36
The simulations contained in the RDEIR are accurate depictions of how the project would look from the various vantage points provided. Please also refer to Response to Comment BEAUMONT-13. This comment has been noted and will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-37
The commenter states that the photos and simulations should have shown numerous trucks entering and exiting the property.

Response to DANIEL-2-37
This comment has been noted and will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-38
The commenter states that "story poles" should have been utilized to show what a 47' tall building would look like on the project site. The commenter also points out a discrepancy in the RDEIR where conflicting heights of 41' and 47' are listed.

Response to DANIEL-2-38
The simulations contained in the RDEIR are accurate depictions of how the project would look from the various vantage points provided. Both buildings would be approximately 41 feet in height. The typographical error cited to by commenter (which appears on page 2-10 of the RDEIR) has been corrected in the Errata, Section 4 of this Final EIR.

Comment DANIEL-2-39
The commenter states that although there are some drawings of the elevations of existing roadways and the proposed berms (such as Exhibit 2-7), they don't actually show the views from each of these vantage points.

Response to DANIEL-2-39
Please refer to Response to DANIEL-2-36, above. For visual simulations showing the views from the potential vantage points that correspond to Exhibit 2-7 (Cherry Valley Boulevard Street Section) cited by commenter, please refer to Visual Simulations 1, 2, and 3 (Exhibits 3.1-3a, 3.1-3b, 3.1-3c, and 3.1-3).

Comment DANIEL-2-40
The commenter cites General Plan Land Use Policy 4.1, which requires new developments to be located and designed to visually enhance the character of the surrounding area. The commenter expresses general opposition/doubt that the project is consistent with this policy despite efforts to include rural architectural elements.

Response to DANIEL-2-40
The project would be consistent with this policy (see RDEIR at 3.10-29). This comment has been noted and will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-41
The commenter expresses general dissatisfaction with the proposed architectural elements of the project buildings.

Response to DANIEL-2-41
This comment has been noted and will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-42
The commenter states that a warehouse can never be considered rural by its very nature, and states that the RDEIR accurately concludes that the visual character of the project site will change.

Response to DANIEL-2-42
This comment has been noted and will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-43
The commenter expresses disagreement /doubts as to the accuracy of visual simulations 3.1-3a to 3.1-3e, on the basis that trees can't hide everything, and that at least one of the simulations should have shown the hundreds of trucks on Cherry Valley Boulevard. The commenter also states that the

readers have no idea how many years it will take the trees to reach the proportions shown in the simulations.

Response to DANIEL-2-43
Please refer to Response to Comment DANIEL-2-36, above. This comment has been noted and will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-44
The commenter stats that the aesthetics section takes 68 pages to conclude that absolutely no mitigation is necessary, and that there is no support for this conclusion.

Response to DANIEL-2-44
This statement is in accurate; please refer to Response to Comment DANIEL-2-2, above, with regard to aesthetics mitigation that will be required.

Comment DANIEL-2-45
The commenter expresses general criticism regarding the project's conservation of 84.8 acres of open space, since it will be behind the project site and likely not developable anyway.

Response to DANIEL-2-45
Please refer to Response to SANDERS-2-4. This comment has been noted and will be provided to the County decision-makers for their consideration.

Comment DANIEL-2-46
The commenter provides a summary of the RDEIR's impact conclusions regarding air quality and greenhouse gases.

Response to DANIEL-2-46
Comment noted; no response is necessary.

Comment DANIEL-2-47
The commenter states that the significance of a project's impacts to air quality must be viewed in context, in this case the fact that the South Coast Air Basin has poor quality and is nonattainment for several criteria pollutants. The commenter discusses health risks related to diesel emissions and questions the use of a 70-year exposure period.

Response to DANIEL-2-47
The RDEIR discusses existing air quality in the Inland Empire region, and the current attainment designations for the South Coast Air Basin are shown in RDEIR Table 3.3-4. The project's contribution to regional air quality impacts are discussed in that context. (See RDEIR 3.3-31 to 3.3-36). The methodology used to estimate the cancer risks are based on the current CEQA guidance from the SCAQMD that assumes an exposure over a 70-year lifetime. As noted in RDEIR Table 3.3-17, the operation of the project would not exceed the SCAQMD's cancer risk significance threshold of 10 in one million at any of the locations identified in the analysis.

Comment DANIEL-2-48
The commenter expresses concerns specifically related to health risks to nearby senior communities.

Response to DANIEL-2-48

Health risks from diesel particulate matter are discussed within the RDEIR and the Health Risk Assessment prepared for the project. (See RDEIR Appendix B.1 and RDEIR pages 3.3-24, 3.3-25, and 3.3-57). The Maximum Cancer Risk attributable to the project is 6.0 in one million, which is below SCAQMD's CEQA significance threshold of 10 in one million. The project would not result in health risks to sensitive receptors, including nearby senior communities. (See RDEIR at 3.3-54 to 3.3-59). With regard to other non-cancer, acute health risks, please refer to Response to BIRKY-3. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DANIEL-2-49

The commenter questions how the RDEIR can conclude that no mitigation is necessary for Impact AQ-4 (impacts to sensitive receptors), in light of known health risks to children and the elderly associated with industrial development. The commenter claims that the RDEIR states that the project will "definitely result in aggravating chronic respiratory disease in sensitive groups and there are absolutely no mitigations that will bring the impacts down to a less than significant level."

