

Comment Letter G1 – Sonny Lee

From: [Sonny Lee](#)
To: [Christina Taylor](#)
Subject: Re: Summit Station Draft EIR Notice of Availability
Date: Thursday, April 21, 2022 2:04:11 PM
Attachments: [images001.png](#)
[Summit Station NOA FINAL.pdf](#)

Hi Christina,

Thank you very much for your information.

Have a blessed day.

Sonny.

Sent from my iPhone

G1-1

On Apr 20, 2022, at 9:02 PM, Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Greetings,

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

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

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

The City looks forward to receiving your comments.

CHRISTINA TAYLOR
Community Development Director

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



This page intentionally left blank.

Responses to Comment Letter G1 – Sonny Lee

- G1-1** Comment noted. This comment acknowledges the receipt of the Notice of Availability for the DEIR.

This page intentionally left blank.

Comment Letter G2 – Mary Daniel

May 1, 2022

City of Beaumont Planning Department
550 E 6th Street
Beaumont, California 92223

RECEIVED
MAY 31 2022
CITY OF BEAUMONT

RE: Response to Summit Station DEIR

Dear Christina:

Thank you for the opportunity to respond to the proposed warehouse development called Summit Station. I am totally in opposition to this project in this location and the following letter will explain why. (NOTE: Quotes from the DEIR are in bold.)

G2-1

The Project implements the goals and policies of the City's General Plan, as amended; serves as an extension of the General Plan; and, can be used as both a policy and a regulatory document.

G2-2

This statement says that the requested amendment to the General Plan will ensure that this Project implements the goals and policies of the City's General Plan. I guess that's technically true since **any** project might be okay with the right amendments -- even a pig farm next to Brookside Elementary. What should be done, however, is to present a project that meets the goals and policies of the City's General Plan without the amendments. In 2020, Beaumont paid over \$840,000 for their most recent General Plan and emphasized its importance by stating that it will serve as a "blueprint for future planning and development in the city." The GP will also function as a guide to the "type of community that Beaumont citizens desire" with land use and policy determinations being made within a comprehensive framework that incorporates public health, safety and quality of life considerations.

G2-3

G2-4

This most recent general plan was developed to be in effect for the next 20 to 30 years and its importance is clearly described in the government code that states the general plan "serves as the constitution of the local government for which it has been prepared." Beaumont's General Plan goes on to state that its policies, programs, and plans are the City's vision for the future and represents the cornerstone in the long-range planning for land use and development within the city. Also California Government Code, § 65454 requires that any Specific Plan be consistent with the General Plan. And yet here we are - a little more than a year after approval-- and a warehouse developer wants to amend the "constitution" and alter all the "blueprints" to fit his inappropriate project. Basically if this development project were to be approved, the city council will have arbitrarily trampled underfoot a very expensive and important document that they assured its citizens they would take seriously, and instead allowed an out of area developer to decide what our city will look like.

G2-5

1.

All impacts of the Project can be mitigated to less than significant levels with the exception of air quality, greenhouse gas emissions, noise, and transportation.

G2-6

If you wanted to pick the four most important areas of concern for citizens about warehouses these are the ones. The first three will have a substantive impact on the health and welfare of the citizens who live across the street and who will be most affected by the impacts of this warehouse on a daily basis. However, the last one is just as much of a problem because it affects the lives of everyone who lives in Beaumont and who must travel the same roads as the warehouse trucks. Interestingly, I noticed that this developer chose the word “Transportation” rather than “*traffic*” to describe the issues that this warehouse will generate with its endless stream of trucks. I guess he figured that if he used the word transportation, we wouldn’t notice the traffic snarls caused by all of those trucks making their estimated 13,152 Passenger Car Equivalent (PCE) trips every day. Regardless, this developer claims that there really isn’t anything that can be done to mitigate the significant impacts to Beaumont’s citizens in these four important areas. Evidently this developer simply wants us to “live with it.”

G2-7

AIR QUALITY

The air pollutant emissions associated with the proposed Project would be cumulatively considerable and therefore significant. Even with implementation of regulatory requirements, standard conditions of approval and implementation of reasonable and feasible mitigation measures, the Project would result in unavoidable significant impacts with respect to air quality.

G2-8

Let’s start with the problems that a warehouse exerts on **air quality**. The biggest culprit in this area are the thousands of semi-trucks that arrive at and leave the warehouses. These trucks – regardless of how well-maintained they are -- emit diesel particulate matter every time the engine is running. The DEIR states that at buildout the estimated vehicle trips will be **13,152 daily PCE** with no feasible way to mitigate the impact below Significant. Of course one “feasible way” would simply be to deny the project. Truck emissions have been shown to be detrimental to the health of anyone who lives near warehouses and current legislation in California is to prohibit the building of any of these types of air polluting projects within 1000 feet of any human habitation.

G2-9

G2-10

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel.

G2-11

Some short-term(acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs,

headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

In the GP under Policy 3.10.3 it states that the city of Beaumont will build neighborhoods that enhance the safety and welfare of all people who live here by avoiding the siting of new projects and land uses that would produce localized air pollution in a way that would impact existing air quality-sensitive receptors such as schools and senior housing. Both of these sensitive receptors are already close by this proposed project -- Solera Senior residential development and Brookside Elementary are located on Brookside Avenue.

G2-12

Project emissions levels would remain significant and would contribute to the nonattainment designations in the SCAB. Therefore, the Project would be inconsistent with the AQMP, resulting in a significant and unavoidable impact despite the implementation of mitigation.

G2-13

There are 18 different mitigations listed in the DEIR to try and control the air quality impact but to no avail. As a sidenote, there was very little oversight indicated on any of the mitigations mentioned -- enforcement for the most part was left up to the building manager. Still, even if those mitigations were enforced rigorously there will still be a *significant and unavoidable impact* to the environment in the city of Beaumont. But at least the developer could say they tried all feasible mitigations to bring the air quality issue into compliance, but unfortunately nothing actually worked. Finally, although there have been many studies already done on the harmful effects of Diesel Particulate Matter on humans, one of the last comments on this subject in the DEIR is that “no meaningful conclusion can be drawn with respect to potential health effects from the criteria pollutant emissions of the proposed Project.” Really?!

G2-14

GREEN HOUSE GAS EMISSIONS

The Project incorporates all feasible mitigation measures that could be implemented to further reduce the Project's GHG emissions below the 3,000 MTCO₂e threshold. There are no additional measures available that would further reduce emissions. The impacts have been deemed Significant and Unavoidable.

G2-15

Once the statement above is set forth in the DEIR, the majority of the rest of the section on Green House Gas Emissions is an assertion that the Project developer has no control over any of the GHG emissions that would be generated by the steady stream of vehicle traffic on a daily basis because “*motor vehicles are controlled by State and Federal standards*” It further states that the City of Beaumont has no control over those emissions either and therefore has “*limited ability to control or mitigate the vehicle*

G2-16

emissions associated with this Project.” While that statement is probably true when it comes to the State and Federal standards of GHG emissions, the city of Beaumont certainly does have control over which projects they approve or deny that are going to be producing those emissions. In my opinion that is a much more powerful control and the most important one regarding this proposed Project or any other that wants approval to build in inappropriate places.

NOISE

Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination.

G2-17

The DEIR states that Noise is a subjective issue and it is difficult to determine which noises most annoys people. It further mentions that “attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. Causes for annoyance include interference with speech, radio and television, house vibrations and interference with sleep and rest. There continues to be disagreement about the relative annoyance of these different sources.” That might be true, but I think anyone who has listened to the noise from semi-trucks with their back-up alarms, downshifting gears, and Jake brakes would definitely say it was annoying. And this would be doubly true with those trucks running all night long at a 24/7 warehouse. As the DEIR states “cumulative traffic noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the proposed Project and other projects in the vicinity.” (Emphasis mine) Of course “other projects in the vicinity” is referring to that other warehouse monstrosity across Cherry Valley Blvd. It stands to reason that if you add 13,152 more vehicle trips with the resultant racket to the truck noise already present, the quality of life of those around the area will deteriorate.

G2-18

G2-19

I think most would agree that there is a continuous and increasing bombardment of noise in urban, suburban, and even rural areas. The city has a responsibility to protect the health and welfare of its citizens through the control, prevention, and abatement of noise. City residents should feel confident that they will have an environment that is as free as humanly possible from noise that jeopardizes their health or welfare. Certainly they would not expect that the city council would agree to a project such as this that will knowingly increase the noise in their city.

G2-20

TRAFFIC

Beaumont has already experienced the problems that come from not properly evaluating the traffic generated by an ever expanding residential development during the past decade. Thousands of houses were built using basically the same roads that have been here since the city had 5000 residents. Now with eight times that population, we are all feeling the crunch of traffic jams. Admittedly there have been some efforts at improvements on Highland Springs Blvd. First Street and Oak Valley Parkway – altho the preferred “traffic mitigation” seems to be to simply add another stoplight. And even though those streets have been widened to four-lanes to carry the majority of traffic flow in and out of the city, each of them still continue to have some two lane stretches which always results in bottlenecks.

G2-21

In the City of Beaumont General Plan there are several goals and policies which outline the basis of future development decisions to help minimize the additional traffic woes that come with new development. Specifically:

Goal 4.6: An efficient goods movement system that ensures timely deliveries *without compromising quality of life, safety, or smooth traffic flow for Beaumont residents.*

Policy 4.6.2 Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods.

G2-22

Policy 5.1.4 Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and *limit traffic congestion.*

Policy 5.1.8 Align City investment, including capital projects, *with areas of desired economic growth and business attraction in the existing commercial and industrial areas.* (All emphases mine)

None of the above City of Beaumont goals or policies are met by this inappropriately placed warehouse project. In addition with as much feasible mitigation as possible being applied the project’s impact on Vehicle Miles Traveled (VMT) still continues to be significant and as far as this developer is concerned unavoidable. The DEIR estimated the heavy truck daily VMT to be 21,879 which is, of course, above the threshold established in the General Plan.

G2-23

The DEIR continues with a list of mitigation measures to try to reduce those VMT’s. The Transportation Demand Management (TDM) program consists of the usual things to discourage single occupancy car trips and to encourage walking, bicycling, carpooling, or riding public transportation to work. The TDM program consists of such perks as showers and a repair center for bicyclists and special parking for those who drive fuel-efficient cars or who carpool. It’s not that these measures are “bad” they are simply ineffective and really unmeasurable and unenforceable. Even the DEIR comes to the

G2-24

5.

conclusion that because the Project's transportation impact based on VMT is potentially significant and as the efficacy of TDM measures and reduction of VMT impacts below thresholds cannot be assured, the Project's VMT impact is therefore considered significant and unavoidable. (Emphasis mine)

And actually I don't believe that most people think that the above mitigation measures are even terribly important when discussing warehouses. It is the never-ending stream of diesel spewing trucks and their daily 4,667 daily PCE (passenger car equivalent) trips to and from these warehouses that would present the real problem and which seems to be the elephant in the room that no one wants to talk about!

G2-25

WATER AND HYDROLOGY

The DEIR makes little or no mention of water or the lack thereof in the Pass area. As far as I know, we still have only one aquifer (The Beaumont Basin) and there are at least 20,000 houses already approved but not yet built in Beaumont that will be taking their water requirements out of that basin. Since all the current and future residential developments have out-dated water information in their EIRs, (some were written as far back as 1993) with no requirement to update or amend their figures, it's really hard to tell what the current condition of our water supply is.

G2-26

However, in Southern California we need to take seriously the quantity of water any new development will require and evaluate its impact on our water supply. We certainly know that if you cover the ground with concrete buildings, there will be less rainwater percolating back into the aquifer as it would be if the land was vacant. Since this developer says they will build underground catch basins -- we need to know how much water will actually go into those basins and how much will be available for use? There was a plethora of charts and graphs concerning water in the back of the DEIR -- so hopefully someone with the right knowledge is evaluating those questions. Water use should be a concern for all of us who live here.

G2-27

The Beaumont-Cherry Valley Water District and the City of Beaumont entered into a Memorandum of Understanding on July 9, 2019, which defined the general terms, roles, and responsibilities of both agencies as they related to the delivery of recycled water from the City's upgraded and expanded treatment facility. Therefore, the Project would not result in a cumulatively considerable impact related to drainage or water quality.

G2-28

This is the only mention of "recycled water" that I found in the body of the DEIR. There still is NO recycled water going through any of the purple pipes that can be seen around town so I'm not sure what the "Therefore" in the above paragraph signifies. Just because those two agencies have an MOU about delivering recycled water, this doesn't mean that it will be done. In fact at the most recent recycled water update at the city council

G2-29

6.

meeting on May 3rd, there was still no agreement as to how or when recycled water (if it is produced) will actually be distributed. However, I will say that the possibility of producing recycled water does seem closer than it ever has before. Let's hope so since we've been hearing about it for the past 20 years or so and millions of dollars has been spent on the waste treatment plant.



AESTHETICS

The most prominent scenic vistas are provided by the San Bernardino Mountains located approximately eight miles north and the San Jacinto Mountains located approximately 12 miles southeast. The visual character of the Project site would be permanently altered by the Project.

G2-30

The major scenic view that the city of Beaumont and all the Pass Area has are those majestic mountains on either side. This viewshed sets us apart and needs to be protected from warehouses that rise 50-60 feet into the air and block whatever the view might be behind them. We have seen this in spades with that other immense warehouse on Cherry Valley Blvd. which according to their certified and approved Final EIR was supposed to be *barely visible* from any adjacent roadway. This was the promise that the developer made to the people of Cherry Valley in that EIR. Looking at that ugly monstrosity as it sits up on that manmade hill, I think we all can see very clearly how well that promise was kept. Warehouse developers talk a slick spiel about aesthetics and protecting scenic views, but they really don't worry about them once the grading starts. This is the primary reason that all warehouses need to be built in a designated industrial area -- where the impacts to the scenic beauty of the area are minimized.

G2-31

Visual sensitivity can be described as viewer awareness of visual changes in the environment and is based on the viewers' perspective while engaging in activities from public areas near a project site. The Project site is visible to various users.

G2-32

Let's face it -- warehouses are big boxes and it really doesn't matter how well they are dressed up -- they are still immense square buildings 50-60 feet high. There can be landscaping, trees (and these would take years to grow big enough to even begin to cover those outsize boxes behind them) and even a proposed 50 foot wall -- none of these coverups will begin to camouflage or disguise several massive square boxy buildings built right in the middle of residential Beaumont.

G2-33

ZONING

The General Plan indicates a Zoning Ordinance establishing zoning districts that govern the uses of land while indicating standards for the structures and improvements that are permitted within the various zones. **The policy that accompanies this Zoning**



Ordinance establishes buffers between open space areas and urban development by encouraging less intensive rural residential development. This is exactly what the previous Specific Plan already had in mind. It established lower density housing on the outskirts of Beaumont with larger lots and more open space and parks as a buffer between the more intensive development already completed in Beaumont and the rural environment in Cherry Valley. And if the agreed upon acreage of open undeveloped land was placed on the Cherry Valley Blvd frontage there would also be a buffer between the houses and that warehouse eyesore across the street. The annexation of this property into Beaumont was made with that promise both to the citizens of Cherry Valley and also Beaumont. And now because this developer doesn't want to build houses on land specified as Single-family Residential, he expects the city council to simply scrap that idea and go along with his unsuitable proposal and change the zoning to Industrial.

G2-34

ALTERNATIVES

CEQA requires that the decision-maker balance the benefits of a proposed Project against its unavoidable environmental risks in determining whether to approve the Project.

G2-35

The best alternative would be to build these warehouses in a more appropriate and properly zoned area which would also eliminate the "spot zoning" that this project would entail. This is what the DEIR says about that: **There are no other viable lots appropriately located and sufficiently sized and owned by the Project applicant which would feasibly attain most of the Project objectives.** (Emphasis mine) In other words this developer bought this land for a lot less than the properties are selling for across SR60 where warehouses have been approved and welcomed.

G2-36

The DEIR then goes on to evaluate the environmental impacts of two alternatives:

- 1) No Project/Sunny-Cal Specific Plan (already approved)
- 2) Same project just reducing the size of the warehouses.

I thought it was interesting that under aesthetics the DEIR stated *that the Sunny-Cal plan would result in significant aesthetic impacts because it would have a substantial adverse effect on a scenic vista*. Personally, I believe that the "adverse effect" on a scenic vista has already been taken to the extremes with that ugly eyesore of a warehouse soaring above Cherry Valley Blvd. I really don't think that a few hundred houses across the street will have any impact at all. However according to the DEIR, those unsightly houses will certainly ruin the view if allowed to be built. But here's the interesting part. Right after that statement that the Sunny-Cal houses will have an adverse effect on a scenic vista, the DEIR states that the proposed project *was found to have a less than a significant impact on scenic vistas*. I was certainly surprised that several 50-60 foot high box buildings would not ruin the view. Well the reason is simply because as the

G2-37

DEIR puts it: *the city does not contain any designated scenic vistas!* Can you have it both ways? Evidently as far as this developer is concerned -- yes you can.



The traffic for the Sunny-Cal Specific Plan was then compared with the proposed Project with not surprisingly less impacts from the houses than the warehouses.

G2-38

With implementation of the recommended mitigation measures, the proposed Sunny-Cal Specific Plan project would not have significant impacts related to traffic, circulation, or parking....under the No-Project Alternative, impacts regarding transportation would be lesser when compared to the proposed Project because the proposed Project would result in a significant unavoidable impact.

G2-39

However, as is usual in these EIRs the second alternative which is always the same project but with reduced square footage for the warehouses is presented and it is deemed a better solution than anything else -- except the original project, of course. This developer misses the point -- warehouses built in an inappropriate area are not *better solutions*. They aren't solutions at all, but the beginning of long-term problems for Beaumont's citizens.

G2-40

In my opinion warehouses which are built in inappropriate places will have a much more long-lasting harmful effect on the city of Beaumont -- in more ways than just environmentally. Once land is used for the worst possible development -- there is no turning back and wanting something better. In fact allowing another warehouse to be built in this totally inappropriate location (as Riverside county did with that monstrosity on Cherry Valley Blvd) will stop all other more attractive building options from even being proposed. As I have said before -- you never see just one warehouse -- more always come! Well we may be stuck with that frightful eyesore that was foisted on the citizens of our beautiful valley by our previous County Supervisor Marion Ashley -- but we can still stop any more inroads from greedy developers by simply saying no to those developments that don't fit the vision of the General Plan. When the policies and provisions of that plan are considered a top priority, the city will continue to grow reasonably and rationally and will result in Beaumont being a hometown of which we can all be proud.

G2-41

Sincerely yours,

Mary A. Daniel
P O Box 2041
Beaumont, CA 92223

Christina Taylor

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 09, 2022 3:18 PM
To: Christina Taylor
Subject: Re: Appendix L on DEIR Summit Station

Thank you!

On Mon, May 9, 2022 at 11:03 AM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Yes ma'am. Understood and I will make sure your comment is noted for the record and provided to Planning Commission and Council.

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

#ACITYELEVATED

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 9, 2022 10:47:48 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Re: Appendix L on DEIR Summit Station

Christina: Thank you for the clarification. I don't trust a document that uses statements for the sole purpose of misleading the reader – like the one indicating the city produced the DEIR document. As far as I'm concerned that was written to make people think the city is supporting this inappropriate proposal and that therefore there is nothing that can be done to oppose it. I certainly hope that isn't true. Of course I really don't trust ANY statement made or written by a developer. That comes from 15 years of reading EIRs. Thank you for your help. Mary Daniel

G2-42

On Mon, May 9, 2022 at 10:03 AM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Hi Mary,

I wanted to confirm that the Appendix L was the NOP and it is indeed that document. The link on the website has been fixed as well so you should be able to access it there. Comments from the NOP/Scoping meeting would have been taken into consideration and addressed in the Draft EIR but there would be no formal response to scoping meeting comments. The formal response to comments are made to comments received during this current DEIR review period.

As for writing the EIR, the developer does pay for and have a consultant prepare the EIR. The City has a firm with Planning and other technical experts who does a peer review on behalf of the City. The document is the City's document because we are the lead/responsible agency according to CEQA but the applicant pays all costs not the City.

Hope this helps. . If you need any other information please let me know and I'm happy to provide it.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, CA 92223

Desk (951) 572-3212 Fax (951) 769-8526

Beaumontca.gov

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 9, 2022 9:58 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Re: Appendix L on DEIR Summit Station

Hi Christina: Still haven't received the Appendix L with the summary of issues raised during the public scoping meeting. Waiting for it so I can finish my response to the DEIR Summit Station. Thank you for your help. Mary Daniel

G2
43

On Wed, May 4, 2022 at 10:51 AM Mary Daniel <mad4brtx2@gmail.com> wrote:

Got it. But that isn't what I thought was in Appendix L. The DEIR said this: " a more detailed summary of the issues raised DURING the public scoping meeting, are included in Appendix L, Notice of Preparation. Areas of concern identified during the scoping period include: Traffic, Lighting, Noise, Solid Waste, and Residential Property Values. No other areas of controversy are known to the lead agency." The attachment was only the NOP which was given to us BEFORE the public scoping meeting -- so I guess I was expecting comments of what was said at the meeting itself. Another question: the DEIR also indicated that the city staff were the ones to write the DEIR. Just wondering since when does the city staff do the work for developers? Let me know about the Appendix L and I appreciate your helpfulness. Mary Daniel

G2
44

On Tue, May 3, 2022 at 7:57 PM Christina Taylor <CTaylor@beaumontca.gov> wrote:

Hi Mary,

Let me know if you receive this attachment. Carole is working on fixing the link on the website.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

Desk (951) 572-3212 | Fax (951) 769-8526

BeaumontCa.gov

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

#ACITYELEVATED

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 2, 2022 9:28:38 AM
To: Christina Taylor <CTaylor@beaumontca.gov>
Subject: Re: Appendix L on DEIR Summit Station

I did get the e-mail so that's not the problem. Don't know why the attachment doesn't come through. If that doesn't work -- I can always stop by and you can give me a hard copy. Let me know. Thank you for your help. Mary Daniel

G2
45

On Mon, May 2, 2022 at 9:05 AM Christina Taylor <CTaylor@beaumontca.gov> wrote:

Hi Mary,

I keep getting an error when I try to respond to your email with the attachment. Can you confirm you received this email from me and I'll try to send the attachment again.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, CA 92223

Desk (951) 572-3212 Fax (951) 769-8526

Beaumontca.gov

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Sunday, May 1, 2022 8:15 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Appendix L on DEIR Summit Station

Hi Christina: I tried to pull up the Appendix L on the DEIR and was unable to find it. Could you see what the problem might be? I am not the most tech savvy so it's probably me -- but could you just send me a copy of that particular section via email? Thanks so much for your help. Mary Daniel

G2
46

Christina Taylor

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 09, 2022 10:48 AM
To: Christina Taylor
Subject: Re: Appendix L on DEIR Summit Station

Christina: Thank you for the clarification. I don't trust a document that uses statements for the sole purpose of misleading the reader – like the one indicating the city produced the DEIR document. As far as I'm concerned that was written to make people think the city is supporting this inappropriate proposal and that therefore there is nothing that can be done to oppose it. I certainly hope that isn't true. Of course I really don't trust ANY statement made or written by a developer. That comes from 15 years of reading EIRs. Thank you for your help. Mary Daniel

G2
47

On Mon, May 9, 2022 at 10:03 AM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Hi Mary,

I wanted to confirm that the Appendix L was the NOP and it is indeed that document. The link on the website has been fixed as well so you should be able to access it there. Comments from the NOP/Scoping meeting would have been taken into consideration and addressed in the Draft EIR but there would be no formal response to scoping meeting comments. The formal response to comments are made to comments received during this current DEIR review period.

As for writing the EIR, the developer does pay for and have a consultant prepare the EIR. The City has a firm with Planning and other technical experts who does a peer review on behalf of the City. The document is the City's document because we are the lead/responsible agency according to CEQA but the applicant pays all costs not the City.

Hope this helps. . If you need any other information please let me know and I'm happy to provide it.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, CA 92223

Desk (951) 572-3212 Fax (951) 769-8526

Beaumontca.gov

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 9, 2022 9:58 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Re: Appendix L on DEIR Summit Station

Hi Christina: Still haven't received the Appendix L with the summary of issues raised during the public scoping meeting. Waiting for it so I can finish my response to the DEIR Summit Station. Thank you for your help. Mary Daniel

On Wed, May 4, 2022 at 10:51 AM Mary Daniel <mad4brtx2@gmail.com> wrote:

Got it. But that isn't what I thought was in Appendix L. The DEIR said this: "a more detailed summary of the issues raised DURING the public scoping meeting, are included in Appendix L, Notice of Preparation. Areas of concern identified during the scoping period include: Traffic, Lighting, Noise, Solid Waste, and Residential Property Values. No other areas of controversy are known to the lead agency." The attachment was only the NOP which was given to us BEFORE the public scoping meeting -- so I guess I was expecting comments of what was said at the meeting itself. Another question: the DEIR also indicated that the city staff were the ones to write the DEIR. Just wondering since when does the city staff do the work for developers? Let me know about the Appendix L and I appreciate your helpfulness. Mary Daniel

On Tue, May 3, 2022 at 7:57 PM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Hi Mary,

Let me know if you receive this attachment. Carole is working on fixing the link on the website.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

Desk (951) 572-3212 | Fax (951) 769-8526

BeaumontCa.gov

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

#ACITYELEVATED

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 2, 2022 9:28:38 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Re: Appendix L on DEIR Summit Station

I did get the e-mail so that's not the problem. Don't know why the attachment doesn't come through. If that doesn't work -- I can always stop by and you can give me a hard copy. Let me know. Thank you for your help. Mary Daniel

On Mon, May 2, 2022 at 9:05 AM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Hi Mary,

I keep getting an error when I try to respond to your email with the attachment. Can you confirm you received this email from me and I'll try to send the attachment again.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, CA 92223

Desk (951) 572-3212 Fax (951) 769-8526

Beaumontca.gov

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Sunday, May 1, 2022 8:15 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Appendix L on DEIR Summit Station

011

Hi Christina: I tried to pull up the Appendix L on the DEIR and was unable to find it. Could you see what the problem might be? I am not the most tech savvy so it's probably me – but could you just send me a copy of that particular section via email? Thanks so much for your help. Mary Daniel



Christina Taylor

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Wednesday, May 04, 2022 10:51 AM
To: Christina Taylor
Subject: Re: Appendix L on DEIR Summit Station

Got it. But that isn't what I thought was in Appendix L. The DEIR said this: " a more detailed summary of the issues raised DURING the public scoping meeting, are included in Appendix L, Notice of Preparation. Areas of concern identified during the scoping period include: Traffic, Lighting, Noise, Solid Waste, and Residential Property Values. No other areas of controversy are known to the lead agency." The attachment was only the NOP which was given to us BEFORE the public scoping meeting – so I guess I was expecting comments of what was said at the meeting itself. Another question: the DEIR also indicated that the city staff were the ones to write the DEIR. Just wondering since when does the city staff do the work for developers? Let me know about the Appendix L and I appreciate your helpfulness. Mary Daniel

On Tue, May 3, 2022 at 7:57 PM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Hi Mary,

Let me know if you receive this attachment. Carole is working on fixing the link on the website.

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

#ACITYELEVATED

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Monday, May 2, 2022 9:28:38 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Re: Appendix L on DEIR Summit Station

I did get the e-mail so that's not the problem. Don't know why the attachment doesn't come through. If that doesn't work – I can always stop by and you can give me a hard copy. Let me know. Thank you for your help. Mary Daniel

On Mon, May 2, 2022 at 9:05 AM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Hi Mary,

I keep getting an error when I try to respond to your email with the attachment. Can you confirm you received this email from me and I'll try to send the attachment again.

CHRISTINA TAYLOR

Community Development Director

City of Beaumont

550 E. 6th Street, Beaumont, CA 92223

Desk (951) 572-3212 Fax (951) 769-8526

Beaumontca.gov

From: Mary Daniel <mad4brtc2@gmail.com>
Sent: Sunday, May 1, 2022 8:15 AM
To: Christina Taylor <CTaylor@beaumontca.gov>
Subject: Appendix L on DEIR Summit Station

Hi Christina: I tried to pull up the Appendix L on the DEIR and was unable to find it. Could you see what the problem might be? I am not the most tech savvy so it's probably me -- but could you just send me a copy of that particular section via email? Thanks so much for your help. Mary Daniel



Christina Taylor

From: Mary Daniel <mad4brbx2@gmail.com>
Sent: Sunday, May 01, 2022 8:15 AM
To: Christina Taylor
Subject: Appendix L on DEIR Summit Station

Hi Christina: I tried to pull up the Appendix L on the DEIR and was unable to find it. Could you see what the problem might be? I am not the most tech savvy so it's probably me — but could you just send me a copy of that particular section via email? Thanks so much for your help. Mary Daniel



#ACITYELEVATED

From: Mary Daniel <mad4brtx2@gmail.com>
Sent: Wednesday, April 27, 2022 10:07 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Cost of General Plan 2040

A question: How much did the City of Beaumont pay for the latest General Plan? And when was it approved. Thanks for your help. Mary Daniel

G2
48

This page intentionally left blank.

Responses to Comment Letter G2 – Mary Daniel

- G2-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G2-2** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1.
- G2-3** As discussed in **Section 4.10, Land Use and Planning** of the DEIR, CEQA requires that an EIR consider whether a Project would conflict with any applicable land use plan, policy, or regulation (including, but not limited to a general plan, specific plan, or zoning ordinance) that was adopted for the purpose of avoiding or mitigating environmental effect(s). This environmental determination differs from the larger policy determination of whether a proposed Project is consistent with a jurisdiction’s general plan. The broader general plan consistency determination considers all evidence in the record concerning the Project characteristics, its desirability, as well as its economic, social, and other non-environmental effects. Regarding plan or policy consistency, a project is evaluated in terms of whether the proposed site plan, project design, and/or development within a given location would substantially impede implementation of an adopted plan or policy resulting in a significant environmental effect. The mere fact that a project may be inconsistent in some manner with particular policies in a general plan or zoning ordinance does not, per se, amount to a significant environmental effect. In the context of land use and planning, significant impacts occur when a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project results in an adverse physical environmental impact.
- The Project site is presently designated as “Single Family Residential” by the General Plan. A new Specific Plan and a General Plan Amendment would change the property’s land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce center, commercial area, and permanent open space uses. Because approval of the Specific Plan and General Plan Amendment are part of the overall Project approvals, it is appropriate to measure consistency with the General Plan with these Project components in mind. As such, the conclusion in the DEIR is correct.
- G2-4** Comment noted. Refer to response to comment G2-3, above.
- G2-5** The City respectfully disagrees with the commentor. On September 26, 2006, City Planning Commission (Commission) held a public hearing on the Sunny-Cal Specific Plan, North Brookside Community Plan, Sphere of Influence Amendment, and Annexation to the City. After the conclusion of the public testimony, the Commission closed the public hearing and continued the Project to November 14, 2006, at which time the Commission requested refinements to the Sunny-Cal Specific Plan and took action to recommend City Council approval of the Project.

On July 17, 2007, the City Council held a public hearing on the Project. At the conclusion of the public testimony, the City Council closed the public hearing and after consideration of the Project, requested elimination of the North Brookside Community Plan component of the Project and a revision to the Sphere of Influence Amendment to include only that territory within the boundaries of the Sunny-Cal Specific Plan area. The approved 2007 Sunny-Cal Specific Plan document incorporated the City Council's direction.

The previous Project Applicant for the Sunny-Cal Specific Plan never moved forward with the development of the Sunny-Cal project even though they had approvals to do so. As such, the property was sold and the current Project Applicant has submitted an application for a new specific plan.

Adoption of the proposed Specific Plan (SP2021-0005) is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes, and would replace the existing Sunny-Cal Specific Plan. The proposed Specific Plan would implement the City's General Plan as amended. The Specific Plan would be considered by the Planning Commission and City Council and would be adopted by Ordinance and would become the zoning for the Project.

G2-6 This text is taken directly from the DEIR, as the commentor notes in Comment G2-1.

G2-7 Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation**, fully analyzed and discloses all traffic-related impacts associated with the proposed Project.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA. The DEIR includes a full discussion of all required impacts, as required by CEQA.

G2-8 This text is taken directly from the DEIR, as the commentor notes in Comment G2-1. The comment restates the impact determination regarding cumulative air pollutant emissions impacts. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.

G2-9 Comment noted. This comment summarizes the commenter's views on the increase in vehicle trips and opines that feasible mitigation includes denying the Project. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary. **Section 4.2, Air Quality**, of the DEIR fully analyzed and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

- G2-10** This comment states that truck emissions would be detrimental to human health and that current legislation in California prohibits warehouse use within 1,000 feet of a residential use. A health risk assessment (HRA) was conducted pursuant to the South Coast Air Quality Management District's (SCAQMD's) Health Risk Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions, the SCAQMD Risk Assessment Procedures, and guidance from the Office of Environmental Health Hazard Assessment (Refer to DEIR **Appendix B**). Results of the HRA indicate that construction and operation of the Project would not result in significant cancer or non-cancer risks (refer to DEIR pages 4.2-50 through 4.2-55 and DEIR **Appendix B**, Table 8). With regard to California legislation prohibiting the siting of warehouse uses within 1,000 feet of residential use, this legislation is pending and has not been promulgated. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-11** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1. The comment restates the description and effects of diesel particulate matter (DPM). The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-12** As discussed in **Section 4.10, Land Use and Planning**, the baseline conditions and impact analyses are based on review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents (inclusive of the General Plan). The determination that a Project component will or will not result in "substantial" adverse effects on land use and planning standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components. The proposed Project would be consistent with the City's Zoning Ordinance and Zoning Map; therefore, it would be consistent with all goals, policies, within the Beaumont GP upon Project approval. As such, inconsistency with City land use plans and regulations and the creation of environmental effects from Project implementation would be less than significant.
- A Health Risk Assessment (HRA) was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. As discussed in **Section 4.2** of the DEIR, localized construction and operational emissions would not exceed applicable SCAQMD localized thresholds. In addition, the results of the HRA indicate that the Project would not result in significant cancer or non-cancer risks. Therefore, the Project would not produce localized air pollution in a way that would impact existing air quality-sensitive receptors. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-13** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1. The comment restates that the Project would be inconsistent with the AQMP. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.

- G2-14** As discussed in **Section 4.2, Air Quality**, of the DEIR, ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the NAAQS and CAAQS, none of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project. It should also be noted that this analysis identifies health concerns related to particulate matter, CO, O₃, and NO₂. **Table 4.2-1** of the DEIR includes a list of criteria pollutants and summarizes common sources and effects. Thus, this analysis is reasonable and intended to foster informed decision making. This is standard industry practice.
- G2-15** This comment is a quote from the DEIR. The comment restates the significance determination with regards to GHG emissions. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-16** The comment summarizes the commenters view of the City's inability to control on-road motor vehicle emissions. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-17** This comment is a quote from the DEIR. The comment restates the potential health effects of community noise. **Section 4.11, Noise** of the DEIR, noise associated with construction activity would be limited to the hours between 6:00 A.M. and 6:00 P.M. during the months of June through September and between 7:00 A.M. and 6:00 P.M. during the months of October through May, pursuant to City Municipal Code § 9.02.111. In addition, no sounds would exceed 55 dBA for intervals of more than 15 minutes per hour as measured in the interior of the nearest occupied residence or school. As shown in **Table 4.11-10**, project construction would not exceed the Federal Transit Administration's noise threshold as noise levels would not exceed 70 dBA, interior noise levels would attenuate to 55 dBA or less (conservatively assuming 15 dBA outdoor to indoor noise reduction with windows open). Therefore, noise levels when measured in the interior of the nearest occupied residence would not exceed the City's threshold of 55 dBA at any time and impacts would be less than significant. Lastly, concerning operational noise, **Tables 4.11-13** through **4.11-15**, concluded that the Project at Project buildout (2027) and Project horizon year (2040) would not create significant noise impacts. Refer to **Section 4.11, Noise** for more information.
- G2-18** The comment summarizes the commenters view of the subjectivity of noise and the noise from semi-trucks. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Refer to response G2-17 and **Section 4.11, Noise** for more information.
- G2-19** The comment summarizes the commenters view of the potential cumulative traffic noise impact resulting from operation of the Project and other projects in the vicinity. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.

- G2-20** The comment summarizes the commenters view of the City's responsibility to protect the health and welfare of its citizens with respect to noise. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-21** Comment noted. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-22** Comment noted. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-23** Comment noted. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-24** Comment noted. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-25** Comment noted. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G2-26** The BCVWD 2020 Urban Water Management Plan (UWMP) discusses the Beaumont Basin and the Project WSA addresses the UWMP and addresses the current condition of water supply and known future projects.
- G2-27** The BCVWD 2020 Urban Water Management Plan (UWMP) discusses the Beaumont Basin and the Project WSA addresses the UWMP and addresses the current condition of water supply and known future projects.
- G2-28** The supply of recycled water is related to drainage or stormwater quality. The Project has an approved Hydrology Report and Water Quality Management Plan.
- G2-29** The Project has made provisions to use recycled water once available via the City's recycled water system.
- G2-30** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1.
- G2-31** Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the benefit of the public. The Beaumont GP does not designate any scenic vistas near the Project site or in the City. Although no area within the City is officially designated as a scenic vista, the City is situated at a half-mile elevation in the County's The Pass Area Plan, south of southern California's highest peak, San Gorgonio Mountain, and north of San Jacinto Peak which provide the most prominent views from the City. Because there are no scenic vistas on the Project site or in the vicinity of the Project site and the implementation of the Project would not obstruct views of the scenic vistas provided by the San Bernardino

Mountains and the San Jacinto Mountains from any publicly accessible point outside of the Project site, impacts in this regard would be less than significant.

G2-32 This text is taken directly from the DEIR, as the commentor notes in Comment G2-1.

G2-33 Refer to **Section 4.1, Aesthetics, Light, and Glare** of the DEIR. As noted in **Section 4.1**, all aesthetics impacts were deemed to be less than significant.

G2-34 As discussed in Chapter 3, Project Description, the Project includes the following approvals:

Specific Plan Adoption. SP2021-0005

Adoption of the proposed Specific Plan is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes, and would replace the existing Sunny-Cal Specific Plan. The proposed Specific Plan would implement the City's General Plan as amended. The Specific Plan would be considered by the Planning Commission and City Council and would be adopted by Ordinance and would become the zoning for the Project.

General Plan Amendment No. PLAN2021-0656

The Project site is presently designated as "Single Family Residential" by the General Plan. A General Plan Amendment would change the property's land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce center, commercial area, and permanent open space uses.

Tentative Parcel Map No. PM2021-0009

The Specific Plan area is comprised of several parcels. The Project includes a Tentative Parcel Map (TPM) to create five legal development parcels and would dedicate the rights-of-way for utility easements, if required by the City.

