INITIAL STUDY

FOR

SWC 8TH STREET AND HIGHLAND SPRINGS AVE.

Prepared for:

City of Beaumont
Carole Kendrick, Senior Planner
550 East 6th Street Beaumont, California 92223

Prepared by:

Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408
(909) 890-1818

July 2020

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SECTION 1.0 INTRODUCTION

Independently reviewed, analyzed and exercised judgment in making the determination, by the Development Review Committee on _____, pursuant to Section 21082 of the California Environmental Quality Act (CEQA).

CEQA requires the preparation of an Initial Study when a proposal must obtain discretionary approval from a governmental agency and is not exempt from CEQA. The purpose of the Initial Study is to determine whether or not a proposal, not except from CEQA, qualifies for a Negative Declaration (ND) or whether or not an Environmental Impact Report (EIR) must be prepared.

Section 1.0 of this Initial Study (IS) describes the purpose, environmental authorization, the intended uses of the IS, documents incorporated by reference, and the processes and procedures governing the preparation of the environmental document. Pursuant to Section 15367 of the State of California *Guidelines for Implementation of the California Environmental Quality Act* (CEQA Guidelines), the City of Beaumont (City) is the Lead Agency under the California Environmental Quality Act (CEQA). The City has primary responsibility for compliance with CEQA and consideration of the Proposed Project.

1. Project Title: SWC 8th Street & North Highland Springs Ave

2. Lead Agency Name: City of Beaumont
Planning Division
550 E. 6th Street
Beaumont, CA 92223

3. Contact Person: Carole Kendrick, Senior Planner
Phone Number: 951-769-8518

4. Project Location: Southwest corner of the Highland Springs Ave. and 8th Street

5. Geographic Coordinates of Project Site: 33° 55’56.47” N, 116° 56’ 51.24” W

6: USGS Topographic Map: Beaumont 7.5-minute USGS Topographic Quadrangle

7: Public Land Survey System: Township 3 South, Range 1 West, Section 11

8. Thomas Guide Location: Page 721, Grid C2, San Bernardino & Riverside Counties (2013)

9. Assessor Parcel Number: 419-150-034

10. General Plan Designation: Community Commercial

11. Zoning: Commercial Community

12. Description of Project: Evergreen Devco, Inc. (“Project Applicant”) is proposing the development of a 3,500 square-foot quick service restaurant (QSR), a gas station with six fuel pumps with 12 dispensers, and a 4,088 square-foot convenience store on a 2.08-acre parcel in the City of Beaumont, Riverside County. The Project Site is located on the southwest corner of Highland Springs Avenue and East 8th Street (see Figure 1-Regional Location and Figure 2-Project Vicinity). The existing vacant parcel is described as Assessor’s Parcel No. 419-150-034.

The Project Site is currently vacant and will be split into two lots as shown on Figure 3, via a Tentative Parcel Map. Lot A will be in Parcel 2 and consist of a QSR with an attached drive-thru and thirty-nine (39) parking spaces, 2 of which will be handicap-accessible parking spaces; Lot B will in Parcel 1 and consist of a gas station with six fuel pumps with twelve (12) fueling dispensers, and a convenience store with 49 parking spaces, 2 of which will be handicap-accessible parking spaces. The site design also includes two (2) 20K-gallon underground storage tanks (USTs) and one (1) Healy Tank(s) (clean air separator). One of the USTs will hold 20K-gallons of Regular Unleaded Gasoline. The other UST is a Split Tank, which will hold 8K-gallons of Premium Unleaded Gasoline and 12K-gallons of Diesel. An underground detention system with a minimum storage volume of 4,700 cubic feet is proposed for peak attenuation of storm flows.

The City of Beaumont requires a Conditional Use Permit for fast food restaurants with a drive-thru use, a Gas/Service Station, as well as for the operation of an off-sale alcohol license. Access to the Project Site would be provided by a 35-foot driveway at 8th Street and a 35-foot driveway at Highland Springs Ave. The Proposed Project includes the installation of two (2) monuments illuminated signs, one in each frontage. Landscaping will be provided on the northern and eastern boundaries. Structure heights will be a maximum of 18.5 feet for the fueling station canopy and 22 feet for the building.

The Project Site has a current zoning of Commercial Community and General Plan land use designation of Community Commercial. The Community Commercial land use designation is characterized by commercial shopping centers that serve adjacent neighborhoods. The Project Site is surrounded by commercial development (medical and dental offices), ongoing development (Sundance Corporate Center), and public facilities (hospital and nursing facility).

13. Surrounding Land Uses and Setting: The Project Site has a current zoning of Commercial Community and a General Plan land use designation of Community Commercial. The Community Commercial land use designation is characterized by commercial shopping centers that serve adjacent neighborhoods. The Project Site is surrounded by commercial development (medical and dental offices), ongoing development (Sundance Corporate Center), and public facilities (hospital and nursing facility).

Location	Existing Use	Land Use Designation	Zoning
Site	Vacant	Community Commercial	Commercial Community
North	Vacant, Ongoing development	Single-Family Residential	Specific Plan Area
South	Medical and Dental offices	General Commercial	Commercial General
East	San Gorgonio Memorial Hospital (City of Banning)	Public Facilities	Public Facilities
West	Palmgrove Healthcare center	Multi-Family Residential	Residential-Multiple Family

14. Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):

- **Fueling Dispensing Facility -** South Coast Air Quality Management District

15. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

McKenna et Al. submitted a written request to the Native American Heritage Commission for a records search in the commission's Sacred Lands File. The NAHC provided a list dated November 21, 2019 of 21 tribes recommended for contact. The City of Beaumont initiated the AB 52 consultation process on May 8, 2020.

N

0 1

Mile

Source: Lilburn Corp., March, 2020.

LILBURN CORPORATION

REGIONAL LOCATION

Convenience Store and Gas Station

Beaumont, California

FIGURE 1

N

0 110

Feet

Source: Lilburn Corp., March, 2020.