Response to DANIEL-2-49

Please refer to Response to DANIEL-2-48 above, as well as Response to SIERRA-22. Commenter's statement regarding aggravation of chronic respiratory disease is referring to one of the health effects of NO_2 or NO_x exposure; however, the project will only exceed NO_x thresholds on a *regional* basis, and would not exceed any localized threshold.

Comment DANIEL-2-50

The commenter states that the conclusions for AQ-3 and AQ-4 contradict each other in that they refer to "sensitive groups" and "sensitive receptors." The commenter states that wind patterns are not taken into account, and that when added to the equation, the number of affected sensitive receptors would increase. The commenter notes that the RDEIR states that construction activities would stop if the wind speed rose above a certain level; the commenter states that the RDEIR must also evaluate the impact of wind patterns on operational emissions.

Response to DANIEL-2-50

The RDEIR discusses impacts to both sensitive groups in the region, and sensitive receptors near the project site. The SCAQMD Governing Board adopted a methodology for calculating localized air quality impacts through the use of localized significance thresholds (also referred to as a LST analysis). LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standards. LSTs were developed in recognition of the fact that criteria pollutants such as CO and NO_x—and PM_{10} and $PM_{2.5}$ in particular—can have local impacts at nearby sensitive receptors as well as regional impacts. (RDEIR at 3.3-41). The effect of wind speed on pollution dispersion is discussed in detail at RDEIR 3.3-17. The requirement for construction or grading activities to cease when average wind speeds exceed 20 miles per hour is primarily related to dust suppression, which would not be significant once the project is operational.

Comment DANIEL-2-51
The commenter states that the RDEIR must analyze how the health of residents in these sensitive communities would be particularly affected given the already poor air quality in the area and the fact that the I-10 freeway already results in increased risk on the Pass Area Community.

Response to DANIEL-2-51
Please refer to the RDEIR's discussion of the "Multiple Air Toxics Exposure Study in the South Coast Air Basin" (MATES-IV), which does address existing, cumulative health risk unique to the project area. (See RDEIR at 3.3-26, 3.3-57 to 3.3-59).

Comment DANIEL-2-52
The commenter states that the RDEIR needs to discuss when various air quality standards and fuel emission standards implemented by state agencies are actually expected to go into effect and provide some progress reports.

Response to DANIEL-2-52
The analysis contained in the RDEIR is based on the most current regulatory guidance in effect. The phasing requirements for ARB's Truck and Bus Regulation, motor vehicle fuel standards and other requirements are discussed at RDEIR pages 3.3-3, 3.7-11, 3.7-20 and 3.7-48. The information in the RDEIR regarding regulatory requirements and the timeframe for compliance is adequate, and no further information is necessary.

Comment DANIEL-2-53
The commenter cites to General Plan policies related to air quality and states that the policy statements are nebulous and unquantifiable.

Response to DANIEL-2-53
Comment noted. Criticism of the manner in which County General Plan policies are drafted is not within the scope or subject matter of the RDEIR. No response is required.

Comment DANIEL-2-54
The commenter questions how far trucks will need to come into the site to accommodate parking for 40 trucks to wait for an available loading dock, and what will be done when the number of trucks exceeds this distance.

Response to DANIEL-2-54
Please refer to Response to FEATHERSTONE-2. The project will be designed with sufficient capacity that trucks would not be required to idle for extended periods of time waiting for their turn at the loading dock.

Comment DANIEL-2-55
The commenter discusses how the daily vehicle trips would be reduced by 58% under the Cherry Valley Gateway Policy Area Specific Plan (CVGPA SP) alternative, thereby reducing the significant and unavoidable air quality impact that would occur under the project. The commenter states that this is one of the greatest benefits to having land designated low- and very-low density in Cherry Valley.

Response to DANIEL-2-55
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DANIEL-2-56
The commenter describes the RDEIR's conclusion related to the project's significant and unavoidable air quality impact.

Response to DANIEL-2-56
Comment noted. No response is necessary.

Comment DANIEL-2-57
The commenter refers to new air quality mitigation measures that were added to the RDEIR related to paint and construction activities and states that all construction should be stopped when wind is blowing at all. The commenter questions why the 20 mph limit was chosen for Mitigation Measure AQ-1e.

Response to DANIEL-2-57
Mitigation Measure AQ-1e was developed in compliance with SCAQMD Rule 403 related to fugitive dust control. It is not necessary to halt construction activities due to any amount of wind.

Comment DANIEL-2-58
The commenter questions the effectiveness of Mitigation Measure AQ-1f regarding signage to prevent trucks from queuing.

Response to DANIEL-2-58
Please refer to Response to Comment FEATHERSTONE-2.

Comment DANIEL-2-59
The commenter questions the effectiveness of the air quality mitigation measures contained in the RDEIR.

Response to DANIEL-2-59
Comment noted. The RDEIR does include all feasible mitigation to reduce air quality impacts to the greatest extent possible. Please also refer to Responses to SCAQMD-10 to SCAQMD-12.

Comment DANIEL-2-60
The commenter questions the efficacy of the "Good Neighbor Guidelines" developed by the Western Riverside Council of Governments.

Response to DANIEL-2-60
Although the *Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities* was never adopted by the County Board of Supervisors, the relevance of these recommendations to this project is discussed under Impact LUP-6. See RDEIR at 3.10-36 to 3.10-39.

Comment DANIEL-2-61
The commenter provides examples of mitigation measures that seem to be "canned" or "cut and paste" and are not measurable, enforceable or useful.

Response to DANIEL-2-61
Comment noted. All mitigation measures are fully enforceable by the County of Riverside through the building permit and Certificate of Occupancy inspection process.