Plot Plan/Site Plan (Plot Plan) No. PP2021-0388

Three separate Plot Plans for the Project, consisting of an e-commerce project with three proposed structures, parking, landscaping, drainage facilities, and new and driveways is proposed. A separate Plot Plan/Site Plan will be required for each building area within the Specific Plan. Statutory Development Agreement

A statutory development agreement, authorized pursuant to California Government Code § 65864 et seq., may be processed concurrently with the approval of this Specific Plan. The development agreement would include, among other items, the term of entitlements and any provisions for off-site improvements if applicable. Ministerial actions that follow the initial approvals include the following:

- Grading Plans/Permits
- Improvement Plans

- Final Map review and approval (City), recordation (County)
- Jurisdictional Permits (if required by agencies)

With the approvals listed above, the Project would be consistent with the General Plan and Zoning Map.

Additionally, to further reduce changes in the visual environment, the Project would incorporate perimeter landscaping, trees, and ground covers to visually buffer the structures. For this reason, it is anticipated that implementation of the commercial and e-commerce uses would not degrade the visual characteristics that are already considered low. Impacts in this regard would be less than significant. The Project also proposes to preserve a total of 30.6 acres of permanent open space within planning area 3 to ensure that adjacent uses are adequately separated from the Project.

- G2-35** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1.
- G2-36** Pursuant to PRC 21100 and in accordance with the guidance in CEQA Guidelines §15126.6, the City conducted an alternatives analysis that includes a range of reasonable alternatives that would feasibly attain most of the basic objectives of the Project consistent with CEQA §15124(b), while avoiding or lessening impacts. The Project Applicant cannot propose to develop a project on parcel(s) that they do not own or control. See DEIR **Section 6.0** for a discussion of alternatives considered.
- G2-37** Refer to response to comment G2-31, above.
- G2-38** The DEIR fully analyzes and disclosed all impacts associated with the Project, including transportation related impacts. Refer to **Section 4.15, Transportation**, for additional information.
- G2-39** This text is taken directly from the DEIR, as the commentor notes in Comment G2-1.
- G2-40** Comment noted. Refer to DEIR **Section 6.0** for a discussion of alternatives considered for additional analysis.
- G2-41** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G2-42** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G2-43** Comment noted. The City communicated with the commentor that **Appendix L** was provided on the City's website. Additionally, hard copies of the DEIR and appendices are located at City Hall, and on State Clearinghouse's website located at <https://ceganet.opr.ca.gov/2021090378/2>

- G2-44** Refer to response to comment G2-43, above.
- G2-45** Refer to response to comment G2-43, above.
- G2-46** Refer to response to comment G2-43, above.
- G2-47** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G2-48** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Comment Letter G3 – Allan Lovelace

From: [Allan Lovelace](#)
To: [Christina Taylor](#); [Allan Lovelace](#)
Subject: Beaumont Summit Station comments
Date: Saturday, April 23, 2022 11:08:15 PM

Dear Christina Taylor:

I am writing to request that my comments in this email be included in opposition to the proposed Beaumont Summit Station warehouse project.

G3-1

There is not adequate water for the project. As stated in the report for the project, rainfall has decreased in the area. Southern California is in the grips of the worst drought in 1,200 years. Also, the State Water Project has announced additional significant reductions in water delivery.

G3-2

I also oppose the project because of its additional dust that is already a severe problem in the area, along with the significant air pollution that will come from the many diesel trucks that will visit the warehouse.

G3-3

I know that the additional tax revenue that would come from the warehouse must be appealing, but the timing could not be worse for this warehouse project. If the city would wait another 10 or 15 years, the drought may have passed and by then most trucks will use electric power. Please do the right thing and wait until the drought and California's water woes have passed. And please wait until most trucks use electric power.

G3-4

Thank you.

Allan Lovelace
810 Bogey Drive
Beaumont, CA 92223

P.S.: I am retired, a resident of Beaumont, and not affiliated with a company or nonprofit.

This page intentionally left blank.

Responses to Comment Letter G3 – Allan Lovelace

- G3-1** Comment noted.
- G3-2** A Water Supply Assessment (WSA) was prepared for the proposed Project. The WSA determined that there are adequate water supplies to service the Project. Refer to **Appendix I** for additional information.
- G3-3** The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality impacts. Refer to **Section 4.2, Air Quality**, for additional information.
- G3-4** Comment noted. Refer to responses to comments G3-2 and G3-3, above, for additional information regarding water supply and air quality impacts related to the Project.

This page intentionally left blank.

Comment Letter G4 – Gayla Faux

From: [Gayla Faux](#)
To: [Christina Taylor](#)
Subject: Beaumont Summit Station Plan
Date: Monday, April 25, 2022 12:27:26 PM

Is the City of Beaumont considering building more warehouses along Cherry Valley on opposite side of the monstrosity under construction currently. If so, how do the resident of Beaumont protest this travesty? I just ran across a proposal from October 2021.

G4-1

This page intentionally left blank.

Responses to Comment Letter G4 – Gayla Faux

- G4-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G5 – Dolores Weitz

From: [Tadevil](#)
To: [Christina Taylor](#)
Subject: BEAUMONT SUMMIT STATION
Date: Friday, April 22, 2022 11:46:32 AM

RE: Exeter Cherry Valley Land, LLC

We are the owners of 7.99 acres on Fabian Lane, Assessment#407190007-8.
Also in partnership 34.75 acres Ass#407180002-2, 15.37 acres Ass#407170012-0.6.20 acres
Ass#407170011-9 and HANNON MUTUAL WATER CO. Ass#407140003-9 TOTAL 64 .Plus acres
We are in favor of the proposed project. We feel the need for progress in the area., and can be reached
the following ways:
Thank you for your consideration.

DOLORES WEITZ
17720 MAGNOLIA BLVD #312
ENCINO,CALIF 91316

PHONE:310 730-3525

E-MAIL: TADEVIL@AOL.COM

G5-1

This page intentionally left blank.

Responses to Comment Letter G5 – Dolores Weitz

G5-1 Comment noted.

This page intentionally left blank.

Comment Letter G6 – Pablo Soto

From: Pablo Soto <sotopa1993@gmail.com>
Sent: Friday, April 22, 2022 9:23 PM
To: Christina Taylor
Subject: Re: Summit Station Draft EIR Notice of Availability

Christina Taylor,

While I am very disappointed that The City of Beaumont is still entertaining this project, I am not the least bit surprised. I understand you must always entertain any business venture for the citizens of Beaumont, but I totally disagree with another “warehouse” being proposed for this area. Commerce Center....really???? Come on, It’s a warehouse. Please relay this to everyone involved. It’s a warehouse. Lipstick on a pig if you will. I truly believe The City of Beaumont will approve this project because it’s the furthest piece of land from City Hall, and none of you will see it from your offices. I’m sure most City Hall employees work from home, or “telework”, so it won’t bother them one bit. But it bothers me and the people living in Stetson. Please consider the concerns of the people who live hundreds of feet from it, and who will have to live with the diesels, the traffic, the noise, the trash...oh, and more diesels. It is very unfortunate, it’s demoralizing, and it’s insulting that our beautiful neighborhoods will soon look like Gotham City. I honestly do not understand any of your impact report, and whoever prepared it knows that the average person won’t either. This “warehouse” is NOT needed, and I look forward to it failing entirely. I appreciate you notifying us, the concerned citizens that are most directly affected by this project, and as much as I would like to berate and yell at you, and the City, I realize that you have a job to do. And, that just isn’t who I am. Just please understand how much we don’t want this project to go through. I am actually too angry and tired to continue writing, I look forward to opposing this project in person to you at your next public forum. Thank You.

G6-1
G6-2
G6-3

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

Greetings,

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

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

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

The City looks forward to receiving your comments.

This page intentionally left blank.

Responses to Comment Letter G6 – Pablo Soto

G6-1 The commentor is correct, in that the Project does include a warehouse component. More specifically, the Project is proposed as follows:

Planning Area 1 (Parcels 1, 2, and 3) is proposed to be developed with three separate e-commerce/warehouse buildings with supporting office, as follows:

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

Planning Area 2 (Parcel 4) would include the development of up to 150,000 square feet of commercial uses and would be developed as part of Phase 2, as follows:

- Hotel: 100,000 square feet
- General Retail: 25,000 square feet
- Food Uses: 25,000 square feet

Planning Area 3 (Parcel 5) would remain as permanent open space.

Lastly, the distance between the Project and Beaumont City Hall is irrelevant as it pertains to approval/disapproval of the Project. The Project is located in a semi-rural area of Beaumont, adjacent unincorporated Riverside County. Development associated with the Project is not located directly adjacent to any residential neighborhoods.

G6-2 Please consider that 100's of man hours were spent thoroughly evaluating the potential impacts associated with 18 environmental resources areas for the Project. Traffic/transportation impacts are evaluated in DEIR **Section 4.15** and noise impacts are evaluated in DEIR **Section 4.11**.

Also note that traffic (diesel) circulation associated with the Project would predominantly occur between the Project site and the I-10/Cherry Valley Boulevard interchange. Traffic (diesel) associated with the Project would not frequent Brookside Avenue, as the Project is not accessible via Brookside Avenue, nor is there a fully functional interchange at I-10 and Brookside Avenue. Refer to **Section 3.0, Project Description** and **Section 4.15, Transportation** of the DEIR which discusses the Project's circulation system and recommended improvements. Additionally, refer to page 4.15-19 of the DEIR for more information which describes the Project site access improvements. Project traffic would not overrun roadways associated with residential neighborhoods. Lastly, permanent open space would separate the Project from Stetson to the south.

G6-3 Comment noted. Mr. Soto will remain on the Project distribution list for any future communications pertaining to the Project.

This page intentionally left blank.

Comment Letter G7 – Steve Mehlman

From: steven mehlman <smehlman@beaumontca.gov>
Sent: Monday, April 25, 2022 1:12 PM
To: Christina Taylor
Subject: Summit Station

Hi. Hope you had a nice weekend.

Two questions: 1. Where can I find the name, address and, if possible, website for the developer?

G7-1

2. Do you plan on having a public hearing before or after the June 6 deadline for comments. Reason I asked is that I'll be out of state from 5/24 to 6/6. I'd hate to miss it.

G7-2

Thanks.

Steve Mehlman

Christina Taylor

From: Steve Mehlman <smehl1506@aol.com>
Sent: Thursday, April 28, 2022 12:08 PM
To: Christina Taylor
Subject: Comments on Summit Station warehouse proposal draft EIR

There are a number of factors ignored or minimized in this draft EIR that would have negative effects on the thousands of seniors in Solera/Oak Valley Greens, which is located across Brookside Avenue from the site of this warehouse.

For example:

First, senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

Second, based on estimates from the South Coast Air Quality Management District of the number of trucks per square foot of warehouses, more than 800 big-rigs a day would be going to and from the warehouse. This would cause significant traffic safety problems for drivers and pedestrians alike, especially seniors.

Third, many seniors in Solera live on fixed, limited incomes. Putting a mega warehouse adjacent to the community would significantly lower the value of their homes.

There are many appropriate places to build industrial warehouses. Putting them in residential areas, especially across the street from senior communities, is NOT appropriate.

I urge the Planning Commission and City Council to turn down the proposed warehouse.

Thank you for your consideration.

G7-3

G7-4

G7-5

Responses to Comment Letter G7 – Steve Mehlman

- G7-1** The name of the Project Applicant, as presented in the Notice of Availability, is Exeter Cherry Valley Land, LLC.
- G7-2** The Project would be presented to the City Council and the Planning Commission at hearings, on dates yet to be determined, following the close of the comment period, June 6, 2022.
- G7-3** Impacts to sensitive receptors were evaluated in DEIR **Section 4.2: Air Quality**, Impact 4.2.3. Said impacts were found to be less than significant with mitigation incorporated.
- G7-4** According to Attachments B-1 and B-2 of the Project's Traffic Study (DEIR **Appendix K**), the High-Cube Transload and Short-Term Storage proposed use would generate 493 truck trips daily, and the Warehousing proposed use would generate 166 truck trips daily.
- G7-5** Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- Additionally, development associated with the Project would not be located adjacent to Solera/Oak Valley Greens, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

This page intentionally left blank.

Comment Letter G8 – Richard Hobson

Christina Taylor

From: Richard Hobson <RHobson@csusb.edu>
Sent: Wednesday, April 27, 2022 5:31 PM
To: Christina Taylor
Subject: Re: Summit warehouse

Shouldn't the polluters be financing this monitoring of the air instead of the taxpayers via AQMD?
Someone else should run the monitoring operation, of course, but the polluters themselves should be paying for it. No?

G8-1

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Wednesday, April 27, 2022 1:12 PM
To: Richard Hobson <RHobson@csusb.edu>
Subject: RE: Summit warehouse

Good afternoon,

The Draft Environmental Impact Report can be found here on the project page
<https://www.beaumontca.gov/1239/Beaumont-Summit-Station>

The Air Quality and Green House Gas sections provide details on how the measurements and analysis were performed.

Typically AQMD is responsible for air quality monitoring devices. I am not aware of any in our area but AQMD may be able to advise if there are any in the Pass Area.

CHRISTINA TAYLOR
Community Development Director

City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212

BeaumontCa.gov

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



From: Richard Hobson <RHobson@csusb.edu>
Sent: Wednesday, April 27, 2022 12:20 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Summit warehouse

How will the increase in pollution be measured? Tailpipe emissions from the trucks? Do we have air pollution monitoring sites around Cherry Valley and Beaumont? G8-2

Christina Taylor

From: Richard Hobson <RHobson@csusb.edu>
Sent: Wednesday, April 27, 2022 12:20 PM
To: Christina Taylor
Subject: Summit warehouse

How will the increase in pollution be measured? Tailpipe emissions from the trucks? Do we have air pollution monitoring sites around Cherry Valley and Beaumont? G8-3

Responses to Comment Letter G8 – Richard Hobson

- G8-1** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G8-2** This comment addresses the method in which emissions increases is measured. Increases in emissions attributed to the Project have been estimated and summarized in **Section 4.2** of the DEIR. With regard to air pollution monitoring stations within the vicinity of the Project, the nearest monitoring station is the Banning Airport Monitoring Station located approximately 9.5 miles to the southeast of the site. A summary of pollutant concentrations from the years 2018, 2019, and 2020 is included in **Section 4.2** of the DEIR. The comment does not raise a specific issue with the adequacy of the DEIR or raise any other CEQA issue. Therefore, no further response is necessary.
- G8-3** See response to comment G8-2.

This page intentionally left blank.

Comment Letter G9 – Eugene De Fouw

Christina Taylor

From: Gene De Fouw <geneadefouw@yahoo.com>
Sent: Wednesday, June 01, 2022 9:49 AM
To: Christina Taylor; Eugene A DeFouw
Subject: Re: Summit Station Warehouse & Mega Warehouse

Got it.

Sure hope it helps in their decision making. It didn't make much difference in all the letters written against the Cherry Valley warehouse decision.

It all comes down to \$\$\$\$ money for the city & maybe indirectly \$\$ or favors & benefits in the decision makers pockets. Looking for a decision that favors our citizens and what's BEST for our health & future traffic congestion.

G9-1

Will be interesting to see what the decision is. I'm not optimistic that the Decision will favor those who live here.

G9-2

Gene

[Sent from Yahoo Mail for iPhone](#)

On Wednesday, June 1, 2022, 9:27 AM, Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Thank you for your comments. They will be noted for the record and provided to the decision makers.

CHRISTINA TAYLOR

Deputy City Manager

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

Desk (951) 572-3212

BeaumontCa.gov

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

Christina Taylor

From: Eugene A DeFouw <eadefouw@icloud.com>
Sent: Tuesday, May 31, 2022 7:28 PM
To: Christina Taylor
Subject: Summit Station Warehouse & Mega Warehouse
Attachments: Warehouses.docx

MEGA WAREHOUSES

The 'elephant in the room' that no one seems to want to talk about.

That **ELEPHANT** is how much **TOTAL traffic** = semi-trucks, delivery & maintenance trucks and employee vehicles will be added to area's highways with the approval of any warehouse.

A recent news article from another state indicated.... "that a **50 dock Amazon facility** would add 400 workers resulting in 2,800 car trips/day plus over 70 Amazon trucks and semi-truck stalls turning out 265 semi-

trailers {over 5 trucks per dock} over a 24-hour period. During peak morning & afternoon hours that facilities trips would rise to **400-500 total per-hour.**"

On a 24/7 basis that facility would introduce up to **1,750 trucks plus 14,000 vehicles = 15,750 total vehicles** per week to the area roads.

Cherry Valley Mega. Warehouse

Riverside County approved a 200-dock warehouse on Cherry Valley Blvd, near I-10 freeway. When they obtained approval for that warehouse, they had claimed they would add only **200** semi-tucks /24-hour day to our highway system. Only one truck/bay per day. **I beg to differ!** When you multiply that traffic volume by 5 (based on the news article) = 1,000 Trucks/day plus up to 1,000 workers = 7,000 vehicles and then add delivery & maintenance vehicles, you are looking at over 8,000 vehicles per day. Then in one week - 7 days = 49,000 vehicles per week to the Cheery Valley Blvd. and **I-10 corridor. We are most likely looking at a PARKING LOT** on the I-10 Freeway in 10 years or less.

The residents fought that warehouse zoning change approval by writing over 1,000 letters to the county. We found out later that those letters were never turned over to the county supervisors nor the warehouse company and the issues presented were never addressed by the **EIS** (Environmental Impact Statement). So, the county approved the project over the resident's objection with only the company's input.

From professional management experience in managing several automotive supplier companies with over 25 trucking bays, operating on an 8-hour day – 5 days/week; we would average one truck in and out every 2 hours. Hence, we yielded 4 trucks/bay x 25 bays = 100 trucks/day. That occurred over 30-40 years ago in a non-automated warehouse. A fully automated warehouse should be able to put in or out one truck every hour.

The emission output from most diesel trucks is the highest when the truck first starts-up the engine and when the trucks are traveling in low gear, which is the case near warehouses. There are companies that manufacturer patented diesel engine add-ons that significantly improved 'cold engine startup' and reduced cold engine emissions. Those products are still available if the trucking companies order them. I would guess that the emissions data that is used for semi-trucks for the EIS is the "over-the-road" average emissions not the start-up & low gear emissions. Hence, air pollution will be significantly increased around warehouses in the county.

Summit Station Warehouse – Beaumont

G9-3

As I understand this warehouse proposal, it would add 300 bays more to the Cherry Valley/ Brookside Ave. roads; however, the proposal would NOT have on and off ramps added to the I-10, for the Brookside Blvd; hence, all of the added traffic would all be channeled through Cherry Valley Blvd.

G9-4

Another way to look at this issue is:

"What would a fully automated warehouse, operating at peak efficiency over a 24/7 period yield in increased traffic?"

This fully automated type of warehouse could push through up to one (1) truck per bay per hour. Therefore, 300 bays x 24 hours = **7,200 semi-trucks per day** x 7 days = **50,400 semi-trucks per week**, plus employee, vendor, restaurant, office buildings, etc. & residential traffic. The total traffic load for this project could be as much as **73,000 vehicles/week**. **Even if it were half that amount it is significant.**

That's without adding the existing Cherry Valley Warehouse (under construction) traffic. I have found no discussion planning about adding multiple lanes in each direction to the I-10 freeway around the Cherry Valley exit. When you add both projects together, we could see upwards of 120,000 total additional vehicles per week. **How many more lanes would need to be added to the I-10 to handle all this traffic?**

G9-5

The I-10 is already a very congested freeway, especially during peak AM & PM travel times and east-bound on Fridays and west-bound on Sunday-PM.

Does anyone really think that the present I-10 highway corridor can handle that many more semi-trucks & vehicles per week?

Riverside County is looking at a total mess of dogged, congested [*a parking lot*] traffic in the next 5-10 years. I am not aware of any plans to expand the 10 freeway with many more lanes both west and/or east. between Beaumont & Redlands. Driving on the 10; we find it is already nearly impossible to exit off a ramp when there is a solid lane (sometimes two lanes - side-by-side) jammed full back-to-back with semi-trucks for hundreds of yards. It is like the Great China Wall against an exit side-by-side.

G9-6

I haven't even addressed the Warehouse being presently build in Banning with others proposed. The cities of Banning, Beaumont and Calimesa & Riverside County are looking at polluted, grid lock on our highways, within the next 5-10 years. I just read today that there will be a 4.1 million Sq.Ft. Amazon warehouse built in Ontario – which would add even more trucks to the I-10 & 60 highways going through Beaumont.

If we continue approving the addition of more and more warehouse's; vehicle travel will be nearly impossible. We will sit hours in traffic jams, trying to drive to Redlands or Palm Springs. Beaumont needs office type businesses, a step-up in restaurants vs. more fast food, and a rejuvenated downtown. Our city council should concentrate on getting other businesses vs. more warehouses. Please listen to your residents and act accordingly.

When does this STOP? We wrote over 1,000 letters to stop the Cherry Valley Warehouse, but it still is being build. Disgusting!

Respectfully Submitted,

Gene DeFouw ~ BS, BSE, MSE
Past President / CEO / Business Owner
Retired - Solera Oak Valley Greens
Beaumont, CA
909-800-8453
eadefouw@iCloud.com

MEGA WAREHOUSES

The 'elephant in the room' that no one seems to want to talk about.

That ELEPHANT is how much TOTAL traffic = semi-trucks, delivery & maintenance trucks and employee vehicles will be added to area's highways with the approval of any warehouse.

A recent news article from another state indicated... "that a 50 dock Amazon facility would add 400 workers resulting in 2,800 car trips/day plus over 70 Amazon trucks and semi-truck stalls turning out 265 semi-trailers (over 5 trucks per dock) over a 24-hour period. During peak morning & afternoon hours that facilities trips would rise to 400-500 total per-hour." On a 24/7 basis that facility would introduce up to 1,750 trucks plus 14,000 vehicles = 15,750 total vehicles per week to the area roads.

Cherry Valley Mega. Warehouse

Riverside County approved a 200-dock warehouse on Cherry Valley Blvd, near I-10 freeway. When they obtained approval for that warehouse, they had claimed they would add only 200 semi-trucks /24-hour day to our highway system. Only one truck/bay per day. I beg to differ! When you multiply that traffic volume by 5 (based on the news article) = 1,000 Trucks/day plus up to 1,000 workers = 7,000 vehicles and then add delivery & maintenance vehicles, you are looking at over 8,000 vehicles per day. Then in one week - 7 days = 49,000 vehicles per week to the Cherry Valley Blvd. and I-10 corridor. We are most likely looking at a PARKING LOT on the I-10 Freeway in 10 years or less.

The residents fought that warehouse zoning change approval by writing over 1,000 letters to the county. We found out later that those letters were never turned over to the county supervisors nor the warehouse company and the issues presented were never addressed by the EIS (Environmental Impact Statement). So, the county approved the project over the resident's objection with only the company's input.

From professional management experience in managing several automotive supplier companies with over 25 trucking bays, operating on an 8-hour day – 5 days/week; we would average one truck in and out every 2 hours. Hence, we yielded 4 trucks/bay x 25 bays = 100 trucks/day. That occurred over 30-40 years ago in a non-automated warehouse. A fully automated warehouse should be able to put in or out one truck every hour.

The emission output from most diesel trucks is the highest when the truck first starts-up the engine and when the trucks are traveling in low gear, which is the case near warehouses. There are companies that manufacturer patented diesel engine add-ons that significantly improved 'cold engine startup' and reduced cold engine emissions. Those products are still available if the trucking companies order them. I would guess that the emissions data that is used for semi-trucks for the EIS is the "over-the-road" average emissions not the start-up & low gear emissions. Hence, air pollution will be significantly increased around warehouses in the county.

Summit Station Warehouse – Beaumont

As I understand this warehouse proposal, it would add 300 bays more to the Cherry Valley/Brookside Ave. roads; however, the proposal would NOT have on and off ramps added to the I-10, for the Brookside Blvd; hence, all of the added traffic would all be channeled through Cherry Valley Blvd.

Another way to look at this issue is:

"What would a fully automated warehouse, operating at peak efficiently over a 24/7 period yield in increased traffic?"

G9-7

MEGA WAREHOUSES

This fully automated type of warehouse could push through up to one (1) truck per bay per hour. Therefore, 300 bays x 24 hours = 7,200 semi-trucks per day x 7 days = 50,400 semi-trucks per week, plus employee, vendor, restaurant, office buildings, etc. & residential traffic. The total traffic load for this project could be as much as 73,000 vehicles/week. **Even if it were half that amount it is significant.**

That's without adding the existing Cherry Valley Warehouse (under construction) traffic. I have found no discussion planning about adding multiple lanes in each direction to the I-10 freeway around the Cherry Valley exit. When you add both projects together, we could see upwards of 120,000 total additional vehicles per week. **How many more lanes would need to be added to the I-10 to handle all this traffic?**

The I-10 is already a very congested freeway, especially during peak AM & PM travel times and east-bound on Fridays and west-bound on Sunday-PM.

Does anyone really think that the present I-10 highway corridor can handle that many more semi-trucks & vehicles per week?

Riverside County is looking at a total mess of clogged, congested *(a parking lot)* traffic in the next 5-10 years. I am not aware of any plans to expand the 10 freeway with many more lanes both west and/or east between Beaumont & Redlands. Driving on the 10; we find it is already nearly impossible to exit off a ramp when there is a solid lane (sometimes two lanes - side-by-side) jammed fullback-to-back with semi-trucks for hundreds of yards. It is like the Great China Wall against an exit. side-by-side

I haven't even addressed the Warehouse being presently build in Banning with others proposed. The cities of Banning, Beaumont and Calimesa & Riverside County are looking at polluted, grid lock on our highways, within the next 5-10 years. I just read today that there will be 4.1 million Sq.Ft. Amazon warehouse built in Ontario – which would add even more trucks to the I-10 & 60 highways going through Beaumont.

If we continue approving the addition of more and more warehouse's; vehicle travel will be nearly impossible. We will sit hours in traffic jams, trying to drive to Redlands or Palm Springs. Beaumont needs office type businesses, a step-up in restaurants vs. more fast food, and a rejuvenated downtown. Our city council should concentrate on getting other businesses vs. more warehouses. Please listen to your residents and act accordingly.

When does this STOP? We wrote over 1,000 letters to stop the Cherry Valley Warehouse, but it still is being build. Disgusting.

Respectfully Submitted,

Gene DeFouw - *MS, MSZ, MBE*
Past President / CEO / Business Owner
Retired - Solera Oak Valley Greens
Beaumont,
909-800-8453
eadefouw@iCloud.com

CA

This page intentionally left blank.

Responses to Comment Letter G9 – Eugene DeFouw

- G9-1** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G9-2** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G9-3** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G9-4** Traffic circulation associated with the Project would predominantly occur between the Project site and the I-10/Cherry Valley Boulevard interchange. Traffic associated with the Project would not frequent Brookside Avenue, as the Project is not accessible via Brookside Avenue, nor is there a fully functional interchange at I-10 and Brookside Avenue. Refer to **Section 4.11, Transportation**, page 4.15-19 for more information which describes the Project site access improvements. Furthermore, Planning Area 3 would be preserved as permanent open space.
- According to DEIR Exhibit 3.0-6: Conceptual Site Plan, the Project could add 425 dock doors. However, this conceptual site plan is shown for illustrative purposes as one potential layout. Final site planning will be provided as part of implementing project site plan review submittals
- G9-5** According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.
- The Locally Preferred Alternative will include the following improvements:
- Widen Cherry Valley Boulevard to two lanes in each direction
 - Add turn pockets along Cherry Valley Boulevard approaching on-ramps
 - Add pedestrian crosswalks and curb ramps
 - Reconstruct and realign on- and off-ramps
 - Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
 - Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
 - Install new traffic signals
 - Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
 - Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

- G9-6** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G9-7** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Comment Letter G10 – Carol Marquez

6/6/22

City of Beaumont

Planning Dept.
660 Orange Ave. Unit H
Beaumont, CA 92320

Re: Industrial Complex Zoning on Cherry Valley Blvd.

Dear Planning Dept. Staff:

I have recently reviewed the EIR for the Sunny Cal Specific Plan to allow 2,557,465 sq. ft. of e-commerce uses on or near Cherry Valley Blvd. near the 10 fwy.

Please register my opposition to this land use due mostly to the fact that the EIR states that air quality impacts from the operation of this project cannot be mitigated to comply with State air quality thresholds. I live within a mile as the crow flies of this project. This area is bordered by hills and mountains which contain the toxic gases emitted by diesel trucks and other vehicles travelling to and from this type of facility.

G10-1

In addition to air quality is the unsightliness of this much industrial in one place and the excessive traffic from hundreds of truck and automobile trips per day.

G10-2

If this project continues I will be willing to participate in a CEQUA filing to stop it. I hope you understand that residents like me want to keep our area clean, natural, and beautiful as it is.

G10-3

Sincerely,



Carol Marquez
Box 515
Calimesa, CA 92320

This page intentionally left blank.

Responses to Comment Letter G10 – Carol Marquez

G10-1 Comment noted.

G10-2 Visual impact were evaluated in **Section 4.1, Aesthetics**, of the DEIR and were found to be less than significant.

G10-3 Comment noted.

This page intentionally left blank.

Comment Letter G11 – Kathleen Schneider

Christina Taylor

From: kathleen schneider <kschneider415@gmail.com>
Sent: Wednesday, June 01, 2022 9:38 AM
To: Christina Taylor
Subject: Summit Station

I am opposed to the development plan, especially to the warehouses. I feel that it is too close to housing and that the noise and pollution will be too much for a residential/ rural area. I have a 2nd home (built in 2011 and in an appreciably more expensive / upscale neighborhood - the people backing on the street have said that they sometimes feel vibrations inside their homes) approximately 1/4 mile from truck activity and their noise level inside the house is a constant background and outside it is really noticeable (also at times the fumes are more noticeable than others). I feel the report understates the effect of the noise.

I don't think the area infrastructure is designed for the increased traffic and the gridlock will be worse than Highland Springs. I would imagine (based on prior projects) that any mitigation would be at least a decade or more in the future. K. Schneider

G11-1

This page intentionally left blank.

Responses to Comment Letter G11 – Kathleen Schneider

G11-1 Comment noted. Air quality impacts are assessed in DEIR **Section 4.2, Air Quality**; noise and vibration impacts are assessed in **Section 4.11, Noise**; and transportation impacts in **Section 4.15, Transportation**.

Noise impacts would be less than significant with the exception of cumulative off-site traffic noise along Cherry Valley Boulevard (from Project access to Hannon Road, from Hannon Road to Union Street, and from Union Street to Nancy Avenue). Cumulative traffic noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the Project and other projects in the vicinity.

See DEIR **Appendix K, Traffic Study** for recommended roadway improvements; I-10/Cherry Valley Boulevard interchange improvements; site adjacent roadway improvements; and site access improvements.

This page intentionally left blank.

Comment Letter G12 – Rodger Thompson

Christina Taylor

From: roger@tcreis.com
Sent: Tuesday, May 31, 2022 7:03 PM
To: Christina Taylor
Cc: roger@tcreis.com
Subject: Summit Station development

Christina:

Thank you for the opportunity to voice my opposition to the General Plan Amendment to allow the development of the project known as Summit Station. The City of Beaumont, along with citizen input, recently approved the General Plan for the City of Beaumont. I do not believe this amendment and approval of the Summit Station project is for the benefit of the citizenry of Beaumont. This parcel is a perfect location to build custom SFR properties on half acre lots. The demand for such a product would seem to be of great benefit to a developer in maximizing their profit, and adding value to the City of Beaumont.

G12-1

My own personal home sits upon the ridge line on Santa Paula Court. The Summit Station would negatively effect the citizens living within Statson development if this project were to be developed. I understand when I purchased my own home in 2009, that one day there would be a future development, including residential homes from approximately 9 feet (single-story SFR) to 20 feet (2-story SFR) in height. With the passage of this Amendment, the impact of a 36 foot to 40 foot high concrete wall will remove forever my view of the valley and Cajon Pass, all the while lowering the value of my property and my neighbors in the Statson Community.

G12-2

I would ask the Planning Commission and City Council to leave the existing SFR requirement within the General Plan, which has been recently approved by the City Council and the community.

G12-3

I thank you in advance for your consideration.

Rodger Thompson

Dr. Terri Thompson
Ryan Thompson
Truman Thompson

This page intentionally left blank.

Responses to Comment Letter G12 – Rodger Thompson

- G12-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G12-2** Permanent open space and undeveloped land would separate the Project from Stetson to the south. Visual impact were evaluated in DEIR **Section 4.1, Aesthetics**, and were found to be less than significant. Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G12-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G13 – Linda Amarante

Christina Taylor

From: Linda Amarante <lamarante.1980@gmail.com >
Sent: Monday, May 30, 2022 2:28 PM
To: Christina Taylor
Subject: NO to Summit Station

Hello,

I am a homeowner in the Stetson Community right off of Brookside Ave. and understand that the city is looking into developing the field across the street from our community.

I strongly disagree with this. I bought my home specifically in this neighborhood because it was a rural area and not very much traffic, noise and congestion. Slowly but surely the traffic is getting worse and worse in this area already and if the field was to be developed it would be extremely worse than what it already is. Not only does this plan increase the noise and traffic it will also affect the safety of our neighborhood. This will bring more questionable individuals to this area along with additional homeless individuals which can lead to multiple safety concerns.

G13-1

I will definitely protest this development and if it does go through as planned I will be looking to put my house on the market. Like I said before the city has grown tremendously over the last few years and the logistics are not getting any better. The streets need improvement. We are constantly being told we need to conserve water and crime is going up.

G13-2

Beaumont used to be a nice quiet and peaceful city to raise a family and live in, that has changed.

Concerned homeowners with an absolute NO to this plan.

Linda Amarante

This page intentionally left blank.

Responses to Comment Letter G13 – Linda Amarante

G13-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Permanent open space and undeveloped land would separate the Project from Stetson to the south. Noise/vibration impacts are analyzed in DEIR **Section 4.2, Air Quality** and transportation impacts in DEIR **Section 4.15, Transportation**. There is no justification that the Project would affect the safety of the neighborhood.

G13-2 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G14 – Helen Messrah

Christina Taylor

From: Helen <qtgramy@aol.com>
Sent: Monday, May 30, 2022 9:59 AM
To: Christina Taylor
Subject: Summit Station Warehouse

05/30/2022

To the city of Beaumont:

My name is Helen Messrah and I have lived in Cherry Valley for 65 years. I am hereby expressing my grave concerns regarding the warehouse explosion that has cast a dark shadow on our community. In the 60's we fought to preserve these beautiful rural open spaces in this pristine valley by having the minimum 1 acre parcel for a person to build on. Cherry Valley's boarder was all the way to then 14th street now Oak Valley Parkway. Developers annexed Beaumont to Brookside Ave. so they did not need to comply with the 1 acre rule. Then to Cherry Valley Blvd. for the High School and the Sunny Cal Property. I live on Cherry Valley Blvd. Just down from the High School and at 8 am and 3:30 pm there are over 500 cars in front of my house, you can not drive down Beaumont Ave. during those times because of all the school traffic. Those of us that live in Cherry Valley cannot get into town or to the freeway. The warehouse now on Cherry Valley Blvd. will cause major traffic congestion. It is heartbreaking to see what is happening to our community. Please do not let this Summit Station Warehouse project be built!

Sincerely

8895 Cherry Valley Blvd.
Cherry Valley, CA. 92223
(951 318 0611)

G14-1

G14-2

G14-3

This page intentionally left blank.

Responses to Comment Letter G14 – Helen Messrah

- G14-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G14-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G14-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G15 – Gerald Griffin

Christina Taylor

From: Gerry Griffin <rembrandt_73@msn.com>
Sent: Saturday, May 28, 2022 3:34 PM
To: Christina Taylor
Subject: Summit Station

Subject: Summit Station

My name is Gerald Griffin. I'm a 75 yr. old combat veteran that retired from the Union Pacific Railroad. I purchased a home in Solera in Beaumont in part because of the rural quiet setting. Like many other Solera residents, a large portion of my estate is invested in my home. The addition of the Summit Warehouse to the warehouses already on Cherry Valley Blvd. is going to turn this area into an industrial zone devaluing our property. At 75 yrs. old, I like many other Solera residents lack the capital and energy to relocate.

G15-1

I am also concerned about the traffic issues. They still have not resolved the traffic issues where Cherry Valley Blvd. intersects I-10. During peak hours it is gridlock. In the unfortunate scenario that they are allowed to build the warehouse, or any other project for that matter, the traffic issues should be address before they are allowed to open the doors. Thank you.

G15-2

This page intentionally left blank.

Responses to Comment Letter G15 – Gerald Griffin

G15-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

Additionally, development associated with the Project would not be located adjacent to Solera/Oak Valley Greens, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

G15-2 According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

This page intentionally left blank.

Comment Letter G16 – Mark and Audrey Larsh

Christina Taylor

From: Audrey Larsh <audreylarsh@yahoo.com>
Sent: Saturday, May 28, 2022 12:52 PM
To: Christina Taylor
Subject: Summit Station

Christine,

We are writing you regarding the proposed Summit Station that is up for a vote on June 28th.

My husband and I located to Beaumont two years ago from Orange County. We looked forward to having this be our forever home and enjoy what the community has to offer.

However, now that we have lived the horrors of the freeway; crowded with trucks, large potholes, tire debris, and vehicle damage caused by the same debris and with the infrastructure that can't support it, we regret our decision.

Why would Beaumont want to be known for warehousing, this is a community that will not survive such a massive building. The plan to even suggest such a space speaks to greed and tax revenue vs. developing a city with an environment where people enjoy living. There is already a lack of shopping, restaurants and infrastructure to get from one place to another. In fact the roads in the city are some of the worst we've ever experienced anywhere in or out of state, and the additional truck traffic that a massive warehouse will bring will only further contribute to the poor road conditions and already dangerous driving conditions.

A massive warehouse is about to begin operation shortly in Cherry Valley which will not only bring noise, pollution and increased traffic but also depreciate the property/housing values in that market. Why do you wish to destroy the current peaceful environment in Beaumont and destroy what Beaumonts residences have built up over the years and specifically annihilate an existing 55 and over community at Solera when it's residence moved here to avoid such structures and the noise and chaos they create.

I am sure the concerns of the residents of Beaumont regarding this warehouse will not be considered and instead the City Council will roll out the red carpet for this structure.

However, the day this warehouse is approved Beaumont will lose two residents as we will not live in a community that chooses warehouses first, and the lives and well being of it's residents last.

Respectfully,

Mark and Audrey Larsh

[Sent from Yahoo Mail for iPad](#)

G16-1

G16-2

G16-3

This page intentionally left blank.