LILBURN CORPORATION

PROJECT VICINITY

Convenience Store and Gas Station

Beaumont, California

FIGURE 2

TENTATIVE PARCEL MAP NO. 37906

IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

March 20, 2020

SUBDIVISION AREA: 2.08 ACRES

APN: 419-150-034

LEGAL DESCRIPTION:

PARCEL 1 OF PARCEL MAP NO. 5570, AS SHOWN BY MAP ON FILE IN BOOK 10, PAGE 34 OF PARCEL MAPS, RIVERSIDE COUNTY RECORDS.

ASSESSOR'S PARCEL NUMBER:

419-150-034

EXISTING EASEMENTS/EXCEPTIONS:

SEE PRELIMINARY TITLE REPORT BY FIRST AMERICAN TITLE INSURANCE COMPANY, ORDER NO. NCS-964442-PHX1 DATED NOVEMBER 12, 2019. ITEMS LISTED BELOW ARE SHOWN IN THE PRELIMINARY TITLE REPORT AND PLOTTABLE ITEMS ARE DENOTED THUS: [#] WITH LOCATIONS KEYED THE SAME HEREON.

[12] EASEMENTS, COVENANTS AND CONDITIONS CONTAINED IN THE DEED FROM J. DREW FUNK, J.D. REID, PEARL J. GRANT, AND EDWARD CRYER, AS GRANTOR, TO FRANK W. CHAMBERS, A SINGLE MAN, AS GRANTEE, RECORDED JANUARY 31, 1946 AS BOOK 715, PAGE 142 OF OFFICIAL RECORDS. REFERENCE BEING MADE TO THE DOCUMENT FOR FULL PARTICULARS.

EASEMENT TO BE VACATED PER SEPARATE INSTRUMENT.

[13] EASEMENTS, COVENANTS AND CONDITIONS CONTAINED IN THE DEED FROM J. DREW FUNK AND RUBY M. FUNK, AS GRANTOR, TO WILLIAM CAMERON AND JANET CAMERON, HUSBAND AND WIFE, AS JOINT TENANTS, AS GRANTEE, RECORDED APRIL 27, 1948 AS BOOK 904, PAGE 477 OF OFFICIAL RECORDS. REFERENCE BEING MADE TO THE DOCUMENT FOR FULL PARTICULARS.

EASEMENT TO BE VACATED PER SEPARATE INSTRUMENT.

[14] AN EASEMENT FOR UTILITIES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 13, 1962 AS INSTRUMENT NO. 104649 OF OFFICIAL RECORDS.

IN FAVOR OF: COUNTY OF RIVERSIDE
AFFECTS: AS DESCRIBED THEREIN

EASEMENT TO BE VACATED PER SEPARATE INSTRUMENT.

[15] AN EASEMENT FOR ROAD AND INCIDENTAL PURPOSES, RECORDED AUGUST 31, 1970 AS INSTRUMENT NO. 85601 OF OFFICIAL RECORDS.

IN FAVOR OF: CITY OF BEAUMONT
AFFECTS: AS DESCRIBED THEREIN

EASEMENT TO REMAIN.

[16] A DEDICATION FOR PUBLIC ROADS PURPOSES PER DOCUMENT RECORDED NOVEMBER 6, 1975 AS INTRUMENT NO. 138162 OF OFFICIAL RESCORDS IS A DEDICATION OF REAL PROPERTY THAT WAS ACCEPTED BY RESOLUTION OF THE CITY COUNSEL TO BEAUMONT ON OCTOBER 13, 1975. THIS AREA IS INCLUDED IN THE LEGAL DESCRIPTION WITHIN EXHIBIT A OF COMMITMENT NO. NCS-964442-PHX.

EASEMENT TO REMAIN.

BASIS OF BEARING:

THE BASIS OF BEARINGS SHOWN HEREON ARE BASED ON THE CENTER LINE OF 8TH STREET, BEING SOUTH 89°10'30" WEST, AS SHOWN ON PARCEL MAP NO.5570 RECORDED OCTOBER 9, 1973 AS NO. 131938 IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY.

LEGEND:

PROPERTY BOUNDARY / RIGHT OF WAY
CENTERLINE
PROPOSED LOT LINE
EASEMENT

ZONING DATA:

GENERAL PLAN DESIGNATION: COMMUNITY COMMERCIAL
EXISTING ZONE: CC - COMMUNITY COMMERCIAL
EXISTING LAND USE: VACANT
PROPOSED ZONE: CC- COMMUNITY COMMERCIAL
PROPOSED LAND USE: COMMERCIAL
FLOOD ZONE DESIGNATION: ZONE X - MINIMAL FLOOD HAZARD
FEMA FLOOD MAP: PANEL 1033R01W511, CITY OF BEAUMONT 060247

SETBACKS

STREET FRONTAGE	25'
REAR	NONE
INTERIOR SIDE	NONE

PROJECT NARRATIVE:

THE PROPOSED PROJECT IS A SUBDIVISION OF 1 EXISTING PARCEL INTO 2 PROPOSED PARCELS. IN ADDITION, THIS PROJECT REQUIRE A RIGHT OF WAY DEDICATION FOR 8TH STREET. NO OTHER PUBLIC EASEMENTS ARE CONTEMPLATED TO BE REQUIRED.

EXISTING NUMBER OF LOTS:	1
EXISTING ACREAGE:	2.08 ACRES / 90,742.04 SQ. FT
PROPOSED NUMBER OF LOTS:	2
TOTAL SUBDIVISION ACREAGE:	2.01 ACRES / 87,419.96 SQ. FT
PROPOSED DEDICATION:	0.08 ACRES / 3,322.08 SQ. FT

SITE DESIGN REFERENCE:

CIVIL SITE DESIGN INCLUDING, BUT NOT LIMITED TO, GRADING, DRAINAGE, STORMWATER MANAGEMENT, AND UTILITIES ARE DEPICTED ON PLOT PLAN PRELIMINARY DRAWINGS PREPARED BY KIMLEY-HORN.