Comment DANIEL-2-62
The commenter discusses the RDEIR's conclusions related to the project's significant and unavoidable air quality impact due to the logistics/warehouse nature of the project.

Response to DANIEL-2-62
Comment noted. No response is necessary.

Comment DANIEL-2-63
The commenter questions the propriety of the Air Quality Report being prepared by the same consultant who is preparing the RDEIR, FirstCarbon Solutions, stating that this could give rise to a possible conflict of interest.

Response to DANIEL-2-63
Comment noted. The County of Riverside will exercise its independent judgment in determining whether to certify the RDEIR and accept the conclusions therein. It is not uncommon for a single consultant to prepare one or more technical studies for the EIR document that they are tasked with preparing, and this does not give rise to a "conflict of interest."

Comment DANIEL-2-64
The commenter states that the RDEIR fails to fully disclose and analyze the impacts of the project on GHG emissions.

Response to DANIEL-2-64
Potential greenhouse gas impacts of the project are fully addressed in RDEIR Section 3.7. Please also refer to Responses to DANIEL-2-66 (below); SIERRA-24 to SIERRA-28; and CVAN-18 to CVAN-20.

Comment DANIEL-2-65
The commenter discusses the impacts that can potentially occur due to climate change, including snowpack reduction and an increase in human health problems.

Response to DANIEL-2-65
Comment noted. General potential impacts of climate change to plants, animals, crops and water supply are discussed in detail in the Air Quality and Greenhouse Gas Analysis contained at Appendix B.1 of the RDEIR. Climate change, by nature, is a cumulative impact. Potential impacts of climate change within California are discussed at RDEIR pages 3.7-7 to 3.7-8.

Comment DANIEL-2-66
The commenter states that in light of the need for reductions in greenhouse gas emissions, the only logical way to reduce these emissions from industrial and transportation uses should be for the County to only approve those projects that would help the County meet its stated reduction goal. The commenter states that the project's mitigation does not demonstrate a sincere effort to help with the County's goal of reducing greenhouse gas emissions.

Response to DANIEL-2-66
The County's general policy decisions regarding whether or not to approve projects that may result in increased greenhouse gas emissions is not within the scope or subject matter of the RDEIR. However, the County's adoption of its Climate Action Plan provides the framework by which projects may demonstrate consistency with specific, quantifiable measures to reduce greenhouse gas emissions. (See RDEIR at 3.7-36 to 3.7-40). Please refer to RDEIR Table 3.7-4, as well as Response to CVAN-18 and SIERRA-28 for a more complete discussion of how the project is consistent with the County's Climate Action Plan.

Comment DANIEL-2-67
The commenter states that the RDEIR is legally deficient because it does not analyze potential changes to the project design or provide any specific or effective mitigation measures for GHG emissions, but merely demonstrates that it will achieve at least 100 points from the County's Climate Action Plan screening table. The commenter cites to a County General Plan policy which states that a custom GHG analysis may be warranted for certain projects. The commenter states that the project's greenhouse gas mitigation measures are inadequate.

Response to DANIEL-2-67
Please refer to Response to DANIEL-2-66, above. A custom greenhouse gas analysis is provided for the project in RDEIR Section 3.7 (see RDEIR Tables 3.7-2 and 3.7-3, which quantify the project's greenhouse gas emissions).

Comment DANIEL-2-68
The commenter states that the RDEIR's discussion of Executive Orders is redundant since they are not enforceable against local governments or the private sector, and that there is no reason for them to be discussed in the RDEIR.

Response to DANIEL-2-68
Comment noted. The RDEIR properly includes all relevant regulatory guidance in its discussion of climate change impacts.

Comment DANIEL-2-69
The commenter discusses the general requirements for mitigation under CEQA, and the duty of the County to deny an environmentally damaging project until it has adopted all feasible mitigation measures or shown that further mitigation is infeasible. At that point, valid reasons must be presented to show why a project would be approved even when it would result in serious and unavoidable impacts to the environment.

Response to DANIEL-2-69
Comment noted. Please refer to Response to DANIEL-2-3, above.

Comment DANIEL-2-70
The commenter provides a summary of the RDEIR's discussion of impacts to biological resources, and takes issue with the fact that mitigation for riverine resources will avoid impacts "to the maximum extent practicable," stating that whether something is practicable will be within the discretion of the developer.

Response to DANIEL-2-70
The statement about avoiding impacts to the maximum extent practicable is referring to the fact that the project has been designed to avoid impacts to 0.30 acre of Riparian/Riverine resources in the northwestern portion of the site, and therefore "impacts to 0.30 acre (23 percent) of the riverine resources have been avoided to the maximum extent practicable." (RDEIR at 3.4-35). For the remaining acreage that would be impacted, the project will replace riparian/riverine habitat at a 2:1 ratio for the 1.11 acres of impacts to riparian/riverine sources, resulting in 2.22 acres of riparian/riverine habitat creation/restoration. The applicant will be required to comply with all requirements set forth by the USACE and CDFW during the permitting process, and this mitigation will be fully enforceable. (RDEIR at 3.4-36).

Comment DANIEL-2-71
The commenter refers to the fact that as stated on RDEIR page 3.4-35 "the proposed land use requires large pads that cannot be effectively reshaped to avoid Riparian/Riverine resources. Complete avoidance of Riparian/Riverine resources would eliminate the viability of development on the site because of the distribution of the drainages across the site. Total avoidance can be achieved only by minimal or no development, which would render the project infeasible."

Response to DANIEL-2-71
Please refer to Response to DANIEL-2-71, above, regarding mitigation for the impact referenced by commenter.