Responses to Comment Letter G16 – Mark and Audrey Larsh

G16-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

G16-2 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Planning Area 2 (Parcel 4) would include the development of up to 150,000 square feet of commercial uses and would be developed as part of Phase 2, as follows:

- Hotel: 100,000 square feet
- General Retail: 25,000 square feet
- Food Uses: 25,000 square feet

See DEIR **Appendix K, Traffic Study** for recommended roadway improvements; I-10/Cherry Valley Boulevard interchange improvements; site adjacent roadway improvements; and site access improvements.

G16-3 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis.

Air quality impacts are assessed in DEIR **Section 4.2, Air Quality**; noise and vibration impacts are assessed in **Section 4.11, Noise**; and transportation impacts in **Section 4.15, Transportation**.

Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

Development associated with the Project would not be located adjacent to Solera/Oak Valley Greens, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

This page intentionally left blank.

Comment Letter G17 – Patricia Skriletz

Christina Taylor

From: PMS Supreme <pmskriletz@gmail.com>
Sent: Tuesday, May 10, 2022 11:52 AM
To: Christina Taylor
Subject: Summit Station

I just heard yet another large warehouse is being planned in Cherry Valley. Please don't approve this! Traffic at the I-10 freeway and Cherry Valley exit is already building and will be awful when the huge warehouse north of Cherry Valley Blvd opens. The Highland Springs exit is already a mess.

I know politicians don't care about the people they are supposed to represent. I know they receive money for voting in the developers' best interests.

It's just so gross.

Patricia Skriletz
a concerned Cherry Valley resident

G17-1

This page intentionally left blank.

Responses to Comment Letter G17 – Patricia Skriletz

G17-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

This page intentionally left blank.

Comment Letter G18 – Patricia Norcutt

Christina Taylor

From: Patricia Norcutt <pnorcutt@yahoo.com>
Sent: Thursday, April 28, 2022 5:29 PM
To: Christina Taylor
Subject: Summit Warehouses

Please, please don't do this to our city and our residents. The trucks, the traffic, the noise and pollution is already is over the top. I live off Highland Springs in Four Seasons where thanks to poor planning and decisions on the part of Banning City government, we face a huge warehouse project to the east of us. Enough.

G18-1

There are a number of factors ignored or minimized in this draft EIR that would have negative effects on the thousands of seniors in Solera/Oak Valley Greens, which is located across Brookside Avenue from the site of this warehouse.

G18-2

First, senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

Second, based on estimates from the South Coast Air Quality Management District of the number of trucks per square foot of warehouses, more than 800 big-rigs a day would be going to and from the warehouse. This would cause significant traffic safety problems for drivers and pedestrians alike, especially seniors.

G18-3

Third, many seniors in Solera live on fixed, limited incomes. Putting a mega warehouse adjacent to the community would significantly lower the value of their homes.

There are many appropriate places to build industrial warehouses. Putting them in residential areas, especially across the street from senior communities, is NOT appropriate.

G18-4

I urge the Planning Commission and City Council to turn down the proposed warehouse.

Thank you for your consideration.

Patricia Norcutt
Quiet Creek
Beaumont

This page intentionally left blank.

Responses to Comment Letter G18 – Patricia Norcutt

- G18-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- Air quality impacts are assessed in DEIR **Section 4.2, Air Quality**; noise and vibration impact are assessed in **Section 4.11, Noise**; and transportation impacts in **Section 4.15, Transportation**.
- G18-2** Impacts to sensitive receptors were evaluated in DEIR **Section 4.2, Air Quality**, Impact 4.2.3. Said impacts were found to be less than significant with mitigation incorporated.
- G18-3** According to **Attachments B-1 and B-2** of the Project’s Traffic Study (DEIR **Appendix K**), the High-Cube Transload and Short-Term Storage proposed use would generate 493 truck trips daily, and the Warehousing proposed use would generate 166 truck trips daily.
- G18-4** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- Development associated with the Project would not be located adjacent to Solera/Oak Valley Greens, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

This page intentionally left blank.

Comment Letter G19 – John and Sandra Stearn

Christina Taylor

From: Jerry Stearn <stearn@outlook.com>
Sent: Thursday, May 26, 2022 6:56 AM
To: Christina Taylor
Subject: SUMMIT STATION

Respectfully, Please Please Please do Not Vote for the Summit Station Project , think of all your Senior Citizens and the children that will be born close the polluting warehouse that will possibly have health issues.

Take a minute and think of all your constituents that do not want Summit Station and not the Money. The roads at Summit Station are not build for thousands of trucks using them.

G19-1

Thank you,

John and Sandra Stearn

1689 S Forest Oaks Dr

Beaumont, CA 92223

—
This email has been checked for viruses by Avast antivirus software.
<https://www.avast.com/antivirus>

This page intentionally left blank.

Responses to Comment Letter G19 – John and Sandra Stearn

G19-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Impacts to sensitive receptors were evaluated in DEIR **Section 4.2, Air Quality**, Impact 4.2.3. Said impacts were found to be less than significant with mitigation incorporated.

This page intentionally left blank.

Comment Letter G20 – Wiltraud Dukes

Christina Taylor

From: Wiltraud Dukes <wiltraud.dukes@gmail.com>
Sent: Wednesday, May 25, 2022 5:31 PM
To: Christina Taylor
Subject: Summit Station Warehouse

Ms. Christina Taylor

I am a Beaumont resident, living in Solera. I am writing in response to the planning of the Summit Station Warehouse at Brookside in Beaumont. It is unbelievable that the City Counsel would even consider a huge warehouse in our community. The Inland Empire has already its share of mega warehouses whose trucks cause crowded streets and freeways, damage our roads and most of all poison our air. We know that air pollution caused by the Diesel fumes from the trucks cause pulmonary health problems. Is there no concern for the health of the elderly who are mostly at risk and live close by? What about the children at Brooks Elementary School which is just a few hundred yards down the road? What about the students of Beaumont High School?

G20-1

I strongly oppose the construction of the Summit Station Warehouse in our neighborhood. I sincerely hope that Beaumont's City Counsel will consider the negative impact this warehouse would have on the life and the health of the residents and therefore DOES NOT approve the construction of Summit Station!

G20-2

Sincerely

Wiltraud Dukes

"BEAUMONT CARES"

This page intentionally left blank.

Responses to Comment Letter G20 – Wiltraud Dukes

G20-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Impacts to sensitive receptors were evaluated in DEIR **Section 4.2, Air Quality**, Impact 4.2.3. Said impacts were found to be less than significant with mitigation incorporated.

G20-2 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G21 – Janet Hawkesworth

Christina Taylor

From: Janet Hawkesworth <sdfirefly1414@gmail.com>
Sent: Wednesday, May 25, 2022 11:21 AM
To: Christina Taylor
Subject: Summit Station

As a resident of Solera Oak Valley Greens, I strongly oppose the idea of more warehouses here in our lovely community. Please, please vote against Summit Station. Thank you,
Janet Hawkesworth

G21-1

This page intentionally left blank.

Responses to Comment Letter G21 – Janet Hawksworth

- G21-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G22 – Lane Joel

Christina Taylor

From: Lane Joel <lsjoel46@gmail.com>
Sent: Wednesday, May 25, 2022 9:59 AM
To: Christina Taylor
Subject: Summit Station

I've read that the City of Beaumont is considering the Summit Station construction just outside the gates of my community (Solera Oak Valley Greens). When I purchased my home, we were all told the "chicken farm" was being demolished and a housing was to replace it. That didn't seem too bad to me. Now there is a consideration of warehouse on this property with semi-trucks in and out of this new complex every hour of every day. Has the City, County and State considered what the air quality will be for us senior citizens that live across the street from this massive building? What are we going to do with all the traffic that will come with over 1000 trucks a day?

G22-1

I believe there are more appropriate places in Beaumont for a project as described, but not across the street from a senior community. We (the City of Beaumont) had no control regarding the monstrosity being constructed on Cherry Valley Blvd. as it fell into the County of Riverside. This project is in our City and we should have a say in what is constructed on the vacant land or at the very least put a building that falls within the City future. Warehousing in the middle of a residential area doesn't fall in the City future in this location.

G22-2

I strong urge a NO vote on this project.

G22-3

Lane Joel
Solera Resident

This page intentionally left blank.

Responses to Comment Letter G22 – Lane Joel

G22-1 Development associated with the Project would not be located adjacent to Solera/Oak Valley Greens, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

Impacts to sensitive receptors were evaluated in DEIR **Section 4.2, Air Quality**, Impact 4.2.3. Said impacts were found to be less than significant with mitigation incorporated.

According to **Attachments B-1 and B-2** of the Project's Traffic Study (DEIR **Appendix K**), the High-Cube Transload and Short-Term Storage proposed use would generate 493 truck trips daily, and the Warehousing proposed use would generate 166 truck trips daily.

See DEIR **Appendix K, Traffic Study** for recommended roadway improvements; I-10/Cherry Valley Boulevard interchange improvements; site adjacent roadway improvements; and site access improvements.

G22-2 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

G22-3 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G23 – Kevin Trudgeon

Christina Taylor

From: cvtrudgeons@aol.com
Sent: Tuesday, May 24, 2022 8:02 PM
To: Christina Taylor
Subject: SUMMIT STATION

My wife and I strenuously oppose the Summit Station project based on the facts that a zoning change from residential to commercial and light industrial is needed, and the location directly opposite of residential communities. Changing the zoning is reason enough to question this project as it is obviously in a residential area, but the traffic and traffic pollution and noise pollution are extremely detrimental to the surrounding communities. Also, and most important to homeowners is the affect on property values to have such a monstrosity located so close to our homes.

G23-1

Kevin Trudgeon
1722 Snowberry Road
Beaumont, CA 92223
951-237-5830

This page intentionally left blank.

Responses to Comment Letter G23 – Kevin Trudgeon

G23-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Development associated with the Project would not be located directly adjacent to residential communities, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

Air quality impacts are assessed in DEIR **Section 4.2, Air Quality**; noise and vibration impacts are assessed in **Section 4.11, Noise**; and transportation impacts in **Section 4.15, Transportation**.

Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G24 – Joyce Bartholomew

Christina Taylor

From: Joyce <jobart1645@gmail.com>
Sent: Tuesday, May 24, 2022 1:35 PM
To: Christina Taylor
Subject: Summit Station

City Council;

Please do not allow yet another warehouse to be built in our Beaumont community. We were betrayed by County of Riverside Supervisors who allowed the monstrosity to be built on Cherry Valley Blvd.

G24-1

Hopefully our pleas will be heard.

Joyce Bartholomew
1645 Hibiscus Ct.
Beaumont, CA 92223

This page intentionally left blank.

Responses to Comment Letter G24 – Joyce Bartholomew

- G24-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G25 – Sharon Geiser

Christina Taylor

From: Sharon Geiser <sharkgei.2015@gmail.com>
Sent: Tuesday, May 24, 2022 12:43 PM
To: Christina Taylor
Subject: Beaumont summit Station

As a resident of Beaumont I am opposed to the Summit Station project due to its proximity to a residential area and a proposed park to be built across the street from the designated location for this project. Beaumont is a fast growing city and we need to make sure that all future development takes into consideration the air quality of all residents in the Pass area.

G25-1

Traffic is also a concern as we already have traffic jams on every major artery in the Pass area! Beaumont has industrial areas that have been set aside for developments of this nature.

G25-2

Regards,
Sharon Geiser
1689 Quiet Creek

This page intentionally left blank.

Responses to Comment Letter G25 – Sharon Geiser

G25-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality impacts. Refer to DEIR **Section 4.2, Air Quality**, for additional information.

G25-2 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G26 – Julio and Gwen Clementin

Christina Taylor

From: Joe Clementin <joecllementin51@gmail.com>
Sent: Monday, May 23, 2022 10:39 AM
To: Christina Taylor
Subject: Re: Summit Station Project

Hello Miss Taylor, and The Beaumont City Council,

I am a resident of the Solera Community and have been since 2005. My wife and I moved to this beautiful and peaceful community to get away from the hustle and bustle of the Los Angeles environment. Our mission was to bring a better life for ourselves in our remaining years. In the past seventeen years we have seen much growth in and around Beaumont. We expected as much when we made our move knowing the area had much appeal for younger families to make a start. Many new family homes have been, and continue to be built here. New schools have been built since we moved here and we have participated in supporting the Beaumont School District. There are also several 55 and up communities in and around Beaumont as well as ranches and farmlands. I believe it is a great mixture of diverse living.

G26-1

The introduction of these large warehouse facilities are not only a bother to many of us, but a concern as well. Mostly I don't see the sense in placing these large facilities near communities with elementary schools, and the elderly. Of course the dangers of diesel exhaust and 'big rig' movement in the area does not hold benefit for any age group. I'm sure the City Council knows as well as the rest of us that our current Infrastructure (roads, streets etc.) is not viable for warehouse activity, which includes the increase in traffic flow and the other issues that come with it. Besides these truths, I must ask, "**Why do we need another warehouse facility in our area anyway ????!!**" I totally understand the rights of land-owners when it comes to selling or developing property, however, the turning of this land into commercial use within communities thriving with families and the elderly is **REPREHENSIBLE!** I also believe these large land/commercial propositions have become a money frenzy opportunity for all involved and that consideration towards the residents of these surrounding communities has become a sham!

G26-2

G26-3

I implore you to do the right thing, and vote down this commercial land project proposition!!

Thank you for your time and consideration!

Very best regards,
Julio and Gwen Clementin
819 Annandale Rd.
Beaumont, CA 92223
(951) 769-7237

This page intentionally left blank.

Responses to Comment Letter G26 – Julio and Gwen Clementin

- G26-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G26-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- Impacts to sensitive receptors were evaluated in DEIR **Section 4.2, Air Quality**, Impact 4.2.3. Said impacts were found to be less than significant with mitigation incorporated.
- See DEIR **Appendix K, Traffic Study** for recommended roadway improvements; I-10/Cherry Valley Boulevard interchange improvements; site adjacent roadway improvements; and site access improvements.
- G26-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G27 – Penny Key

Christina Taylor

From: Penny Key <pennykey12@gmail.com>
Sent: Monday, May 23, 2022 9:46 AM
To: Christina Taylor
Subject: Beaumont warehouse

Hello Ms. Taylor,

I am a resident of Four Seasons. I moved here in 2012 because of the peaceful and healthy environment. I am distressed and appalled at the number of warehouses being built in our community. And now there is another gargantuan building being proposed for Beaumont, with its attendant traffic and pollution problems. I strongly protest this warehouse! Does Beaumont really have to be this greedy?

G27-1

Surely there other ways to bring business development to Beaumont than to distort its very character? Additionally, there has to be other things that are equally important to money such as neighborhood relationships, community character, home improvements campaigns (ala HGTV's shows "Good Bones", "Hometown" and "Bargain Block") and our beautiful views.

G27-2

Thank you for considering my opinion.

Take good care,
Penny Key
1594 Turtle Creek
Beaumont, CA 92223
310-650-2662

Sent by Owl

This page intentionally left blank.

Responses to Comment Letter G27 – Penny Key

- G27-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G27-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G28 – Steve Rutledge

Christina Taylor

From: Steve Rutledge <srutledge27@gmail.com>
Sent: Monday, May 23, 2022 9:43 AM
To: Christina Taylor
Subject: New Warehouse

Ms. Taylor:

As a member of the Pass Democratic Club, the Four Seasons Blue club, as well as serving as the Vice Chairman of San Geronio Memorial Hospital's Board of Directors, I implore you to stop the insanity of throwing open the doors of Beaumont to another warehouse. This one I understand is to be 2.5 million square feet.

G28-1

In addition to damage a warehouse would do to our ecology and air quality, I am concerned, for obvious reasons, about how a warehouse like that would impact traffic. It would hinder emergency vehicles trying to reach San Geronio Memorial Hospital, and at some point would surely cost the life of someone in desperate need of emergency assistance.

G28-2

I am left to wonder if this is the cause of the mysterious and sudden departure of former City Manager Todd Parton?

Please don't make the same mistake the Banning City Council did in approving a warehouse adjacent to Sun Lakes. Some of us, myself included, moved her for the tranquility offered in the Pass area, and this warehouse is the antithesis to that environment.

G28-3

Sincerely,

Steve Rutledge
1594 Turtle Creek
Beaumont, CA 92223

(424) 222-1288
srutledge27@gmail.com

This page intentionally left blank.

Responses to Comment Letter G28 – Steve Rutledge

- G28-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G28-2** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project.
- G28-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G29 – Bettie Erickson

Christina Taylor

From: bettie erickson <bjoerickson@gmail.com>
Sent: Sunday, May 22, 2022 1:09 PM
To: Christina Taylor
Subject: Summit Station

Please do not let another big rig warehouse be built in this area. We have multiple housing in the surrounding area both seniors and family. This project would impact all our lives in ways that can't be undone. The wind in this area already brings many people with allergies and breathing problems to suffer daily. I beg you to vote no on this new project.

G29-1

Sent from my iPhone

This page intentionally left blank.

Responses to Comment Letter G29 – Bettie Erickson

- G29-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G30 – Diane Gell

Christina Taylor

From: Diane Gell <d_gell@hotmail.com>
Sent: Sunday, May 22, 2022 10:57 AM
To: Christina Taylor
Subject: Summit Station

To whom it may concern,

I strongly oppose the Summit Station warehouse. The impact that this would have on transportation and traffic would be horrific to local homeowners. Cherry Valley Blvd. will already be greatly impacted by the new warehouses being built closer to the 10 freeway. For folks like myself who live in Solera, I am already using Oak Valley Blvd. to avoid all the construction currently going on. This often adds time to my drive coming eastbound. This new proposal would overwhelm the roads and impact prices of homes in this area greatly. Please fight against this for your citizens of Beaumont.

G30-1

Thank you,

Diane Gell

This page intentionally left blank.

Responses to Comment Letter G30 – Diane Gell

- G30-1** Comment noted. **Section 4.15, Transportation**, of the DEIR fully analyzes and discloses all traffic-related impacts associated with the proposed Project. Additionally, evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G31 – Ronnie Zacker

Christina Taylor

From: ronnie zacker <soleraronnie@gmail.com>
Sent: Saturday, May 21, 2022 7:01 PM
To: Christina Taylor
Subject: Summit Station Warehouse

I am totally opposed to building yet another mega warehouse near Solera OVG's 55+ Community as well as the Junior High and High School just down the street on Brookside which would be heavily impacted.. This absolutely will have a severe effect on the air we breathe, whereby causing more traffic, congested roads and freeways, as well as destroying our environment and natural habitat. Riverside County and San Bernardino County have the **WORST** Air Quality in the NATION! That, on its own merit should deter your decision!

G31-1

I strongly urge you to rethink your decision.

Sincerely,
Ronnie Zacker
HOA Board VP of Solera OVG

This page intentionally left blank.

Responses to Comment Letter G31 – Ronnie Zacker

- G31-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. **Section 4.3, Biological Resources**, fully analyzes and discloses all impacts associated with biological resources and habitat.

This page intentionally left blank.

Comment Letter G32 – Tim Pavlian

Christina Taylor

From: Tim Pavlian <tahoe@flyingcub@hotmail.com>
Sent: Saturday, May 21, 2022 12:38 PM
To: Christina Taylor
Subject: Summit Station

You can add my name to the growing list of individuals in opposition to the proposed Summit Station development. The one just north on Cherry Valley Blvd. was too much. Traffic has become unbearable on the I-10 and offramps at Cherry Valley Blvd. and Oak Valley Blvd. We just don't have the roads, intersections, and infrastructure to handle all this massive development. Please stop this insanity.

G32-1

Tim Pavlian
1543 High Meadow Dr.
Beaumont

This page intentionally left blank.

Responses to Comment Letter G32 – Tim Pavilian

- G32-1** Comment noted. **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. Additionally, the Project would be conditioned to pay fair share impact fees and TUMF fees for all roadway improvements to support the proposed Project. Refer to **Appendix K** beginning on page 47 for a list of roadway improvements required of the proposed Project.

This page intentionally left blank.

Comment Letter G33 – Michael Tulledge

Christina Taylor

From: mmtulledge@netzero.net on behalf of mmtulledge@netzero.com
Sent: Saturday, May 21, 2022 11:00 AM
To: Christina Taylor
Subject: Summit Station

Please don't burden us with yet another Fulfillment Center On Brookside. Aren't 2 enough? Think of your constituents instead of the money. Please.

Thank you for your consideration,

Michael Tulledge
Marcia Tulledge
1767 Dalea Way (Solera)
Beaumont Ca 92223

G33-1

This page intentionally left blank.

Responses to Comment Letter G33 – Michael Tulledge

- G33-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G34 – Carol Ennis

Christina Taylor

From: CAROL ENNIS <ennisc@aol.com>
Sent: Saturday, May 21, 2022 9:15 AM
To: Christina Taylor
Subject: Summit Station

I am totally against putting the Summit Station warehouse in Beaumont. It would be directly across from the senior community of Solera where most of the residents are in their 70's and 80's and have respiratory problem.

G34-1

Carol Ennis
966 Hidden Oaks Drive
Beaumont, CA 92223

This page intentionally left blank.

Responses to Comment Letter G34 – Carol Ennis

- G34-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G35 – Albert Sanderson

Christina Taylor

From: Albert Sanderson <albert.r.sanderson@me.com>
Sent: Friday, May 20, 2022 5:27 PM
To: Christina Taylor
Subject: Summit Station

I am writing to express my strong opposition to the Summit Station Project, the proposed amendment to allow the building of industrial properties and commercial buildings along Brookside Ave. While the local community may be unable to prevent development, that in itself will be detrimental to the area, nearly all residents in the Stetson neighborhood are completely opposed to the addition of Industrial and commercial buildings that will cause traffic and safety problems, destroy local wildlife habitat, and potentially lower the property values of the existing community.

G35-1

G35-2

Traffic and safety of pedestrians are major areas of concern. Traffic jams at the Cherry Valley Blvd / 10 fwy On and Off ramps have already been substantially increased by the construction and future large vehicle traffic from the current addition of industrial building along Cherry Valley Blvd. This will become a serious issue that will affect many residents and will only be increased by the addition of Summit Station.

G35-3

Wildlife has been observed in the area, and any development will destroy their habitat. Any planned development of the property should consider the continuing impact to local wildlife habitat.

G35-4

Property values are likely to go down in the area if the area directly adjacent to our neighborhood is allowed to contain industrial buildings due to the increased noise and air pollution.

Before council members were to vote to allow something of this nature they must consider how they would feel if this was to be built next to their own neighborhood. Growth of the city is important, but not at the determinant of our homes and health.

G35-5

Thank you,
Albert Sanderson
Stetson Neighborhood Resident

This page intentionally left blank.

Responses to Comment Letter G35 – Albert Sanderson

- G35-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G35-2** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. **Section 4.3, Biological Resources**, fully analyzes and discloses all impacts associated with biological resources and habitat. Additionally, evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G35-3** Refer to response to comment G35-2, above.
- G35-4** **Section 4.3, Biological Resources**, fully analyzes and discloses all impacts associated with biological resources and habitat. Additionally, evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G35-5** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G36 – Phil and Carolyn Bonanno

Christina Taylor

From: Itbon1@verizon.net
Sent: Friday, May 20, 2022 5:15 PM
To: Christina Taylor
Subject: Summit Station

Ms. Taylor, We wish to formally notify you of our abject dismay with the Summit Station plan. This email serves as our notice that we are absolutely against this proposed commercial use of these lands directly across from both the Stetson and the Solera Communities. It means more pollution that school children and elders must deal with and is a very real health risk. Further, the non-stop traffic issues would make this a less than acceptable place to continue to live. Thank you for listening. Please let our voices be heard.

G36
-1

G36
-2

Phil and Carolyn Bonanno
1570 High Meadow Dr.
Beaumont, Ca. 92223

951 769 9110

This page intentionally left blank.

Responses to Comment Letter G36 – Phil and Carolyn Bonanno

- G36-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G36-2** Comment noted. **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. As identified in **Section 4.15**, the proposed Project would result in significant cumulative transportation impacts.

This page intentionally left blank.

Comment Letter G37 – Cathy Frates

Christina Taylor

From: Cathy Frates <cathy.frates@verizon.net>
Sent: Friday, May 20, 2022 4:07 PM
To: Christina Taylor
Subject: warehouse

please stop the building of ANOTHER warehouse-the first one should never have been allowed near homes-there is plenty of wide open spaces elsewhere

G37-1

[Sent from the all new AOL app for iOS](#)

This page intentionally left blank.

Responses to Comment Letter G37 – Cathy Frates

- G37-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G38 – Lisa and Tony Lucchesi

Christina Taylor

From: Lisa Lucchesi <coolamom@yahoo.com>
Sent: Friday, May 20, 2022 3:34 PM
To: Christina Taylor
Subject: BEAUMONT SUMMIT STATION

To whom it may concern on the Beaumont Planning Commission,

We (myself, husband and various neighbors of Solera) are vehemently against this Summit Station Project. We campaigned furiously against the warehouses (No Way Gateway) currently being constructed and it all fell on deaf ears, or stuffed pockets.

G38-1

Until the County of Riverside, Caltrans and the City of Beaumont can fix the infrastructure needed to even deal with the city's population boom, building this project would be terrible for the homeowners, traffic on Brookside and Cherry Valley Blvd, not to mention the off and on ramps of the 10 freeway. It already gets backed up, just with parents heading to and from schools to pick up their children. I am just waiting for the current warehouses to open and see how many accidents happen when a semi pulls out in front of cars going 45-55mph or turns in front of someone. We do not need another warehouse/eyesore dotting our nice open landscape. The jobs that these provide are not high paying and with all of the other jobs available right now, this project is not needed. If you are going to build a project, forget the warehouses and get more entertainment, restaurants, shopping and infrastructure.

G38-2

G38-3

I know we have a severe drought in California and rolling blackouts during the summer, so why are we using 10,000 gallons for each water truck to spray the dirt to grade pads for these behemoths? The amount of trucks and water needed for these projects would be enough water for several homes already here. Also, all of the electricity to keep these giant buildings air conditioned and running 24/7. It's okay for business to use our precious water and power, but not current residents? And the pollution of all of those diesel trucks pulling in and out!

G38-4

Please think about the people in Beaumont that moved here for a nice town and open spaces that are now fighting gridlock and pollution.

G38-5

No one that I have spoken to is for this project, and every time I drive by the Gateway Project, I get angry. Please don't let this happen to Beaumont.

Thank you,

*Lisa and Tony Lucchesi
Resident of Solera
Cherry Valley Blvd commuter*

This page intentionally left blank.

Responses to Comment Letter G38 – Lisa and Tony Lucchesi

- G38-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G38-2** Comment noted. **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. Additionally, the Project would be conditioned to pay fair share impact fees for all roadway improvements to support the proposed Project. Refer to **Appendix K** beginning on page 47 for a list of roadway improvements required of the proposed Project.
- G38-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G38-4** Comment noted. The DEIR fully analyzes and discloses all impacts associated with both wet and dry utilities required of the proposed Project for both construction and operations phases. Refer to **Section 4.17, Utilities and Service Systems**, for a full assessment of potential impacts. As disclosed in **Section 4.17**, implementation of the proposed Project would not result in significant and unavoidable impacts to either electricity and/or water supply.
- G38-5** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G39 – Ann C. Hasbargen

Christina Taylor

From: Ann <achas4@rrsigns.com>
Sent: Friday, May 20, 2022 11:29 AM
To: Christina Taylor
Subject: Summit Station

I support the resolution, opposing, the proposed Beaumont Summit Station Warehouse.

G39-1

Sincerely,

Ann C. Hasbargen

This page intentionally left blank.

Responses to Comment Letter G39 – Ann C. Hasbargen

- G39-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G40 – Jonathon Lanza

Christina Taylor

From: Jon Lanza <jonlanza@hotmail.com>
Sent: Wednesday, May 18, 2022 7:51 PM
To: Christina Taylor
Subject: Summit Station

Good evening, if you don't have time to read this entire email I just want to start out by saying, please consider the traffic issues this new commercial development will cause.

I just wanted to quickly voice some concerns about the new summit station project that could possibly be developed across from the Stetson Neighborhood which is where I live. I don't know the pros and cons of the economic or environmental impact of this project and I won't pretend to either. I would think more commercial real estate and businesses would bring more revenue and increase the value to our beautiful city.

G40-1

The one thing that affects me that I can definitely speak on is traffic. If I had one thing that I would want to be considered when this Summit Station project is being developed, is how it will affect traffic. Beaumont has always been behind the curve in developing new roads and infrastructure for the significant growth this city has seen. Cherry Valley blvd. is now drastically busier with the new businesses that have been built just south of the I-10 and I consistently sit in traffic while waiting to get on the freeway. (It's usually not much but it used to be non-existent).

G40-2

I just really hope there is thought about the increased flow of traffic that both Brookside and Cherry Valley Blvd. will see if this project is developed. Please consider adding lanes to both streets, possible on or offramps at Brookside Ave. or anything to make it better before the development is built, not after.

G40-3

Thank you for your time!

Jonathon Lanza
Oakhurst Ct. Resident

This page intentionally left blank.

Responses to Comment Letter G40 – Jonathon Lanza

- G40-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G40-2** Comment noted. **Section 4.15, Transportation**, analyzes and discloses all traffic-related impacts associated with the proposed Project. Additionally, the Project would be conditioned to pay fair share impact fees and TUMF for all roadway improvements to support the proposed Project. Refer to **Appendix K** beginning on page 47 for a list of roadway improvements required of the proposed Project. Additionally, as identified in **Section 4.15**, the proposed Project would result in significant cumulative transportation impacts.
- G40-3** Refer to response to comment G40-2, above.

This page intentionally left blank.

Comment Letter G41 – Rafael Gutierrez

Christina Taylor

From: Rafael Gutierre <gutierrez.rafa@icloud.com>
Sent: Tuesday, May 17, 2022 7:48 PM
To: Christina Taylor
Subject: Summit Station

Voting a huge NO for that station to come to my neighborhood.

Sent from my iPhone

G41-1

This page intentionally left blank.

Responses to Comment Letter G41 – Rafael Gutierrez

- G41-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G42 – Joanna Gutierrez

Christina Taylor

From: Joanna Gutierrez <jcgq@icloud.com>
Sent: Tuesday, May 17, 2022 7:46 PM
To: Christina Taylor
Subject: Summit Station

Please do it bring that to our lovely family oriented neighborhood.

Joanna Gutierrez

G42-1

This page intentionally left blank.

Responses to Comment Letter G42 – Joanna Gutierrez

- G42-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G43 – Charles and Hildegard Davis

Christina Taylor

From: davis_ch1@verizon.net
Sent: Tuesday, May 17, 2022 10:14 AM
To: Christina Taylor
Subject: Summit Station

As we personally live on the Brookside area of Solera Oak Valley Greens we OPPOSE the Beaumont Summit Station Warehouse buildings. Our homes will be severely downgraded in selling prices and most importantly the air quality for senior citizens that live here will have severe health issues.

Please do not vote for this warehouse building. There are way to many already in this area.

Thank you,
Charles and Hildegard Davis
Solera Oak Valley Greens

G43-1

This page intentionally left blank.

Responses to Comment Letter G43 – Charles and Hildegard Davis

- G43-1** Comment noted. **Section 4.2, Air Quality**, fully analyzes and discloses all air quality related impacts associated with the proposed Project. Additionally, evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G44 – James and Peggy Rockwell

Christina Taylor

From: Peggy Rockwell <peggy.a.l.johnson@gmail.com>
Sent: Sunday, May 15, 2022 10:27 AM
To: Christina Taylor
Cc: Peggy A. L. Rockwell
Subject: SUMMIT STATION

As two of 2,500 residents who live in the Solera community, my husband and I OPPOSE the building of warehouses on Brookside Ave. Doing such will create an increased and enormous truck/traffic-infested dilemma, causing delays, increased pollution, etc. that ALREADY impacts residents of Sun Lakes, Four Seasons AND those of us who frequently drive to Highland Springs Rd. to shop. The building and encroachment of warehouses next to the Sun Lakes community will ONLY heighten the already overcrowded situation that exists there! WE DON'T WANT THAT SAME SCENARIO IMPACTING OUR COMMUNITY OF SOLERA!!

G44-1

DON'T LET MONETARY GAIN BE THE CITY'S REASON TO ALLOW THE CONSTRUCTION OF BUILDINGS ON BROOKSIDE TO BE APPROVED!!

It is our hope that the concern of all Solera residents will NOT BE neglected, but rather, that its senior citizens (and our neighbors who live in single family homes!) would have a HIGH priority that would be taken into serious consideration. **WE WOULD APPRECIATE IT IF THE CITY OF BEAUMONT WOULD PLEASE VOTE AGAINST THAT PROPOSAL!**

G44-2

Sincerely,

James & Peggy Rockwell

This page intentionally left blank.

Responses to Comment Letter G44 – James and Peggy Rockwell

- G44-1** Comment noted. **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project.
- G44-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G45 – Joseph Leon

Christina Taylor

From: Joseph Leon <joseph.leon@longbeach@yahoo.com>
Sent: Saturday, May 14, 2022 11:12 AM
To: Christina Taylor
Subject: Re: Summit Station

Thank you Christina.

This is such an important issue. Has there been a big response from homeowners? If not how can we encourage them to respond? If I can be of any help please do not hesitate to ask. G45-1

Joseph

[Sent from Yahoo Mail on Android](#)

On Sat, May 14, 2022 at 10:27 AM, Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Thank you for taking the time to comment. Your comments will be noted for the record and provided to the decision makers.

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

#ACITYELEVATED

[Get Outlook for iOS](#)

From: Joseph Leon <joseph.leon@longbeach@yahoo.com>
Sent: Friday, May 13, 2022 2:37:44 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>; Christine Rodgers <crodgers@keystonespacific.com>
Subject: Summit Station

Good Afternoon,

I'm a new homeowner in The Solera 55+ Community I moved from the City of Long Beach because the smog in the LA Port was causing my asthma to flare up. The high traffic congestion and noise is also another reason I left Long Beach for Beaumont.

Building the Summit Station so close to the Solera Community and to the elementary school and high school is not wise for so many reasons.

There are so many other locations that would be suitable for the Summit Station that would not impact the lives of nearby residents and school children.

G45-2

Please vote NO on the Summit Station in our area.

Please listen to the voters needs.

Thank you.

Joseph Leon
1639 Scottsdale Road
Beaumont, CA 92223

G45-3

Responses to Comment Letter G45 – Joseph Leon

- G45-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G45-2** Comment noted. The DEIR fully analyzes and discloses all air quality and health risk impacts associated with development of the proposed Project. Refer to **Section 4.2, Air Quality**, as well as **Appendix A, Air Quality**, and **Appendix B, Health Risk Assessment**, for additional information. As identified in the DEIR, the proposed Project would result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G45-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G46 – Mel and Cecilia Irwin

Christina Taylor

From: mcromans828@roadrunner.com
Sent: Saturday, May 14, 2022 9:45 AM
To: Christina Taylor
Subject: SUMMIT STATION

We support the Resolution OPPOSING the Beaumont Summit Station Warehouse.

The proposed 2.5 million sq. ft. Beaumont Summit Station mega warehouse across Brookside Avenue from Solera Del Webb would cause serious problems for us seniors in our community.

G46
1

First, senior citizens are the MOST vulnerable of any age group to respiratory disease that would be caused by pollution from diesel 18-wheel trucks.

G46
2

Second, the hundreds of big-rigs a DAY coming to and from the warehouse would cause significant traffic safety problems for drivers and pedestrians alike.

G46
3

Third, many of us in Solera live on a fixed, limited income. Putting a mega warehouse adjacent to our community would significantly lower the value of our homes.

G46
4

Fourth, the sound factor of these big-rigs coming to and from the warehouse on a continual basis would create an environmental noise hazard that could lead to additional health problems throughout the entire community. These noise factors may also be a contributing factor to "climate change." See, "The Effects of Noise on Health" - Harvard Medicine Review - May 2, 2022.

G46
5

There are many other appropriate places to build industrial warehouses. Putting them in a residential area, especially across the street from senior communities is NOT appropriate.

G46
6

We, along with over 2,500 city residents urge the City Council to vote NO on the Summit Station Warehouse proposal.

Mel & Cecilia Irwin
1188 Wisteria Way
Beaumont, CA 92223

This page intentionally left blank.

Responses to Comment Letter G46 – Mel and Cecilia Irwin

- G46-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G46-2** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G46-3** Comment noted. **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project.
- G46-4** Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G46-5** Noise impacts would be less than significant with the exception of cumulative off-site traffic noise along Cherry Valley Boulevard (from Project access to Hannon Road, from Hannon Road to Union Street, and from Union Street to Nancy Avenue). Cumulative traffic noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the Project and other projects in the vicinity. Refer to **Section 4.11, Noise**, for additional information.
- G46-6** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G47 – George J. Newlin

Christina Taylor

From: George Newlin <geonewlin@yahoo.com>
Sent: Saturday, May 14, 2022 8:56 AM
To: Christina Taylor
Subject: Summit Station

I believe approving Summit Station is getting the cart before the horse, as the large warehouse on the north side of Cherry Valley Blvd. is nearing completion, none of the promised infrastructure improvements to the freeway overpass, freeway on and offramps nor street work to allow for the increase in heavy duty traffic. The building of another warehouse in that area before this work has been done will make Cherry Valley Blvd. nearly impassable and freeway entrances and exits unmanageable. They're not great now before warehouse due to new housing on south side of freeway. These items need to be dealt with before approving new warehouses in this area!

G47-1

I am sure jobs have been promised as need for these warehouses, but consider this a large senior community almost directly across Brookhurst Ave., a nursery school, an elementary school and a High school within 4 miles of this project. So these promised jobs will also create many jobs in Doctors offices Hospitals and mortuaries as many study's have shown these effects on respiratory systems in areas near these type of establishments. Please consider this before authorizing any further truck traffic near these vulnerable areas.

Thank You
George J. Newlin
1648 Snowberry Rd.
Beaumont, Ca. 92223
951-663-8479

This page intentionally left blank.

Responses to Comment Letter G47 – George J. Newlin

- G47-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. Additionally, see DEIR **Appendix K, Traffic Study** for recommended roadway improvements; I-10/Cherry Valley Boulevard interchange improvements; site adjacent roadway improvements; and site access improvements.

This page intentionally left blank.

Comment Letter G48 – Ron Bogle

Christina Taylor

From: Ron Bogle <r.bog@verizon.net>
Sent: Friday, May 13, 2022 11:29 AM
To: Christina Taylor
Subject: SUMMIT STATION

The proposed 2.5 million sq. ft. Beaumont Summit Station mega warehouse across Brookside Avenue from Solera would cause serious problems for the seniors in our Solera 55+ community. | G48-1

First, senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks. | G48-2

Second, the hundreds of big-rigs a DAY coming to and from the warehouse would cause significant traffic safety problems for drivers and pedestrians alike. | G48-3

Third, many of us in Solera live on a fixed, limited incomes. Putting a mega warehouse adjacent to our community would significantly lower the value of our homes. | G48-4

There are many appropriate places to build industrial warehouses. Putting them in residential areas, especially across the street from senior communities is **NOT** appropriate. | G48-5

Please urge the Beaumont City Council to vote NO on the Summit Station Warehouse proposal.
Thank
you.