PROPOSED LOT SUMMARY:

PARCEL 1:	1.14 ACRES / 49,565.09 SQ. FT
PARCEL 2:	0.87 ACRES / 37,854.87 SQ. FT
LOT A:	0.08 ACRES / 3,322.08 SQ. FT
TOTAL:	2.08 ACRES / 90,742.04 SQ. FT

PROPOSED EASEMENT DEDICATIONS:

A 10' RIGHT OF WAY DEDICATION FOR 8TH STREET

UTILITY PURVEYORS:

SEWER:	CITY OF BEAUMONT PUBLIC WORKS
WATER:	CHERRY VALLEY WATER DISTRICT
GAS:	SOUTHERN CALIFORNIA GAS CO.
ELECTRIC:	SO. CAL EDISON CO.
PHONE:	AT&T
STORM:	CITY OF BEAUMONT/RIVERSIDE COUNTY FLOOD CONTROL DISTRICT

ABBREVIATIONS:

AC	ACRES
APN	ASSESSOR'S PARCEL NUMBER
BLDG	BUILDING
CL	CENTERLINE
DED	DEDICATION
ESMT	EASEMENT
EX	EXISTING
LS	LANDSCAPE
NLY	NORTHERLY
PL	PROPERTY LINE
POC	POINT OF CONNECTION
PROP/PR	PROPOSED
R/W	RIGHT-OF-WAY
SW	SIDEWALK
SLY	SOUTHERLY
SF	SQUARE FEET
TYP	TYPICAL

OWNER

KY NGOC NGUYEN
15521 SUNBURST LANE
HUNTINGTON BEACH, CA 92647

APPLICANT

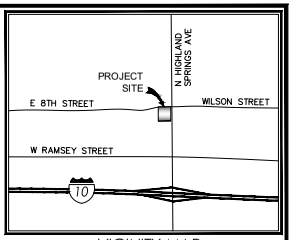
EVERGREEN DEVCO, INC.
2390 EAST CAMELBACK RD. SUITE 410
PHOENIX, AZ 85016

SURVEYOR OF RECORD:

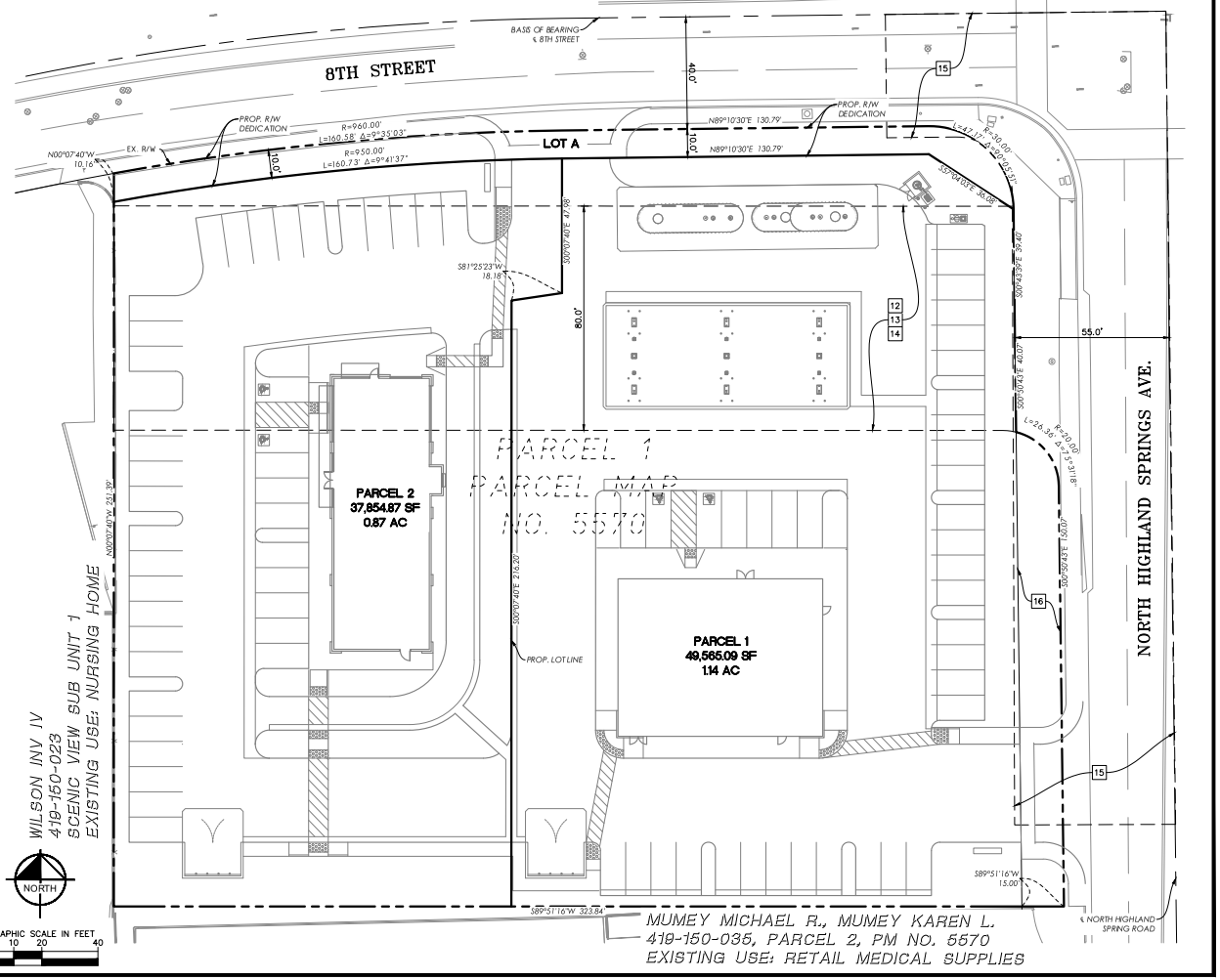
ROSEMARIE SILVA
KIMLEY-HORN AND ASSOCIATES
401 B STREET SUITE 600
SAN DIEGO, CA 92101-4218
TELEPHONE: (619) 272 - 7198