Comment DANIEL-2-72
The commenter claims that surveys for wildlife were outdated and/or conducted during the daytime. The commenter notes that the project site is home for at least 74 animal species which were observed or detected during the surveys, and that the site has been identified as containing suitable habitat for almost 20 more species of wildlife.

Response to DANIEL-2-72
No impacts to federal or state listed animal species will result from project implementation. Three MSHCP covered sensitive animal species (orange-throated whiptail, northern harrier, and Bell's sage sparrow) were observed or detected on-site and would be directly impacted by the project because their habitats would be adversely affected. Impacts to these species are covered under the MSHCP. The other species with the potential to occur noted in RDEIR Table 3.4-4 either have low potential to occur on-site because of the lack of appropriate habitat, or if they have a moderate potential to occur, their presence on the site would not result in significant impacts because they are generally wide-ranging species, most are covered species under the MSHCP, and they have a low sensitivity rating. (RDEIR at 3.4-30). Please also refer to Response to CVAN-27.

Comment DANIEL-2-73
The commenter expresses concerns related to biological impacts due to nighttime lighting, given the possibility that the project may operate 24 hours per day. The commenter also asks what is the value of the site as a foraging habitat, and what are the potential cumulative impacts from loss of habitat.

Response to DANIEL-2-73
Please refer to Response to CVAN-28. Implementation of the project would directly impact raptor foraging habitat and potentially could directly or indirectly impact raptor nests during construction. These impacts are considered potentially adverse, but will be reduced to less than significant with mitigation. (RDEIR at 4-9). Other impacts to individual species' foraging habitats are addressed in RDEIR Table 3.4-4, and would not be significant. The MSHCP was enacted, in part, to offset and control cumulative impacts to biological resources within western Riverside County. Any cumulative impacts related to loss of habitat are covered by the MSHCP, and will be offset by the payment of the MSHCP fee of $6,645 per acre. (RDEIR at 3.4-37).

Comment DANIEL-2-74
The commenter refers to General Plan policies related to preserving the kind of areas that sustain wildlife found on the site.

Response to DANIEL-2-74
Comment noted. These policies are discussed in the context of Biological Resources at RDEIR page 3.4-24.

Comment DANIEL-2-75
The commenter describes how three MSHCP-covered species would be directly impacted by the project, and questions how best management practices (BMPs) will reduce these impacts.

Response to DANIEL-2-75
Please refer to Response to DANIEL-2-72, above. All impacts to biological resources will be reduced to less than significant through implementation of Mitigation Measures BIO-1a and BIO-1b, 2a and -2b, and -5a and -5b. Minimization measures for the project (related to riparian/riverine resources) will include the use of standard BMPs to minimize the impacts during construction. Equipment will be stored in upland areas, outside drainages except as required by project design (restoration, trash removal, etc.). Removal of trash located throughout the property will decrease the potential of pollutants entering the riparian/riverine areas downstream. The removal of the pollutants will increase the functions and values of the Riparian/Riverine areas proposed to be restored, thus replacing a portion of functions and values that will be lost within the project footprint. Source control and treatment control BMPs will be implemented to minimize the potential contaminants that generated during and post construction. Source control BMPs include landscape planning, roof runoff controls, trash storage areas, use of alternative building materials, and education of future tenants. Treatment control BMPs include detention basins, vegetated swales (bio-swales), drain inlets, and vegetated buffers. Water quality BMPs will be implemented throughout the project to capture and treat contaminants. (RDEIR at 3.4-35).

Comment DANIEL-2-76
The commenter expresses general criticism of the fact that the developer will be permitted to pay MSHCP fees and purchase off-site credit to compensate for diminished habitat.

Response to DANIEL-2-76
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DANIEL-2-77
The commenter expresses concerns related to operational water quality, such as from fuels, oils and lubricants.

Response to DANIEL-2-77
Please refer to Response to HUFFMANN-1.

Comment DANIEL-2-78
The commenter states that culverts under the I-10 directly to the west of the project site were specifically constructed to be the linkage which would enable wildlife to traverse from east to west into the San Timoteo conservation area.

Response to DANIEL-2-78
Please see RDEIR Appendix C: July 16, 2015 MSCHP Consistency Analysis, Figure 5, which shows that the project site is not located within a wildlife corridor or linkage as identified by the MSHCP. The project will not have a significant impact regarding interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. (RDEIR at page 3.4-37). Please refer to Responses to Comments KRANTZ-6 to KRANTZ-7 and KRANTZ-9 to KRANTZ-11.

Comment DANIEL-2-79
The commenter questions the RDEIR's conclusion that the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites.

Response to DANIEL-2-79
Please refer to Response to DANIEL-2-78, above.

Comment DANIEL-2-80
The commenter states that the land use and planning section of the RDEIR is incomplete and lacks sufficient detail to allow for meaningful public review and comment. The commenter does not understand how the RDEIR can conclude that impacts would be less than significant and that no mitigation is necessary. The commenter states that the RDEIR must explain exactly how development standards for the current zoning of the site differ from the Industrial Park (I-P) designation sought by the project. The commenter states that the RDEIR must include justifications for these differences and a chart comparing both zoning designations.

Response to DANIEL-2-80
The existing Controlled Development (W-2) zoning is described at RDEIR page 2-2, 3.2-1, and 3.10-5. Requirements applicable to the I-P designation are discussed at RDEIR pages 3.10-18 to 3.10-19. As discussed, the zone change is necessary to allow the uses proposed by the project. Providing further comparison in chart form would not provide relevant information or additional context, since the Zone Change to I-P must be approved in order to allow for development of the project; therefore, there could be no comparable development under the W-2 zoning designation.