This page intentionally left blank.

Responses to Comment Letter G48 – Ron Bogle

- G48-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G48-2** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G48-3** Traffic (diesel) circulation associated with the Project would predominantly occur between the Project site and the I-10/Cherry Valley Boulevard interchange. Traffic (diesel) associated with the Project would not frequent Brookside Avenue, as the Project is not accessible via Brookside Avenue, nor is there a fully functional interchange at I-10 and Brookside Avenue. Refer to **Section 3.0, Project Description** and **Section 4.15, Transportation** of the DEIR which discusses the Project's circulation system and recommended improvements. Additionally, refer to page 4.15-19 of the DEIR for more information which describes the Project site access improvements. Project traffic would not overrun roadways associated with residential neighborhoods. Refer to **Section 4.15, Transportation**, for additional information.
- G48-4** Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G48-5** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G49 – Shirley Slick

Christina Taylor

From: shirley <bslick2@roadrunner.com>
Sent: Friday, May 13, 2022 7:44 AM
To: Christina Taylor
Subject: Summit station

City Council of Beaumont: I firmly oppose the proposed warehouse summit station. Please do not let this happen. Please consider the local schools,, the air quality and the traffic situation on the I-10 and the intersection at Cherry valley Blvd. One huge warehouse is ENOUGH!!!

G49-1

Shirley Slick
1776 Brittney Rd
Beaumont CA

This page intentionally left blank.

Responses to Comment Letter G49 – Shirley Slick

- G49-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project.

This page intentionally left blank.

Comment Letter G50 – Marcia Beyer-Casem

Christina Taylor

From: Marcia Casem <mac-extra@msn.com>
Sent: Thursday, May 12, 2022 10:30 AM
To: Christina Taylor
Subject: RE: Summit Station

Thank you,

Marcia

Sent from [Mail](#) for Windows

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Thursday, May 12, 2022 9:44:24 AM
To: Marcia Casem <mac-extra@msn.com>
Subject: RE: Summit Station

Thank you for your comments. They will be provided to the decision makers and noted for the record.

CHRISTINA TAYLOR
Community Development Director

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



From: Marcia Casem <mac-extra@msn.com>
Sent: Thursday, May 12, 2022 9:21 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: Summit Station

Good Morning Christina:

Christina Taylor

From: Marcia Casem <mac-extra@msn.com>
Sent: Thursday, May 12, 2022 9:21 AM
To: Christina Taylor
Subject: Summit Station

Good Morning Christina:

I am a resident of Solera Oak Valley Greens Assoc. and I am opposed to the Summit Station proposal with every breath I take. I worked in Mira Loma for 12 years and each year I had to do a report for the company (SWOT) which included Threats. This included environmental concerns. Mira Loma had the worst air quality in the country due to TRUCKS. There are nothing but warehouses, distribution centers and manufacturing from before the 60 to the 15 freeways on Etiwanda Ave. People can't say that Beaumont is windy and will blow bad air away. Mira Loma has more and stronger winds than Beaumont.

Many seniors in this community have breathing problems, and I am one of them. I moved to Beaumont in 2005 because of the small town feel and clean air. You may not think that one more project like this will hurt anything, but look what's coming at the east end of Moreno Valley, the World Logistic Center project, which is going to pollute our air and freeway with 14,000 trucks a day. I consider this in our own backyard, and now Beaumont is literally going to put one in my backyard. I absolutely hate driving on Cherry Valley Blvd. now because of the new construction there. What will the proposed one do to Brookside? This will have a negative effect on our property values, and I sincerely doubt that our property taxes will be reduced enough to cover our medical expenses required because of our declining health from this project.

Please vote against this project. It is NOT good for Beaumont or for the residents of Beaumont!

Thank you for your consideration,

Marcia Beyer-Casem
1718 S. Forest Oaks Dr.
Beaumont, CA. 92223

Sent from [Mail](#) for Windows

G50-1

G50-2

Responses to Comment Letter G50 – Marcia Beyer-Casem

- G50-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project.
- G50-2** Air quality impacts are assessed in DEIR **Section 4.2, Air Quality**, and transportation impacts are assessed in **Section 4.15, Transportation**. Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G51 – Kathleen Maroste

Christina Taylor

From: Kathy Maroste <jafarakat@gmail.com>
Sent: Thursday, May 12, 2022 8:09 AM
To: Christina Taylor
Subject: Summit Station

I am writing to you regarding my extreme concern about Summit Station. As a Solera resident, I am already impacted by the first mega-warehouse almost finished on Cherry Valley Blvd. G51-1
Summit Station would be even closer to Solera. As a senior citizen, this greatly impacts my health with diesel emissions, truck traffic & the value of my property. G51-2
Please consider the lives of the residents who have already made Beaumont their home, expecting their "golden years" to be tranquil and healthy by voting AGAINST SUMMIT STATION. G51-3

Thank you, Kathleen Maroste, Solera Resident

This page intentionally left blank.

Responses to Comment Letter G51 – Kathleen Maroste

- G51-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G51-2** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G51-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G52 – David L. Scott

Christina Taylor

From: David <davidlscott10@gmail.com>
Sent: Thursday, May 12, 2022 7:29 AM
To: Christina Taylor
Subject: Summit Station Project

Dear Ms Taylor:

As a resident of Solera Beaumont I am highly opposed to this development. We don't want more traffic congestion and more diesel pollution in Beaumont/Cherry Valley; there's enough of that going on already. We've already seen what all this development is doing to the Banning area; specifically Highland Spring Ave and Sun Lakes area: ridiculous traffic congestion and more to come; enough is enough. Please vote this project down.

G52-1

Sincerely,
David L. Scott
1589 Valhalla Ct
Beaumont, CA 92223

Sent from [Mail](#) for Windows

This page intentionally left blank.

Responses to Comment Letter G52 – David L. Scott

- G52-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. As identified in **Section 4.15**, the proposed Project would result in significant cumulative transportation impacts.

This page intentionally left blank.

Comment Letter G53 – Vallarie Clegg

Christina Taylor

From: ScrappinVall <scrappinval@yahoo.com>
Sent: Wednesday, May 11, 2022 8:20 PM
To: Christina Taylor
Subject: Summit Station

By now, I hope you have received hundreds if not thousands of emails and/or letters opposing the Summit Station warehouses. I don't think I can add any details as to why this would be welcomed in our residential community. I know our HOA board will be attending any meetings concerning this project and representing our Solera community with a firm "NO - WE DO NOT WANT IT HERE" view. I just wanted to add my name to the hundreds of others that say NO. As a voter, I think we should be heard!

G53-1

PLEASE CONSIDER MY 'NO' VOTE FOR THIS PROJECT.

*Vallarie Clegg
1754 Dalea Way
Beaumont, CA*

This page intentionally left blank.

Responses to Comment Letter G53 – Vallarie Clegg

- G53-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G54 – David and Mary Burke

Christina Taylor

From: David Burke <dmburke@mail.com>
Sent: Wednesday, May 11, 2022 7:20 PM
To: Christina Taylor
Subject: Summit Station Warehouse

Good Evening,

I wanted to express our opposition for the building of the Summit Station Warehouse. My wife and I moved to the Solera Community to retire. We carefully chose this location because my wife suffered significant lung damage as a result of COVID and this area offered a clean air environment where we could spend the rest of our lives.

G54-1

The Summit Station warehouse project that is proposed to be adjacent to our retirement community would create noise pollution, air pollution, traffic congestion due to the semi-truck traffic, impact the limited wildlife found in our area such as Bobcats, Coyotes, Quail, Rabbits, Squirrels and song birds.

G54-2

There was a reason this planned retirement community was built here, because of the beautiful view, open spaces, clean air and quiet living. This proposed Summit Station warehouse would jeopardize all of the aforementioned items. I am certain you would lose long standing residences and the tax revenue and business revenue this community generates, if this project is approved. The City of Beaumont and local businesses has greatly benefited from the members of the Solera retirement community.

G54-3

While, We understand that the City of Beaumont may be considering how much tax revenue this warehouse will generate for the city, they need to focus on how much they could lose if this project is approved and residence chose to leave the area.

Respectfully,
David and Mary Burke
1158 Blackbrush Rd.
Beaumont, Ca. 92223
(909) 744-2411

This page intentionally left blank.

Responses to Comment Letter G54 – David and Mary Burke

- G54-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G54-2** Comment noted. Air quality impacts are assessed in DEIR **Section 4.2, Air Quality**; biological resources impacts are assessed in **Section 4.3, Biological Resources**, noise and vibration impact assessed in **Section 4.11, Noise**; and transportation impacts in **Section 4.15, Transportation**.
- G54-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G55 – James Gleason

Christina Taylor

From: Jim Gleason <jimg1126@gmail.com>
Sent: Wednesday, May 11, 2022 5:12 PM
To: Christina Taylor
Subject: Summit station warehouse

Hi can you please add me to list to receive updates on this project? I live in Solera and this would be catastrophic.
Thank you. James Gleason.

G55-1

Sent from my iPhone

This page intentionally left blank.

Responses to Comment Letter G55 – James Gleason

- G55-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G56 – Joel Sr.

Christina Taylor

From: srjoel@verizon.net
Sent: Wednesday, May 11, 2022 4:33 PM
To: Christina Taylor
Subject: Summit Station

I am not opposed to warehouse projects; however, I am respectfully requesting not to approve this warehouse project as it will be directly across the street from the 55+ Solera Senior Community in which I live as it would cause serious problems for the seniors in our community. Senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

G56-1

The hundreds of big-rigs a DAY coming to and from the warehouse would cause significant traffic safety problems for drivers and pedestrians alike.

G56-2

Putting a mega warehouse adjacent to our community would significantly lower the value of our homes.

G56-3

There are many appropriate places to build industrial warehouses – but putting one across the street from senior communities is NOT appropriate.

G56-4

This page intentionally left blank.

Responses to Comment Letter G56 – Joel Sr.

- G56-1** Comment noted. **Section 4.2, Air Quality** of the DEIR fully analyzes and discloses all air quality and health risk assessment impacts associated with the development of the proposed Project which includes, but is not limited to, mobile emissions. Similarly, **Section 4.15, Transportation** of the DEIR, fully analyzes and discloses all traffic-related impacts associated with the proposed Project.
- G56-2** As discussed in **Section 4.15, Transportation**, the DEIR analyzed the proposed Project's potential to substantially increase traffic hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). As concluded in Impact 4.15-3 (page 4.15-22), the Project's proposed roadway improvements, ingress and egress point of entries, and interior circulation system have been designed and would be constructed consistent with the City's Department of Public Works Department standard drawings. Large heavy-duty equipment such as rollers, graders, and dump trucks, all staging and construction areas would have appropriate signage and standard safety protocols pursuant to standard construction practices. Therefore, the proposed Project would not cause significant traffic safety problems.
- G56-3** Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G56-4** Comment noted. Development associated with the Project has been sited away from the Solera/Oak Valley Greens and would be separated by Brookside Avenue, undeveloped land, and permanent open space.

This page intentionally left blank.

Comment Letter G57 – Arthur Wallace

Christina Taylor

From: Arthur Wallace <artwallace.inc@icloud.com>
Sent: Wednesday, May 11, 2022 3:51 PM
To: Christina Taylor
Cc: crodgers@keystonepacific.com
Subject: Summit Station

Re: Proposed Summit Station Warehouse project

Dear Sirs,

As a long time (17 yrs.) resident of the city of Beaumont, and of the community of Solera, I am writing to voice my opposition to the building of another mega-warehouse within the immediate area of our community and of the area between Brookside and Cherry Valley Boulevard.

G57-1

As you know a million square foot warehouse is already being built just a few miles from us, directly off the freeway on and off ramps at Cherry Valley Boulevard. That warehouse, by itself will cause damage to the environment, air quality, traffic and the traditionally rural nature of Beaumont and Cherry Valley. It's more than enough, and the citizens of this area of Beaumont fought this project for three years. Sadly, we lost.

G57-2

Now, it is the responsibility of the City of Beaumont to do the right thing for its residents. Please don't sell us out again. The City has already zoned areas for warehouse use. Put warehouses where they are intended, not by senior communities.

G57-3

The land in question was originally zoned for single family dwellings. Then, later, commercial and restaurant type enterprises. A massive warehouse complex was never imagined for that area by our original City Fathers. Why would you do that now?

G57-4

In my opinion, this warehouse project, and any others like it, will damage the character of our city, damage the quality of our lifestyle, degrade traffic flow, degrade air quality, degrade our home prices, and permanently damage the livability of this City we call home.

G57-5

Please reject this project.

Respectfully,

Arthur Wallace
Barbara Wallace
1784 Muirfield Lane
Beaumont, CA 92223
951-922-6004

This page intentionally left blank.

Responses to Comment Letter G57 – Arthur Wallace

- G57-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G57-2** This comment does not identify a specific concern with the adequacy of the DEIR. Refer to **Section 4.1, Aesthetics**, **Section 4.2, Air Quality**, and **Section 4.15, Transportation** which evaluated the proposed Project’s aesthetics, air quality, and transportation impacts.
- G57-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G57-4** The Project site is presently designated as “Single Family Residential” by the General Plan. A new Specific Plan and a General Plan Amendment would change the property’s land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce center, commercial area, and permanent open space uses.
- G57-5** Refer to response G57-1 through G57-4 above.

This page intentionally left blank.

Comment Letter G58 – Mike

Christina Taylor

From: Mike Mike <mbungahead@yahoo.com>
Sent: Wednesday, May 11, 2022 3:44 PM
To: Christina Taylor
Subject: The warehouse

Don't really care if it built or not.

┌ G58-1
└

[Sent from Yahoo Mail on Android](#)

This page intentionally left blank.

Responses to Comment Letter G58 – Mike

G58-1 Comment noted.

This page intentionally left blank.

Comment Letter G59 – Lisa Mertins

Christina Taylor

From: lisa mertins <lmertinsillos@gmail.com>
Sent: Thursday, April 28, 2022 2:25 PM
To: Christina Taylor
Subject: Summit Station Mega Warehouse

Dear Ms Taylor,

I'm a long-time Cherry Valley resident and OC ex-pat that would like to weigh in regarding this project.

I had heard there would be homes across the street from the one that is being built now. Are you aware the first million-dollar home development is being built in Yucaipa now?

G59-1

This is an AMAZING opportunity to listen to those of us that want SMART growth. How on earth can we attract good neighbors that will move to this area with ANOTHER leviathan to mar the landscape?

Infrastructure should be paramount to planners. Locals are furious about the blight of the new buildings. Give us an upscale, pretty off ramp so we don't have to look at the monstrosity every time we go to work. How about a beautiful "Welcome to Cherry Valley" sign to distinguish us from Warehouse Blight? If there is a master plan to look at, please point me to it.

G59-2

Thanks for your time, I'm sure you will notice you have our attention thanks to the God-Awful warehousing. UGH!

Sincerely, Lisa (I vote!) Mertins
Sent from my iPad

This page intentionally left blank.

Responses to Comment Letter G59 – Lisa Mertins

- G59-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G59-2** Refer to response G59-1. Refer to the Beaumont 2040 General Plan Update which will serve as the City's blueprint for future development and decision-making.

This page intentionally left blank.

Comment Letter G60 – Jon Elliott

Christina Taylor

From: Jon Elliott <jteyates@hotmail.com>
Sent: Friday, May 06, 2022 2:22 PM
To: Christina Taylor
Subject: Summit valley warehouse

Do not approve the permits to build another monstrosity warehouse that will increase truck traffic on side streets. Be a visual blight to the views that the area offers And why we moved out here in the first place.
Because of the increase truck traffic, there will be increased wear and tear on the roads.
Lastly, there is already a 2.6 million Square feet warehouse nearing completion so why do there need to be another one?
Jon Elliott

G60-1
G60-2
G60-3

Sent via the Samsung Galaxy Note20 5G, an AT&T 5G smartphone

This page intentionally left blank.

Responses to Comment Letter G60 – Jon Elliott

G60-1 Refer to **Section 4.1, Aesthetics** of the DEIR. As noted in **Section 4.1**, all aesthetics impacts were deemed to be less than significant.

In addition, refer to **Section 4.15, Transportation**. Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA. The DEIR includes a full discussion of all required impacts, as required by CEQA.

G60-2 According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution. Thus roadways would be improved as part of the Project.

G60-3 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G61 – Julianne LeMaster

Christina Taylor

From: Julianne LeMaster <juliennelemaster@yahoo.com>
Sent: Friday, May 06, 2022 10:55 AM
To: Christina Taylor
Subject: Summit Station Warehouse

Hello,
Please don't allow another warehouse building in our beautiful town. The construction building of warehouses and housing developments has already caused way to much congestion on out roads and highway. Can't imagine all the wildlife that has already been killed and destroyed.

G61-1

Sincerely a concerned constituent,

Julienne Lemaster

This page intentionally left blank.

Responses to Comment Letter G61 – Julianne LeMaster

- G61-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G62 – Katherine Edwards

Christina Taylor

From: Katie Edwards <kt4tea@gmail.com>
Sent: Thursday, May 05, 2022 6:18 PM
To: Christina Taylor
Subject: Summit Station

Dear Ms. Taylor,

I am writing to respectfully oppose the Summit Station Warehouse project approval.

There are a number of factors ignored or minimized in this draft EIR that would have negative effects on the thousands of seniors in Solera/Oak Valley Greens, which is located across Brookside Avenue from the site of this warehouse.

G62-1

For example:

First, senior citizens are the MOST vulnerable of any age group to respiratory disease caused by pollution from diesel 18-wheel trucks.

G62-2

Second, based on estimates from the South Coast Air Quality Management District of the number of trucks per square foot of warehouses, more than 800 big-rigs a day would be going to and from the warehouse. This would cause significant traffic safety problems for drivers and pedestrians alike, especially seniors.

G62-3

Third, many seniors in Solera live on fixed, limited incomes. Putting a mega warehouse adjacent to the community would significantly lower the value of their homes.

G62-4

There are many appropriate places to build industrial warehouses. Putting them in residential areas, especially across the street from senior communities, is NOT appropriate.

G62-5

I urge the Planning Commission and City Council to turn down the proposed warehouse.

Thank you for your consideration.

Katherine Edwards
Beaumont Resident

This page intentionally left blank.

Responses to Comment Letter G62 – Katherine Edwards

- G62-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G62-2** Comment noted. **Section 4.2, Air Quality** of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G62-3** According to Attachments B-1 and B-2 of the Project's Traffic Study (DEIR **Appendix K**), the High-Cube Transload and Short-Term Storage proposed use would generate 493 truck trips daily, and the Warehousing proposed use would generate 166 truck trips daily.
- As discussed in **Section 4.15, Transportation**, the DEIR analyzed the proposed Project's potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). As concluded in Impact 4.15-3 (page 4.15-22), the Project's proposed roadway improvements, ingress and egress point of entries, and interior circulation system have been designed and would be constructed consistent with the City's Department of Public Works Department standard drawings. Large heavy-duty equipment such as rollers, graders, and dump trucks, all staging and construction areas would have appropriate signage and standard safety protocols pursuant to standard construction practices. Therefore, the proposed Project would not cause significant traffic safety problems.
- G62-4** Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- G62-5** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G63 – Harry and Nadine Fieger

Christina Taylor

From: arachkid1@verizon.net
Sent: Thursday, May 05, 2022 4:40 PM
To: Christina Taylor
Subject: Summit Station Warehouse

Dear Ms. Taylor:

It is our understanding that yet another warehouse is being proposed for Cherry Valley, an area that has been designated as rural for many years. Please do not allow Cherry Valley to be further defiled by another warehouse. Please make us residents your primary consideration and not the warehouse owners/operators who undoubtedly live elsewhere.

G63-1

Sincerely,

Harry and Nadine Fieger
40020 Bridges Street
Cherry Valley CA 92223

This page intentionally left blank.

Responses to Comment Letter G63 – Harry and Nadine Fieger

- G63-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G64 – Janice Kuhn

Christina Taylor

From: Jan Kuhn <jkuhn99@gmail.com>
Sent: Wednesday, May 04, 2022 6:52 PM
To: Christina Taylor
Subject: Summit warehouse

Please do not build this warehouse.

This would be an eyesore and a nightmare for residents to navigate to work, school, etc.

There is no infrastructure in place to support the traffic. I know there may be plans to update the bridges and roads, but that is 5 years or more after this warehouse will be built.

The city of Beaumont needs to consider what it means to be a good steward of public funds. Building this warehouse is NOT what is in the best interest for the community you serve.

-Janice Kuhn

G64-1

G64-2

G64-3

This page intentionally left blank.

Responses to Comment Letter G64 – Janice Kuhn

G64-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

G64-2 According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution. Refer to **Section 4.15, Transportation**, of the DEIR which discusses the Project's transportation-related impacts for additional information.

G64-3 This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G65 – Sarah Godbold

Christina Taylor

From: Suni <artbysuni@gmail.com>
Sent: Wednesday, May 04, 2022 3:28 PM
To: Christina Taylor
Subject: Summit Station Warehouse.

**PLEASE? NO MORE WAREHOUSES. TRAFFIC
IS A NIGHTMARE NOW!**

G65-1

THANK YOU!

SARAH GODBOLD

**RESIDENT OF CHERRY VALLEY, RESIDENT OF
THIS AREA SINCE 1972.**

This page intentionally left blank.

Responses to Comment Letter G65 – Sarah Godbold

- G65-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G66 – Deborah Holley

Christina Taylor

From: Debbie Holley <grammiedeb57@yahoo.com>
Sent: Wednesday, May 04, 2022 1:06 PM
To: Christina Taylor
Subject: Summit Station

Ms. Taylor,
Please, please reconsider the location for the Summit Station Warehouse. We moved to Cherry Valley because of the quaintness and rural location! These warehouses will cause even more traffic and congestion which is already a huge problem! There are so many other locations that are farther out from the community where these can be built! Please think of the residents, not the \$\$\$!
Thank you,
Eric and Deborah Holley- Cherry Valley

G66-1

[Sent from Yahoo Mail for iPhone](#)

This page intentionally left blank.

Responses to Comment Letter G66 – Deborah Holley

G66-1 Comment noted. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution. Refer to **Section 4.15, Transportation**, of the DEIR which discusses the Project's transportation-related impacts for additional information.

This page intentionally left blank.

Comment Letter G67 – Mary Anne Pickett

Christina Taylor

From: Mary Pickett <mpickett_k@hotmail.com>
Sent: Wednesday, May 04, 2022 12:59 PM
To: Christina Taylor
Subject: Re: summit station

Thank you. I appreciate that.
M. A. Pickett

From: Christina Taylor <Ctaylor@beaumontca.gov>
Sent: Tuesday, May 3, 2022 4:03 PM
To: Mary Pickett <MPickett_k@hotmail.com>
Subject: Re: summit station

Thank you for your comments Mary. They will be noted for the record and provided to the decision makers.

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

#ACITYELEVATED

From: Mary Pickett <MPickett_k@hotmail.com>
Sent: Saturday, April 30, 2022 2:59:29 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: summit station

Thank you for collecting opinions and thoughts on Summit Station.

Please, please- not another warehouse!!!!
Cherry Valley Blvd. will be undrivable!!
The air quality in our beautiful Cherry Valley will be unbreathable!
Retail space-yes, but PLEASE- not another Warehouse!!!!
Mary Anne Pickett

G67-1

G67-2

This page intentionally left blank.

Responses to Comment Letter G67 – Mary Anne Pickett

G67-1 Comment noted. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

- The Locally Preferred Alternative will include the following improvements:
- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution. Refer to **Section 4.15, Transportation**, of the DEIR which discusses the Project's transportation-related impacts for additional information.

G67-2 Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents

This page intentionally left blank.

Comment Letter G68 – Dan Merritt

Christina Taylor

From: Dan Merritt <dan@stiel-merritt.com>
Sent: Wednesday, May 04, 2022 11:56 AM
To: Christina Taylor
Subject: Summit Station

To whom it may concern:

I have lived in Cherry Valley for 22 years. To allow another mega warehouse in our area would be devastating for all Beaumont and Cherry Valley residents.
You must oppose such a project.
Sincerely,

G68-1

Dan Merritt
39227 Oak View Lane
Cherry Valley, CA 92223

This page intentionally left blank.

Responses to Comment Letter G68 – Dan Merritt

- G68-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G69 – Holly and Jerry Liversage

Christina Taylor

From: Jerry Liversage <respondingrecoveryministries@hotmail.com>
Sent: Wednesday, May 04, 2022 12:04 PM
To: Christina Taylor
Subject: [*Suspicious Link*] AGAINST BUILDING SUMMIT STATION

Dear Ms Taylor,
PLEASE DO NOT VOTE TO BUILD ANOTHER WAREHOUSE IN OUR
CHERRY VALLEY/BEAUMONT AREA. We already have enough
warehouses being built in our area. We are very much AGAINST THE
BUILDING OF THE SUMMIT STATION WAREHOUSE. THANK YOU.

G69-1

Holly Liversage and

Jerry Liversage - DBAC, RAS

www.respondingrecoveryministries.org

www.banningnazarene.org

www.jerryliversageministries.org

This electronic mail message and any attachments are from Jerry Liversage Ministries, Inc./Responding Recovery Ministries and are intended only for the addressee(s). This message may contain confidential or sensitive information, which is privileged, and may be subject to various federal and state laws. If you are not the intended recipient of this message or responsible for delivering this email to its intended recipient, you are hereby notified that you have received this document in error. Any review, dissemination, copying, or taking action based on the contents of this information is prohibited. Please promptly delete this message and notify the sender of the delivery error by email.

This page intentionally left blank.

Responses to Comment Letter G69 – Holly and Jerry Liversage

- G69-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G70 – Russell Buckland

Christina Taylor

From: Russ Buckland <rb4sc@att.net>
Sent: Friday, April 29, 2022 12:01 PM
To: Christina Taylor
Subject: Summit Station proposed development

Ms. Taylor,

I wish to voice my opposition to the Summit Station project on CV Blvd. The proposed regional park would be a welcome addition to the community, while more warehouses on this side of the freeway are not. After seeing the huge warehouses already under construction on CV Blvd, it is obvious to anyone that more of them would be an unwanted addition to the community. Please consider rejecting the city's support of any new warehouses north of the 10 and 60 freeways. The south side of the 60 approaching the Badlands seem to me to be a much better location such projects.

G70-1

G70-2

Respectfully submitted,

Russell Buckland
964 Essex Rd
Beaumont

This page intentionally left blank.

Responses to Comment Letter G70 – Russell Buckland

- G70-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G70-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G71 – Geoffrey Wilson

Christina Taylor

From: sw072153@aol.com
Sent: Thursday, April 28, 2022 8:49 PM
To: Christina Taylor
Subject: Fwd: Summit Station

-----Original Message-----

From: sw072153@aol.com
To: ctaylor@beaumont.gov <ctaylor@beaumont.gov>
Sent: Thu, Apr 28, 2022 8:44 pm
Subject: Summit Station

Dear Christina Taylor

The above-mentioned proposed warehouse is once again too close to a senior community, Solera and school children. Why would the City of Beaumont even think of mixing industrial development with residential?

It's bad enough that we're having to fight the warehouse sneaked in during covid lockdown, proposed behind Albertsons, which would jam solid Highland Springs, half of which is in Beaumont.

The extra particulate matter and traffic gridlock are not worth the initial tax benefits and low paying jobs. At this rate, those who are able to leave Beaumont will do so and it will become just another Mira Loma, a place where senior's lives are cut short and children's brains don't develop properly due to pollution.

Last December I asked a City Council member at a charity fundraiser NOT to make Beaumont another Mira Loma and he told me he would try to prevent it.

I ask the City Council to deny this project as Beaumont's roads are not built for thousands of big rigs trundling around, spewing out deadly particulate matter and causing gridlock and hazards to the community, blocking access to Emergency Services.

Please take into consideration the lives of the residents here, not the greedy out of town, out of State corporations who won't have to live with the consequences of their dreadful warehouses.

Geoffrey Wilson, 951-845-5192.

G71-1

G71-2

G71-3

This page intentionally left blank.

Responses to Comment Letter G71 – Geoffrey Wilson

- G71-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G71-2** **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation and Traffic**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project.
- Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents, as further discussed in **Section 4.2, Air Quality** of the DEIR.
- G71-3** Refer to responses to G7-1 and G7-2. Furthermore, **Section 4.15, Transportation** of the DEIR (page 4.15-23) concluded that the proposed Project’s construction and operation impacts related to emergency access would be less than significant.

This page intentionally left blank.

Comment Letter G72 – Rick Craven

Christina Taylor

From: Rick Craven <rmcraven@gmail.com>
Sent: Thursday, April 28, 2022 8:09 PM
To: Christina Taylor
Subject: The will of the people.

Re Cherry Valley Blvd:

When does the will of the people get recognized? This country's greatness came from freedoms, including from tyranny. The majority of the people where this (not one originally requested mega warehouse, but two mega warehouses are already put in; the largest one, that was to be hidden BELOW the boulevard - but now put on an artificial mountain high up in the air, like thumbing their noses at the citizens each day they have to pass by this behemoth) warehouse was requested to be put in, was refuted by the locals. But 4-5 elected officials (which at least one now is an apparent employee of this investor - talking about conflict of interest), voted for this; against the will of the people & against what it was originally zoned for, and against the recommendation of the wildlife impact recommendations. This monster is now prominently blocking any views of nature/mountains/open spaces, which previously was the welcoming views into the vast open spaces of the once beautiful Cherry Valley. Now the area will be plugged with semi trucks, delaying our already overwhelmed streets & highways to get to work - to pay taxes for our previous privilege to live in this once open space.

G72-1

G72-2

These elected officials (which were to represent their constituents, not one wealthy investor who doesn't even live here), do not care for us, but choose I'll begotten gains for short term satisfaction, while forever changing the landscape beyond their lives and negatively affecting the vast majority of the residents & impacting nature in a negative way for many years to come.

G72-3

We are told, there is nothing we can do about it. May be true, but there likely will be more people escaping the tyranny of California and it's crooked politics...

Peace...

Sent from Rick's iPhone

This page intentionally left blank.

Responses to Comment Letter G72 – Rick Craven

- G72-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G72-2** Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the benefit of the public. The Beaumont GP does not designate any scenic vistas near the Project site or in the City. Although no area within the City is officially designated as a scenic vista, the City is situated at a half-mile elevation in the County’s The Pass Area Plan, south of southern California’s highest peak, San Geronimo Mountain, and north of San Jacinto Peak which provide the most prominent views from the City. Because there are no scenic vistas on the Project site or in the vicinity of the Project site and the implementation of the Project would not obstruct views of the scenic vistas provided by the San Bernardino Mountains and the San Jacinto Mountains from any publicly accessible point outside of the Project site, impacts in this regard would be less than significant.
- Additionally, the Project would retain 30.6 acres of permanent open space that would serve as a buffer to the residential uses to the south.
- G72-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G73 – Fran Krieger

Christina Taylor

From: Fran krieger <ftjustin@yahoo.com>
Sent: Wednesday, June 01, 2022 2:52 PM
To: Christina Taylor
Subject: Summit station warehouse

Dear Ms. Taylor,

I too wish to protest the building of this warehouse. Not only because it is across from the retirement communities there on Brookside Ave. I just feel that Beaumont has allowed enough companies to move in here with their gigantic warehouses.

At this time with us facing a severe drought condition of unknown length and the already numerous warehouses being built, do we really need another.

Not only that, how is the city going to handle the increased amount of pollutants these big rigs will be spilling out into the local environment. There are already days when some residents who have respiratory problems feel the affects from the higher pollution in the air. Do you and the city officials wish to make it even worse for them?

My opinion is that there are enough warehouses here in Beaumont/Cherry Valley now. Besides which I really don't wish to see us turn into another Moreno Valley or Redlands with all the warehouses they have.

Thank you for reading my reply to this question before the council.

Fran Krieger

[Sent from Yahoo Mail on Android](#)

G73-1

This page intentionally left blank.

Responses to Comment Letter G73 – Fran Krieger

- G73-1** Comment noted and will be taken into consideration by decision-makers. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. Refer to **Section 4.2** for more information.

This page intentionally left blank.

Comment Letter G74 – Debbie Connor

Christina Taylor

From: jeannecminnerly <debfarouk@aol.com>
Sent: Wednesday, June 01, 2022 5:07 PM
To: Christina Taylor
Subject: Summit Station

My name is Debbie Connor. my husband and I live in Solera. One of the reasons for moving here, was to retire, get away from traffic, less noise, and slower pace.

I'm sure you are hearing this from many people here in Solera, we are very much opposed to a warehouse across the street, from Brookside, that is a main road for us for shopping, etc. I would not like to share the roadway with large trucks.

G74-1

Thank you.

Debbie Connor
1192 Silverleaf Canyon Rd
Beaumont CA

This page intentionally left blank.

Responses to Comment Letter G74 – Debbie Connor

- G74-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G75 – Susan Cunningham

Christina Taylor

From: susan cunningham <susanna1954may@yahoo.com>
Sent: Thursday, June 02, 2022 1:34 PM
To: Christina Taylor
Subject: Deep Concern

My input ...concern for Emergency Ambulance and Fire Trucks responding to The Lakes, Sunlakes and Four Seasons. Highlands Springs is impossible in the mornings and afternoons .

It took me from sunlakes ave to Hwy 10
20 mins. This is a daily concern.

Banning and Beaumont are growing at such a fast rate. Adding Trucker Warehouse is stinkin thinking.

Just the issue of population growth to our area has increased crime and slow
Backup traffic daily concern

Thanks so much

susanna1954may@yahoo.com
Susan Cunningham
SunLakes Country Club
206 225 0405

[Sent from Yahoo Mail on Android](#)

G75-1

This page intentionally left blank.

Responses to Comment Letter G75 – Susan Cunningham

- G75-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G76 – Cindi Deats

Christina Taylor

From: Cindi Deats <cindi.deats@icloud.com>
Sent: Thursday, June 02, 2022 1:39 PM
To: Christina Taylor
Subject: Summit Station Draft EIR

Some questions and statements from an e-commerce warehouse/hotels opposing community citizen:

Regarding the Beaumont Summit Station Draft EIR.

Hello my name is Cindi Deats, my property is the closest residential home to Amazon Warehouse in Beaumont. I am on the border of Beaumonts major industrial properties and believe that future industrial builds should stay in an allotted area such as mine ensuring Beaumont stays the bedroom community it has always been. The charm of Beaumont, Banning, Cherry Valley, Calimesa & Oak Glen are our small businesses. Apples, the pumpkin patch, cherries, lavender festivals are things the residents in our area want to be known for. We are not a large scale warehousing hub, nor do we want to be.

Let our cities be the places that travelers can't wait to stop at instead of the warehouse lined highways we drive through in LA and Orange counties.

I'm here for the rural landscape therefore, you won't hear me saying I need a SuperTarget or closer restaurants.

I'm looking to continue to shop in our local owned businesses, the businesses that fit with what I envision Beaumont to grow up to be. Active downtown, small businesses, pet friendly, restored & historic properties instead of ugly square warehouses.

We love growth but a little growth at a time!

I'd like to see a cap on the square footage allowed for warehouses. When we do build warehousing, let's always honor the theme that our towns recognize. Western or railroad themes or family farmhouse theme.

I enjoy high desert low water landscaping as seen in Palm Springs instead of the generic plants always used.

Make the off ramps beautiful and different than all the usual things.

I really love the Potrero Bridge made from iron, again, fitting the theme that The Pass Area tries hard to stick to, Railroad and Western. I also think a forest of Evergreens that will eventually grow to cover the large, plain warehouses. Planting an abundance of long living trees would help pull the pollutants from the air that will settle here from the trucks, traffic and the warehousing itself. It would make commuting feel like a beautiful, relaxing drive home through the country side.

Let's slow down on future fast paced growth until we can fund and provide the infrastructure needed to handle all we're trying to build. This will upset the community if we continue to do the work backwards.

If the city council would be for more and more development like these warehouses without the traffic improvements needed then we have the wrong people in our local government, ones who do not know its own citizens or our highly respected surrounding communities. Because I can assure you that Beaumont, with Cherry Valley community and the like, are the last people who want 1M sqft+ warehousing built in their little slice of heaven.

For example, Cherry Valley residents love their small town for its large lots, far neighbors and low traffic. Cherry Valley Blvd is one of my favorite roads in our area for its rolling hills, cute farm houses, lil shops and abundant wildlife and livestock to be seen. There will be more vehicles and noise around and through their little town, long time residents have probably never seen the likes of.

Other problematic changes will soon arise with industrial land use, there will be a great need to open up the Brookside Westbound Rest Stop/off ramp behind Stetson. Bringing more traffic, litter and crime.

They will have to widen many of the major surrounding roads to accommodate the influx of traffic. More specifically, the on/off ramps of 6th St/60, Oak Valley, CV, Calimesa & Singleton.

Cherry Valley Blvd, Brookside Dr, Union St, Hannon Dr, Oak Valley and Beaumont Ave will have to widen and reinforce their roads to withstand the major uptake of heavy loaded diesels. Not to mention all the other roads needing improvements.

G76-1

G76-2

The traffic cumulative impact report needs to include present and future neighboring cities' warehouses and planned warehousing. Our city could have a clear, honest picture of what life here will look like in the coming years and that will not make us happy.

G76-3

We need to keep future industrial plans in our industrial area off of Fourth St.

We need a hillside ordinance in place so potential landowners and new builders come in knowing that this is not ideal land for large warehousing to be build on top of. It is directly on San Jacinto Fault Line, our existing homeowners are losing their home insurance left and right! How do you plan on insuring 1M sqft when most people in our residential homes are getting dropped from their long term insurance companies because of the high fire risk. It's very difficult this year especially, to find another company who will take the chance with insuring our homes.

G76-4

We need frontage roads for ER vehicles to use when these year round fires happen all around us.

Traffic is congested like clockwork, major improvements will need to take place in order to add even more on Beaumonts plate.

How long will that realistically take? There is nothing in the records setting a date for projects like that. That is important to people in Beaumont.

Road work on a 2-lane road(guaranteed to break ground after the warehouses are built and traffic is unmanageable)while trying to be on time for work?

It is difficult enough getting to Beaumont High School on Cherry Valley Blvd in the mornings... or any elementary school within 5 miles, for that matter. Imagine how long that line will be for us while we're waiting for a ton of semis at all the stop signs!

There will be too much large Semi Truck traffic for a roundabout so installing traffic lights will be necessary. I am really uncomfortable with the rushing traffic and congestion near the schools already.

The city is going to have to add so many new stoplights with the handfuls of warehouses that are slated to be built after this one.

G76-5

I hope the builders and the city see and meet our needs and add flashing crosswalk lights across the road near all the schools because people will be constantly running late, running stop signals and causing accidents. These updates for school children need to be made asap and will be imperative in ensuring their safety.