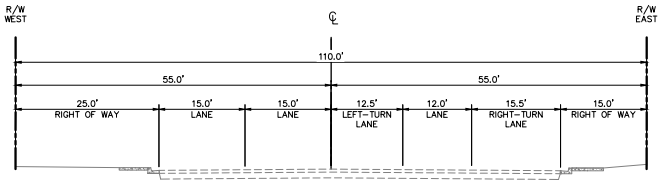
ROSEMARIE SILVA, LS 9545 — 3 - 18 - 2020 DATE

LICENSED LAND SURVEYOR — ROSEMARIE A. SILVA — No. 9545 — STATE OF CALIFORNIA

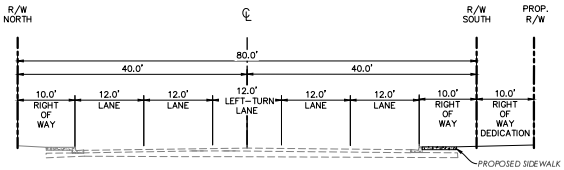


VICINITY MAP
N.T.S.





NORTH HIGHLAND SPRINGS AVE.
1" = 10'



8TH STREET
1" = 10'

SITE PLAN

Convenience Store and Gas Station

Beaumont, California

FIGURE 3

LILBURN CORPORATION

1.1 EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on eighteen (18) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
3. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures)
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are: (List the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

1.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklists on the following pages. For each of the potentially affected factors, mitigation measures are recommended that would reduce the impacts to less than significant levels.

☐ *Aesthetics*	☐ *Agriculture and Forestry Resources*	☐ *Air Quality*
☒ *Biological Resources*	☒ *Cultural Resources*	☐ *Energy*
☒ *Geology /Soils*	☐ *Greenhouse Gas Emissions*	☐ *Hazards & Hazardous Materials*
☒ *Hydrology/Water Quality*	☐ *Land Use / Planning*	☐ *Mineral Resources*
☐ *Noise*	☐ *Population / Housing*	☐ *Public Services*
☐ *Recreation*	☒ *Transportation*	☒ *Tribal Cultural Resources*
☐ *Utilities/Service Systems*	☐ *Wildfire*	☐ *Mandatory Findings of Significance*

1.3 ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study, the City of Beaumont Environmental Review Committee finds:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the Proposed Project would have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Carole Kendrick
Signature

July 24, 2020
Date

Carole Kendrick
Name

Senior Planner
Title

1.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if substantial evidence exists that an effect may be significant. If one or more "Potentially Significant Impact" entries are marked when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. The explanation of each issue should identify:

    a. the significance criteria or threshold, if any, used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significant. *Note: Instructions may be omitted from final document.

SECTION 2.0 – PROJECT DESCRIPTION

2.1 PURPOSE OF THIS DOCUMENT

The City formally initiated the environmental process for the project with the preparation of this Initial Study (IS). The IS screens out those impacts that would be less than significant and do not warrant mitigation, while identifying those issues that require further mitigation to reduce impacts to a less than significant level. As identified in the following analyses, project impacts related to various environmental issues either do not occur, are less than significant (when measured against established significance thresholds) or have been rendered less than significant through implementation of mitigation measures. Based on these analytical conclusions, this IS supports adoption of an MND for the Proposed Project. This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

CEQA permits the incorporation by reference of all or portions of other documents that are generally available to the public. The IS has been prepared utilizing information from City planning and environmental documents, technical studies specifically prepared for the project, and other publicly available data. The documents utilized in the IS are identified in Section 3.0 and are hereby incorporated by reference. These documents are available for review at the City of Beaumont, Community Development Department.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Beaumont is the Lead Agency in the preparation of this Initial Study. The City has primary responsibility for approval or denial of this project. The intended use of this Initial Study is to provide adequate environmental analysis related to project construction and operation activities of the Proposed Project.

2.2 PROJECT LOCATION

The Project Site is an undeveloped parcel in the City of Beaumont, located approximately 1.71 miles northeast of the I-10 freeway and SR-79 highway intersection (refer to Figure 1 - Regional Map). It is adjacent to the City of Banning, in the southwestern corner of the Highland Springs Avenue and 8th Street intersection (refer to Figure 2-Vicinity Map). The property has a current General Plan land use designation of Community Commercial. It is surrounded by medical and dental offices to the south, a hospital to the east, ongoing commercial development to the north and a nursing facility to the west. The Project Site and its immediate vicinity is within the 6th Street Corridor Planning Area of the City General Plan, approved March 2007. Development in this area is largely commercial and industrial in character with many single-family and multiple-family residences located between commercial parcels. The area surrounding the Project Site and in Banning are a mix of general commercial development, high density residences and professional offices.

2.3 PROJECT DESCRIPTION

The Project Applicant is requesting the approval of Conditional Use Permit and Tentative Parcel Map to develop a QSR with an attached drive-thru use, gas station and convenience store. The Project Site is currently vacant. The Proposed Project would divide the square-shaped approximately 2.08-acre property into two commercial lots. Lot A in Parcel 2 is the western portion of the site and is proposed to consist of a QSR. Lot B in Parcel 1 is the eastern portion and is proposed to consist of a convenience store and gas station (refer to Figure 3-Site Plan). The gas station would consist of 6 fuel pumps with 12 dispensers and two USTs. Access to and egress from the Project Site would be provided by a 35-foot driveway on 8th Street and another one on Highland Springs Avenue. The Proposed Project would provide 88 parking spaces, 4 of which are handicap accessible. An illuminated monument sign would be installed on each frontage.

SECTION 3.0 – CHECKLIST OF ENVIRONMENTAL ISSUES

3.1 AESTHETICS

1.	AESTHETICS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
(b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
(c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
(d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Environmental Setting

The City of Beaumont is located in north-central Riverside County, at the summit of the San Gorgonio Pass. Beaumont is bounded on the west by the City of Calimesa, on the north by the unincorporated community of Cherry Valley; on the south by the I-10 Freeway; and on the east by the City of Banning. Beaumont is located approximately 70 miles east of downtown Los Angeles, 21 miles northeast of the City of Riverside; and 21 miles southeast of the City of San Bernardino. The Project Site is surrounded by commercial development, public facilities and undeveloped lands.