Comment DANIEL-2-81
The commenter requests an explanation of whether the project could be considered "spot zoning."

Response to DANIEL-2-81
Please refer to Master Response #2.

Comment DANIEL-2-82
The commenter states that the RDEIR should have more adequately explained why the applicant is not pursuing the project in an area where it could be developed by right, and that the project is totally out of character with the area and incompatible with the Land Use policies in the General Plan.

Response to DANIEL-2-82
Please refer to Responses to Comments CVAN-7 to CVAN-12, and SIERRA-33.

Comment DANIEL-2-83
The commenter states that any warehouse project would permanently alter the vision of Riverside County regarding the rural characteristics of any unincorporated area in general, and Cherry Valley in particular. The commenter states that this will impact any plans for surrounding low-density residential, as people do not want to live next to, or even close to a warehouse.

Response to DANIEL-2-83
Comment noted. Please refer to Response to CVAN-7 to CVAN-12. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DANIEL-2-84
The commenter states that there is never only one warehouse built, and that this will allow for other similar development to occur in the area.

Response to DANIEL-2-84
Comment noted. The possibility of future, unrelated development is not within the purview of CEQA or the RDEIR, which is limited to the potential environmental impacts of this particular proposed project. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DANIEL-2-85
The commenter states that the project cannot be developed in accordance with the General Plan because it needs approval of a General Plan Amendment and Zone Change.

Response to DANIEL-2-85
Comment noted. When a development proposal contains a request for a change to underlying land use designations, this is considered a "self-mitigating" aspect of the project itself that serves to correct any inconsistency with General Plan designations and zoning. Please also refer to Responses to Comments CVAN-7 to CVAN-12, and SIERRA-33.

Comment DANIEL-2-86
The commenter summarizes the RDEIR's discussion of whether the project would represent a "substantial alteration" to land uses from its present condition.

Response to DANIEL-2-86
Comment noted. No response is necessary.

Comment DANIEL-2-87
The commenter reiterates that the statement regarding the Sunny-Cal annexation into the City of Beaumont is inaccurate; the commenter questions whether the project could act as a community separator between Beaumont and Calimesa.

Response to DANIEL-2-87
Please refer to Response to CVAN-7. The clarification regarding the Sunny-Cal annexation has been added to the Errata, Section 4 of this Final EIR.

Comment DANIEL-2-88
The commenter expresses general disagreement with the RDEIR's statements that the project will be designed to blend into the existing landscape.

Response to DANIEL-2-88
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DANIEL-2-89
The commenter discusses LAFCO's granting to Cherry Valley its own "community of interest" status to protect the area's rural characteristics. Although the project site is not within these community of interest boundaries, the designation should still apply to adjacent areas.

Response to DANIEL-2-89
Comment noted. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DANIEL-2-90
The commenter discusses problems related to the I-10 freeway/Cherry Valley Boulevard interchange, and summarizes the RDEIR's conclusions related to the impacts at this location. The commenter states that just because these facilities are already operating at LOS, it can and will get worse with the addition of project traffic.

Response to DANIEL-2-90
Comment noted. With regard to impacts to the I-10/Cherry Valley Boulevard ramps, please refer to Responses to Comments EICHNER-4 and C. MORAN-2 for a detailed discussion of the impacts and necessary mitigation measures necessary at this location. The RDEIR acknowledges the significant and unavoidable impact that would occur, and provides all feasible mitigation to reduce these impacts to the greatest extent possible. This comment will be provided to the County decision makers for their review and consideration in determining whether to approve the project.

Comment DANIEL-2-91
The commenter summarizes the RDEIR's conclusions related to the uncertainty surrounding the timing and completion of the necessary traffic improvements, thus resulting in a significant and

unavoidable impact despite the project being required to pay fair share fees to mitigate its contribution to these impacts.

Response to DANIEL-2-91
Comment noted. No response is necessary.

Comment DANIEL-2-92
The commenter discusses concerns related to truck queuing and states that signage would be ineffective mitigation to prevent trucks from parking or queuing on public streets.

Response to DANIEL-2-92
Please refer to Response to FEATHERSTONE-2.

Comment DANIEL-2-93
The commenter discusses Senate Bill 743, and states that an evaluation of the policies in this bill should have been added to the traffic section.

Response to DANIEL-2-93
Please see Response to BEAUMONT-7.

Comment DANIEL-2-94
The commenter discusses the legal standards for evaluation of cumulative impacts, and states that the list of cumulative projects fails to include a total number of dwelling units/square footage for the projects that have already been built or are in the planning stage. The commenter claims that the World Logistics Center in Moreno Valley should not have been included in this list as it is too far away from the Pass Area and was only included to make it look like there was other warehouse development in the area. The commenter states that infrastructure has not been able to keep up with the existing cumulative development that has already occurred in the Pass Area, related to groundwater, sewer system, recycled water supplies, or fire stations.

Response to DANIEL-2-94
RDEIR Table 4-1 provides the number of dwelling units and square footage for all relevant projects within the radius for the cumulative impacts analysis. The World Logistics Center is included in this list (Cumulative Project #26) due to its size and regional significance to ensure a conservative analysis, along with other logistics uses planned in the area. With regard to existing land uses, these are accounted for in the ambient growth and regional planning documents (see Response to CVAN-39). Please refer to Responses to C. MORAN-3, -4, and -6, as well as CVAN-33 for a discussion of infrastructure issues raised by the commenter.