Wide sidewalks for children on bikes and children who walk so they are not having to pass each other by one or more children riding or walking into the 2 lane road loaded with new semi trucks and the existing morning and after school rush.

Additionally, the hotel. I'm just waiting for the day when our governor will allow us to house our homeless there.

Again, a little too close to schools for my comfort, sorry.

No judgement here but it is things like this that every resident of Cherry Valley, Beaumont, Banning, Calimesa and Yucaipa are thinking about. It is an even bigger concern of every one of our neighbors living in the nearby neighborhoods this is directly affecting.

Once built, there will soon be a need for gas stations nearby equipped for a large amount of trucks to refuel daily.

Maybe a Loves and a Pilot. That will inevitably bring more crime/traffic/litter 24/7 to an area that has never had growth this massive before.

These may all just sound like big city problems but that's just it, this is not a big city. It's not even big enough to recycle its own water, yet! But big enough for its sewer system to be at capacity.

G76-6

Let's instead focus on the sewers, water processing and storage!

I call for a moratorium on large scale(500k sqft +)warehouse builds until we have the infrastructure to support the growth we have already gone through.

This is not just affecting the city of Beaumont. We are a community of small towns & we'd like to stay that way.

I do hope our City Council oppose or minimize the future planned warehouses on the books as well as propose a better planned land use for the developer of Beaumont Summit Station, one that our community will really benefit from and be proud to have in Beaumont!

In place of warehousing I propose building an exclusive, residential neighborhood with a few small shops all fitting a countryside theme. This represents who our town is and how it wants to stay. Cherry Valley Blvd is a very beautiful area and it would be amazing to have a high end neighborhood on a historic piece of land. Maybe with a set of lakes to help replenish Beaumonts water storage since the basin is natural in that area.

G76-7

Thank you for your time,
Cindi Deats
Beaumont

Sent from my iPhone with LOVE.

This page intentionally left blank.

Responses to Comment Letter G76 – Cindi Deats

G76-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

G76-2 Traffic circulation associated with the Project would predominantly occur between the Project site and the I-10/Cherry Valley Boulevard interchange. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

- The Locally Preferred Alternative will include the following improvements:
- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

G76-3 Comment noted and will be taken into consideration by decision makers. According to DEIR **Appendix K, Traffic Study**, the cumulative projects in the area were obtained from previously approved traffic studies in the area. Trip generation estimates for the cumulative projects were obtained from traffic studies, where available; and were developed by Kimley-Horn if approved traffic studies were not available.

G76-4 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

G76-5 Refer to response G76-2.

G76-6 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

- G76-7** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Comment Letter G77 – Barbara Searcy

Christina Taylor

From: Barbara Searcy <acbarbm@aol.com>
Sent: Thursday, June 02, 2022 1:56 PM
To: Christina Taylor
Subject: SUMMIT WAREHOUSE

I object to the construction of the warehouse. To whom May I send my objection? G77-1

Sent from my iPad

This page intentionally left blank.

Responses to Comment Letter G77 – Barbara Searcy

- G77-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G78 – Laura Ramirez

Christina Taylor

From: Laura Ramirez <lramirez2011@hotmail.com>
Sent: Thursday, June 02, 2022 2:06 PM
To: Christina Taylor
Subject: Opposition of Building of Warehouse

We are strongly against the structure of warehouses and buildings that obstruct; create more traffic and pollution.

G78-1

Please respect our neighborhoods and our way of life.

Laura Ramirez
lramirez2011@hotmail.com

Sent from my iPhone

This page intentionally left blank.

Responses to Comment Letter G78 – Laura Ramirez

- G78-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G79 – Gregory and Deborah Chamberlin

Christina Taylor

From: Greg & Debby <gregdeb.chamberlin@gmail.com>
Sent: Thursday, June 02, 2022 3:54 PM
To: Christina Taylor
Subject: SUMMIT STATION OPPOSITION

As residents of Solera Oak Valley Greens 55+ Community, we were very unhappy to learn that the City is considering the approval of a proposal by an Arizona developer to build a 2.5 million sq. ft. industrial warehouse between Cherry Valley Blvd. and Brookside Avenue, just down the street from Solera. We understand this mega-warehouse will be 30% larger than the Gateway warehouse, which we were also opposed to, now under construction further down Cherry Valley Blvd.

This beautiful rural-type area is being changed into an area that will be so congested with all the trucks that will be on the road once Gateway is operational and now you want to approve an even bigger warehouse operation very near Solera.

Please do not approve this proposed warehouse. One is bad enough!! Our property values will drop, traffic will be negatively affected, and the air quality will worsen.

Sincerely, Gregory and Deborah Chamberlin

G79-1

This page intentionally left blank.

Responses to Comment Letter G79 – Gregory and Deborah Chamberlin

G79-1 Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

Additionally, development associated with the Project would not be located adjacent to Solera/Oak Valley Greens, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

This page intentionally left blank.

Comment Letter G80 – Jerry and Gladi Wilmes

Christina Taylor

From: Jerry Wilmes <jerry_wilmes@socal.rr.com>
Sent: Thursday, June 02, 2022 5:18 PM
To: Christina Taylor
Subject: Summit Station

Dear Ms. Taylor,

My wife and I are adamantly opposed to the Summit Station Warehouse proposal. Section 1.8 of the Draft EIR Executive summary clearly states that the project cannot mitigate the significant impacts on air quality, greenhouse gas emissions, noise pollution and traffic congestion conflicting with air quality plans, an agency plan to reduce greenhouse emissions and CEQA Guidelines. G80-1

The negative impacts on air quality, the increases in noise pollution and greenhouse gas emissions and the increased traffic congestion will affect the most vulnerable city residents, the children attending the schools adjacent to the project and the approximately 2,500 seniors living in Solara. G80-2

One study indicated that 800 trucks would arrive and leave the project daily. That's a eighteen wheeler every 54 seconds. Add this many vehicles to the estimated 1,200 eighteen wheelers arriving and leaving the Cherry Valley Warehouses daily will create a traffic nightmare. G80-3

This project would greatly compromise the quality of life of the children attending the adjoining schools and the residents in the surrounding communities in addition to negatively impacting property values. Some seniors have their entire life savings invested in their homes. Any negative impact on property values would be devastating for them. G80-4

We understand the need for warehouses to accommodate the increase in ecommerce but they should not be placed in residential and school areas. There is plenty of room along Highway 60 for additional warehouses. In addition to the negative impacts the project would have discussed above, there would be approximately 2,000 individuals in the community daily who have no ties to the community.

The jobs generated by the project are low paying. Warehouse employees, retail clerks and hotel employees generally earn close to minimum wages. Many of these jobs will be part time with no benefits. Hardly worth the damage the project will do to the environment and to the quality of life of the surrounding communities. G80-5

Considering the several negative impacts of this project and the minimal benefits generated, we strongly urge the City Council to reject the proposed change to the land use designation from low density residential to a mix of Industrial, Commercial and Open Space.

Sincerely,

Jerry and Gladi Wilmes (Residents of Solara)
1672 Woodlands Rd.
Beaumont

This page intentionally left blank.

Responses to Comment Letter G80 – Jerry and Gladi Wilmes

- G80-1** Comment noted. This is a summary of the significant and unavoidable impacts listed in **Section 1.0, Executive Summary**.
- G80-2** This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers. The DEIR fully analyzed and disclosed all impacts associated with the Project, including but not limited to, air quality, noise, greenhouse gases, and transportation related impacts. Refer to **Section 4.1, Air Quality, Section 4.7, Greenhouse Gas Emissions, Section 4.11, Noise, and Section 4.15, Transportation** of the DEIR for more information.
- G80-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers. Refer to **Section 4.15, Transportation**, of the DEIR for more additional information regarding the proposed Project's impact related to trip generation.
- G80-4** Comment noted. Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.
- Development associated with the Project would not be located within residential areas, but would be separated by Brookside Avenue, undeveloped land, and permanent open space. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G80-5** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G81 – Anita Finkelstein

Christina Taylor

From: Anita Finkelstein <animaybme@gmail.com>
Sent: Thursday, June 02, 2022 5:46 PM
To: Christina Taylor
Subject: Re: The Warehouse across from Sun Lakes

Thank you for asking. Yes, I sent the same concerns to the Banning City Manager.

On Tue, May 24, 2022 at 7:09 PM Christina Taylor <Ctaylor@beaumontca.gov> wrote:
Good evening,

Thank you for your comments. Have you also provided these comments to the City of Banning?

CHRISTINA TAYLOR
Deputy City Manager
City of Beaumont
550 E. 6th Street, Beaumont, Ca 92223
Desk (951) 572-3212 | Fax (951) 769-8526
BeaumontCa.gov
Facebook | Twitter | Instagram | YouTube

#ACITYELEVATED

Get [Outlook for iOS](#)

From: Anita Finkelstein <animaybme@gmail.com>
Sent: Tuesday, May 24, 2022 10:44:20 AM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: The Warehouse across from Sun Lakes

Dear Ms. Taylor,

I am sure you have received many comments on the matter of the proposed warehouse location across from the Sun Lakes retirement community. I personally live in Beaumont at Four Seasons. Our major concern that the building of this facility and its use will cause hardship for us seniors is almost unanimous! The increased traffic and air pollution this will cause, with all the trucking activity will exacerbate the respiratory problems many of us suffer from, not to mention cause severe traffic problems for all residents. The environmental impact report that was required for this property owner to move forward with his plans, was done during the Covid lockdown, when traffic was at a minimal level all around southern California. This did not reflect an accurate picture of the air quality in our area. To conduct and accept such a report at that time was very misleading and deceitful!! From what was stated by the owner of the property, no one has been identified as a leasee of the warehouse and he was building it on spec. This implies that an alternative development of the property could be made. Why build such a huge structure when you have no one to lease it?

Thank you for allowing me to air my concerns on this very upsetting issue that has gotten the whole community upset.

Sincerely,
Anita C. Finkelstein

G81-1

This page intentionally left blank.

Responses to Comment Letter G81 – Anita Finkelstein

G81-1 Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. As noted in **Section 4.2, Air Quality** of the DEIR, the Air Quality Assessment (**Appendix A**) considered the construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). Project-generated vehicle emissions (based on trip generation) were incorporated into CalEEMod as recommended by the SCAQMD. Refer to **Appendix A, Air Quality Assessment** for additional information regarding the Air Quality Assessment’s methodology used to determine the proposed Project’s impacts to air quality. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

Furthermore, although the building is considered speculative, the proposed buildings would be developed as follows:

Planning Area 1 (Parcels 1, 2, and 3) is proposed to be developed with three separate e-commerce/warehouse buildings with supporting office, as follows:

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

Planning Area 2 (Parcel 4) would include the development of up to 150,000 square feet of commercial uses and would be developed as part of Phase 2, as follows:

- Hotel: 100,000 square feet
- General Retail: 25,000 square feet
- Food Uses: 25,000 square feet

This page intentionally left blank.

Comment Letter G82 – Diana Tull

Christina Taylor

From: Diana Tull <letsgo_dt@verizon.net>
Sent: Thursday, June 02, 2022 6:53 PM
To: Christina Taylor
Subject: Summit Station

Christina Taylor,

My name is Diana Tull and I live in the Solera community which I love, I moved here because of the security plus the beautiful hills and mountains and the community was small. Now it is growing so fast. Beaumont has had the highest growth rate of any community in Riverside and San Bernardino Counties.

Regarding the Summit Station which I OPPOSE.

They just built a 1.8 million square foot warehouse on cherry valley which will have 306 trucks. Beside plus there will be employees, the traffic is going to be awful, and Beaumont wants to put another warehouse on Brookside with more trucks. Please do not even consider this proposal. There are seven warehouses in Beaumont we do not need another one, they are building another warehouse out near Desert Hot Spring area three million sq. feet. How many warehouses do we need? There are 3,300 Large scale warehouse distributions centers in Southern Calif. , 289 in Ontario, and building another, 140 in Fontana and more than 3,000 in Riv. County. G82-1

Please don't ruin are beautiful mountains, by adding huge warehouses and more traffic . If you build this warehouse it will bring down prices of our homes, this is a senior community, the emissions from all the trucks will be bad for a lot of seniors that have health problems, this will diminish our quality of life, plus congestion.. There is not one good thing that this warehouse will bring. I STRONGLY OPPOSE THIS WAREHOUSE .. !!!!!!!!!!!

Thank You
Diana Tull

This page intentionally left blank.

Responses to Comment Letter G82 – Diana Tull

G82-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

Refer to **Section 4.2, Air Quality**, of the DEIR which fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

This page intentionally left blank.

Comment Letter G83 – Ryan Fuentes

Christina Taylor

From: Ryan Fuentes <ryanfu09@gmail.com>
Sent: Thursday, June 02, 2022 11:05 PM
To: Christina Taylor
Subject: Summit Station

I am responding to the proposed amendment to allow 2,557, 465 square feet of industrial warehouses right across the street from our neighborhood. We strongly disagree with this proposal. Please let us know if there is any other actions needed. G83-1

Thank you

Ryan Fuentes
909-213-3816

This page intentionally left blank.

Responses to Comment Letter G83 – Ryan Fuentes

- G83-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G84 – Brad McDuffee

Christina Taylor

From: Mary McDuffee <mmcduffee01@yahoo.com>
Sent: Friday, June 03, 2022 11:32 AM
To: Christina Taylor
Subject: Summit Station development
Attachments: Summit Station Development.pdf

MS. Taylor,
Please find the attached letter regarding the Summit Station Development
Thank you, Brad McDuffee

G84-1

Ms. Taylor,

I am writing to express my opposition to the Summit Station warehouse development proposed between Cherry Valley Blvd. and Brookside Ave.

The proposed development will have a significant negative impact on the city and surrounding areas while at the same time providing no benefit to its citizens. The residential areas will experience increased traffic congestion on the streets. Cherry Valley Blvd. is a major thoroughfare that will soon have the impact of the Gateway warehouse traffic. The Summit Station will have an unknown but significant increase in the traffic flow. This will undoubtedly cause a more dangerous situation on the boulevard for the residents of the city. Cherry Valley Blvd. already experiences traffic gridlock. The schools' access will experience increased traffic flow which will increase the risk to our young citizens.

G84-2

It is well known that truck traffic increases the maintenance of roadways. This will require the city to absorb the cost of repairs and maintenance of the streets and roadways in the area. As you are aware these costs are not fixed and will likely increase over time.

There will be an increase in the noise and air pollution which is already increasing. Regardless of the proposed mitigation efforts it will still have an undesirable impact for the community. There are senior communities and schools too close to the proposed development that have increased risk of respiratory and other health issues as a result of air pollution. Several studies have outlined the detrimental effects of air pollution on children and seniors. The increased health risks are too great.

G84-3

There are already many planned warehouses that threaten the quality of life in the pass area. I believe it is short sighted to continue to build warehouses in residential areas. Beaumont City has a General Plan that has been adopted by the City Council. The Summit Station would require this plan to be amended for this development to be approved. It would seem that this area has not been zoned for this type of development. I encourage the Planning Commission and City Council of Beaumont to reject this proposed development. The citizens should not be subject to the negative impacts this development will create.

G84-4

Sincerely,
Bradley McDuffee
Mary McDuffee
990 Hidden Oaks Drive
Beaumont, Ca 92223
951 381-1988

Responses to Comment Letter G84 – Brad McDuffee

G84-1 Comment noted.

G84-2 Comment noted. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA.

G84-3 The DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. Similarly, **Section 4.11, Noise** of the DEIR, fully analyzes and discloses all noise-related impacts associated with the proposed Project. As noted in **Section 4.11**, all impacts would be less than significant without the implementation of mitigation measures with the exception of cumulative noise impacts. However as concluded in **Section 4.11, Noise** (page 4.11-32), feasible mitigation is not available to reduce traffic noise. Typically, feasible mitigation measures for off-site roadway noise impacts include repairing the roads with rubberized asphalt and developing sound walls or attenuation barriers to minimize noise impacts. However, this mitigation can only be imposed on on-site roadways since the Applicant would not have authorization or control to make off-site improvements. As impacts would also occur on off-site roadways and properties, it is usually infeasible for the Applicant to implement

these measures. Sound walls would be infeasible due to impacts on right of way, restricted views, and not being proportional to the barely perceptible.

- G84-4** Comment noted. The current zoning of the Project site is “Specific Plan.” Adoption of the proposed Specific Plan (SP2021-0005) is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes and would replace the existing Sunny-Cal Specific Plan. The proposed Specific Plan would implement the City’s General Plan as amended. The Specific Plan would be considered by the Planning Commission and City Council and would be adopted by Ordinance and would become the zoning for the Project.

Comment Letter G85 – Kathy Krause

Christina Taylor

From: KATHY KRAUSE <ktmckrause@aol.com>
Sent: Friday, June 03, 2022 12:32 PM
To: Christina Taylor
Subject: Summit station

As a resident of the Solera community, I am strongly opposed to your warehouse project at summit station.
Kathy Krause
1698 Sarazen street

G85-1

Sent from my iPad

This page intentionally left blank.

Responses to Comment Letter G85 – Kathy Krause

- G85-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G86 – Bud Charlick

Christina Taylor

From: Bud Charlick <jbcharlick@gmail.com>
Sent: Friday, June 03, 2022 1:54 PM
To: Christina Taylor
Subject: Re Summit Station

Dear C Taylor:

My name is Bud Charlick and my wife Judith and I live on Lantana Drive in Solera in Beaumont. We are opposed to the building of the proposed development , Summit Station as we are in our 80's and we are concerned about more truck traffic and the pollution that is caused by diesel exhaust. As we only live less than a mile from the proposed site,when the wind blows from the West to the East, as it does often, we could be subjected to this pollution.

G86-1

We would like the council to consider the elder citizens who live in Solera, when the vote comes up later this month.

Thank you for your consideration on this matter..

Bud Charlick
1192 Lantana Drive
Beaumont

951-769-6465

This page intentionally left blank.

Responses to Comment Letter G86 – Bud Charlick

- G86-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

This page intentionally left blank.

Comment Letter G87 – Gary M. Stoh

Christina Taylor

From: Steve Mehlman <smehl1506@aol.com>
Sent: Friday, June 03, 2022 4:29 PM
To: Christina Taylor
Subject: Fwd: SUMMIT STATION

Hi, Christina,

My friend Gary Stoh sent this to the City Council. Please add it to the comments on Summit Station.

Thanks.

Steve Mehlman

-----Original Message-----

From: garymstoh@aol.com
To: smehl1506@aol.com
Sent: Fri, Jun 3, 2022 1:45 pm
Subject: SUMMIT STATION

Dear Beaumont City Council,

My wife and I are Beaumont residents and were one of the first residents to live in the 55+ Community of Solera since it was developed in 2003. We, like many retired residents in Solera, chose to move to Beaumont to escape the "Rat Race" of Orange and LA Counties and adopt a more relaxed and enjoyable standard of living. Since moving to Beaumont we have obviously seen many changes. Most have been good and have enhanced our lifestyle while still retaining a feeling of a rural Community.

Unfortunately, the recent trend to start building mega warehouses near residential areas in the beautiful Pass area is threatening to destroy the tranquil lifestyle that we have come to enjoy. We are not opposed to warehouses, however, we are opposed to building them next to residential and senior communities where the big-rig traffic and pollution are a problem that affects the health, safety, quality of life and values of our property. Additionally, making zoning changes and amending the Beaumont General Plan to accommodate a warehouse is inappropriate.

While we fought the Gateway warehouse with petitions, attendance at the supervisor board meetings, and written opposition by the Beaumont City Council it did no good and the project is being built. However, the proposed Summit Station is now in the hands of the Beaumont City Council and Planning Commission. It is our sincere hope that they will step up and seriously oppose this project that is proposed to be built in an inappropriate location. Please consider the residents of Beaumont that live adjacent to the location and their well-being. Don't make the in-excusable decision that the Banning Planning Commission and City Council made when they approved putting a warehouse next to Sun Lakes and The Lakes. Clearly they did not care about the residents. We hope that this doesn't happen in our City.

Regards,
Gary M. Stoh
951 Gleneagles Road

G87-1

This page intentionally left blank.

Responses to Comment Letter G87 – Gary M. Stoh

- G87-1** Comment noted. Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers. In addition, development associated with the Project would not be located adjacent to Solera/Oak Valley Greens, but would be separated by Brookside Avenue, undeveloped land, and permanent open space.

This page intentionally left blank.

Comment Letter G88 – Paula Walek

Christina Taylor

From: walekpaula@yahoo.com
Sent: Friday, June 03, 2022 6:20 PM
To: Christina Taylor
Subject: Summit Station

I strongly oppose any building between Cherry Valley Boulevard & Brookside Avenue.
We don't need any more warehouses that provide low paying servitude jobs.
Destroying our environment & robbing us of the beauty we moved here to enjoy.
My grandparents moved here in 1946 to escape Compton which back then was becoming the now concrete jungle mess of a city.
When will the elected & appointed people represent & protect the families of this community ? No courageous one left to not sell out to the highest bidder? I hope there is one willing to start a new trend of refusing to ruin our way of life.

G88-1

Sent from my iPad

This page intentionally left blank.

Responses to Comment Letter G88 – Paula Walek

- G88-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G89 – Maureen Imoe

Christina Taylor

From: Maureen Imoe <moeland@sbcglobal.net>
Sent: Saturday, June 04, 2022 12:06 PM
To: Christina Taylor
Subject: BEAUMONT SUMMIT STATION

Greetings,

I am writing to offer my opposition to the proposed project which would change the original approved plans to more warehouse facilities. It is disheartening to know that this would even be considered for our area with the many huge warehouses currently being built. Our traffic (in the city, on the freeway, and the on/off ramps) will not accommodate more vehicles, especially large trucks making many trips back and forth. This disrupts the already built structures throughout, including emergency personal, housing, schools, retail, etc. G89-1

Please do not allow this to continue. I appreciate your consideration.

Thank you,

Maureen Imoe
Beaumont, CA

This page intentionally left blank.

Responses to Comment Letter G89 – Maureen Imoe

G89-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA.

This page intentionally left blank.

Comment Letter G90 – Linda Clark

Christina Taylor

From: lsbpc@aol.com
Sent: Saturday, June 04, 2022 1:57 PM
To: Christina Taylor
Subject: Environment Impact Report

I am writing this email to give my opinion regarding the Environment Impact Report on the warehouse(s) to be built near Cherry Valley Boulevard. I am opposed to the warehouse(s) because already our traffic in Beaumont is atrocious and with the increase of more trucks on the road it will be a nightmare getting around in this area.

G90-1

The air quality in this area has been unhealthful to moderate lately and the summer isn't even here yet. This is a concern for us as seniors and children.

G90-2

With the present drought where is the extra water going to come from to supply the warehouse(s)?

G90-3

I moved to this area six years ago to a beautiful 55 and older community to get away from traffic, noise and overcrowding. If this project goes through it will take away my quality of life not to mention decreasing my property value.

G90-4

PLEASE DO NOT CHANGE THE ZONING.

I only ask that the City of Beaumont really think about if the city will really benefit having the warehouse(s) here.

Linda Clark
467 Everest Peak
Beaumont, CA

[Sent from the all new AOL app for iOS](#)

This page intentionally left blank.

Responses to Comment Letter G90 – Linda Clark

- G90-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G90-2** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.
- G90-3** A Water Supply Assessment (**Appendix I**) was prepared for the proposed Project. The WSA determined that there are adequate water supplies to service the Project during normal, dry, and multiple dry years. Refer to **Appendix I** and **Section 4.17, Utilities and Service Systems**, of the DEIR for additional information.
- G90-4** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G91 – Jean Bowman

Christina Taylor

From: Jean Bowman <bowman1208@aol.com>
Sent: Saturday, June 04, 2022 2:46 PM
To: Christina Taylor
Subject: Beaumont Summit Station

Att: Christina Taylor
Community Development Director

I am not a writer just a retired woman who lives here in Banning/Beaumont area . I so pray all of the people in our area are heard and not on deaf ears like our Banning City council. I attended all the meetings and heard all the plea's from individuals both healthy and sick to no avail. Their minds were made up that this warehouse monstrosity was going to be build no matter what. We all know that the warehouses are going to be choking us eventually but the only thing we are fighting now is the ridiculous location of the one right in our faces and next door to a facility that houses sick people . Our traffic right now is unreal. We all are frustrated with waiting for light after light just to get to the other side of the freeway or on the freeway. It's beyond our imagination that individuals would even consider this location. Our air quality is already bad and would get even worse. This area is surrounded by people 55 and over who already have health issues. We have ambulances coming and going constantly into our gated communities already. With large trucks on our roads how are they supposed to get through in an emergency. I'm pleading with you to please not let this go through .

My Name is Jean Bowman. I live in Sun Lakes Country Club. We do so much for charities in our cities please do something for us.

G91-1

This page intentionally left blank.

Responses to Comment Letter G91 – Jean Bowman

- G91-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers. Additionally, refer to **Section 4.2, Air Quality** and **Section 4.15, Transportation** which fully analyzes and discloses the proposed Project's impacts related to air quality and transportation.

This page intentionally left blank.

Comment Letter G92 – Jesse Donardt

Christina Taylor

From: Jesse Donardt <jdd39@verizon.net>
Sent: Saturday, June 04, 2022 3:02 PM
To: Christina Taylor
Subject: Summit-Station

I wish to object to the warehouse project, in the strongest of terms. I

G92-1

Jesse Donardt
996 Ironwood Rd
Beaumont, CA 92223

Jesse Donardt

This page intentionally left blank.

Responses to Comment Letter G92 – Jesse Donardt

- G92-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G93 – Barbara and Wayne Otte

Christina Taylor

From: BARBARA OTTE <bjotte@aol.com>
Sent: Saturday, June 04, 2022 3:59 PM
To: Christina Taylor
Subject: Summit Station Warehouse

Please reject this warehouse. This is NOT an industrial area. Solera and Stetson homeowners along Brookside should not have to overlook monstrous warehouses and trucks, plus the noise, fumes, added traffic on Cherry Valley Blvd. There is plenty of room along the I-10 out in the desert for these warehouses. Please protect your Beaumont residents and reject this proposal.

G93-1

Barbara and Wayne Otte

Sent from my iPad

This page intentionally left blank.

Responses to Comment Letter G93 – Barbara and Wayne Otte

- G93-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers. Additionally, refer to **Section 4.2, Air Quality, Section 4.11, Noise** and **Section 4.15, Transportation** which fully analyzes and discloses the proposed Project's impacts related to air quality, noise and transportation.

This page intentionally left blank.

Comment Letter G94 – Shelia Kelly

Christina Taylor

From: Sheila Kelly <sheila92223@gmail.com>
Sent: Saturday, June 04, 2022 4:02 PM
To: Christina Taylor
Subject: BEAUMONT SUMMIT STATION

June 4, 2022

C. Taylor
550 E. 6th Street
Beaumont, CA 92223

RE: BEAUMONT SUMMIT STATION

There was a terrible tractor trailer accident yesterday at Cherry Valley Blvd/Calimesa and the I-10 on & off ramps. This is just a sign of things to come, can't anyone see this? The warehouses are not open yet and there are trucks and trailers already. Can you imagine when it is full and running and you are actually thinking of building another warehouse on Brookside? One now on Cherry Valley and now you want to add one on Brookside? I live in Solera and last week two very large trucks came down Union toward Cherry Valley from Brookside, the second one turning in such a small radius, I was forced to pull off almost to the fence. Then to add insult to injury, another huge truck was driving west on Brookside.

G94-1

Please, please there are senior communities, family resident communities, two elementary schools, one Jr. High School and one High School within a mile of your thought process of adding another warehouse. I also notice kids, especially HS and Jr. HS kids seem to travel in packs and as kids will be pushing and shoving – I can see it now, one shove & just one truck, that's all it takes. The environment and air quality...do you have any idea how many senior citizens and children will be affected by this, not to mention the family residential communities.

G94-2

I am a senior citizen and I never thought I'd feel this way but it seems no one much worries about us nor veterans anymore, why listen to us you say? we're old and won't be here that long. But you don't have the right to take away what quality of life we have left, not to mention the health effects of children.

Of course everyone possible should write to you and beg or plead or do whatever it takes. "But" it's really up to you to listen to us and do the right thing, please.

Thank you,

Sheila Kelly
Solera Oak Valley Greens

This page intentionally left blank.

Responses to Comment Letter G94 – Shelia Kelly

- G94-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G94-2** Comment noted and will be taken into consideration by decision-makers. The DEIR fully analyzed and disclosed all impacts associated with the Project, including but limited to, air quality impacts. Refer to DEIR **Section 4.2: Air Quality**, for additional information. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

This page intentionally left blank.

Comment Letter G95 – Donna Littlefield

Christina Taylor

From: Donna Littlefield <littlefelddonna@icloud.com>
Sent: Saturday, June 04, 2022 5:11 PM
To: Christina Taylor
Cc: donna littlefield
Subject: Beaumont Summit Station

Hi,

I will get right to the point. Thank you.

My family moved to this area 26 years ago and we loved living in this area until now. We could even accept that things change and houses need to be built. This project is really a bad idea. I feel so bad for the Cherry Valley community along with the Beaumont community and with us in the Calimesa area. The pollution which has cancer causing effects, the traffic, taking away what is left of the rural area, the roads are already horrible and I don't see much improvement being done with that alone. The congestion in this area is already getting bad. The trucks are already a problem and with no where to park much less everything else that the trucks need to do to get on and off the freeway. Extra turning area, etc. Add more houses and warehouses and shopping and everyone will be using Calimesa Blvd to go around that congestion on the freeway like they already do.

Please consider that the people that live here have a voice and it isn't and shouldn't always be about money.

Thank you,

Donna Littlefield

Littlefelddonna@yahoo.com

Sent from my iPhone

G95-1

This page intentionally left blank.

Responses to Comment Letter G95 – Donna Littlefield

G95-1 Comment noted and will be taken into consideration by decision-makers. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA.

This page intentionally left blank.

Comment Letter G96 – Dr. Helmuth and Susan Fritz

Christina Taylor

From: S Fritz <fritzs@j@hotmail.com>
Sent: Saturday, June 04, 2022 5:21 PM
To: Christina Taylor
Subject: Summit Station

We live in Beaumont in the Solera Oak Valley Greens neighborhood, and my husband and I are opposed to more industrial warehouses being constructed so near to our residential homes. The increased traffic, pollution, and noise, in addition to the industrial atmosphere created by these business warehouses lowers property values and are eyesore in that location. We along with many many others do not think any positive contribution these make to the city can make up for them being placed in that location. We opposed Gateway, and Summit Station will only exacerbate the problems. Please do not allow this project to move forward.

G96-1

Sincerely,

Dr. Helmuth and Susan Fritz

This page intentionally left blank.

Responses to Comment Letter G96 – Dr. Helmuth and Susan Fritz

- G96-1** Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers. Additionally, the DEIR fully analyzed and disclosed all impacts associated with the Project, including but not limited to, air quality, noise, and transportation related impacts. Refer to **Section 4.2, Air Quality**, **Section 4.11, Noise**, and **Section 4.15, Transportation** for additional information.

This page intentionally left blank.

Comment Letter G97 – Catherine Frates

Christina Taylor

From: Catherine Frates <cathy.frates@icloud.com>
Sent: Saturday, June 04, 2022 6:48 PM
To: Christina Taylor
Subject: summit station

I would like to know if any member voting "yes" for the summit station lives next to the proposed site-if none, then I propose it be built next to their home. It's time for them to be thinking about the well being of the people they represent and not the all mighty dollar

G97-1

Sent from my iPhone

This page intentionally left blank.

Responses to Comment Letter G97 – Catherine Frates

- G97-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G98 – Richard Bennecke

Christina Taylor

From: Richard Bennecke <RBennecke@hotmail.com>
Sent: Sunday, June 05, 2022 5:21 AM
To: Christina Taylor
Subject: Beaumont Summit Station Specific Plan Draft EIR

I would like to submit the following comments re: Beaumont Summit Station Specific Plan Draft EIR.

This Project represents a major land use shift to an area which has been rural, Originally designated for multi-family housing with minimal impact to existing transportation infrastructure, this project will place extreme stress on the current roadways and connecting corridors. With this in mind, attention needs to be made on how the developer will contribute to the mitigation of this impact. Mitigation of this impact on the transportation network in the area should be funded upfront and begin today. If not, we will continue to have the current bottlenecks at Cherry Valley interchange. Planning for the required improvements will take time. The residents on the westside of Beaumont are, and have been, feeling the impact of the fast-paced housing development in the area. Let's be proactive and creative in getting ahead of what we know will be a problem down the road by improving our transportation corridors now.

G98-1

Richard J. Bennecke
36709 Bay Hill Dr,
Beaumont, CA

This page intentionally left blank.

Responses to Comment Letter G98 – Richard Bennecke

G98-1 Comment noted and will be taken into consideration by decision-makers. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA.

This page intentionally left blank.

Comment Letter G99 – Sharon Sylva

Christina Taylor

From: Sharon <iamlovinretirement@gmail.com>
Sent: Sunday, June 05, 2022 9:31 AM
To: Christina Taylor
Subject: Proposed 2.5 million square foot warehouse on Cherry Valley Blvd.

To whom It May Concern:

The Inland Empire already is facing the worst air pollution and traffic congestion in the entire United States. Data compiled by UCLA has shown that 71% of children of 10 years and under living in the area have asthma. The American Lung Association has rated Riverside County with an F for ozone and Particular Matter pollution. With the increasing number of warehouses in Beaumont/Banning area the semi-truck pollution will increase the rates of asthma, lung cancer and cardiovascular diseases.

From a report by the South Coast Air Quality Management District (SCAQMD), the office found that those living as close as a half-mile from warehouses have a much higher chance of developing complications with heart diseases and asthma. This warehouse will destroy this Pass area with more air pollution, traffic congestion and make this area the most unhealthiest area to live in.

Please consider the welfare of the residents that live here.

Thank you.

Sharon Sylva

Banning reside

G99-1

This page intentionally left blank.

Responses to Comment Letter G99 – Sharon Sylva

- G99-1** Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. In addition refer to response G98-1 concerning traffic and congestion.

This page intentionally left blank.

Comment Letter G100 – Robert Radabaugh and Rachel Lyon

Christina Taylor

From: bob radabaugh <bobradaba@hotmail.com>
Sent: Sunday, June 05, 2022 10:12 AM
To: Christina Taylor
Cc: RACHAEL Lyon
Subject: Beaumont Summit Station EIR comments

June 4, 2022

Subject: Draft EIR

Project title: Beaumont Summit Station

Project applicant: Exeter Cherry Valley Land, LLC

Comments:

The key is zoning.

Once again, a thorough job of explaining all the Mitigation Measures that will make this project a success for Exeter Cherry Valley Land. Seems the chief mitigating resolution, for these 186 acres of rolling hills and open areas with some cattle grazing, is to sacrifice it to developers for \$\$'s.

EIR results presented are similar to the development on the North side of Cherry Valley Blvd. by the developer (*Shopoff*) who, as part of his push to get that project approved by the Riverside County Commission, proposed the Sunny-Cal Specific Plan (ref. Project Background), another fantasy idea floated to the public to calm nerves.

To me the issue is how this Beaumont city property should be zoned to meet the needs of the citizens of Beaumont? Do Not change this property to Industrial, fulfill the Sunny-Valley promise for the betterment of the community.

The City has already done a marvelous job in establishing a planned Industrial-Warehouse district that has the infrastructure & lots to build additional warehouses and Industrial businesses on W. 4th St.

Let's not let these outside real-estate flippers come into our city and destroy the rich heritage of Cherry Valley.

We don't want to see the "Welcome to Cherry Valley" sign replaced by "Entering Beaumont Summit Station".

Respectfully,

G100-1

Robert Radabaugh & Rachael Lyon
886 Annandale Rd
Beaumont CA 92223

Responses to Comment Letter G100 – Robert Radabaugh and Rachel Lyon

- G100-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G101 – Katuria Julius

Christina Taylor

From: Katuria Julius <katuriaj2117@gmail.com>
Sent: Sunday, June 05, 2022 10:22 AM
To: Christina Taylor
Subject: Beaumont Summit Station

I am writing to say that I am against the building of more warehouses in this area. It is bad for the environment, traffic, and health. We live in a senior community and this is not at all what we signed up for in our area. Do not change the zone to industrial. It should meet the needs of the citizens in this community, NO MORE Warehouses PLEASE!!!

G101-1

K. Julius

This page intentionally left blank.

Responses to Comment Letter G101 – Katuria Julius

- G101-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G102 – John Mitchell

Christina Taylor

From: John Mitchell <mitchell71144@hotmail.com>
Sent: Sunday, June 05, 2022 1:22 PM
To: Christina Taylor

I am opposed to the placement of a 2.5 million square feet warehouse along Brookside Avenue next to the housing communities in that location. The three warehouses that Calimesa are installing along Cherry Valley Boulevard is enough for this area. My opposition is for the following:

G102-1

1. The consuming of large tracts of land along with the land consumed by new housing has caused enough problems traffic wise as it is.
2. Freight trucks generate air pollutants, noise, pavement damage and traffic safety threats.
3. Trucks create a higher environmental impact than a passenger vehicle.
4. Exposure of local residents, especially children and the elderly to truck related emissions like NOx and particulate matter will cause health outcomes to this group of citizens
5. The incorporation of the warehouse and all the new housing will not have infrastructure to support the growing community, Beaumont has done little to nothing to improve the infrastructure with all the houses, as witnessed by the current traffic nightmares, and it seems that even with Melo Roo's in effect no infrastructure is accomplished, for example no new wastewater treatment plant to support new construction, no new fire stations, etc,etc,etc.
6. Warehouses do not belong in a housing community.
7. Warehouses seem to be a product of greed.

G102-2

John Mitchell
940 Essex Rd
Beaumont, Ca
Sent from [Mail](#) for Windows

Sent from [Mail](#) for Windows

This page intentionally left blank.

Responses to Comment Letter G102 – John Mitchell

- G102-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G102-2** Comment noted will be taken into consideration by decision-makers. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation and Traffic**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. Additionally, **Section 4.11, Noise**, of the DEIR fully analyzes and discloses all noise related impacts associated with the development of the proposed Project

This page intentionally left blank.

Comment Letter G103 – Diane Franklin

Christina Taylor

From: Diane Franklin <disabelf@gmail.com>
Sent: Sunday, June 05, 2022 1:44 PM
To: Christina Taylor
Subject: Summit Station

I am a resident of Cherry Valley and a member of CVAN. I have lived here in Cherry Valley since 2011. I was a part of the big group of people that opposed the San Geronio Crossing/ Gateway Center Project (Warehouse) that is now being built on Cherry Valley Boulevard. We were not successful in stopping it.