3.1.2 Impact Analysis

a) Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. The City General Plan does not contain any designated scenic vistas that would be affected by the implementation of the Proposed Project. The San Timoteo Badlands area is considered a scenic vista, therefore development proposals within the Badlands area will be given special attention.[1] The Project Site is 16 miles southeast of the San Timoteo Badlands and implementation of the Proposed Project would not have an effect on this scenic resource. The Project Site has a General Plan designation of Community Commercial.[2] The Proposed Project would be consistent with the General Plan designation. The Project Site is surrounded by vacant land undergoing development to the north, public facility to the east (hospital), nursing facility to the west, and General Commercial development to the south. The Proposed Project's building structures will not exceed 50 feet, as is required

[1] City General Plan. https://www.beaumontca.gov/DocumentCenter/View/63/General-Plan?bidId=. Page 161
[2] City General Plan. https://www.beaumontca.gov/DocumentCenter/View/63/General-Plan?bidId=. Page 26

by the City's municipal code standards for the Community Commercial zone. The Proposed Project is not anticipated to change the general aesthetics of the area or obstruct natural scenic views or vistas. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. Implementation of the Proposed Project would not cause damage to any scenic resources or historic buildings within a State Scenic Highway. The Project Site is currently vacant and consists of grass and tumbleweeds. The Project Site is not adjacent to or near any State-eligible or State-designated Scenic Highway.[3] The nearest State Scenic Highway is Route 243, which is approximately 3.5 miles east of the Project Site. According to the City General Plan, proposed projects that are either within the San Timoteo Badlands or that could affect views of or alter ridgelines will be given special consideration to reduce aesthetic/visual resource impacts to a less-than-significant level.[4] The Proposed Project is 16 miles southeast of the San Timoteo Badlands and will not affect views of or alter ridgelines. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

c) *Would the project in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Less than Significant Impact. Development of the Proposed Project would not cause damage to the existing visual character or quality of the Project Site or its surroundings. The Proposed development would be consistent with the City General Plan designation and would enhance the surrounding community with commercial uses. The surrounding properties are either vacant, developed for residential or commercial uses, or a public facility. The Proposed Project would maintain similar aesthetics and building design as the surrounding establishments. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less than Significant Impact. Development of the Proposed Project would take place on a site that is currently vacant. The Proposed Project includes two LED-illuminated monument signs adjacent to the driveways, three LED-illuminated canopy signs at the gas station and an LED-illuminated wall sign outside the convenience store. Lights installed for the Proposed Project will be directed away from sensitive receptors. Sensitive receptors in the vicinity include hospital patients and staff on the east side of Highland Springs Avenue, and staff and patients in the nursing facility to the west. These facilities and commercial development south of the Project Site already include lighting on the outside of buildings and in parking lots

[3] County General Plan. Circulation Element Figure C-8 Scenic Highways
[4] City General Plan. https://www.beaumontca.gov/DocumentCenter/View/63/General-Plan?bidId=. Page 161

primarily for safety. Additionally, both 8th St. and Highland Springs Avenue have streetlights in the area of the project as well as traffic lights at intersections. Prior to issuance of the occupancy permit, the Project Applicant is required to install public streetlights along the frontage of perimeter streets. Streetlight installation shall be in accordance to the City's Approved Street Lighting Specifications. In addition, trees would be planted throughout the Project Site and along the perimeter, which would minimize light exposure. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

3.2 AGRICULTURE & FORESTRY RESOURCES

2.	**AGRICULTURE & FOREST RESOURCES. (In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.) In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.) Would the project:**	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
(b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
(c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
(e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or the conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 Environmental Setting

The Project Site is in the northeastern portion of the City of Beaumont. As shown on the City General Plan Land Use Designations Map, it has a current zoning of Community Commercial. The Project Site is neither considered useful for agriculture nor is it within an existing zone for forest land. The Project Site is vacant with only non-native grasses and tumbleweeds present on-site. SALEM conducted a Phase I Environmental Site Assessment (ESA) of the Proposed Project in January 2020 (see Appendix A). According to their review of historical aerial photographs, the Project Site and adjacent properties appear to have been undeveloped or agricultural lands since the 1930s.

3.2.2 Impact Analysis

a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?*

No impact. According to the City General Plan, properties within the General Plan Area are not designated as prime farmlands, unique farmlands, or farmlands of statewide importance.[5] The Project Site is identified as "Urban and Built-Up Land" in the Riverside County Important Farmland 2016 Sheet 1 of 3 maps.[6] Urban and Built-Up Land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Examples of this category are residential, industrial commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. No prime farmland, unique farmland, or farmland of statewide importance occur on the Project Site. The Proposed Project would not convert farmland to a non-agricultural use. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. The Project Site is not under a Williamson Act Contract, as confirmed by the Assessor's Agriculture Division. According to the City General Plan, no agricultural properties within the General Plan Area are currently covered under the provisions of a Williamson Act Contract.[7] Additionally, as shown on the Riverside County Information Technology (RCIT) Geographic Information Systems (GIS), the Project Site is not under Williamson Contract. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources*

[5] City General Plan. Page 138
[6] California Department of Conservation. Important Farmland 2016 Sheet 1 of 3.
[7] City General Plan. Page 138.

Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. Beaumont does not have a zoning designation for, nor does it contain forestry-related timberland or timberland production sites within city limits.[8] Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. The Project Site is currently vacant and does not support forest land. Implementation of the Proposed Project would not result in loss of forest land or conversion of forest land to non-forest use. The City General Plan does not include any lands designated as forest land within the General Plan area. Therefore, no loss of forest land or conversion of forest land to non-forest use will result from the implementation of the Proposed Project. No impacts are identified or anticipated, and no mitigation measures are required.

e) *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or the conversion of forest land to non-forest use?*

No Impact. The Project Site does not support agricultural or forest land use. Implementation of the Proposed Project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use on-site or off-site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

3.3 AIR QUALITY

3.	**AIR QUALITY. (Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.) Would the project:**	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
(b)	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?	☐	☐	☒	☐
(c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

[8] City General Plan. Page 26.