Comment DANIEL-2-95
The commenter expresses general disapproval/disagreement with the RDEIR's conclusions related to cumulative impacts. The commenter states that even when a project pays its fair share fees to mitigate impacts, the EIR must still identify facts and analysis supporting the conclusion that the contribution will be rendered less than cumulatively considerable.

Response to DANIEL-2-95
Comment noted. With regard to payment of fair share fees towards traffic improvements, the RDEIR acknowledges that payment of such fees will not be adequate to render traffic impacts to less than significant, due the uncertainty surrounding the completion of necessary improvements. The RDEIR contains adequate analysis to explain how other payment of fees (such as MSHCP fees, school impact fees, fire mitigation fees, or development impact fees to offset impacts to sheriff facilities) are adequate to ensure that the project does not result in a considerable contribution to any cumulatively significant impact, besides transportation.

Comment DANIEL-2-96
The commenter provides a summary of the RDEIR's conclusions related to the project's significant and unavoidable cumulative impact to air quality. The commenter states that the County should only approve projects that would decrease air pollution, not increase them. The commenter states that just because the project can mitigate its remaining air quality impacts to less than significant, this doesn't mean that it wouldn't have a cumulatively significant impact with respect to those impact areas.

Response to DANIEL-2-96
Comment noted. The County's general policy decisions regarding whether or not to approve projects that may result in increased emissions of criteria pollutants is not within the scope of this RDEIR. The project would not result in significant air quality impacts to sensitive receptors or related to odors (no mitigation is necessary); therefore, the RDEIR concluded that the project would not contribute to any cumulative impacts with respect to these impact areas. (RDEIR at 4-9).

Comment DANIEL-2-97
The commenter reiterates her concerns with, and criticisms of the RDEIR's greenhouse gas analysis.

Response to DANIEL-2-97
Please refer to Response to DANIEL-2-67, above.

Comment DANIEL-2-98
The commenter expresses general opposition to the project, citing incompatibility with residential uses, and states that the distance between the project and the proposed Sunny-Cal development will only be 600 feet, while "good neighbor" guidance recommends a distance of 1,000 feet.

Response to DANIEL-2-98
Please see Response to SCAQMD-9.

Comment DANIEL-2-99
The commenter questions how the project would not result in increased surface runoff or flooding with the amount of impervious surfaces that would be added to the project site.

Response to DANIEL-2-99
Please refer to Response to DANIEL-2-28, above.

Comment DANIEL-2-100
The commenter expresses general disagreement with the RDEIR's cumulative impacts analysis, stating that the RDEIR concludes that the impacts from this project would not "contribute one iota" to cumulative impacts.

Response to DANIEL-2-100
Comment noted. This statement is inaccurate; the RDEIR properly considered all cumulative development and acknowledged the project's contributions to cumulative air quality and traffic impacts. The RDEIR also acknowledged an existing, cumulatively significant impact with respect to fire department response times. (RDEIR at 4-6; 4-15; 4-17 to 4-19).

Comment DANIEL-2-101
The commenter describes the requirements for an EIR's discussion of alternatives and provides a summary of the RDEIR's discussion in this regard. The commenter expresses general criticisms/disagreement with the RDEIR's range and discussion of alternatives. The commenter states that the RDEIR does not meet CEQA's mandate of including a meaningful range of reasonable and realistic project alternatives, and that satisfaction of project objectives should not be the guiding principle in analyzing alternatives to the project.

Response to DANIEL-2-101
Please refer to CVAN-40 and SIERRA-4.

Comment DANIEL-2-102
The commenter reiterates her opposition to the project.

Response to DANIEL-2-102
Comments noted. Please refer to Responses to DANIEL-2-2 to DANIEL-2-101 above. These comments will be provided to the County decision-makers for their consideration.

SECTION 4: ERRATA

The following are revisions to the Recirculated Draft EIR for the San Gorgonio Crossing Project. These revisions are minor modifications and clarifications to the document, and do not change the significance of any of the environmental issue conclusions within the Recirculated Draft EIR. The revisions are listed by page number. All additions to the text are underlined (underlined) and all deletions from the text are stricken (~~stricken~~).

4.1 - Changes in Response to Specific Comments

Section 2, Project Description

Section 2.2.2, Surrounding Land Use

The following text is added to read:

> The project site is bordered by the City of Calimesa to the west and northwest, and approximately 16 acres of the project site are located within, and subject to, the jurisdiction of the City of Calimesa.

Section 2.2.3, Land Use Designations

The following text is added to read:

> . . . animal hospitals are permitted with approval of a Conditional Use Permit. The approximately 16 acres of the project site within the City of Calimesa are designated RL-Residential Low, 2-4 DU/AC by the City of Calimesa General Plan and zoning.

Section 2.3.1, Description of the Project, page 2-10, 1st paragraph

The following text is amended to read:

> Both buildings would be approximately ~~47~~ 41 feet in height.

Section 2.3.2, Phasing and Improvements

The following text is amended to read:

> Occupancy of the project is anticipated to be in ~~2017~~ 2018.

Section 3.1, Aesthetics

Page 3.1-29, 1st paragraph

The following text is amended to read:

> In addition, substantial landscaping along the site perimeter and building facades will soften views into the site and further enhance the visual character of the project. Mitigation Measure AES-3 will require landscaping along the project's Cherry Valley Boulevard frontage to be installed prior to the issuance of building permits, to give the plantings ample time to

become established and mature during the construction period, thereby providing greater screening once the project becomes operational.