They changed the area to light industrial from rural to allow the project to continue. Now, Beaumont managed to annex more land from Cherry Valley. I had heard that Cherry Valley originally had their boundary on 11th Street and Beaumont had moved up to Bellflower with the exception of the high school. Now I heard that Cherry Valley boarders have changed to Union to the west. Now that is a concern, no land to the 10. But the main concern and those of others who live here is the proposal of the Summit Station, which will be located on the Beaumont annex property across from the Gateway Center. It will be another warehouse complex which will be having 24-7 daily big rigs coming in and out from the 10 onto Cherry Valley Blvd. The traffic on Cherry Valley Blvd. and the 10 is already impacted by traffic on the west side from the housing development. We just had an accident of a big rig loosing control trying to maneuver onto the 10 from Cherry Valley Blvd. We haven't seen yet what will happened when more trucks will be using the 10 and Cherry Valley Blvd. The reports gloss over the impact of traffic, they make it sound that it would be negative, no problems. We already have problems with out any trucks, imagine doubling up having two busy warehouses on each side of Cherry Valley Blvd. It probably would be advantageous to the landowner to be able to sell his land as an industrial complex but not to the best interest of us citizens of Cherry Valley. It would be great if we as citizens were recognized as owners, consumers, and citizens of our community and were given a voice. I hope we have a voice and you as our representatives hear it! Many of us think the Summit Station is a terrible idea and is not progress but a step in the wrong direction.

Sincerely,
Diane Franklin

G103-1

This page intentionally left blank.

Responses to Comment Letter G103 – Diane Franklin

G103-1 The commentor is correct, in that the Project does include warehousing. More specifically, the Project is proposed as follows:

Planning Area 1 (Parcels 1, 2, and 3) is proposed to be developed with three separate e-commerce/warehouse buildings with supporting office, as follows:

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

Planning Area 2 (Parcel 4) would include the development of up to 150,000 square feet of commercial uses and would be developed as part of Phase 2, as follows:

- Hotel: 100,000 square feet
- General Retail: 25,000 square feet
- Food Uses: 25,000 square feet

Planning Area 3 (Parcel 5) would remain as permanent open space.

This comment has been noted and will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G104 – Jerrie Offerdahl

Christina Taylor

From: Jerrie Offerdahl <jerrieofferdahl@aol.com>
Sent: Sunday, June 05, 2022 2:36 PM
To: Christina Taylor
Subject: Warehouse

We do Not need more warehouses in Cherry Valley. When we purchased our property it was all zone for agriculture. Now it is just rezoned whenever the city wants to make money. Totally unfair to us home owners. Please stop it.

G104-1

Sent from my iPad. Jerrie

This page intentionally left blank.

Responses to Comment Letter G104 – Jerrie Offerdahl

- G104-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G105 – Caroline Sherwood

Christina Taylor

From: Caroline Sherwood <violet93765@yahoo.com>
Sent: Sunday, June 05, 2022 3:44 PM
To: Christina Taylor
Subject: Summit Station Warehouses

Hello,

My husband and i moved to Solera community right before covid. It's very peaceful. We like this area of Beaumont/Cherry Valley because of the rural atmosphere and small town feeling: Cherry Valley feed, Ace hardware, Flo's restaurant, cows, horses, and gardens. We were shocked the city of Calimesa allowed those warehouses across the street from the proposed Summit Station area!! It has destroyed our rolling hillside view, let alone the truck traffic it will cause with people on their way to and from work...no rural atmosphere anymore with mac trucks coming and going. My husband has begun to think we moved to the wrong place. The adjoining cities of Calimesa, Beaumont, and Banning have a madness with warehouses. The Summit Station warehouse will only magnify this madness. In Beaumont's General Plan for the city dated November 2020, they state their purpose of the plan is to improve quality of life, promote a 'sense of place' (not sure what that means tho), and enhance community character. We ask, how do warehouses improve quality of life? They will pollute the air more, cause a traffic nightmare even with the proposed change to Cherry Valley Blvd/I-10 interstate. We ask, how do warehouses promote a 'sense of place'? Well, let's see...rural atmosphere and small town feel will disappear completely. We will be known for that stretch of I-10 that has all the warehouses. Seriously, that is what Beaumont, Calimesa, and Banning want to be known for? Lastly we ask, how do warehouses enhance community character? From what i've learned about the people of Beaumont, they are very kind, fun, loving, and generous. It's history is full of diverse heritages. I think warehouses have no character, in fact, i think the idea means the city is either desperate or dumb. My husband and i are NOT for amending the Sunny Cal Specific Plan to allow mix industrial. We would like the area to remain as single family dwelling. Let's stick with the PLAN! Why not keep the warehouses where they are---over by Amazon and Wolverine? Why is Banning trying to put them over by Sun Lakes another senior community? Beaumont needs to step up and lead on-no warehouses at all in our 3 communities!

G105-1

Thanks for listening,
Violet

This page intentionally left blank.

Responses to Comment Letter G105 – Caroline Sherwood

- G105-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G106 – Doris Foreman

Christina Taylor

From: s <doris4man@netscape.net>
Sent: Sunday, June 05, 2022 5:09 PM
To: Christina Taylor
Subject: Comments on the Warehouse

I urge the City Council to deny the proposed zoning change to e-commerce/warehouse use. The city has approve an industrial area south of I-10 where large warehouses are located away from residential homes and schools.

G106-1

A drive along 6th Street/Ramsey or I-10 one sees a hazy fog in the air unless it has just rained. This is before the two large warehouses under construction at the western end of Cherry Valley Boulevard open. Air quality will get worse if an additional warehouses are built so close to two senior communities, an elementary school, middle school and high school.

The jobs created for warehouse workers are temporary with a high turn over rate. It is unrealistic that the "building manager or designee will be responsible for restricting trucks and support equipment from non essential idling longer than 5 minutes while on site." Will a third party truck driver respond to the building manager or designee if confronted when this person has no direct supervisory responsibility for the driver's performance or evaluation? How will this 5 minute idle time be monitored when trucks are continually arriving? What mechanism will be used? How ill the tenant have control over the age of the trucks arriving at a given bay?

G106-2

The purchase of electric zero emission vehicle passenger cars for onsite employees employed for five years is unlikely due to the high turn over rate. Many employees are employed by employment agencies, not the warehouse tenant. The 119 parking spaces for clean air/electric vehicles will go unused. A salary of \$17 - \$20/hour does not ensure purchase of an electric vehicle which has a base price of \$27,000 upward. There will not be employees rushing to purchase electric vehicles at these salary levels.

G106-3

Please do not approve the zone change!

Sincerely,
Doris Foreman
1781 Desert Poppy Lane
Beaumont

This page intentionally left blank.

Responses to Comment Letter G106 – Doris Foreman

G106-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

G106-2 All applicable mitigation measures, conditions of approval and project design features (PDFs) would be implemented during the Project's short-term and long-term phases. PDFs specifically would be incorporated into the Project are therefore subject to compliance.

The following PDFs are proposed:

PDF AQ-3 Tenant lease agreements for Phase 1 shall include contractual language restricting trucks and support equipment from nonessential idling longer than 5 minutes while on site.

PDF AQ-4 All heavy-duty vehicles registered in California entering or operated on Phase 1 shall be model year 2010 or later. This requirement shall be included as part of tenant's agreement with third-party carriers. Tenants shall maintain records on its fleet equipment and ensure that all heavy-duty trucks accessing the Phase 1 use year 2010 or newer engines. The records shall be maintained onsite and be made available for inspection by the City. Encouraging the use of model year 2010 or newer trucks and other efficiency measures could incentivize near zero emission (NZE) or zero emission (ZE) truck visits, which would facilitate compliance with SCAQMD Rule 2305 2305 (Warehouse Indirect Source Rule).

PDF AQ-5 Phase 1 facility operators shall be required to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. The building manager or their designee shall be responsible for enforcing these requirements.

PDF AQ-6 Phase 1 tenants shall train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Facility operators shall maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request. The building manager or their designee shall be responsible for enforcing these requirements.

PDF AQ-7 Phase 1 tenants shall maintain records on its fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the project are in good condition, and in proper tune pursuant to manufacturer's specifications. The building manager or their designee shall be responsible for enforcing these requirements.

PDF AQ-8 The facility operator for Phase 1 shall ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at California Air Resources Board-approved courses (such as the free, one-day Course

#512). The building manager or their designee shall be responsible for enforcing these requirements.

PDF AQ-9 Phase 1 tenants shall include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.

PDF AQ-10 The Phase 1 site shall install 30 light-duty vehicle charging stations and conduit for 59 future electric light-duty vehicle charging stations. Spaces with conduit for future charging stations shall have properly sized and listed raceways/conduits, dedicated branch circuits, service panel or subpanel(s). Both the service panel or subpanel(s) and the raceway termination location shall be visibly marked as "EV CAPABLE."

G106-3 This comment refers to PDF AQ-16. Your comment is noted will be taken into consideration by decision-makers.

Comment Letter G107 – Joe Rose

Christina Taylor

From: K Danice Rose <jdjkrose@gmail.com>
Sent: Sunday, June 05, 2022 8:20 PM
To: Christina Taylor
Subject: Summit Station

I have lived in Fairway Canyon for 17 years and have watched the exponential growth without the proper infrastructure in place in a timely manner. It has been nearly impossible to travel from our residence to the High School during traffic hours. Adding another warehouse will almost certainly cut is off from the rest of Beaumont and Calimesa amenities. You need to come over to Palmer and Cheery Valley Blvd at 7:30 AM on a school day to see for yourself. Calimesa is to blame for the first series of warehousing in Cherry Valley. Additional warehouses without the proper road infrastructure is irresponsible and dangerous.

G107-1

Joe Rose
Jdjkrose@gmail.com

This page intentionally left blank.

Responses to Comment Letter G107 – Joe Rose

G107-1 Comment noted and will be taken into consideration by decision-makers. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA.

This page intentionally left blank.

Comment Letter G108 – Gail West

Christina Taylor

From: Gail West <mattgailannie@hotmail.com>
Sent: Monday, June 06, 2022 8:10 AM
To: Christina Taylor
Subject: "Summit Station" Please do not allow another mega warehouse near our Solera neighbor. It would make our air even more unhealthy. Thank You Matthew West and Gail west

G108-1

This page intentionally left blank.

Responses to Comment Letter G108 – Gail West

- G108-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G109 – James and Susan Karalun

Christina Taylor

From: Sue Karalun <suek46@hotmail.com>
Sent: Monday, June 06, 2022 9:43 AM
To: Christina Taylor
Subject: Beaumont Summit Station

We are opposed to the idea of amending the previously approved Sunny-Cal Specific Plan to allow for 2,557,465 square feet of e-commerce uses on approximately 140 acres, up to 150,000 square feet of commercial uses (including hotel, retail and restaurant uses) on approximately 11 acres. This land is across from current residential housing, with children, and a 1290 home 55 plus community. The Project proposes to amend the existing General Plan designation from Single-Family Residential to Industrial to allow for the proposed e-commerce uses. Changing the designation for these parcels is not in the best interest of the residents who reside in the neighboring communities as older adults and children are the most vulnerable when it comes to environmental hazards.

G109-1

Warehouses bring with them increased traffic and pollution. We don't need this in our community and urge the members of the City Council to vote no on changing the General Plan designation from Single Family residential to Industrial.

G109-2

Thank you,
James and Susan Karalun
995 Gleneagles Rd
Beaumont, CA 92223

This page intentionally left blank.

Responses to Comment Letter G109 – James and Susan Karalun

- G109-1** The introduction of this comment summarized the project description of the proposed Project and expresses the commentor's concern of the proposed Project. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G109-2** Comment noted. Refer to response G109-1 above. In addition, **Section 4.2, Air Quality**, of the DEIR fully and analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation and Traffic**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project.

This page intentionally left blank.

Comment Letter G110 – Ronald and Debbie Monroe

Christina Taylor

From: RONALD MONROE <ronoap@aol.com>
Sent: Monday, June 06, 2022 10:00 AM
To: Christina Taylor
Subject: Fwd: Summit Station

-----Original Message-----

From: RONALD MONROE <ronoap@aol.com>
To: ctaylor@Beaumont.gov <ctaylor@Beaumont.gov>
Sent: Mon, Jun 6, 2022 9:53 am
Subject: Summit Station

Please add our names to the growing opposition of the proposed Summit Station development.

G110-1

My wife and I live in the Solera community of Beaumont, California. In addition to the usual noise and environmental concerns, let me add a few more.

In case of a disaster requiring evacuation of the Solera community, truck traffic along Brookside Ave will cause evacuations from Solera to be extremely difficult. Brookside Ave is the primary evacuation route for Solera with three entry/exit gates on Brookside Ave. There are many homes on the west side of the community that will use these gates to exit. Brookside with all the truck traffic and employee traffic will make evacuations next to impossible. Increased truck traffic will also delay emergency responders responding to Solera and other communities facing Brookside Ave and Cherry Valley Ave. The Solera community will be negatively affected by the proposed Summit development regardless of whatever traffic pattern is implemented.

G110-2

Water....Our state, county and city is in a continual drought. Solera residents and HOA are actively reducing our water usage. My wife and I water our lawns twice a week and take other steps to conserve water. The Solera HOA has reduced its greenbelt watering program by fifty percent. That being said, The proposed Summit development would wipe out any water conservation programs that Solera and its residents have implemented. The Summit development is going to use massive amounts of water during construction. Once completed, Summit Station tenants will use water for restrooms, break areas and fire protection systems to include sprinkler systems, interior fire hydrants and most likely truck washing bays. Lets not forget any landscaping the Summit Station will put in and have to maintain. The obvious question is where does all that water come from? Does our community suffer at the hands of the Summit development? I should hope not. Water conservation is huge and rightfully so. I hope a water usage study was conducted to further prove my point. Massive developments use massive amounts of water that our community does not have.

G110-3

Fire protection is going to be costly in the event of a fire. One only has to look as the massive warehouse fire the occurred in Redlands off the I-10 Freeway last year. As a retired firefighter, I can already see that the warehouse will have a massive fire load. Responding fire units will be initially overwhelmed by the amount of fire and lack of resources to fight a fire of this size. The closest fire station will be coming from Cherry Valley followed by the two other Beaumont fire stations further east of the development. Other fire mutual aid will be coming from nearby communities. Police resources will be overwhelmed in the form of evacuation support and road closures. All these committed fire resources will put a strain on the City of Beaumont and Cherry Valley should another fire/medical emergency take place at the same time. At present, there is no Beaumont fire station west of Oak Valley Parkway. I strongly urge the city council to immediately build a temporary three bay fire station housing two paramedic fire engines and one ladder truck company, all fully paid and staffed regardless of the outcome of the Summit Station development.

G110-4

In closing, I respectfully ask that the City of Beaumont and other governmental agencies strongly oppose the Summit Station development. No amount of increased tax money is worth putting lives at jeopardy. I believe our community has enough warehouses as it is. More warehouse and other large scale developments using massive amounts of water, causing massive traffic problems and impacting public safety of Beaumont and it neighbors is not needed now or in the future. I respectfully ask that the City of Beaumont to vote no on the proposed Summit Station development.

G110-5

Ron and Debbie Monroe

1 *This page intentionally left blank.*

Responses to Comment Letter G110 – Ronald and Debbie Monroe

G110-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

G110-2 Traffic (diesel) circulation associated with the Project would predominantly occur between the Project site and the I-10/Cherry Valley Boulevard interchange. Traffic (diesel) associated with the Project would not frequent Brookside Avenue, as the Project is not accessible via Brookside Avenue, nor is there a fully functional interchange at I-10 and Brookside Avenue. Project traffic would not overrun roadways associated with residential neighborhoods.

According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

As noted in **Section 4.13, Public Services** of the DEIR (page 4.13-10), the Riverside County Fire Department (RCFD) has reviewed the Project design to ensure conformance to RCFD requirements and would thereby reduce demands on fire protection services. Additionally, payment of the Fire Protection impact fees, property taxes, and other revenues generated by development within the Project area would be available to the City to offset any increased costs for fire protection services with little or no net effect on the City's budget).

G110-3 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

A Water Supply Assessment (**Appendix I**) was prepared for the proposed Project. The WSA determined that there are adequate water supplies to service the Project during normal, dry, and multiple dry years. Refer to **Appendix I** and **Section 4.17, Utilities and Service Systems**, of the DEIR for additional information.

G110-4 Refer to response to G110-2 above. Furthermore, as stated in **Section 4.13, Public Services**, of the DEIR (pages 4.13-10 through 4.13-11), The Project would not directly increase population and the officer to population ratio would remain the same and would not substantially affect service ratios, response times, or other performance objectives.

G110-5 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

Comment Letter G111 – Michael Collins

Christina Taylor

From: Michael Collins <mkcollins@gmail.com>
Sent: Monday, June 06, 2022 10:10 AM
To: Christina Taylor
Subject: Beaumont Summit Station
Attachments: Beaumont station.doc

Ms. Taylor,

Attached, please find my letter in opposition to the Beaumont Summit Station project. Thank you for allowing me the opportunity to speak to the unbridled growth of warehouse space in the once, pristine Pass Area and for helping to get my voice heard. G111-1

Michael Collins
Banning, CA
714-469-3572

While I am not a citizen of Beaumont, I do live in the Pass Area and this project will directly affect me as I travel the I-10 corridor, specifically the Cherry Valley off ramp as I have children and grandchildren that live there, and do the vast majority of my shopping in Beaumont.

When we retired a few years ago, we decided to take what little we had and leave the built up, noisy, polluted Orange County and move to the Pass Area for its pristine scenery, open spaces and to be closer to our kids. What a mistake that was! In the few years we have lived here, we have watched the explosion of millions upon millions of square feet of warehouse spaces either built, under construction or in the planning stages. Most of the warehouses being built or in the approval process don't even have tenants, they are being built on the premise that, because there is currently a shortage of space, companies will flock to occupy them. California is in the middle of an historic drought and yet they continue to add these huge buildings, with no infrastructure (roads, water, sewer, electrify) in place to support them! Beaumont Summit is a prime example of this. Yes, eventually the Cherry Valley interchange with the I-10 will be upgraded, but not until years after the millions of square feet of warehouses, along with the hundreds of additional daily truck trips have already begun. It was less than a year ago when Beaumont spent hundreds of thousands of dollars to update their General Plan, a vision for how they wanted to see the area growth planned. And now some developer wants to change all that with the promise of jobs. Anyone who has ever worked in the warehouse industry knows this of the lie that is. With increased automation, what few jobs they offer are low wage, dead end affairs. I know that where I live, all the City Council keeps repeating is "but they're giving us four million dollars in developer fees!", which is about 1 and a half times what they should be. It seems the elected officials in the Pass are care more for developer fees than they do for the people they promised to serve!

The Inland Empire in general and the Pass are in particular is either the second or third largest area in the Country for turning farmland and beautiful vistas for large, squat, ugly warehouses. Our area consistently has the WORST air quality in the Nation because of geography and one of the only east, west truck routes in and out of Southern California and now they want to add hundreds of additional truck trips to our area, with all the

G111-2

unknown hazards of diesel particulate matter?!? And yet, the EPA says these warehouses can offset all the truck air pollution by using electric forklifts and installing solar panels on the buildings. How does that keep us from being assailed by the light, noise and air pollution all these trucks and warehouses bring? I spent many years as an over the road trucker and can attest to the fact that, in order to maintain their comfort, drivers will idle their trucks to maintain the heating or air conditioning in their trucks. How do solar panels and electric forklifts offset that? That's like saying if you create 100 acres of rain forest in Brazil, you can spew several hundred more metric tons of particulate matter into the air in California! It's for that reason that many cities in the Inland Empire have declared moratoriums on warehouse development; they just don't know the long term effects of all that fine silt getting pushed into people's lungs. It's the same throughout the Pass area, warehouses are built, truck trips increase and there are still not the roads and other things needed to support them, in place. An example of this can be seen along the 215 corridor between Moreno Valley and Menifee where, So Cal Edison won't even commit to being able to power the vast majority of them! In Redlands, where warehouses have grown without restriction, try getting off the I-10 at California Street. Because of all the warehouses built there, traffic does not move because of the number of trucks and this is happening in the entire Pass area as well and will only get worse with the hundreds of millions of square feet of warehouse space planned for the Pass area!! Is that what we want to raise our children and grandchildren in or want to see happen to our area? Even though I live in Banning, I have to drive those roads everyday and have watched traffic deteriorate badly in this time. Between Yucaipa and the Morongo Reservation I find semi trucks in every lane on the freeway, not just the right two where they are restricted by law. Adding several million more square feet of warehouse space will only exacerbate an already intolerable problem.

Thank you for taking the time to listen and hopefully hear what I have to say.

Michael Collins
714-469-3572
Banning, CA

This page intentionally left blank.

Responses to Comment Letter G111 – Michael Collins

- G111-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G111-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers. The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality, transportation, and utilities and service systems related impacts. Refer to **Section 4.2, Air Quality**, **Section 4.15, Transportation and Traffic**, and **Section 4.17, Utilities and Service Systems** of the DEIR for additional information.

This page intentionally left blank.

Comment Letter G112 – Sharon Sylva

June 5, 2022

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

Regarding: Proposed 2.5 million square foot warehouse on Cherry Valley Blvd.

Dear Christina:

This letter is against the change of zoning and building of the 2.5 million square feet of warehouse to be located on Cherry Valley Blvd. and here are the reasons why.

1. The Inland Empire already is facing the WORST AIR POLLUTION and TRAFFIC CONGESTION in the entire United States.
2. Data compiled by UCLA has shown that 71% OF CHILDREN OF 10 YEARS AND UNDER LIVING IN THIS AREA HAVE ASTHMA.
3. The American Lung Association has RATED RIVERSIDE COUNTY WITH AN "F" FOR OZONE AND PARTICULAR MATTER POLLUTION.
4. With the increasing number of warehouses along with the semi-truck traffic in the Pass area, there WILL BE A DRAMATIC INCREASE OF ASTHMA, LUNG CANCER AND CARDIOVASCULAR DISEASES.
5. South Coast Air Quality Management District (SCAQMD) found that PEOPLE LIVING AS CLOSE AS A HALF-MILE FROM WAREHOUSES HAS A HIGHER CHANCE OF DEVELOPING COMPLICATIONS WITH HEART DISEASES AND ASTHMA.

This warehouse and any other proposed warehouses will destroy the Pass area with more air pollution, traffic congestion, children's safety, water use, real estate and the beauty of this area.

Please consider the welfare of the residents living here.

Thank you for all that you can do to stop this warehouse and any others from being built.

Sharon Sylva.

Sharon Sylva
1395 Paradise Island Ln
Banning, CA 92220

G112-1

G112-2

This page intentionally left blank.

Responses to Comment Letter G112 – Sharon Sylva

G112-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

G112-2 Comment noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Similarly, **Section 4.15, Transportation**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. In addition, A Water Supply Assessment (**Appendix I**) was prepared for the proposed Project. The WSA determined that there are adequate water supplies to service the Project during normal, dry, and multiple dry years. Refer to **Appendix I** and **Section 4.17, Utilities and Service Systems**, of the DEIR for additional information.

Lastly, evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G113 – Mary L. Noll

Christina Taylor

From: marylou noll <marylounoll@msn.com>
Sent: Monday, June 06, 2022 11:38 AM
To: Christina Taylor
Subject: Summit Station

I am opposed to this development for the following reasons:

G113
-1

This property is not zoned for industrial use. Do not let the developer change the zoning.

G113
-2

Air pollution from a 2.5 million sq. ft. warehouse with trucks arriving 24/7. Our air quality is already at risk from the warehouses on Cherry Valley Blvd.

Lack of infrastructure, this area can't handle 18 wheelers. The proposed change to the Cherry Valley Interchange will take years to build. Brookside over Interstate 10 is only two lanes wide. It can hardly manage the traffic going to and from the high school.

G113
-3

Warehouses do not belong next to residential areas. The City of Colton just stated this in not allowing a warehouse building permit. Beaumont has an Industrial-Warehouse district on 4th Street. Please keep warehouses there.

My husband and I moved to Solera to be close to our son and his family. We wanted a quiet and well-maintained community. We enjoyed the views of the rolling hills and countryside. I lost my husband to Covid in 2020. This development, if approved, will impact the quality of life for myself and 1,290 households in Solera and many more on either side of Interstate 10.

G113
-4

Please do not change the zoning.

Sincerely,

Mary L. Noll
1738 Snowberry
Beaumont, CA 92223

Sent from [Mail](#) for Windows

This page intentionally left blank.

Responses to Comment Letter G113 – Mary L. Noll

G113-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

G113-2 See response G113-1 above. The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality impacts. Refer to **Section 4.2, Air Quality**, for additional information.

G113-3 See response G113-1 above. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA. The DEIR includes a full discussion of all required impacts, as required by CEQA.

G113-4 See response G113-1 above.

This page intentionally left blank.

Comment Letter G114 – Jodi Lindman

Christina Taylor

From: Jodi Lindman <jodilindman@gmail.com>
Sent: Monday, June 06, 2022 1:10 PM
To: Christina Taylor; Lloyd White
Subject: Summit Station

6/5/22

Dear Beaumont City Council,

RE: Summit Station Warehouse

The time has come for you to lead the city of Beaumont into the city of tomorrow. Not to follow the other cities in the Inland Empire who have sold out to big business and corporate greed. Our city should be about all our residents, from children to seniors, their welfare should be your main concern. Not some shortsighted financial gain that in the end will cause pollution which will cause health problems, traffic which could cause accidents leading to deaths, and lower paying jobs. As a 10-year citizen of Beaumont, I have watched in horror as the traffic continues to bottleneck many times coming to a standstill. Many residents have moved to Beaumont for cleaner air, good schools and parks and open space. Move traffic and the continued building of warehouses will only make our community less desirable and therefore effect our property values. Having another warehouse located off Cherry Valley Blvd will only increase traffic, pollution, and car accidents. Many families used both Cherry Valley Blvd and Brookside Ave to take their children to school. Also, many high school students are also driving themselves to school, which creates a serious situation with hundreds of diesel trucks sharing the road. One death is too much. What we need in North Beaumont is shopping, theaters, nice restaurants, and hotels. Services that families can enjoy. The Beaumont planning commission has already made mistakes. Placing all our services off Highland Springs has already been a traffic nightmare. Infrastructure and planning have not kept pace with growth, the freeway interchanges are inadequate for the traffic, and that will hold true with Cherry Valley Blvd. Yes, I see they are planning a new interchange, but in reality, how long will that take to build and once built will it accommodate the new traffic and growth. Just go down to Redlands and see the traffic nightmare at all the interchanges brought on by warehouse traffic.

The city of Beaumont supported stopping the Gateway Warehouse in Cherry Valley, what has changed to make you now think it's a good idea to build one across the street in Beaumont? How much money are you getting from the landowner (who was first in line to support the Gateway Warehouse), the developers? Is it really worth a lifetime of ruining our Beautiful community of Beaumont. You have a choice to bring our beautiful community into the future and say no to warehouses and yes to sustained growth with emphasis on families and seniors who call Beaumont their home.

I have included a condensed version of the LA times article written by *Susan A. Phillips* is professor of environmental analysis and director of the Robert Redford Conservancy for Southern California Sustainability at Pitzer College. <https://www.latimes.com/opinion/story/2022-05-01/inland-empire-warehouse-growth-map-environment?fbclid=IwARISUFOexM7G0Os9qeFUUTdbJyCajPYOy2ck-u2vwKoctkVXYMf8mu7Vd0E>

"Over the last 20 years, I've watched open land and farmland in the Inland Empire become a gridlocked sea of warehouses. These giant boxes have worsened traffic, air quality, cancer rates and chronic health problems in the region and have cemented poverty here. The industry once touted as a blue-collar miracle is instead filled with [temp jobs](#) rife with [health and safety issues](#), [wage theft](#), little job security and a future in which [robotic workers](#) are predicted to reign supreme. "There are more than 3,000 warehouses in San Bernardino County and nearly a thousand more in Riverside County. (Graham Brady / Redford Conservancy at Pitzer College)"

G114-3

Forty percent of the nation's goods now travel through the Inland Empire, mainly in diesel trucks but also via trains and planes. Their combined emissions caused the Riverside-San Bernardino-Ontario area to have [the worst air quality](#) in the United States as of 2019. This means we have more days of high ozone and particulate matter exposure than most places in the country.

The Inland Empire is at a breaking point. More than a dozen groups throughout its vast 27,000-square-mile region are attempting to pass [moratoriums](#) on warehouse construction. **But conservative politics and development money continue to win out.** City councils in what are known as "[diesel death zones](#)" routinely sacrifice the health of residents for economic benefit in areas that often have lower income populations. New construction of warehouses should be minimized if not eliminated. Community participation in the planning process should become a priority.

Creating a regional commitment to the principles of national and state legislation to conserve 30% of open and working lands, and coastal waters, by 2030 could make the Inland Empire a keystone region for nature-based solutions to climate change.

Today, each new warehouse — each new dot on the map — represents a new group of people struggling to have their voices heard. Senior citizens in Banning. Community members in Fontana, Colton or San Bernardino. Concerned neighbors in nearby Bloomington. Residents in Moreno Valley. Farmers and families in Ontario." And family neighborhoods in Beaumont." " LA Times

Please say no to approving the Summit Station Warehouse. Instead continue on with the main plan bringing services and housing to the area.

Regards,
Jodi Lindman
933 Southwind Ct'
Beaumont, CA 92223
jodilindman@gmail.com

Responses to Comment Letter G114 – Jodi Lindman

G114-1 Comment noted. Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR. However, your comment will be taken into consideration by decision-makers.

The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality impacts. Refer to **Section 4.2, Air Quality**, for additional information. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

Similarly, **Section 4.15, Transportation and Traffic**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA. The DEIR includes a full discussion of all required impacts, as required by CEQA.

G114-2 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

- G114-3** Comment has been noted will be taken into consideration by decision-makers. This comment is an article from the LA times to support the commentor's reasoning for opposing the proposed Project.

Comment Letter G115 – Laura Welch

Christina Taylor

From: Laura Welch <lwelch731@gmail.com>
Sent: Monday, June 06, 2022 1:44 PM
To: Christina Taylor
Subject: Summit Station

Dear Planning Commissioners:

We adamantly oppose the mega warehouse proposed to be located between Cherry Valley Boulevard and Brookside Avenue. We moved here from San Bernardino County for a different quality of life and we believe this project could subject many to great health risks and that it could also environmentally devastate our area that we have come to love so much. Our community cannot withstand this mega warehouse and we respectfully and adamantly request denial of this project.

G115-1

James and Laura Welch
1008 Blackhawk Dr.
Beaumont CA, 92223
909-633-5464

Sent from my iPhone

This page intentionally left blank.

Responses to Comment Letter G115 – Laura Welch

- G115-1** Comment noted and will be taken into consideration by decision-makers. The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality and health risk related impacts. Refer to **Section 4.2, Air Quality** for additional information. A Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR) and determined that the proposed Project would not have an adverse impact on surrounding residents.

This page intentionally left blank.

Comment Letter G116 – Dennis James

Christina Taylor

From: Dennis James <gmcbone.dj@gmail.com>
Sent: Monday, June 06, 2022 2:11 PM
To: Christina Taylor
Subject: Summit Station Warehouse Project

To whom it may concern,

As a Solera homeowner I am extremely troubled by the proposed warehouse project. Before purchasing our home we researched the surrounding area and found it to be of a rural nature and the existing zoning and general plan designation supported that distinction. So why spend the money and effort to create a general plan for land use if the powers that be are just going to violate the provisions whenever the mood strikes them? Talk about a violation of the public trust!! This action is unconscionable!! Have you forgotten your elected oaths? Where does your allegiance lie, with the citizens of Beaumont and the pass or with the developers? This project is definitely not in the best interests of the citizens of Beaumont!! So why violate the general plan, provide exemption from the zoning designation and walk all over the public trust to curry favor with the developers?? We implore you to do the right thing and reject this project.

G116-1

Sincerely,
Dennis and Adel James
952 Brentwood Rd
Beaumont, Ca

This page intentionally left blank.

Responses to Comment Letter G116 – Dennis James

G116-1 As discussed in Chapter 3, Project Description, the Project includes, but limited to, the following approvals:

Specific Plan Adoption. SP2021-0005

Adoption of the proposed Specific Plan is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes, and would replace the existing Sunny-Cal Specific Plan. The proposed Specific Plan would implement the City's General Plan as amended. The Specific Plan would be considered by the Planning Commission and City Council and would be adopted by Ordinance and would become the zoning for the Project.

General Plan Amendment No. PLAN2021-0656

The Project site is presently designated as "Single Family Residential" by the General Plan. A General Plan Amendment would change the property's land use designation from Single Family Residential to Industrial, General Commercial, and Open Space. The proposed land use designations would be consistent with the proposed e-commerce center, commercial area, and permanent open space uses.

To reiterate, upon approval the proposed Project's entitlements, the proposed Project would be consistent with the City's Zoning Ordinance and Zoning Map and the General Plan Land Use Map.

This page intentionally left blank.

Comment Letter G117 – James and Sherri Andervich

Christina Taylor

From: Sherri Andervich <i2scribe@earthlink.net>
Sent: Monday, June 06, 2022 2:24 PM
To: Christina Taylor
Subject: Summit Station

My husband and I strenuously oppose the construction of a 2,5 million sq.ft. warehouse on Cherry Valley Blvd. adjacent to our Solera community. G117-1

James & Sherri Andervich

1678 Woodlands Rd.

951-797-0085

This page intentionally left blank.

Responses to Comment Letter G117 – James and Sherri Andervich

- G117-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G118 – Russell Thompson

Christina Taylor

From: Russell Thompson <redlandsruss@yahoo.com>
Sent: Monday, June 06, 2022 2:31 PM
To: Christina Taylor
Subject: Summit Station Warehouse

This will document my opposition to the construction of the Summit Station Warehouse. There are several reasons why I feel this way: (1) It will add more traffic to what will be an overcrowded freeway access and will require that a new freeway access be built. (2) Because of the amount of vehicles going in and out, it will create more pollution to the environment. (3) It will create a noisier environment.

G118
-1

I moved to Solera to get away from congestion, not to be in the midst of it. Thank you for your attention and consideration of this matter

Russ Thompson

This page intentionally left blank.

Responses to Comment Letter G118 – Russell Thompson

G118-1 The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality impacts. Refer to **Section 4.2, Air Quality**, for additional information. Similarly, the DEIR fully analyzed and disclosed all noise related impacts associated with the Project. Refer to **Section 4.11, Noise** for more information.

Similarly, **Section 4.15, Transportation and Traffic**, fully analyzes and discloses all traffic-related impacts associated with the proposed Project. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA. The DEIR includes a full discussion of all required impact analyses, as required by CEQA.

This page intentionally left blank.

Comment Letter G119 – Carlos Gutierrez

Christina Taylor

From: Carlos Gutierrez <carlosgutierrezxco@gmail.com>
Sent: Monday, June 06, 2022 3:06 PM
To: Christina Taylor
Subject: Beaumont Summit Station

Hello Christina, I am a resident in the Stetson neighborhood here in Beaumont. I have reviewed the Draft EIR regarding the Beaumont Summit Station and I'm very concerned with the impact the proposed development will have on the City of Beaumont, surrounding cities, and all the residents. The traffic, the air quality, the noise, the pollution, the wildlife, will all negatively affect the residents in Beaumont. This is not the location for a warehouse. I will be at the public hearings to oppose the proposed Beaumont Summit station. It should stay zoned for the Sunny Cal Specific Plan.

G119-1

Carlos Gutierrez
(951)323-6129

This page intentionally left blank.

Responses to Comment Letter G119 – Carlos Gutierrez

- G119-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G120 – Judith Kropf

Christina Taylor

From: Judith Kropf <jkropf@2data.net>
Sent: Monday, June 06, 2022 2:38 PM
To: Christina Taylor
Subject: Summit Station Warehouses

I live in Solera and how dare you planing commissioners even think of changing the city plans from residential property to commercial property. this whole area south of Brookside Ave is a senior community and we have enough health problems without having all those trucks with there pollution. In the last 4 months our air quality has only hit good 4 days and the rest of time it has been moderate to unhealthy for the 4 months. I know my health has been declining with all the truck traffic around here. We now have too many warehouses in this area. Also our electric so expensive around here and it will only get worst with their power being on 24/7. our power gets shut off too often now. when it gets shut off again I personally will go after the city for any lose of food or any fires we might have. Now we have to watch the use of water and you can fine me for not doing that if you bring in these warehouses. Are we going to have to pay for the upkeep of all our roads around us or are you going to charge the developer? I hope they will have to stay off of Brookside and only use Cherry Valley. We are paying all these mellow rouse taxes for upkeep of the roads and fire department and water coming into the area. The warehouses on Cherry Valley did not have to pay any of that and they still don't have to. I hope they will have to also.

G120
-1

G120
-2

Judith Kropf

1570 Castle Pines Lane, Beaumont, CA

This page intentionally left blank.

Responses to Comment Letter G120 – Judith Kropf

G120-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

G120-2 Refer to response to G120-2 above.

This page intentionally left blank.

Comment Letter G121 – Susan Gagnon

Christina Taylor

From: Sue <singinsue3@yahoo.com>
Sent: Monday, June 06, 2022 3:18 PM
To: Christina Taylor
Subject: Beaumont Summit

I am writing to protest another large warehouse being build across from the one still being built on Cherry Valley. As a resident that moved to Cherry Valley for a more rural atmosphere that is being taken away little by little. We are already feeling the effects of the building process and it will continue to get worse as hundreds of trucks begin going into and out of the warehouse now being built. The smog from the diesel trucks, the road (Cherry Valley) already being torn up, and the traffic is already a mess for those of us that use it daily, and will continue to get worse when the first warehouse actually opens. It is already dangerous even trying to get on the freeway at Cherry Valley or crossing over due to the huge development on the other side of the freeway. They changed the zoning for the first warehouse and now want to take away the rural area on the other side by changing the zoning there also. Please re-consider another ugly, large warehouse and adjacent proposed hotel, restaurants and whatever else are in the plans.

G121
-1

Thank you for your consideration.

Susan Gagnon
10760 Deerfield Dr.
Cherry Valley, CA

This page intentionally left blank.

Responses to Comment Letter G121 – Susan Gagnon

G121-1 Comment noted. **Section 4.15, Transportation and Traffic** of the DEIR fully analyzes and discloses all traffic-related impacts associated with the proposed Project. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.

The Locally Preferred Alternative will include the following improvements:

- Widen Cherry Valley Boulevard to two lanes in each direction
- Add turn pockets along Cherry Valley Boulevard approaching on-ramps
- Add pedestrian crosswalks and curb ramps
- Reconstruct and realign on- and off-ramps
- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

Although not required as part of CEQA, the Project includes a full Traffic Impact Analysis that contains an LOS discussion; refer to **Appendix K** of the DEIR. This additional information is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer considered a significant impact under CEQA.

This page intentionally left blank.