3.3.1 Environmental Setting

The City of Beaumont is located in the eastern portion of the South Coast Air Basin (SCAB). The SCAB is bounded by the San Jacinto, San Gabriel and San Bernardino Mountain Ranges. The primary source of air pollution affecting the City are pollutants transported by wind from urbanized areas located west towards Los Angeles. The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB.

3.3.2 Impact Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (AQMP 2016) was adopted by the SCAQMD on March 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) using the 2016 Regional Transportation Plan/Sustainable Communities Strategy.

The Proposed Project is consistent with the City of Beaumont's Community Commercial land use designation. The General Plan was adopted before the 2016 AQMP was adopted. Therefore, the emissions associated with the Proposed Project have already been accounted for in the AQMP and approval of the Proposed Project would not conflict with the AQMP. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

b) Would the project 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?

Less than Significant Impact. On March 2020, an Air Quality and Greenhouse Gas Assessment was prepared for the Proposed Project by Lilburn Corporation (see Appendix B for report). The Proposed Project's construction and operational emissions were screened using California Emissions Estimator Model (CalEEMod) version 2016.3.2 prepared by the SCAQMD (see Appendix B for model output). CalEEMod was utilized to estimate the on-site and off-site construction emissions. The emissions incorporate Rule 402 and 403 by default as required during construction. The criteria pollutants screened for include reactive organic gases (ROG), nitrous oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO_2), and particulates (PM_{10} and $PM_{2.5}$). Two of the analyzed pollutants, ROG and NO_x, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, site grading (fine and mass grading), building construction, paving, and architectural coating. Construction is anticipated

to begin in early 2021 and be completed in late 2021. The resulting emissions generated by construction of the Proposed Project are shown in Table 1 and Table 2, which represent summer and winter construction emissions, respectively.

Table 1
Summer Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	1.9	17.5	8.0	0.0	3.5	2.1
Grading	1.6	24.6	7.9	0.0	3.8	2.0
Building Construction	2.0	15.0	14.4	0.0	1.1	0.8
Paving	1.2	7.8	9.3	0.0	0.5	0.5
Architectural Coating	9.5	1.5	2.1	0.0	0.1	0.1
Highest Value (lbs./day)	**9.5**	**24.6**	**14.4**	**0.0**	**3.8**	**2.1**
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Summer Emissions
Phases do not overlap and represent the highest concentration.

Table 2
Winter Construction Emissions Summary
(Pounds per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	1.6	17.4	7.8	0.0	3.4	2.1
Grading	1.6	24.6	7.9	0.0	3.8	2.0
Building Construction	2.0	15.0	14.2	0.0	1.1	0.8
Paving	1.2	7.8	9.4	0.0	0.5	0.5
Architectural Coating	9.5	1.5	2.0	0.0	0.1	0.1
Highest Value (lbs./day)	**9.5**	**24.6**	**14.4**	**0.0**	**3.8**	**2.1**
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2016.3.2 Winter Emissions.
Phases do not overlap and represent the highest concentration.

As shown in Table 1 and Table 2, construction emissions during either summer or winter seasonal conditions would not exceed SCAQMD thresholds.

Compliance with SCAQMD Rules 402 and 403

Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM_{10} and $PM_{2.5}$).

The Project Proponent would be required to comply with Rules 402 nuisance, and 403 fugitive dust, which require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the AQMP, which identifies Best Available Control Technologies

(BACTs) for area sources and point sources. The BACMs and BACTs would include, but not be limited to the following:

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
   (a) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (2x daily) to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.
   (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
   (c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
   (d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO_X and PM_{10} levels in the area. Although the Proposed Project does not exceed SCAQMD thresholds during construction, the Applicant/Contractor would be required to implement the following BMPs as required by SCAQMD:

2. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel. Site development will be limited to one acre disturbed per day.
3. The contractor shall utilize (as much as possible) pre-coated building materials and coating transfer or spray equipment with high transfer efficiency, such as high volume, low pressure (HVLP) spray method, or manual coatings application such as paint brush, hand roller, trowel, dauber, rag, or sponge.
4. The contractor shall utilize water-based or low VOC coating per SCAQMD Rule 1113. The following measures shall also be implemented:
   - Use Super-Compliant VOC paints whenever possible.
   - If feasible, avoid painting during peak smog season: July, August, and September.
   - Recycle leftover paint. Take any left-over paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
   - Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
   - For water-based paints, clean up with water only. Whenever possible, do not rinse the clean-up water down the drain or pour it directly into the ground or the storm drain. Set aside the can of clean-up water and take it to a hazardous waste center (www.cleanup.org).
   - Recycle the empty paint can.

- Look for non-solvent containing stripping products.
- Use Compliant Low-VOC cleaning solvents to clean paint application equipment.
- Keep all paint and solvent laden rags in sealed containers to prevent VOC emissions.

5. The Project Proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site diesel power generation.6. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
6. The Project Proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
7. All buildings on the project site shall conform to energy use guidelines in Title 24 of the California Administrative Code as updated to reduce energy consumption and reduce GHG emissions.
8. The operator shall maintain and effectively utilize and schedule on site equipment and delivery trucks in order to minimize exhaust emissions from truck idling.