Page 3.1-30

Mitigation Measure AES-3 is added as follows:

Level of Significance Before Mitigation

~~Less than significant impact.~~ Potentially significant impact.

Mitigation Measures

~~No mitigation measures are required.~~

MM AES-3: The applicant shall install all landscape plantings along the Cherry Valley Boulevard frontage (which are intended to serve a screening function) prior to the issuance of building permits.

Section 3.5, Cultural Resources

Pages 3.5-9 to 3.5-10

Text is added to Mitigation Measure CUL-1b(2)(b) as follows:

b. Execute a curation agreement with an appropriate qualified repository in Riverside County that meets federal standards pursuant to 36 CFR Part 79 so that cultural resources would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in Riverside County, to be accompanied by payment of the fees necessary for permanent curation. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default.

Section 3.3, Air Quality

Pages 3.3-38 to 3.3-39

Mitigation Measure AQ-1g is revised as follows:[1]

MM AQ-1g The project shall implement the following measures to reduce emissions from on-site heavy-duty trucks prior to issuance of a certificate of occupancy or within six months after operations commence, whichever is applicable:

a) Prior to issuance of a certificate of occupancy, post signs informing truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.

[1] These revisions are also made to Mitigation Measure AQ-1g as it appears within Section 3.7, Greenhouse Gas Emissions, page 3.7-51.

b) Prior to issuance of a certificate of occupancy, post signs in all dock and delivery areas containing the following: truck drivers shall turn off engines when not in use; trucks shall not idle for more than five minutes; telephone numbers of the building facilities manager and the California Air Resources Board to report violations.

c) Tenants shall maintain records on its fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the project are in good condition, and in proper tune pursuant to manufacturer's specifications. Tenants shall maintain records on its fleet equipment and ensure that all diesel-fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Duty Trucks (HHD) accessing the project site use year 2010 or newer engines. The records shall be maintained on-site and be made available for inspection by the County.

Page 3.3-40

Mitigation Measure AQ-1h is revised as follows:[2]

f) All on-site forklifts, ~~and~~ yard trucks, and trailer movers shall be electric, with the necessary charging stations provided.

g) Tenants shall be encouraged to apply for incentive funding (such as the Voucher Incentive Program [VIP], Carl Moyer, etc.) to upgrade their fleet.

Pages 3.7-23 to 3.7-24

The following text is amended to read as follows:

Title 24 Energy Efficiency Standards and California Green Building Standards.

California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The newest version of Title 24~~, adopted by the California Energy Commission (CEC) on May 31, 2012,~~ became effective on January 1, 2017 ~~July 1, 2014~~.

The California Energy Commission (CEC) indicate~~d~~s that the previous 2013 Title 24 standards would ~~will~~ reduce energy consumption by 30 percent above that achieved by 2008 Title 24 (CEC 2012). ~~More specifically, based on a comparison of 2008 to 2013 Title 24 reductions required, newly constructed nonresidential buildings result in an overall reduction of approximately 22 percent energy demand, while non-residential redevelopment (which would apply to existing buildings) results in an overall reduction of only approximately 10 percent energy demand. Additionally, the 2013 Title 24 standards currently in effect yield an~~

[2] These revisions are also made to Mitigation Measure AQ-1h as it appears in Section 3.7 Greenhouse Gas Emissions, page 3.7-52.

~~approximately 68 percent energy savings when compared with the 2005 Title 24 standards (in place pre-AB 32).~~ The 2016 Standards continue to improve upon the 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

~~At this time, the 2013 Title 24 standards are currently in effect; notwithstanding, it is likely that by the time the building permits are processed for this Project, the 2016 Title 24 standards will be in effect (the 2016 Title 24 standards take effect on January 1, 2017).~~ The analysis was based on the 2013 Standards and did not take any credit for implementation of the more restrictive 2016 Title 24 standards for which the CEC estimates will provide five (5) percent electric energy savings from non-residential buildings compared to 2013 Title 24.

California Code of Regulations, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect January 1, 2011 administered by the California Building Standards Commission. The code is updated on a regular basis, with the most recent update consisting of the 2016 ~~2013~~ California Green Building Code Standards that became effective January 1, 2017 ~~2014~~.

Page 3.7-35, 4th paragraph

The following text is amended to read:

The operational emissions for the project based on the anticipated ~~2017~~ 2018 opening year are shown in Table 3.7-3.

Page 3.7-41, Table 3.7-4

The following efficiency measures are added to Table 3.7-4:

Feature	Description
E5.A.3	Cool roofs: Use light colored paving and roofing materials.
E5.B.7	Appliances: Use only Energy Star equipment.

Page 3.7-41, Table 3.7-4

The following text is amended throughout Table 3.7-4: ~~2013~~ 2016 Title 24 Standards.

Pages 3.7-52 to 3.7-53

Energy Efficiency—Title 24/CalGreen

As previously discussed in Section 3.7.2, the ~~CEC indicates that the 2013 Title 24 standards will reduce energy consumption by 30 percent above that achieved by 2008 Title 24 (CEC 2012). More specifically, based on a comparison of 2008 to 2013 Title 24 reductions~~

~~required, newly constructed non-residential buildings result in an overall reduction of approximately 22 percent energy demand.~~

~~Additionally, the 2013 Title 24 standards currently in effect yield an approximately 68 percent energy savings when compared with the 2005 Title 24 standards (in place pre-AB 32)[11]. At this time, the 2013 Title 24 standards are currently in effect; notwithstanding, it is likely that by the time the building permits are processed for this Project, the~~ 2016 Title 24 standards ~~will be in~~ went into effect (~~the 2016 Title 24 standards take effect~~ on January 1, 2017~~)~~. The analysis did not take any credit for implementation of the more restrictive 2016 Title 24 standards, for which the CEC estimates will provide 5 percent electric energy savings from non-residential buildings compared to 2013 Title 24.