Comment Letter G122 – Nancy Carroll

Christina Taylor

From: Nancy Carroll <nancyjeanc@gmail.com>
Sent: Monday, June 06, 2022 3:27 PM
To: Christina Taylor
Subject: Beaumont Summit Station EIR response letter
Attachments: Summit Station Comments.docx

Dear Christina,

I hope you are doing well. I have always been impressed with the good work you are doing. Please accept my comments on the proposed Beaumont Summit Station.

G122-1



Best to you,
Nancy Carroll
949 510-3560
1165 Lantana Road
Beaumont, CA. 92223

Response to EIR

Summit Station, Beaumont CA

To: Christina Taylor

From: Nancy Carroll

1165 Lantana Rd.

Beaumont, CA. 92223

I am opposed to approval of the Beaumont Summit Station EIR and allowable permitting of the plans submitted for land use changes to this site. I have read through the EIR and while I could find fault with many of its assumptions and statistics I will focus on other areas.

As many know, there was an incredible outpouring of opposition to the approval of the "Gateway Warehouse" on Cherry Valley Boulevard for a speculation warehouse. The name was changed by the developer from the Gateway warehouse. He should have left it named as such. We all knew that it was an attempt to "punch a hole" into Cherry Valley Boulevard and redefine the area as a speculative warehouse spot instead of an entrance into Cherry Valley, Oak Glen and our beautiful rural communities. It now stands as a Gateway to greed and speculation. We were also aware of the risk to the surrounding land to become "warehouse fertile".

And so here we are. I love Beaumont and Cherry Valley. As an elected, I spent many hours pouring over the General Plan. I listened to the specific plan for this land use that we are now referring to in this EIR. It was to have parks, housing, and families. I talked with the owner personally about his intentions. We took the largest amount of money that Beaumont has ever spent to develop and honorable, promising, and well-designed General Plan. This was taxpayer and resident money that we spent to develop a general plan that did not allow for warehouse/logistics in this location, but instead followed good land use design principles and segregated this type of development into an area where roads and infrastructure could well serve these uses.

So, this is how it works. The inappropriate warehouse on Cherry Valley can now be "used" as an excuse to put another across the street. The new "lucky rabbits' foot" for developers to pull out of their pockets won't be "it provides us with the good jobs we need" spouted by the previous pockets lined with silver. New justifications out of the mouths of profiteering, other quid pro quo or even to refill the greedy campaign chests of election candidates will be what they espouse. Now you will hear other siren songs - "but it will use less water (of course, but in a different location this is true also)" "We will make it look nice, give shopping choices too or office space (true in any other location also)". If it looks like an inappropriate usage by the general plan, it is. No smoke and mirrors required.

PUT IT WHERE IT BELONGS! Too bad you didn't buy the land in the warehouse zoned area. So sympathetic that you took a risk that you could convince poor cities that they needed your dollars more than they needed to respect their residents. I have faith that the City of Beaumont will not be sold out so easily. I know we have excellent planning staff. I believe that the people who work in the city know how much this community cares about how it is developed, how it grows. I know my fellow Council

G122-2

members have integrity. If they are planning on living here and not relocating, they will have to face their neighbors and constituents. Most would not sell them out so quickly.

So, I believe that for the following simple reasons the Summit Station will not and should not be approved.

- There is a zoned warehouse area -this is not located in it
- There is some money you are better off without. You no longer need it so desperately. When on Council we were worried about not going bankrupt. Through the TEAM of Council, staff, and the support of our residents, we now have a \$30 million surplus. Continue with sound leadership and disagree with this proposal.
- It is inappropriate for truck traffic, safe roads to schools, another pin in the warehouse coffin for a rural location
- Speculators are allowed to put any project forward as a proposal, that does not mean they should get approval
- We spent over a million dollars on our General Plan. It is only a few years old. When you add the contract price of developing this plan, staff hours and oversight this was well over a million-dollar investment in our planning and future.
- Don't show them they are right – they can buy anything, promise anything, profiteer, and leave. Have you seen that mausoleum on Cherry Valley Boulevard? The one where they scoffed at us and said we would never even see it? Could it have gone in a properly zoned area? Yes. Would they have made as much carpetbagging money? No.

Often the ruse is to float an EIR, get what the noise is about, and then proffer compromise. Just say no, move to the warehouse area, pay up for that land if you really believe in your project. To pull the bait and switch on our planning department, residents and city leadership is to profiteer on the backs of our families, seniors and taxpayers.

Respectfully,

Nancy Carroll

G122-3

This page intentionally left blank.

Responses to Comment Letter G122 – Nancy Carroll

- G122-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G122-2** Refer to response to G122-1 above.
- G122-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers. As discussed in Chapter 3, Project Description, the Project includes a Specific Plan Adoption, General Plan Amendment, Plot Plan/Site plan approval, tentative parcel map approval, and statutory development agree. With the approvals the proposed entitlement, the Project would be consistent with the General Plan and Zoning Map.

This page intentionally left blank.

Comment Letter G123 – Ron Roy

Christina Taylor

From: Ron Roy <rroy310@gmail.com>
Sent: Monday, June 06, 2022 6:15 PM
To: Christina Taylor
Subject: Re: BEAUMONT SUMMIT STATION

Thank you Ms. Taylor!

On Mon, Jun 6, 2022 at 4:39 PM Christina Taylor <Ctaylor@beaumontca.gov> wrote:

Good afternoon Mr. Roy,

Thank you for taking the time to comment. Your comments will be included for the record and will be provided to Planning Commission and City Council ahead of the meetings.

G123-1

CHRISTINA TAYLOR

Deputy City Manager

City of Beaumont

550 E. 6th Street, Beaumont, Ca 92223

Desk (951) 572-3212

BeaumontCa.gov

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



#ACITYELEVATED

From: Ron Roy <rroy310@gmail.com>
Sent: Monday, June 06, 2022 3:48 PM
To: Christina Taylor <Ctaylor@beaumontca.gov>
Subject: BEAUMONT SUMMIT STATION

Dear Ms. Taylor

Attached please find my comment letter to the above project

Please confirm timely receipt.

Thank you.

Ron Roy

35161 Hogan Dr, Beaumont, CA 92223



Christina Taylor

From: Ron Roy <rroy310@gmail.com>
Sent: Monday, June 06, 2022 3:48 PM
To: Christina Taylor
Subject: BEAUMONT SUMMIT STATION
Attachments: Ron Roy_Beaumont Resident_Comments to SummitStationEIR final.docx

Dear Ms. Taylor

Attached please find my comment letter to the above project

Please confirm timely receipt.

Thank you.

Ron Roy
35161 Hogan Dr, Beaumont, CA 92223



June 6, 2022

To:

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

From:

Ron Roy: Beaumont Resident: Fairway Canyon
Beaumont, Ca. 92223
rroy310@gmail.com

Re:

BEAUMONT SUMMIT STATION

Dear Ms. Taylor

Beaumont Summit Station DEIR Table of Contents CATEGORIES

There's no such thing as an absolute property right and never is that truer than in this poorly conceived and poorly located zone change request for a largely warehouse development, (with a paltry sprinkling of "mixed use") in a rural residential valley next to large residential communities. Under CEQA and common sense, this project must be denied.

G123-2

Beaumont should not become an industrial town like Vernon or Industry. The city's look, its signature, should be one of a pristine residential community with high quality retail and recreation attractors. This massive warehouse project will undermine, and forever scar, this areas vision and quality of life.

The biggest problems with this project

1. Warehouse jobs are now widely proven as high turnover, low wage, physically demanding jobs, rather than bringing good paying sustainable jobs, with long term benefits and prospects, mostly non-union. The people working in these warehouses will not be able to afford to live in the Area as the price of housing is too expensive for their average incomes (\$45,000) to support housing financing, taxes, and upkeep.
2. Warehouses attract and concentrate hundreds of diesel big trucks to a single site emitting some of the most dangerous air pollution. 80% of all big rigs on the road in California are diesel engine driven. Warehouse pollution will be particularly dangerous and cause numerous deadly health effects on sensitive receptor humans and the sensitive receptor communities/facilities near the project, such as the residential communities south of Brookside and north of I10, Cherry Valley Rural residents, Fairway Canyon, Tournament Hills, Oak Valley Greens, Summerwind, Singleton Rd., nearby mobile home parks, school facilities like Beaumont High School, Brookside Elementary,

G123-3

G123-4

- San Geronimo Middle School, Summerwind Middle School, Tournament Hills Elementary, Three Rings Elementary, Highland Academy Charter School, Palm Innovation Academy, Glen View High School, Starlight Elementary; also the medical facilities in the Pass Area, such as San Geronimo Hospital, Highland Springs Medical Offices. Nearby community parks, sports facilities, and the Beaumont Soccer fields. There are also sensitive receptor recreation centers with outdoor pools such as Solera, Fairway Canyon, Four Seasons.
3. Beaumont, and other areas in the Inland Empire and SoCal, have warehouse districts with the land and infrastructure to better support, mega warehouses of the scale of proposed 2.5 million sq.ft proposed for Summit Station. Under CEQA alternative analysis (CEQA section 15126 et.al), the applicant must reasonably and adequately consider these alternatives, which might be better solutions/locations for a large scale warehouse project than the current proposal. G123-5
 4. Warehouses, by their very physical nature/configuration, are impossible to design in a dynamic and creatively diverse and attractive way. The economics of warehouse design require them to be massive featureless high profile (now reaching well over 50 feet high) rectangular structures that appropriate massive amounts of land, in order to support the volume of merchandise that must be sorted and distributed inside and transported by hundreds (thousands) of big rig trucks. Warehouses will blight the bucolic Cherry Valley area. There is not aesthetic remedy. G123-6
 5. Traffic: Cherry Valley Boulevard is ill suited to support thousands of big-rig trucks, breaking on the steep grades, and queueing up at the warehouse entrances and Cherry Valley interchange. G123-7
 6. Noise pollution has not been sufficiently mitigated.
 7. Cumulative effect of warehouse pollution from project and other Pass warehouses. will cause unsustainable air quality conditions for Pass Residents. G123-8

Below are my comments in more detail to sections in the EIR. References from the EIR or other sources will be in **BLACK** font color. My comments will be in **RED** font color:

Draft Environmental Impact Report

- o **3.0 Project Description**
- o PDF NOI 1: The Project would be grade separated by approximately 48 feet and would include a retaining wall that would attenuate noise between the loading docks and receptors to the east. Elevation drawings must be included for public review. A minimum wall height, natural berm, or other man-made or natural verticle barrier around, and nearby, the project sites perimeter needs to be established which hides the buildings appearance from vehicular traffic (assuming maximum vehicle height of 14 feet high) from G123-9

I10 (North right-of-way boundary between Brookside Avenue and Cherry Valley Blvd., Brookside Avenue, Cherry Valley Blvd. and the eastern property line (for ¼ mile).

- **Exhibit 3.0-8: Cross Sections of Cherry Valley Blvd and Brookside Ave.** Cherry Valley Blvd, should have, at minimum, the same lane configuration as Brookside Ave. (as depicted in Brookside Cross Section), with the addition of dedicated, northeast/southwest truck lanes (adding 2 more lanes minimum to Brookside Cross Section, one on each side) on Cherry Valley Blvd. from the project to I10 interchange. Truck lanes shall be 14' wide. No truck traffic is allowed northeast of the projects northeast corner. Signage to that effect must be installed.

The replication of the Brookside Ave design with the addition of dedicated truck lanes is important as this also mitigates the combined effect of added big-rig trucks traversing to-and-from I10 to support both Summit Station and San Geronimo Crossing Warehouses.

- **Exhibit 3.0-11: Conceptual Drainage Plan:** All runoff water must be 100% recaptured, recycled and returned to either the retreated or domestic water supply.
- **Exhibit 3.0-12: Conceptual Grading Plan:** Need a cross-section elevation drawing showing how the building and site profile will look from street level point-of-view.

- **4.0 Environmental Impact Analysis**

- **Table 4-1, Cumulative Projects:** Table 4.1 fails miserably in providing public with relevant information on cumulative impacts of projects: For each project identified, an **emissions score** needs to be established for that use/project, so that the public understands the current emissions that are being generated for all existing projects. Public needs to know the difference in emission scores (amount of emissions from various pollution sources such as particulate matter, GHG, nitrous oxide, and other emissions designated by AQMD and CARB). I would expect dramatically different emission scores from say, the Shopoff Warehouses, South Beaumont Warehouse Projects, Hidden Canyon Industrial Park, Jack Rabbit Trail Warehouses (SR60), Banning Warehouse Projects, Cabazon warehouse projects, vs. the specific plan communities like Solera, Oak Valley Specific Plan, Heartland SP, and Summerwind, Banning and Calimesa residential communities vs retail centers like 2nd Street Marketplace, San Geronimo Village etc. and Beaumont's few industrial sources.

Then emission scores need to be established for Summit Station Warehouses, and other proposed warehouse projects scheduled for Beaumont (jackrabbit trail warehouses), Banning (Banning Point, Sunset Crossroads).

Only this way will the public get accurate knowledge of the cumulative impact from Summit Station warehouses.

G123-10

G123-11

Project 14: Hidden Canyon Industrial Park: needs a designated land use. Currently its missing.

G123-12

Table 4-1 Organization: This table needs to be reorganized by land use type and more descriptive codes for retail, commercial, warehouse then KSR. Consequently for example Beaumont area warehouses would be bunched in a WH category and their total square footage (I estimate 14.318 million sq.ft w/o WLC; 35.768 million sq.ft with WLC) can be readily identified. Also need to include Banning, Cabazon, Calimesa Warehouses in this table.

G123-13

Request the opportunity to comment further on following categories 4.1 thru 4.11 :

- o 4.1 Aesthetics
- o
- o 4.2 Air Quality
- o
- o 4.3 Biological Resources
- o
- o 4.4 Cultural Resources
- o
- o 4.5 Energy
- o
- o 4.6 Geology and Soils
- o
- o 4.7 Greenhouse Gas Emissions
- o
- o 4.8 Hazards and Hazardous Materials
- o
- o 4.9 Hydrology and Water Quality
- o
- o 4.10 Land Use
- o
- o 4.11 Noise

G123-14

-
- **4.12 Population and Housing**
- Population in the City is forecasted to increase to 80,200 persons by 2045, an approximately 55.2 percent difference from 2016. Households within the City are forecasted to increase to 25,100 households by 2045, an approximately 55.4 percent difference from 2016. SCAG also forecasts that the number of jobs in the City will increase to 15,900 by 2045, an approximately 52.3 percentage difference. [the city/applicant has not demonstrated which land in the city will be used to fulfill state housing requirements (SB1, SB10) or SCAG projected growth. G123-15
- [This site is far better suited for housing development as evident under its current specific plan (prior to this project proposal) to meet state housing goals.
- Using this site for housing is also compatible with the majority of the existing land use in the surrounding area, notably Solera, Stetson, Hanson specific plans, and the rural residential zoning of Cherry Valley and Riverside County's Pass Area Planning Area which surrounds the project on three sides.
- See also alternative uses.
- Furthermore, both the City and County have a high vacancy rate of 4.8 percent and 13.0 percent, respectively, and therefore are not considered housing-poor. [Vacancy rate is not a valid indicator of housing demand: Vacancy rate term is undefined: for example, vacant homes may be in demand, but are not currently marketable, due to clouded titles, encumbrances, or other restrictions that must be cleared before a house can be sold. G123-16
- Effective demand and actual demand for housing is better measure. Effective demand has a direct bearing on housing affordability and state housing affordability goals.
- City Employment: Table 4.12-4, Employment by Sector – City of Beaumont (2020) This data is erroneous and fallacious as it fails to include the fastest growing employment sector (South Beaumont Warehouse District): warehousing and logistics. This sector needs to be included in order for residents to get an accurate assessment of its impact. For example, this gives more accurate determination of the percentage of new jobs that will be low wage warehousing or retail. Rank sectors by job quality (salary, benefits, education, long term prospects etc.) G123-17
- **Jobs-Housing Balance: Table 4.12-5: Job Housing Balance**
- This Information is misleading. Given the market values of Beaumont housing stock, this ratio should use only a sustainable/high-wage/high skill job tally to compare with housing. Cannot buy a house if the job does not provide sufficient wages and long term prospects to qualify for current market homes. Average warehouse job \$45,000 annual; often less. G123-18
- **Housing Accountability Act (Senate Bill 330)** Addresses the states housing crisis and designates Beaumont as an affected city subject to SB330. Therefore Beaumont is prohibited against removing or downzoning residentially zoned land such that there would be a "net loss" in residential zoning capacity.
- Beaumont Summit Station is already approved for a housing development. Converting this to warehouse zoning is removing this residentially zoned land from the cities available housing stock, thereby further restricting the limited supply of housing need for our area and the region. Sticking with the existing specific plan better suits the alleviation of the intense pressure for new and affordable housing in California. Suni Cal Specific Plan does this. For example, The Suni Cal Comprehensive Land Use Plan approved in 2007 allows for 560 residential units on approximately 200 acres, with an G123-19

<p>overall gross density of 2.8 dwelling units per acre. Single family residential development in the Specific Plan includes residential neighborhoods of one and two-story single-family detached homes on 20,000 square foot (SF) lots, 8,500 SF lots, 8,000 SF lots, and 7,000 SF lots. Open space and recreational amenities include a neighborhood park site and two pocket parks connected by a system of paseos. A 50 foot-wide landscaped berm will buffer the Specific Plan site from the surrounding development as well as provide area for enhanced landscaping including a sidewalk and meandering paseo which may be used by equestrians. This suits the nearby residential communities and the rural residential character of Cherry Valley, a community in which residents have fought doggedly to stave off poor governmental planning and ill conceived warehouse projects.</p>	
<ul style="list-style-type: none">oo Regional Transportation Plan/Sustainable Communities Strategyo Western Riverside Council of Governments: The applicant has not demonstrated how the impact of this project on local traffic and road/highway infrastructure will apply to Beaumont and the region, in terms of both diesel, big rig truck, or vehicular traffic, or the amount, if any of sales or other taxes that could contribute to offset transportation impacts or the amount of	G123-20
<ul style="list-style-type: none">o Beaumont Housing Element: According to the EIR, "Beaumont's Housing Element is intended to ensure that the City establishes policies, procedures, and incentives in its land use planning activities that result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in the City. The Housing Element provides the policies that guide City decision-making and implement housing goals through the year 2029 to ensuring a balance of housing types and costs are available to meet the needs of the City." Unfortunately, the EIR has not provided an accurate inventory of available residentially zoned land matching projected build-out with projected housing demand for the foreseeable future.	G123-21
<ul style="list-style-type: none">o City of Beaumont 2040 General Plan: If anything this project goes counter to any of the objectives of the Land Use and Community Design Element. For example it violates 3.3 which states: "A City that preserves its existing residential neighborhoods and promotes development of new housing choices." The vast majority of the project acreage will be pollution generating (from diesel truck pollution), blight inducing (big 50ft+ high square boxes of featureless design, that obstruct mountain and rural valley views), will degrade property values and trigger the type of mass exoduses of residents as found in Sun Lakes community, when residents learned they are being surrounded by warehouses. <p>And how will this project comply with policy 3.3.7 which Requires well-connected walkable neighborhoods with quality access to transit, pedestrian, and bicycle facilities? It won't. These Warehouses will strip the nearby neighborhoods of their bucolic character. Pedestrians and cyclists will have to compete with large diesel big-rig trucks operating 24/7.</p>	G123-22

- Policy 3.4.1: Continue to promote commercial and industrial development in the Interstate Employment Subarea that capitalizes on the City's location near the I-10 and the SR60 Freeways. There are other areas in Beaumont, and the Pass that are far superior places to locate warehouses, such as the South Beaumont warehouse district which are better designed to support the big-rig truck traffic congestion, idling and queuing. This project acreage is best suited for residential community development.
- Policy 3.4.2: Promote the development of neighborhood commercial uses in the vicinity of residential neighborhoods and larger commercial retail centers along the major transportation corridors. Small-medium scale neighborhood shopping center with planned infrastructure has already been established nearby at the Marketplace at Calimesa, Oak Valley Plaza, Oak Valley Town Center and the small Cherry Valley retail area on Beaumont Ave, North of Cherry Valley Blvd. Also Retail strip on Hwy 79 near 1st/Beaumont Ave, 2nd Street Market Place, and San Geronio Village Shopping Ctr. (In-And-Out incl). Better to upgrade and expand these existing retail areas rather than insert an oddly placed, isolated retail that would compete and drain business from the aforementioned neighborhood retail areas. If anything Summit Station retail, could be blight and crime inducing, negatively impacting the safety of nearby residential neighborhoods. Also Beaumont, needs to focus on upgrading it's original downtown area centered at 6th St/Beaumont Ave.

-
- **Economic Development Element:**
- **Goal 5.1 : A dynamic local economy that attracts diverse business and investment.** What we are learning from the epidemic proliferation of warehouses in the Inland Empire, and now the Pass and Beaumont, is that warehouses do more than any other type of land use/Industrial development, to destroy economic diversity and embed monolithic land use under one type of "industry". Warehouses do not bring high paying, high skilled, long-lasting jobs that can support families and housing purchases. The turnover rate is now become common-knowledge. The vast majority of workers typically last no longer than 1-2 years, before quitting.

Beaumont is failing to aggressively recruit and secure, high quality, manufacturing, tech, or other quality economic sectors, that attract sustainable rewarding professions....

- Policy 5.15:: Recruit and retain emerging growth industries (industries with significant employment and performance potential) that provide revenues to the City and jobs to the community, including health care, education, and professional services. ::The type of emerging growth industries with significant employment and performance potential,, Beaumont should be recruiting, should not be warehouse distribution, but rather professional services,21st century manufacturing that MAKES exceptional products as found in sustainable, renewable industries, automotive, consumer products, aerospace, "Hi-tech" emerging technologies, not sorting and distribution.

G123-23

G123-24

o **4.13 Public Services**

o

o **4.14 Recreation**

- o This site is very well suited for a recreational site that supports the cities unmet needs for sports fields, nature trails, bike lanes, sports parks (BMX, skateboard), tennis courts, aquatic facilities, community and regional parks, and other recreational resources. A nature/recreation site should be considered under CEQA 15126, especially with the approx. 123 acre park site across the street from the project site.

G123-25

o **4.15 Transportation and Traffic**

- o Re: 4.15-6:4.15-7 *County of Riverside Congestion Management Program* "The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by the RCTC to evaluate the condition of the Congestion Management System, as well as meeting other monitoring requirements at the state and federal levels." After all these years, the city of Beaumont does not have a locally based and controlled monitoring system with traffic monitoring technology and infrastructure embedded/hardwired/connected throughout the city's street system. Using and basing traffic analysis, including the one for the Summit Station EIR, based on out-of-Beaumont, sourced data creates significant inaccuracies that undermines the credibility of traffic studies and public trust in the good faith efforts of their city to fairly understand the actual impacts that the hundreds of trucks attracted to this warehouse project will generate on the street system.

G123-26

- o Also on 4.15-7 The plan must contain mitigation measures, including transportation demand management strategies and transit alternatives, and a schedule of mitigating the deficiency. Neither the project applicant nor the city has implemented these measures or a schedule, again jeopardizing the health and safety
- o Where industrial uses are near existing and planned residential development, require that industrial projects be designed to limit the impact of truck traffic, air and noise pollution on sensitive receptors. Applicant has failed to do this.

Re: *City of Beaumont 2040 General Plan, Land Use and Community Design Element*

- o **Goal 3.1** A City structure that enhances the quality of life of residents, meets the community's vision for the future,
- o The project is in the area of Cherry Valley on the North and East, and High Quality Residential Communities to the South and Southeast. In this area are rural residential. Cherry Valley, followed by residential PUDs, Solera, Stetson, and other residential north of I10. So the community character is overwhelmingly rural agriculture residential and SFR residential and should develop in the same land use manner until the area is built out. Enhancing the quality of life means protecting and expanding on this community's (again) residential character. Please note that except for the spot-zoned Shopoff warehouse (close to I10), under the Pass Area Plan (under Riverside County's General Plan), and Beaumont's General Plan AND Suni-Cal Specific plan this community is designated as overwhelmingly rural agriculture and residential. These combined planning areas should not be converted into an industrial area, like Ontario, Moreno Valley or Redlands warehouse district or even a

G123-27

"mixed" use. And there is no "balancing act" that can be achieved here, between mega-warehouses and the surrounding land uses, because the massive size of the warehouses is so out of scale with the surrounding property dwellings and improvements, given the limited size of Cherry Valley (unlike the massive flatland/valley floor thousands of acres in Moreno Valley, Redlands, Ontario etc.), that the 2.5 million square feet of warehouses with 50+feet high profiles will, essentially obliterate the community character for good. These massive monolithic structures will overwhelm the existing community scale. As for non-residential land uses, keeping the agricultural properties preserves the area character and property values. And "adding" any retail, should not be done on the project site. It's better that the city enhances existing retail areas near the project site, such as the strip near Cherry Valley Feed, and possible expansion of Oak Valley Town Center (northeast corner of Beaumont Ave. and Oak Valley Parkway) which are already very conveniently located in proximity to Solera and its nearby residential communities, but could use some additional retail options. I like how Oak Valley Plaza (Golf Club Dr/Oak Valley Pkwy) and Calimesa's small scale shopping center on Myrtlewood across from Calimesa Stater Brothers, achieve very high quality dining options within an appropriately small scale. Expand on these small scale, high quality dining options in the existing nearby shopping centers.

- Regarding Shopoff Warehouse, Ironically, I believe the Beaumont City Council unanimously agrees that this project was a mistake. In other words, the council knows these warehouses are bad for the Cherry Valley area. (I appreciate that the city council has filed an objection letter, due to the Shopoff Warehouse profile being too high; the building pads were supposed to be graded at a much lower elevation to obscure the high-profile buildings). Unfortunately, the city council did not have the lead agency authority to vote down the project. Now the council does have it with Summit Station. Don't make the same mistake twice. Approve residential communities. Improve on the existing nearby small scale "village" retail areas.
- **Goal 3.3: A City that preserves its existing residential neighborhoods and promotes development of new housing choices.** This goal strongly applies to the proposed projects existing zoning as indicated by the Suni-Cal Specific plan. Also, given California's severe housing shortage and the policies of SB1 and SB10 (both 2021), building a residential community on the 200 acres under Suni-Cal Specific Plan, accomplishes both state and local objectives.
-
- **Re: Policy 3.4.2: Promote the development of neighborhood commercial uses in the vicinity of residential neighborhoods and larger commercial retail centers along the major transportation corridors.** Cherry Valley is unique because of it's rural character, but the city can achieve 3.4.2 objective by adding to the existing, appropriately located small-scale **neighborhood** commercial retail centers nearby at the Marketplace at Calimesa (NE Corner: Tukwet Canyon Parkway and Desert Lawn Dr), Oak Valley Plaza (NW Corner: Golf Club Dr and Oak Valley Parkway), Oak Valley Town Center (NE corner: Beaumont Ave and Oak Valley Parkway), and the small retail area on Beaumont Ave. between the Grange and Cherry Valley Feed.
-

G123-28

- **Add to General Plan a "Commercial Nursery" zone for Cherry Valley area.** Cherry Valley Nursery is a beloved and extraordinarily high-quality nursery. Please consider consulting with the nursery owner, to determine if nearby nurseries (such as commercially grown vegetables) might be allowed that would complement, rather than negatively compete, with Cherry Valley Nursery. Hemet-San Jacinto Valley's admittedly have stronger existing agricultural options, but adding "boutique" growers in Cherry Valley (with perhaps a nearby farmers market), would add a very convenient option for not only Beaumont, but Pass Area residents. Again something to consider.
-
- **Policy 3.4.1: Continue to promote commercial and industrial development in the Interstate Employment Subarea that capitalizes on the City's location near the I-10 and the SR-60 Freeways.** This type of development is far better suited South of I10, notably, the vacant lands between Home Depot and Pennsylvania Ave, and the South Beaumont warehouses anchored by 4th St and Potrero Blvd. Putting 2.5 million sqft. of mega warehouses in Cherry Valley is arguably the very worst place you could locate these monstrosities.
- **Goal 3.8: A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.** It is well settled that mega warehouses and the distribution system that comes with them, are known to create "death zones" for the deadly pollution they generate in terms of diesel soot, P2.5, P10, Nitrous Oxide, GHG, and other AQMD/CARB identified pollutants that cause cancer and lung disease in sensitive receptor communities, of which there are many nearby the project.

G123-29

Also, consider this fact from : https://www.greencaireports.com/news/1128652_california-mandate-electric-trucks-all-ev-by-2045

"Trucks are the largest single source of vehicular air pollution, CARB said in a press release Thursday. They account for 70% of pollution and 80% of diesel soot, despite numbering only 2 million of the roughly 30 million vehicles registered in California.

Diesel exhaust emissions also disproportionately affect minority and low-income neighborhoods, as these neighborhoods are more likely to be situated near ports, rail yards, distribution centers, and freight corridors that experience heavy truck traffic, the agency said.

G123-30

The regulation will result in 100,000 zero-emission trucks in California by 2030, and 300,000 by 2035. Related efforts aim to [close diesel emissions loopholes](#) related to commercial vehicles."

What this proves is that Cherry Valley area will be subject to "death zone" warehouse pollution for decades to come. The first CARB targets are not are expected for a decade, and even then, these improvements will only account for 15% of total trucks by 2035. Therefore, it is unrealistic, and misleading to expect, that this project will be able to enforce any mitigations that remove this basic fact. Also consider that less than 1% of California commercial trucks are electric. It will likely take up to 50 years before California sees electric or alternative fuel trucks, become the majority of the trucks driven statewide,

and by extension, Beaumont. Meanwhile Cherry Valley and Beaumont will be breathing in this deadly, warehouse/truck generated air pollution

- o Goal 3.11 A City that maintains and enhances open space used for resource preservation and/or recreation. The project site is an ideal location, it would fit very suitably within the City General plan for this use, and should be considered as a CEQA preferred alternative, for a natural open-space, regional-park, recreation area, considering for example, that it would be roughly across the street from the 123 acre regional park donated to Cherry Valley Parks District.

G123-31

- o
- o 4.16 Tribal Cultural Resources
- o
- o 4.17 Utilities & Service Systems
- o
- o 4.18 Wildfire
- o
- o 5.0 Additional CEQA Considerations
- o

o 6.0 Alternatives

o 6.1 Introduction

- o California Environmental Quality Act (CEQA) requires that Environmental Impact Reports (EIR) "describe a range of reasonable alternatives to the Project, or to the location of the Project, which would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project and evaluate the comparative merits of the alternatives." (State CEQA Guidelines § 15126.6). The State CEQA Guidelines require that the EIR include sufficient information about each Alternative to allow meaningful evaluation, analysis, and comparison with the Project. If an alternative would cause one or more significant effects in addition to those that would be caused by the Project as proposed, the significant effects of the Alternative must be discussed, but these effects may be discussed in less detail than the significant effects of the project as proposed (California Code of Regulations [CCR] § 15126.6(d)). The EIR is not required to consider every conceivable Alternative to a project but is guided by a rule of reason. An EIR is not required to consider alternatives which are infeasible. Section 15126.6(d) states that the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. Key provisions of the State CEQA Guidelines on alternatives (§ 15126.6(a) through (f)) are summarized below to explain the foundation and legal requirements for the Alternative's analysis in the Draft EIR.
- o "The discussion of alternatives shall focus on alternatives to the Project or its location which are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be more costly" (§ 15126.6(b)).

G123-32

- "The specific alternative of 'no project' shall also be evaluated along with its impact" (§ 15126.6(e)(1)).
- "The no Project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation was published, at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior Alternative is the 'no Project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (§ 15126.6(e)(2)).
- "The range of alternatives required in an EIR is governed by a 'rule of reason' that require an EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project" (§ 15126.6(f)).
- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (§ 15126.6(f)(1)).
- For alternative locations, "only locations that would avoid or substantially lessen any of the significant effects of the Project need be considered for inclusion in the EIR" (§ 15126.6(f)(2)(A)).
- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative" (§ 15126.6(f)(3)).

○

○ **6.2 Project Objectives:**

- **2) Provide a land use plan that is sensitive to the environment through avoidance of sensitive resources, aesthetically pleasing through application of design guidelines, and places compatible land uses and facilities in an appropriate location.**
- The 2.5 million sq.ft. monoliths which would cover over 70% of the land, are not, nor can they ever be aesthetically pleasing. Nowhere in Southern California is there such a thing as an "aesthetically pleasing" warehouse. They are monolithic, and whether singular or multiplied, are monotonous visually. They can only exist as featureless rectangular "boxes", that now reach minimum 50ft heights. The ONLY interests who will perpetrate a fiction that these monstrosities are "aesthetically pleasing" are the warehouse developing industry and companies (REIT, LLC), who are out-of-area, and look for cheap land and weak city councils to approve these warehouses. Warehouses are not sensitive to the environment as they cannot avoid, despite countless attempted mitigations, the deadly air pollution from truck, trailer, facility, tire, on-site and offsite pollution. Warehouses are not compatible land uses for Cherry Valley. To say otherwise is complete fiction. Other more compatible land uses for this Cherry Valley location must be considered: Residential communities of varying densities, rural residential agriculture to attract buyers who are improving the rural zoned

G123-33

acreage into high-quality homes, with boutique, ranch and/or farm. Open space park and recreation to support the growing demand for these facilities, notably sports fields, rec-centers, contemporary sports parks (skateboarding, BMX, etc.), aquatics, etc.

- o **9) Facilitate the establishment of design guidelines and development standards that create a unique, well-defined identity for the proposed Project.** No zone change can be approved without the public first seeing a detailed set of plans for the buildings, facilities, landscaping, access. Otherwise the developer is getting away with a wild, unsubstantiated claim. Before any approval the public must first see detailed plans for grading, site plan, building elevations, water, sewer, buffers, landscaping, etc. This is a dirty trick when city councils approve a zone change without knowing exactly what facilities are going in. Its obvious from the applicants current site plan, that they've already completed the aforementioned detailed plans. Therefore let the public see them now, so we know what we are up against.

In addition, living in arguably the biggest warehouse/logistics/distribution region in the world (Southern California), it is well settled...

[from: <https://www.latimes.com/opinion/story/2022-05-01/inland-empire-warehouse-growth-map-environment>: the collective footprint is astonishingly massive: As of 2021, the warehouses of the Inland Empire accounted for more than a billion square feet. There are more than 3,000 warehouses in San Bernardino County and nearly a thousand more in Riverside County. They cover almost 37 contiguous square miles. This growth shows no signs of slowing.]

... from viewing our IE warehouses, which I know the city council, is more than fully aware, the that it's impossible for a warehouse, by its necessary design, massive footprint, featureless nature, massive disruption to local communities air, traffic congestion, neighborhood character, safety, property values, school district academic curriculum and standing, natural areas, water, air, light, noise, etc. to ever achieve "design guidelines and development standards that create a unique, well-defined identity." I defy the applicant and the city council to provide one visual example via a photo or video. Just one!

- o 6.4: 6.4 Criteria for Selecting Alternatives
- o Per § 15126.6(b) of the State CEQA Guidelines, the discussion of alternatives shall focus on alternatives to a project, or its location, that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project objectives or would be more costly. This alternatives analysis, therefore, focuses on project alternatives that could avoid or substantially lessen environmental impacts of the Project related to the environmental categories listed in Appendix G of the State CEQA Guidelines.
- o Here the applicant did not identify alternative sites for the project, in spite of the fact that CEQA requires that analyzing alternative sites are required that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project

G123-34

objectives or would be more costly. This requirement in CEQA required alternative analysis is, in my experience, one of the CEQA requirements that are most often, misrepresented, misleading, and fallaciously presented by warehouse project applicants. This applicant is not different.

- Per State CEQA Guidelines § 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed. For each Alternative, the analysis below describes each Alternative, analyzes the impacts of the Alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessened by the Alternative, assesses the Alternative's ability to meet most of the Project objectives, and evaluates the comparative merits of the Alternative and the Project. The following sections provide a comparison of the environmental impacts associated with each of the Project alternatives, as well as an evaluation of each Project alternative to meet the Project objectives.
-
-
-
- 6.5: CEQA Guidelines § 15126.6(c) Alternatives Removed from Further Consideration
- Alternatives Removed from Further Consideration
- State CEQA Guidelines § 15126.6(c) states that an EIR should identify any alternatives that were considered by the lead agency but rejected because the Alternative would be infeasible, fail to meet most of the basic project objectives, or unable to avoid significant environmental impacts. Furthermore, an EIR may consider an alternative location for the proposed Project but is only required to do so if significant project effects would be avoided or substantially lessened by moving the Project to another site and if the Project proponent can reasonably acquire, control, or otherwise have access to the alternative site.
- In developing the Project and alternatives, consideration was given to the density of development that could meet Project objectives and reduce significant impacts. The anticipated significant impacts would result from the intensity of the development proposed. In developing a reasonable range of alternatives, an alternative site alternative was considered but removed from consideration for a variety of reasons. These Alternative and the reasons are discussed briefly below:
- Given the regional footprint and regional nature of the infrastructure (supply chain) of warehouse logistics in the Southern California 5 county region, in order for alternative sites to be considered, the applicant needs to undertake an analysis of comparable sites within this logistics industry footprint. That means finding and analyzing at least 3-6 comparable sites within at least a 100 mile radius of the Ports of LA/Long Beach. Its fair to say that the applicant knows that this is a widely understood industry practice. The applicant must have undertaken an exhaustive comparative analysis of sites throughout Southern California, if not the Southwest,

with detailed appraisals examining key elements, including site suitability to the CEQA 15126 criteria. This information and the costs associated with arriving at it, is a part of applicants industry practice. Therefore there is no "cost burden" when these particular costs are a part of doing business. This comparative appraisal analysis data, should be made available to the public, so the public can understand how the applicant arrived at the project site, after comparing it with other locations. To restrict the alternative site radius to Beaumont is fallacious. As typical of developers addressing CEQA alternative analysis, this applicant, likewise, misleads the public with a fallacious claim without the slightest basis of facts to support the claim. The only claim the applicant makes is that *"There are no other lots appropriately located and sufficient sized and owned by the Project applicant in the City and along a major transportation corridor that would satisfy the Project objectives and eliminate or reduce impacts from the Project."*

The degree of misrepresentation here is astonishing! The applicant is required to IDENTIFY the alternative sites, not make a generalized claim. The public is entitled to aerial maps, site maps, assessor parcel numbers, township and range descriptions and any and all data required to give the public a reasonable opportunity and clear basis to EXAMINE these alternative sites. How else can the public reasonably be expected to determine the credibility of the applicants claim as the public analyzes whether the comparative (alternative) sites would or would not have been more suitable alternatives per CEQA.