Operational Emissions

Operational emissions are categorized as energy (generation and distribution of energy to the end use), area (operational use of the project), mobile (vehicle trips), water (generation and distribution of water to the land use), and waste (collecting and hauling waste to the landfill). The Proposed Project will not include the manufacture or production of any products on-site; therefore, no industrial type emissions will be generated. The operational mobile source emissions were calculated using the Traffic Impact Analysis prepared by Urban Crossroads, dated April 23, 2020. The TIA determined that the Proposed Project would generate approximately 1,100 total daily trips. Emissions associated with the Proposed Project's estimated total daily trips were modeled and are listed in Table 3 and Table 4, which represent summer and winter operational emissions, respectively. In accordance with the site plan, CalEEMod operational emissions include the following design features: a) Improve Destination Accessibility with a two-mile distance to a downtown job center, b) Increase Transit Accessibility with a two-mile distance to the nearest transit station, and c) Improve Pedestrian Network by including improvements of the adjacent intersection, curb, gutter, and sidewalks.

Table 3
Summer Operational Emissions Summary
(Pounds per Day)

Source	ROG/ VOC[1]	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.2	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.3	0.2	0.0	0.0	0.0
Mobile	1.6	10.1	8.9	0.0	1.9	0.5
Fuel Dispensing	1.5	---	---	---	---	---
Total Value (lbs./day)	**3.3**	**10.4**	**9.1**	**0.0**	**1.9**	**0.5**
SCAQMD Threshold	55	55	550	150	150	55
Significance	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod 2016.3.2, Summer Emissions
[1] VOC emissions, SCAQMD guidelines (RULE 461-Gasoline Transfer and Dispensing).

Table 4
Winter Operational Emissions Summary
(Pounds per Day)

Source	ROG/VOC[1]	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.2	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.3	0.2	0.0	0.0	0.0
Mobile	1.3	9.9	8.7	0.0	1.9	0.5
Fuel Dispensing	1.5	---	---	---	---	---
Total Value (lbs./day)	**3.0**	**10.2**	**8.9**	**0.0**	**1.9**	**0.5**
SCAQMD Threshold	55	55	550	150	150	55
Significance	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod 2016.3.2, Winter Emissions
[1] VOC emissions, SCAQMD guidelines (RULE 461-Gasoline Transfer and Dispensing).

As shown in Tables 3 and 4, both summer and winter season operational emissions are below SCAQMD thresholds. However, the Proposed Project would be required to comply with the following but limited to SCAQMD Rules:

- Rule 201-Permit to Construct: A person shall not build, erect, install, alter or replace any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants without first obtaining written authorization for such construction from the Executive Officer. A permit to construct shall remain in effect until the permit to operate the equipment or agricultural permit unit for which the application was filed is granted or denied, or the application is canceled.

- Rule 203-Permit to Operate: A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202.

- Rule 461-Gasoline Transfer and Dispensing Facilities: Applicability This rule applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank or mobile fueler, and from any stationary storage tank or mobile fueler into any mobile fueler or motor vehicle fuel tank.

- Rule 1138- Control of Emissions from Restaurants: (a) Applicability This rule applies to owners and operators of commercial cooking operations, preparing food for human consumption. The rule requirements currently apply to chain-driven charbroilers used to cook meat. All other commercial restaurant cooking equipment including, but not limited to, under-fired charbroilers, may be subject to future rule provisions.

- Rule 1401- New Source Review of Toxic Air Contaminants: This rule specifies limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants listed in Table I. The rule establishes allowable risks for permit units requiring new permits pursuant to Rules 201 or 203.

Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. SCAQMD has developed a methodology to assess the localized impacts of emissions from a proposed project as outlined within the Final Localized Significance Threshold (LST) Methodology report; completed in June 2003 and revised in July 2008. The use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs apply to projects that must undergo CEQA or the National Environmental Policy Act (NEPA) and are five acres or less. LST methodology is incorporated to represent worst-case scenario emissions thresholds. CalEEMod was used to estimate the on-site and off-site construction emissions. The LSTs were developed to analyze the significance of potential air quality impacts of proposed projects to sensitive receptors (i.e. schools, single family residences, etc.) and provide screening tables for small projects (one, two, or five acres). Projects are evaluated based on geographic location and distance from the sensitive receptor (25, 50, 100, 200, or 500 meters from the site).

For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, convalescent facility or anywhere that it is possible for an individual to remain for 24 hours. Additionally, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. Commercial and industrial facilities are not included in the definition of sensitive receptor because employees do not typically remain on-site for a full 24 hours, but are usually present for shorter periods of time, such as eight hours.

The Project Site is approximately 2.08 acres, however the "2-acres scenario" was used to represent a worst-case scenario as larger sites are typically granted a larger emission allowance. CalEEMod version 2016.3.2 was used to estimate the on-site and off-site construction emissions. The nearest sensitive receptor land use is an assisted care facility located immediately west of the Project Site and therefore LSTs are based on 25-meter distance. The resulting Proposed Project's construction and operational emissions with the appropriate LST are presented in Table 5.

Table 5
Localized Significance Thresholds
(Pounds Per Day)

	NO_x	**CO**	**PM_{10}**		**$PM_{2.5}$**	
Construction Emissions (Max. from Table 6 and Table 7)	9.5	14.4	3.8		2.1	
Operational Emissions (Max. Total from Table 3 and Table 4)[1]	11.9	9.1	0.10		0.025	
Highest Value (lbs./day)	**11.9**	**14.2**	**3.8**	**0.10**	**2.1**	**0.025**
LST Thresholds	149	1,541	10*	3†	6*	2†
Greater Than Threshold	**No**	**No**	**No**	**No**	**No**	**No**

As shown in Table 5, the Proposed Project's emissions are not anticipated to exceed the LSTs.

Toxic Air Contaminant Impacts

Emissions resulting from gasoline service station operations may include toxic air contaminants (TACs) (e.g., benzene, hexane, MTBE, toluene, xylene) and have the potential to contribute to health risk in the Project vicinity. Standard regulatory controls such as the SCAQMD's Rule 461 (Gasoline Transfer and Dispensing) would apply to the Project in addition to any permits required that demonstrate appropriate operational controls. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase I EVR have an average efficiency of 98 percent and Phase II EVR have an average efficiency of 95.1 percent. Therefore, the potential for fugitive VOC or TAC emissions from the gasoline pumps is negligible. Prior to issuance of a Permit to Operate, each individual gasoline dispensing station is required to obtain permits from SCAQMD which identify the maximum annual throughput allowed based on specific fuel storage and dispensing equipment that is proposed by the operator.