Section 3.8, Hazards and Hazardous Materials

Page 3.8-10, 2nd full paragraph

The following text is amended to read:

The project includes ~~on-site water storage tanks and~~ adequate emergency/fire vehicle access and the project will meet all fire flow requirements of Riverside County.

Section 3.10, Land Use and Planning

Page 3.10-28, Table 3.10-3

Discussion of the following policies is added to Table 3.10-3:

General Plan Policy	Project Consistency
LU 21.3 Ensure that development does not adversely impact the open space and rural character of the surrounding area.	**The proposed project conforms to this policy.** The proposed project will not disturb the approximately 14.62 acres of open space land that is designated RM located in the northern portion of the project site. In addition, the project will re-designate an additional approximately 70.14 acres of property located adjacent to the RM-designated land from VLDR to Open Space-Recreation, (OS-R) which will allow for continued public access to, and use of, the informal trails in the vicinity (via a trail easement).
LU 21.6 Provide programs and incentives that allow rural areas to maintain and enhance their existing and desired character.	**The policy does not apply to the proposed project.** Notwithstanding, the project maintains the rural character by leaving undisturbed the approximately 14.62 acres of open space land that is designated RM located in the northern portion of the project site. In addition, the project will re-designate an additional approximately 70.14 acres of property located adjacent to the RM-designated land from VLDR to Open Space-Recreation, (OS-R) which will allow for continued public access to, and use of, the informal trails in the vicinity (via a trail easement).

General Plan Policy	Project Consistency
LU 21.7 Small-scale commercial uses that serve rural neighborhoods are allowed subject to the following criteria: a. The portion of the lot proposed for commercial uses shall be between 0.5 and 2.5 acres.	**The policy does not apply to the proposed project.** The proposed project does not propose commercial uses, and the RM designated property within the project site will be left as undisturbed open space.

Page 3.10-34, last paragraph

The following text is amended to read:

> The importance of the project site as a community separator is especially pronounced given the ~~recent~~ pending annexation of the Sunny-Cal site (discussed above) into the City of Beaumont.

Section 3.16, Transportation

Page 3.16-58, 4th paragraph

The following text is amended to read:

> Depending on the operation, other truck traffic might need to wait outside of gates but within ~~private~~ Street A/Street 2 within the project site. Analysis by Urban Crossroads indicates that as many as 32 to 42 trucks could queue along Street A ~~the private road~~.

Page 3.16-85

The following text is added to Mitigation Measure TRAN-1a (b):

(ii) restripe to provide eastbound and westbound left turn pockets within the existing width of the Cherry Valley Boulevard bridge. The limit line striping for the westbound left-turn pocket shall be adjusted to ensure adequate space for southbound left-turn movements by large trucks.

Page 3.16-102

The following text is stricken:

- ~~Private Roadway—Construct project's Private Roadway from northerly project boundary to its connection with Street 2 as a 56-foot paved section.~~

Page 3.16-104

Mitigation Measure TRAN-5 is amended to read as follows:

MM TRAN-5 Prior to issuance of any grading permits, the developer shall provide a detailed construction traffic control plan to the County of Riverside for approval. The

construction traffic control plan shall describe in detail the location of equipment staging areas, stockpiling/storage areas, construction worker and equipment parking areas, timing of construction trips, roadways that would be potentially affected, safe detours around the project construction site, as well as provide temporary traffic control (e.g., flag person) and appropriate signage during construction-related truck hauling activities. The traffic control plan shall ensure adequate and uninterrupted access to all nearby residences throughout the construction period. The purpose of these measures is to safely guide motorists, cyclists, and pedestrians, minimize traffic impacts, and ensure the safe and even flow of traffic during construction, consistent with County standards and requirements.

Section 3.17, Utilities and Service Systems

Page 3.17-22, 3rd full paragraph

The following text is amended to read:

In addition, two water storage tanks, each with a capacity of 1 million gallons ~~are proposed~~ may be constructed by YVWD on the northeastern portion of the project site in the future.

Section 5, Other CEQA Considerations

Page 5-2, 4th paragraph

The following text is amended to read:

Because the project involves the development of an industrial land use in a predominantly rural area of the unincorporated County of Riverside, the construction of off-site water and sewer lines in Cherry Valley Boulevard and Calimesa Boulevard and the ~~inclusion~~ provision of building pads for future construction of on-site water storage tanks by YVWD have the potential to induce growth . . .

Section 6, Alternatives to the Proposed Project

Page 6-52 (Section 6.6.9, Hydrology and Water Quality)

The following text is amended to read:

Development of the Mixed Use/Business Park Alternative would not substantially reduce the amount of land disturbed by construction, nor reduce the amount of impermeable surfaces despite the 22 percent reduction in building square footage, since internal access roadways would need to be provided between the mixed-use buildings. Similar drainage and flood control improvements would likely be required for development of the Mixed Use/Business Park Alternative, which would likely be constructed in the same location as proposed by the project, on the parcels located within the City of Calimesa. Therefore, with mitigation measures to control stormwater run-off and associated pollutants, impacts of the Mixed Use/Business Park would be less than significant and similar to those of the project with respect to hydrology and water quality.

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