- o **Alternative Site Alternative**
- o Please not that CEQA § 15126.6 ("(1) states the following:
- o Cal. Code Regs. tit. 14 § 15126.6 ("(1) Feasibility. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.")
- o
- o **The analysis of alternatives to the proposed Project must also address "whether any of the significant effects of the Project would be avoided or substantially lessened by putting the Project in another location" (CEQA Guidelines § 15126.6(f)(2)(A)). Only those locations that would avoid or substantially lessen any of the significant effects of the Project need be considered. If no feasible alternative locations exist, the agency must disclose the reasons for this conclusion (CEQA § 15126.6(f)(2)(B)).**

G123-35

Here, the applicant, has not given sufficient, if any, reason for determining that no alternative locations exist other than, a generalized claim that *"There are no other lots appropriately located and sufficient sized and owned by the Project applicant in the City and along a major transportation corridor that would satisfy the Project objectives and eliminate or reduce impacts from the Project"*. The applicant is required to identify and analyze alternative sites for their suitability as alternatives in a manner that the public can reasonably examine and assess for the applicants claim to have credibility and accuracy, in accordance with the CEQA 15126 directives (see also my previous comments in Section 6. Otherwise, how else will the public be able to, as CEQA states examine the **"site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site."**

Also its fallacious for the applicant to limit its "analysis" to (heretofore unidentified) properties it "owns" or limit its analysis to Beaumont. As CEQA indicates the applicant must consider **"(projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site."**

Here the applicant, needs to let the public know how, for selected alternative sites that are not under the applicant's current ownership, it would cost to acquire the alternative site. Given the widely varying property values for warehouse vacant or improved sites within the aforementioned 100-mile radius, its reasonable to think that there are alternative sites "along major highway corridors" or reasonably close to these corridors, that might actually be less costly to acquire and build, and otherwise meet CEQA 15126 criteria. For example, given its becoming common knowledge that warehouses are best located in warehouse districts, a comparable warehouse vacant site, or improved site in one of the Inland Empire's warehouse districts, such as Redlands, Ontario, Beaumont, Moreno Valley, would make sense as an alternative location for consideration.

It would also make sense that this/these alternative(s) would be more suitable since these warehouse district have already installed the road, utility, sewer, water, and other infrastructure, truck capacity freeway access, that would make these **"alternatives to a project, or its location, that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project objectives or would be more costly."**

Certainly locating in a warehouse district lessens the impact given an alternative here can utilize existing district-scale infrastructure, vs, as in the case of Summit Station, having to build all of the project generated infrastructure from scratch, and impacting Cherry Valley area infrastructure, which is not designed for industrial warehouses, but rather small scale rural residential and SFR residential communities.

Also including an alternative site that's located in a warehouse district, such as Redlands, in this EIR, would allow for the assessment of how alternatives pollution effects affect nearby communities. For example, Redlands warehouse district is largely adjacent to existing industrial and commercial areas, rather than Summit Stations close proximity to sensitive receptor communities such as Solera, Stetson, Cherry Valley, Fairway Canyon, Beaumont High School, Summerwind Middle School, etc.

- o 6.6 Alternatives to the project. Only 2 alternatives were considered, a no build, and a modification of the existing site. Alternative sites must be identified and detailed in their examination, including warehouse districts in Southern California, and alternatively zoned alternatives such as sports/recreation (including sports fields), hospitality, nature recreation (think regional county parks, state parks, National monuments/preserves (Ex. Sand to Snow), education (elementary through high school sites, college facilities), community facilities (like Chatigny Center), municipal, state, and federal facilities.

G123-36

- o **7.0 Effects Found Not To Be Significant**

- o Schools: Development and use of the Project could result in indirect generation of students by encouraging new growth needed to house employees and their families. [How is this possible since the average annual wages from the employees working at businesses at this project (average warehouse worker job is less than \$45,000 per year), is not sufficient to allow workers qualify for home mortgages.]

G123-37

- o 8.0 EIR Consultation and Preparation

- o

- o 9.0 References

- o

- o Appendix A - Air Quality Analysis

- o

- o Appendix B - Health Risk Assessment

- o

- o Appendix C1 - Biological Resources Assessment and MSHCP

G123-38

-
- Appendix C2 - Aquatic Resources Delineation Report
-
- Appendix C3- Determination of Biologically Equivalent or Superior Preservation (DBESP) Report
- Appendix D - Cultural Resources Assessment
- Appendix E - Geotechnical Investigation
-
- Appendix F - Greenhouse Gas Assessment
-
- Appendix G - Phase I Environmental Site Assessment
- Appendix H - Hydrology and Water Quality Management Plan
- Appendix I - Water Supply Assessment
- Appendix J - Noise Assessment
-
- Appendix K - Traffic Impact Analysis and Vehicle Miles Travelled
- Appendix L - Notice of Preparation

NOTE: some CEQA categories were not address and show only their title heading. Request opportunity to complete these categories as well.

Thank you.
Ron Roy

This page intentionally left blank.

Responses to Comment Letter G123 – Ron Roy

- G123-1** Comment includes email correspondence informing that the commentor’s comments will be taken into consideration by decision-makers.
- G123-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G123-3** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR’s environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G123-4** The DEIR **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. A Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. Additionally, impacts to sensitive receptors were evaluated in DEIR **Section 4.2: Air Quality**, Impact 4.2.3, which concluded that impacts were found to be less than significant with mitigation incorporated.
- G123-5** The Project Applicant does not currently own any other vacant property within the City and it’s not in the City’s place to dictate the activities a private property owner makes to improve their land.
- G123-6** To reduce changes in the visual environment, the Project would incorporate perimeter landscaping, trees, and ground covers to visually buffer the structures. For this reason, it is anticipated that implementation of the commercial and e-commerce uses would not degrade the visual characteristics that are already considered low. Impacts in this regard would be less than significant. The Project also proposes to preserve a total of 30.6 acres of permanent open space within planning area 3 to ensure that adjacent uses are adequately separated from the Project.
- G123-7** **Section 4.15, Transportation and Traffic** of the DEIR fully analyzes and discloses all traffic-related impacts associated with the proposed Project. According to DEIR **Appendix K, Traffic Study**, the City of Calimesa, with Caltrans and the County of Riverside proposes to reconstruct the Interstate 10 (I-10)/Cherry Valley Boulevard interchange to relieve congestion and improve traffic operations.
- The Locally Preferred Alternative will include the following improvements:
- Widen Cherry Valley Boulevard to two lanes in each direction
 - Add turn pockets along Cherry Valley Boulevard approaching on-ramps
 - Add pedestrian crosswalks and curb ramps
 - Reconstruct and realign on- and off-ramps

- Realign Calimesa Boulevard north of the I-10/Cherry Valley Boulevard interchange
- Provide channelized turning on Cherry Valley Boulevard to Calimesa Boulevard
- Install new traffic signals
- Construct sidewalks and bicycle lanes along Cherry Valley Boulevard
- Add a 1,300-foot-long auxiliary lane to the eastbound off-ramp and 3,400-foot-long auxiliary lane to the westbound on-ramp

The Project proposes to contribute towards the planned improvements at the I-10/Cherry Valley Boulevard interchange by a payment of TUMF fee and or fair share contribution.

According to CEQA Guidelines §21002, if economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency if the project is otherwise permissible under applicable laws and regulations. In addition, according to CEQA Guidelines §15003, CEQA does not require technical perfection in an EIR, but rather adequacy, completeness, and a good-faith effort at full disclosure. A court does not pass upon the correctness of an EIR's environmental conclusions, but only determines if the EIR is sufficient as an informational document.

Section 4.11, Noise of the DEIR, fully analyzes and discloses all noise-related impacts associated with the proposed Project. As noted in **Section 4.11**, all impacts would be less than significant without the implementation of mitigation measures with the exception of cumulative noise impacts. However as concluded in **Section 4.11, Noise** (page 4.11-32), feasible mitigation is not available to reduce traffic noise. Typically, feasible mitigation measures for off-site roadway noise impacts include repairing the roads with rubberized asphalt and developing sound walls or attenuation barriers to minimize noise impacts. However, this mitigation can only be imposed on on-site roadways since the Applicant would not have authorization or control to make off-site improvements. As impacts would also occur on off-site roadways and properties, it is usually infeasible for the Applicant to implement these measures. Sound walls would be infeasible due to impacts on right of way, restricted views, and not being proportional to the barely perceptible increase in noise levels.

- G123-8** According to CEQA Guidelines §15003, CEQA does not require technical perfection in an EIR, but rather adequacy, completeness, and a good-faith effort at full disclosure. A court does not pass upon the correctness of an EIR's environmental conclusions, but only determines if the EIR is sufficient as an informational document. Refer to the Air Quality Assessment (**Appendix A**) and Health Risk Assessment (**Appendix B**) for more information regarding the Air Quality and methodology.
- G123-9** The City agrees with the commentor and will provide conceptual elevation drawings and revise **Exhibit 3.0-6, Conceptual Site Plan** to include more information that more accurately depicts the proposed Project. Refer to **Section 3.0, Errata** of this FEIR for these changes.

- G123-10** The City agrees with the commentor and will revise **Exhibit 3.0-8** as part of the revised **Appendix K, Transportation Impact Analysis**. Refer to **Section 3.0, Errata** of this FEIR for these changes.

The City respectfully disagrees with this comment. It is not feasible for a Project to capture 100 percent of runoff that would occur on-site. Nevertheless, the Project would be designed in accordance with the Water Quality Management Plans (**Appendix H**) prepared for the Project. As shown in **Exhibit 3.0-11**, the Project proposes to treat on-site runoff using a series of treatment control measures including biofiltration and infiltration basins. Where feasible stormwater will be captured within underground detention basins. While the underground detention basins have limited infiltration ability, the captured stormwater will be pumped to irrigate natural vegetation and infiltrate into native soils. On-site flows would be directed towards the proposed underground corrugated metal pipe (CMP) detention system for increased runoff mitigation for Buildings 1 and 3. On-site flows for Building 2 will be directed to a detention basin that provide both infiltration and mitigation for increased runoff. Flows would ultimately discharge to the existing natural streambed to the west of the Project site. The Project would also include self-treating landscape areas throughout the Project site. Routine inspection and maintenance of the biofiltration and infiltration basins and underground detention system are requirements of the City.

As identified in Standard Condition (SC) HYD-1, preparation, implementation, and participation with the Construction General Permit, including preparation of a SWPPP containing site-specific BMPs, would reduce Project construction effects on water quality to acceptable levels. Compliance with SC HYD-2 would require the Project provide a Final WQMP specifically identifying BMPs that would be incorporated into the Project to control stormwater and non-stormwater pollutants during and after construction. Compliance with SC HYD-3 would require preparation of an Erosion Control Plan that identifies specific measures to control on-site and off-site erosion. **Section 4.9, Hydrology and Water Quality** concluded that impacts would be less than significant. Refer to **Section 4.9, Hydrology and Water Quality** of the DEIR for more information.

The City agrees with the commentor and will revise **Exhibit 3.0-12** to include cross-section elevation drawings. Refer to **Section 3.0, Errata** of this FEIR for these changes.

- G123-11** The City respectfully disagrees with this comment. **Section 4.0, Environmental Impact Analysis** lists the specific cumulative projects that were developed in consultation with City staff to provide a broad understanding and context for analyzing the cumulative effects of a project. **Section 4.1, Aesthetics**, through **Section 4.18, Wildfire** contains a separate cumulative discussion informing of the reader whether the Project's environmental impacts are cumulatively significant.

The Project is not required nor is it feasible to perform cumulative emission assessments for each cumulative Project listed in **Table 4.1**. Pursuant to CEQA Guidelines §15064, when assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. The DEIR was prepared since the City determined that the Project cumulative

impact could be significant and the Project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

- G123-12** The commentor is correct, and **Table 4.1** has been updated to include the Hidden Canyon Industrial Park's designated land use. Refer to **Section 3.0, Errata** of this FEIR for these changes.
- G123-13** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G123-14** The commentor is simply requesting to comment further on the DEIRs Sections. Comment noted.
- G123-15** Chapter 17.20 of the Beaumont Municipal Code ensures that approval and development of the Project will result in no net loss of residentially zoned property in the City, consistent with State law. Chapter 17.20 establishes a program whereby, concurrent with the approval of any change in zone from a residential use to a less intensive use, a density bonus becomes available to project applicants subsequently seeking to develop property for residential use within the City.
- G123-16** The determination that a Project component will or will not result in "substantial" adverse effects on land use and planning standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components. The proposed Project would be consistent with the City's Zoning Ordinance and Zoning Map; therefore, it would be consistent with all goals, policies, within the Beaumont GP upon Project approval. As such, inconsistency with City land use plans and regulations and the creation of environmental effects from Project implementation would be less than significant.
- G123-17** Comment noted. The data presented in 4.12-4 accurately depicts SCAG's pre-certified local housing data for the City also used in the City's Draft. However, the City agrees to update footnote two located in **Section 4.12, Population and Housing** to read as "Note that the Draft 6th Cycle Housing Element is currently in public review and employment demographics are estimates based on SCAG's Pre-Certified Local Housing Data. Therefore, the employment data presented in this section is subject to change and does not represent the final outcome of the 6th Cycle Housing Element Conclusions." Changes are also shown in **Section 3.0, Errata**, of this FEIR.
- G123-18** The City respectfully disagrees with the commentor. The DEIR fully analyzes and discloses all cumulative air quality, greenhouse gases, and transportation related impacts associated with the development of the proposed Project. Where applicable, the DEIR presented feasible mitigation measures, standard conditions, and project design features to reduce impacts.

G123-19 Chapter 17.20 of the Beaumont Municipal Code ensures that approval and development of the Project will result in no net loss of residentially zoned property in the City, consistent with State law. Chapter 17.20 establishes a program whereby, concurrent with the approval of any change in zone from a residential use to a less intensive use, a density bonus becomes available to project applicants subsequently seeking to develop property for residential use within the City. As a result, the City is not prohibited from approving the Project.

G123-20 Refer to response to G123-7 above.

G123-21 Refer to response to G123-15 and G123-19.

G123-22 As discussed in **Section 4.10, Land Use and Planning** of the DEIR, CEQA requires that an EIR consider whether a Project would conflict with any applicable land use plan, policy, or regulation (including, but not limited to a general plan, specific plan, or zoning ordinance) that was adopted for the purpose of avoiding or mitigating environmental effect(s). This environmental determination differs from the larger policy determination of whether a proposed Project is consistent with a jurisdiction's general plan. The broader general plan consistency determination considers all evidence in the record concerning the Project characteristics, its desirability, as well as its economic, social, and other non-environmental effects. Regarding plan or policy consistency, a project is evaluated in terms of whether the proposed site plan, project design, and/or development within a given location would substantially impede implementation of an adopted plan or policy resulting in a significant environmental effect. The mere fact that a project may be inconsistent in some manner with particular policies in a general plan or zoning ordinance does not, per se, amount to a significant environmental effect. In the context of land use and planning, significant impacts occur when a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project results in an adverse physical environmental impact.

Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the benefit of the public. The Beaumont GP does not designate any scenic vistas near the Project site or in the City. Although no area within the City is officially designated as a scenic vista, the City is situated at a half-mile elevation in the County's The Pass Area Plan, south of southern California's highest peak, San Geronimo Mountain, and north of San Jacinto Peak which provide the most prominent views from the City. Because there are no scenic vistas on the Project site or in the vicinity of the Project site and the implementation of the Project would not obstruct views of the scenic vistas provided by the San Bernardino Mountains and the San Jacinto Mountains from any publicly accessible point outside of the Project site. Additionally, to further reduce changes in the visual environment, the Project would incorporate perimeter landscaping, trees, and ground covers to visually buffer the structures. For this reason, it is anticipated that implementation of the commercial and e-commerce uses would not degrade the visual characteristics that are already considered low. Impacts in this regard would be less than significant. The Project also proposes to preserve a total of 30.6 acres of permanent open space within planning area 3 to ensure that adjacent uses are adequately separated from the Project.

Evaluating whether or not the introduction of warehouses lowers the values of homes is not within the purview of CEQA and therefore is not included in the DEIR.

Regarding Policy 3.4.1, the Project Applicant does not currently own any other vacant property within the City and it's not in the City's place to dictate the activities a private property owner makes to improve their land

G123-23 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

G123-24 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

G123-25 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

G123-26 Comment noted. The Traffic Impact Analysis was prepared in accordance with the County of Riverside traffic study procedures (*Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled – 2020*). Peak hour intersection operations are evaluated using the methodology outlined in the Highway Capacity Manual (HCM 6th Edition), consistent with the requirements of the City of Beaumont and the County of Riverside. The intersection analysis was conducted using the Vistro software program and using the specified input parameters required by the City. Per the HCM Methodology, Level of Service (LOS) for signalized intersections is defined in terms of average control delay per vehicle during the peak hours. Therefore, the Traffic Impact Analysis adequately presents the project's transportation impacts pursuant to the City and County's requirements.

As noted in **Section 4.15, Transportation** of the DEIR (page 4.15-21 through 4.15-22), The effectiveness of the above-noted TDM measures would be dependent on the ultimate building tenant(s), which are unknown at this time. Beyond project design and tenancy considerations, land use context is a major factor relevant to the potential application and effectiveness of TDM measures. More specifically, the land use context of the Project is characteristically suburban. Of itself, the Project's suburban context acts to reduce the range of feasible TDM measures and their potential effectiveness.

Consistent with the mitigation measures recommended in the air quality and greenhouse gas analyses, the Project shall implement a TDM program to reduce single occupant vehicle trips and encourage transit. Prior to issuance of occupancy permits, the Project operator shall prepare and submit TDM program detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool, and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options.

- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the Project site.
- Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided.
- Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance.
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service.
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options on-site or shuttles between the facility and nearby meal destinations.
- Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to at least eight percent of the required number of parking spaces.

Based on available research, for projects located within a suburban context, a maximum 10 percent reduction in VMT is achievable when combining multiple TDM strategies. Due to limitations of Project-level approaches to reducing VMT, the City or region may consider larger mitigation programs such as VMT mitigation banks and exchanges. VMT mitigation banks and exchanges have not yet been developed or tested by WRCOG or City of Beaumont. To clarify, these TDMs will be implemented by the Project operator. The City will ensure that this mitigation is implemented.

Regarding the Project's failure to minimize impacts, according to CEQA Guidelines §21002, if economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency if the project is otherwise permissible under applicable laws and regulations. In addition, according to CEQA Guidelines §15003, CEQA does not require technical perfection in an EIR, but rather adequacy, completeness, and a good-faith effort at full disclosure. A court does not pass upon the correctness of an EIR's environmental conclusions, but only determines if the EIR is sufficient as an informational document. The Project includes mitigation measures, standard conditions of approval, and project design features to minimize impacts. Therefore, the proposed Project analyzed its potentially impacts adequately and in good faith pursuant to CEQA.

G123-27 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

- G123-28** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers. Additionally, the Project Applicant does not currently own any other vacant property within the City and it's not in the City's place to dictate the activities a private property owner makes to improve their land.
- G123-29** **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents. Furthermore, impacts to sensitive receptors were evaluated in DEIR **Section 4.2, Air Quality**. Impact 4.2-3 concluded that impacts were found to be less than significant with mitigation incorporated.
- G123-30** The commentor provided text from a news article to support their opposition. Comment has been noted and will be taken into consideration by decision-makers.
- G123-31** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G123-32** This text was taken directly from **Section 6.0** Alternatives of the DEIR.
- G123-33** Comment noted. Refer to response to G123-22 above. The City respectfully disagrees with commentor regarding their assumptions on the City's approval process.
- G123-34** The Project Applicant does not currently own any other vacant property within the City so this alternative was not pursued.
- G123-35** The commentor's interpretation of the CEQA Guidelines is incorrect. According the CEQA Guidelines §15126.6, "an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives...The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects." The DEIR fully analyzes and discloses the Project's alternatives discussion in **Section 1.0, Executive Summary** and **Section 6.0, Alternatives**. The Alternative Site Alternative was not pursued since the Project Applicant does not currently own any other vacant property within the City. Refer to the Alternative Site Alternative discussion in **Section 6.0** of the DEIR for more information.

- G123-36** Although three alternatives were analyzed, the DEIR states that two alternatives were analyzed. Refer to **Section 3.0, Errata** for text changes to **Section 6.0, Alternatives**.
- G123-37** The comment is based on the commentor's assumption. However, your comment will be taken into consideration by decision-makers.
- G123-38** This is a list of the DEIR's EIR Sections and the commentor is requesting an opportunity to provide additional comments. Additional comment letters provided would be taken, but the City is not required to provide responses to late comments.

This page intentionally left blank.

Comment Letter G124 – Blair M. Ball

Christina Taylor

From: lazyb1@verizon.net
Sent: Monday, June 06, 2022 4:06 PM
To: Christina Taylor
Subject: Beaumont Summit Station...EIR Comments for June 6, 2022

Please include the following for public comment for the Beaumont Summit Station EIR.

The applicants desire to change Beaumont's general zoning plan, for their own special interest, from its current residential designation to industrial is not a good fit for the citizens of Beaumont and the region. The project is described in the EIR as being located in the "extreme (read EXTREME) northern portion of the City of Beaumont". This seems to imply that it is in an obscure "out of sight, out of mind" location in the city and it will have little or no impact. That however is not the conclusion of the applicants own chosen and funded consultants who researched and wrote this EIR. Without belaboring the conclusions of the EIR, it is readily obvious that in many aspects, (transportation, traffic, and air quality to name a few), there are "significant unavoidable impacts" to this project for this location as it applies to the citizens of this area whether they live in Beaumont, Calimesa, Cherry Valley or beyond. The fact that it is located in the "extreme" northern portion of Beaumont simply means it is across the street from the citizens of Calimesa and Cherry Valley who will be equally impacted by these EIR findings. Per the EIR findings, even with attempts to try and mitigate the traffic and air quality findings, this project still remains outside the goals and policies of the city of Beaumont. As an example, one of the mitigation suggestions for transportation is to "educate" the citizens about the use and availability of public transportation. Does this imply that because this project will dramatically increase traffic vehicle miles traveled (VMT) on the roads that we citizens need to reduce the use of our personal vehicles in order to help the VMT equation better conform to the goal and policy of the city? In other words, we citizens will need to curtail the use of our vehicles because this projects' truck use will surpass the city's goal of VMT by over 80% according to the data in the EIR. Highly unlikely that will ever happen but instead will serve to make traffic even more burdensome. Please keep the current general plan in effect and deny this project as it is not in the best interest of the people who live in this area. Beaumont already has a plan that allows for warehouses. The applicant can build his warehouse in the designated zone if he so desires.

G124-1

Respectfully submitted,

Dr. Blair M Ball

This page intentionally left blank.

Responses to Comment Letter G124 – Blair M. Ball

G124-1 Refer to Response G2-3.

This page intentionally left blank.

Comment Letter G125 – Nancy Hall

Christina Taylor

From: Nancy Hall <nancyhall063@gmail.com>
Sent: Monday, June 06, 2022 4:08 PM
To: Christina Taylor
Subject: Beaumont Summit EIR
Attachments: Notes Beaumont Summit.docx

Christina,
Attached is my letter.

Nancy Hall
PO Box 716
Beaumont, CA 92223
nancyhall063@gmail.com

June 4, 2022

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

Re: Beaumont Summit EIR
High Cube- Short Term & Refrigerator Warehouses

Dear Ms. Taylor

I have reviewed the report for the Beaumont Summit Draft EIR and I am NOT in favor of this project.
I also am Not in favor of changing the zoning to industrial.

G125-1

This Project is **NOT** a 'Fit' for the property location requested. Zoning for Industrial should be limited to the Beaumont Industrial Park (4th Street between Veile St. and Jack Rabbit Trail).

The San Geronio Pass area does not have the needed infrastructure to support this project; nor is it of any interest to the community in that location.

G125-2

Beaumont needs to have projects that will improve relationships between its residents and the city. Development projects that will bring families together.

Beaumont needs to protect both families and seniors who sold their homes in busy cities overloaded with truck traffic and moved to a place they felt their children would be safe and parents could retire.

Family venues such as:

- Miniature Golf, batting cages, pickle ball
- Birthday party venues for Kids or something like familyplotown.org
- Roller Skating, Ice Skating
- Along Cherry Valley Blvd could be Commercial and retail.
- The hotel and retail/office 3 story with a pool/spa

G125-3

People come here for Retirement, moving away from big cities and congestion, semi-rural living, Cherry Festival, Stagecoach Days, Lavender Festival and Oak Glen.

All Industrial should be limited to the Beaumont Industrial Park on 4th St.

. Cont'd. Nancy Hall

1. Cherry Valley Blvd./I-10

Even with the improvements to Cherry Valley Blvd as projected by the County of Riverside, the magnitude of this project will overload I-10. The Shop-Off warehouse project will have 300 door docks with potential of mega semi- trucks coming and going each day.,

Note: While today's news reports the County of Riverside to fund the diamond shaped improvements to Cherry Valley Blvd. overpass, it still takes years to coordinate with Cal Trans and other governing bodies to develop those improvements. In the Transportation section of this EIR, if approved they expect.

2. CALIMESA/I-10 Plus Roberts Rd./Singleton Rd. & Cherry Valley Blvd.

Calimesa is planning several new developments which will greatly impact Cherry Valley Blvd until Cal Trans, Developer and City of Calimesa can install east and westbound on/off ramps. Cal Trans informed me that it could be 5-7 years before ramps occur due to legal designations, attorneys, and money etc. See planned retail/commercial Calimesa.

https://images1.cityfeet.com/d2/kj72cRNgG17WI6q_ELMD9CO8at7I5pm14xp8o6hsc5g/roberts-rd-calimesa.pdf [Zoning-and-Land-Use-Map-PDF \(cityofcalimesa.net\)](https://www.cityofcalimesa.net/Planning/Zoning-and-Land-Use-Map-PDF)

As Calimesa continues to fill in development towards Beaumont, pressure will rise in the use of Cherry Valley Blvd. and the alternate Singleton and Calimesa Blvd for those big truck and cars. The I-10 freeway cannot support

3. Cal Trans /I-10

In my recent conversation with Cal Trans, I was told, there is no request or plan to widen the I-10 freeway in the Pass area between Calimesa and Banning in the immediate future. I was also told there were no plans to improve the east bound Hwy 60 on ramp to west bound I-10.

4. I-10/Hwy 79 Interchange/ First Street in Beaumont

West/East traffic to San Jacinto/Hemet, Moreno Valley/Yucaipa/Redlands

San Jacinto is growing towards Ramona Expressway with increased commuter traffic daily getting to I-10 in Beaumont via Hwy 79.

BANNING/Sun Lakes Blvd/ Highland Springs

Recently approved a 614k High Cube warehouse which will greatly impact the local traffic on I-10 plus at Highland Springs and Hwy 79 at First Street. Banning abandoned citizen, loosing transparency and relationship with the single development Sun Lakes who has brought revenue to Banning.

Lastly, I found it comical that to try and mitigate the traffic, the applicant chose to add bicycles and showers. It just doesn't work. Since Covid, people don't stop at stop signs or drive with any respect for safety on the roadways. Riding a bike on major roadways is not safe and won't work in inclement weather.

In short, Only the hotel if reduced to 3 story's, commercial and residential, should be accepted on this applicant for those 185 acres. I would ask the applicant for a project that would add to the value of the Pass Area.

Respectively,
Nancy Hall

G125-4

G125-5

This page intentionally left blank.

Responses to Comment Letter G125 – Nancy Hall

- G125-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
- G125-2** Comment noted. As noted in **Section 4.17, Utilities and Service Systems**, the Project proposes utility infrastructure improvements to serve the proposed Project. Refer to **Section 4.17, Utilities and Service Systems** which fully analyzes and discloses the DEIR's impacts to existing utilities and service systems.
- G125-3** Refer to response to G125-1 above.
- G125-4** Refer to response to G125-1 above.
- G125-5** This comment refers to the transportation demand management strategies (TDMs) provided in **Section 4.15, Transportation**, Impact 4.15-2 (pages 4.15-21 through 4.15-22). The TDMs provided were examples that future Project operators could include in a TDM program to reduce the use of single occupant vehicles by employees. However, the effectiveness of the TDMs would be dependent on the ultimate building tenant(s), which are unknown at this time. Beyond project design and tenancy considerations, land use context is a major factor relevant to the potential application and effectiveness of TDM measures. More specifically, the land use context of the Project is characteristically suburban. Of itself, the Project's suburban context acts to reduce the range of feasible TDM measures and their potential effectiveness. Based on available research, for projects located within a suburban context, a maximum 10 percent reduction in VMT is achievable when combining multiple TDM strategies. Due to limitations of Project-level approaches to reducing VMT, the City or region may consider larger mitigation programs such as VMT mitigation banks and exchanges.

This page intentionally left blank.

Comment Letter G126 – Jeff Hewitt

Christina Taylor

From: Jeff Hewitt <jhewitt.liberty@gmail.com>
Sent: Monday, June 06, 2022 4:28 PM
To: Christina Taylor
Subject: Beaumont Summit Station Opposition Letter
Attachments: JH Beaumont Summitt Station_2022.pdf

Good afternoon Christina,

Please see attached letter of my opposition letter regarding the Beaumont Summit Station.

Please provide confirmation receipt at jhewitt.liberty@gmail.com.

Respectfully,

Jeff Hewitt

Jeff Hewitt

955 Roberts Road
Calimesa, CA 92320
(909) 709 9807
jhewitt.liberty@gmail.com

6th June, 2022

City of Beaumont

550 E. 6th Street
Beaumont CA 92223

RE: Beaumont Summit Station

Dear Mayor White & Beaumont City Council Members,

I am writing this correspondence as a private citizen and my opinions do not reflect the County of Riverside or the Board of Supervisors. The "Beaumont Summit Project" is approximately a mile from my house.

On October 17 2017, the Riverside County Board of Supervisors approved the San Geronimo Crossings Project (now I-10 Logistics). At the time of approval, I was not the 5th District Supervisor. At this meeting, Mayor Nancy Carrol and Councilman Lloyd White expressed their objections to the project as they argued it was incompatible with the rural character of Cherry Valley, it would cause negative impacts to the air quality, and the truck traffic could not be accommodated on Cherry Valley Boulevard. Now, the City of Beaumont is entertaining an even larger warehouse project just across the street?

G126-1

Please find my objections to the Beaumont Summit Station Project;

1. The project is incompatible with the supporting areas which are a blend of medium density, low density, and very low density residential units.
2. As a "gateway" into Cherry Valley from the west, this proposed project does not support the rural character of this COI (Community of Interest).
3. The City of Beaumont has a clear industrial zone, why is this proposed project outside of the 4th street industrial corridor?
4. Traffic: Brookside Avenue cannot accommodate traffic but should be used as a secondary access point, is this the plan if approved? I am suspecting that since Mayor White lives on Brookside, that all traffic will be diverted to heavily impacted Cherry Valley Boulevard?

G126-2

-
5. When Riverside County annexed this property via LAFCO to the City of Beaumont, it was with the understanding that it was going to eventually be medium density housing, now warehousing? Why?
 6. Suggestion: Keep the current zoning and consider all future warehouse projects in your currently zoned light industrial area off of 4th street in south Beaumont.

Respectfully Submitted,

Jeff Hewitt

Citizen of Callimesa

This page intentionally left blank.

Responses to Comment Letter G126 – Jeff Hewitt

G126-1 Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

G126-2 Refer to the following:

1. Adoption of the proposed Specific Plan (SP2021-0005) is a discretionary action subject to City Council approval. Adopted by Ordinance, the Specific Plan document will serve both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes and would replace the existing Sunny-Cal Specific Plan. The proposed Specific Plan would implement the City's General Plan as amended. The Specific Plan would be considered by the Planning Commission and City Council and would be adopted by Ordinance and would become the zoning for the Project.
2. Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.
3. The Project Applicant does not currently own any other vacant property within the City and it's not in the City's place to dictate the activities a private property owner makes to improve their land.
4. Traffic circulation associated with the Project would predominantly occur between the Project site and the I-10/Cherry Valley Boulevard interchange. Traffic associated with the Project would not frequent Brookside Avenue, as the Project is not accessible via Brookside Avenue, nor is there a fully functional interchange at I-10 and Brookside Avenue. Project traffic would not overrun roadways associated with residential neighborhoods. Lastly, permanent open space would separate the Project from Stetson to the south.
5. On September 26, 2006, City Planning Commission (Commission) held a public hearing on the Sunny-Cal Specific Plan, North Brookside Community Plan, Sphere of Influence Amendment, and Annexation to the City. After the conclusion of the public testimony, the Commission closed the public hearing and continued the project to November 14, 2006, at which time the Commission requested refinements to the Sunny Cal Specific Plan and took action to recommend City Council approval of the project.

On July 17, 2007, the City Council held a public hearing on the Project. At the conclusion of the public testimony, the City Council closed the public hearing and after consideration of the project, requested elimination of the North Brookside Community Plan component of the project and a revision to the Sphere of Influence Amendment to include only that territory within the boundaries of the Sunny-Cal Specific Plan area. The approved 2007 Sunny-Cal Specific Plan document incorporated the City Council's direction.

The previous Project Applicant for the Sunny-Cal Specific Plan never moved forward with the development of the Sunny-Cal project even though they had approvals to do so. As such, the property was sold and the current Project Applicant has submitted an application for a new specific plan/proposed Project.

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

Comment Letter G127 – Penny Quinn

Christina Taylor

From: Penny Quinn <pennyq43@yahoo.com>
Sent: Monday, June 06, 2022 5:51 PM
To: Christina Taylor
Subject: Summit station

The last thing we need is more warehouse occupancy in Beaumont. We are not an industrial community. People move here to get away from the crowded urban areas. The traffic from the trucks and the resultant air pollution mean that our property values will diminish and we will cease to be an attractive alternative to those seeking our lifestyle. Please take this into consideration when voting on this matter.

Penny Quinn
1758 La Cantera Way
Beaumont Ca 92223

Sent from my iPhone

G127
-1

This page intentionally left blank.

Responses to Comment Letter G127 – Penny Quinn

- G127-1** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G128 – Julie Janesin

Christina Taylor

From: Julie Janesin <jljanessin@verizon.net>
Sent: Monday, June 06, 2022 8:49 PM
To: Christina Taylor
Subject: Proposed Beaumont Warehouse near Residential

Ms. Taylor

This warehouse is a terrible idea!

Terrible for the Beaumont Community! The pollution and our air quality will suffer greatly due to the amount of excess traffic this will create.

Pollution to adult residents and toxic to our children and grandchildren!

Please STOP this now.

Sincerely

Julie Janesin
PO Box 433
Beaumont, Ca. 92223
909-633-7157

G128
-1

This page intentionally left blank.

Responses to Comment Letter G128 – Julie Janesin

- G128-1** Comment Noted. **Section 4.2, Air Quality**, of the DEIR fully analyzes and discloses all air quality impacts associated with the development of the proposed Project. Additionally, a Health Risk Assessment was prepared for the proposed Project (refer to **Appendix B** of the DEIR). The Health Risk Assessment determined that the proposed Project would not have an adverse impact on surrounding residents.

This page intentionally left blank.

Comment Letter G129 – Lori Ellison

Christina Taylor

From: L Ellison <laellisonla@gmail.com>
Sent: Monday, June 06, 2022 11:09 PM
To: Christina Taylor
Subject: Summit Station

Hi Ms. Taylor,

Thank you for taking the time to read this email. I'm a resident at Solera in Beaumont and am sending this note to you and the Beaumont City Council expressing my opposition to the construction of the Summit Station Warehouse on Brookside Avenue. The negative impact created by such a large construction job and its resulting warehouse's trucking traffic will have an alarming effect on the senior residents of Solera and our neighbors in the Stetson community—from construction hazards to congestion, noise and air pollution and water waste.

G129-1

The Cherry Valley Boulevard warehouse is an alarming case in point. City planning isn't just about growth and generating tax income. Beaumont shouldn't become a miniature City of Industry. Our area's countryside aesthetic is an important part of its personality that helps draw and retain residents and contributes to quality of life and home values. There's got to be a better way to grow. Thanks again for your time and consideration.

G129-2

Sincerely,
Lori Ellison
(Solera Resident)

This page intentionally left blank.

Responses to Comment Letter G129 – Lori Ellison

- G129-1** Comment noted. The DEIR fully analyzed and disclosed all impacts associated with the Project, including air quality, hydrology and water quality, noise, and transportation. Refer to **Section 4.2, Air Quality, Section 4.9, Hydrology and Water Quality, Section 4.11, Noise, and Section 4.15, Transportation** of the DEIR for more information.
- G129-2** Comment noted. This comment does not identify a specific concern with the adequacy of the DEIR or note a specific issue or comment related to the DEIR's environmental analysis. However, your comment will be taken into consideration by decision-makers.

This page intentionally left blank.

Comment Letter G130 – Jennie Rose Sylva

Christina Taylor

From: Jennie Rose Sylva <harmoniehoney@yahoo.com>
Sent: Tuesday, June 07, 2022 8:37 AM
To: Christina Taylor
Subject: Oppose "BEAUMONT SUMMIT STATION"

Good Morning,

I know the deadline was yesterday, but I wanted to still express my hopes that the city council will do what is best for residents on the West side on Beaumont and not allow another monolithic eyesore that brings additional traffic, air pollution and low paying - non career jobs. Beaumont has already designated plenty of warehouse space off the 60 freeway!

Thank you.

Jennie Rose Sylva
36974Dunhill Court
Beaumont, CA 92223

"Laughter, hope, waves at the shore -- if we collected all of these gifts like small grains of sand, soon we'd have a castle." ~ Unknown

"There are two ways of spreading light: to be the candle or the mirror that reflects it." ~ Edith Wharton

This page intentionally left blank.

Response to Comment Letter G130 – Jennie Rose Sylva

G130 Letter G130 was submitted past the public review deadline. Pursuant to State CEQA Guidelines, the City is not required to respond to the comment letter.

This page intentionally left blank.

Comment Letter G131 – Adam Salcido

Christina Taylor

From: A S <asalcido.07@gmail.com>
Sent: Tuesday, June 07, 2022 6:28 PM
To: Christina Taylor
Cc: Unknown; jbourgeois029@gmail.com; Terrance Lucio; PATRICK HANINGER
Subject: Beaumont Summit Specific Plan Project

Good Evening Ms. Taylor,

Please provide any updates to the above mentioned project.

I am requesting under Public Resource Code Section 21092.2 to add the email addresses and mailing address below to the notification list, regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project.

t.lucio57@gmail.com

phaninger1@gmail.com

jbouge2271@aol.com

jbourgeois029@gmail.com

asalcido.07@gmail.com

Mailing Address:

P.O. Box 79222

Corona, CA 92877

Please confirm receipt of this email.

Thank You,

Adam Salcido

This page intentionally left blank.

Response to Comment Letter G131 – Adam Salcido

G131 Letter G131 was submitted past the public review deadline. Pursuant to State CEQA Guidelines, the City is not required to respond to the comment letter.

This page intentionally left blank.