The analysis reflects a maximum annual throughput of an estimated 1,000,000 gallons. However, ultimate fuel throughput allowances/requirements would be established by SCAQMD through the fueling station permitting processes. For purposes of this evaluation, cancer risk estimates have been made consistent with the methodology presented in SCAQMD's Risk Assessment Procedures for Rules 1401 & 212 which provide screening-level risk estimates for gasoline dispensing operations. The Project site is located within Source Receptor Area (SRA) 29.

The nearest residential receptor and worker receptor are both less than 25 meters (e.g. 82.02 feet) from the proposed fueling station.

Based on the established SCAQMD procedure outlined in the SCAQMD Permit Application Package "N" it is estimated that the maximum risk attributable to the gasoline dispensing would be 5.46 in one million for the nearest sensitive receptor and the maximum risk to workers would be 0.45 in one million both of which are below the threshold of 10 in one million. SCAQMD Permit Application Package "N" identifies the potential risk per one million gallons of gasoline dispensed at the defined downwind distances. The further the distance from the source the lower the risk. Refer to Table 6 for a linear regression risk estimate with distances of 25 and 50 feet from the source.

Table 6
Linear Regression Risk Estimate

Residential	
Distance	**Risk**
25	**5.46**
50	**2.17**
Worker	
25	**0.45**
50	**0.17**

Source: Risk Tool V1.103

As shown in Table 6, no sensitive receptors in the Project vicinity would be exposed to a cancer risk of greater than 10 in one million. The maximum risk estimate at any sensitive land use in the vicinity of the Project would be 5.46 in one million. The Project gas station

operations would therefore not generate emissions that would cause or result in an exceedance of the applicable SCAQMD cancer threshold of 10 in one million. As such, the Project would not have a significant impact with respect to health risks from the gasoline dispensing stations.

Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. The Proposed Project does not contain land uses typically associated with the emission of objectionable odors. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities; and the temporary storage of domestic solid waste (refuse) associated with the Proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City of Beaumont solid waste regulations. The Project would be also required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

3.4 BIOLOGICAL RESOURCES

4.	BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
(b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
(c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
(d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐

4.	BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
(f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

3.4.1 Environmental Setting

The Proposed Project consists of a QSR, convenience store and gas station in a 2.08-acre parcel. General Biological Resources Assessment, dated June 23, 2020, was prepared for the Proposed Project by Natural Resources Assessment, Inc. (NRAI) (see Appendix C for report). The assessment was conducted consistent with the requirement of the Western Riverside County Multiple Species Habitat Conservation Plan (MSCHP), which is intended to balance the growth of western Riverside County with the preservation of open space and protection for species. The MSHCP identifies vernal pools, fairy shrimp habitat and riparian/riverine as resources of concern for all the parcels within the MSHCP Conservation Area.

NRAI requested a report from the MSHCP website for the Project Site. NRAI completed a data search for information on plants and wildlife species known occurrences within the vicinity of the Project Site. The review included biological texts on general and specific biological resources, and those resources considered to be sensitive by various wildlife agencies, local government agencies and interest groups. NRAI used the data to focus their survey efforts in the field.

3.4.2 Impact Analysis

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

Less than Significant with Mitigation Incorporated.

Wildlife Observations

Mourning dove (*Zenaida macroura*), house finch (*Haemorhous mexicanus*), savannah sparrow (*Passerculus sandwichensis*) and house sparrow (*Passer domesticus*) were either seen or heard during the field survey. California ground squirrel (*Otospermophilus beecheyi*) and Botta's gopher (*Thomomys bottae*) burrows were observed. No other sign of native mammal species was observed.

Riparian Birds

No riverine/riparian bird species are present or will use the site, and no impacts to these species or their habitat will occur. No impacts are identified or anticipated, and no mitigation measures are required.

Fairy Shrimp
For the Proposed Project, the MSHCP requires an assessment for fairy shrimp habitat. Fairy shrimps are confined to temporary pools that fill in spring and evaporate by late spring to early summer. There are no pools on the Project Site and no potential for pools to form based on the soils and site conditions. Therefore, no shrimp species would be impacted by the Proposed Project.

Narrow Endemic Plant Species
The MSHCP did not identify any Narrow Endemic Plant Species as potentially present on the Project Site. The Proposed Project is consistent with MSHCP Section 6.1.3.

Criteria Area Plant Species
The MSHCP did not identify any Criteria Area Species as potentially present on the Project Site. The Proposed Project is consistent with MSHCP Section 6.3.2.

Amphibians
The MSHCP did not identify any amphibian species as potentially present on the Project Site.

Burrowing Owl
The MSHCP does not identify burrowing owl as potentially present on the Project Site and it is not in the mapped survey area for burrowing owl. The Proposed Project is consistent with MSHCP Section 6.3.2.

Mammals
The MSHCP does not identify mammal species as potentially present on the Project Site and it is not in the mapped survey area for protected mammals.

Delhi Sands Flower-Loving Fly
The MSHCP did not identify Delhi sands flower-loving fly as potentially present on the Project Site. The property is not in the mapped survey area for Delhi sands flower-loving fly.

Raptors and Migratory Birds
Raptors and all migratory bird species are protected under the Migratory Bird Treaty Act (MBTA). In addition, bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (BEPA). Based on their field survey, NRAI found that the Project Site had very limited marginal nesting habitat for ground-nesting bird species. To ensure the Proposed Project complies with the MBTA and BEPA, NRAI recommends the following mitigation measures:

Mitigation Measure BIO-1: If construction is scheduled to occur between February 1 and August 31, a breeding bird survey following the recommended guidelines of the MBTA may be required to determine if nesting is occurring. A qualified biologist shall conduct a breeding bird survey no more than 30 days prior to the start of construction to determine if nesting is occurring. If occupied nests are found, they shall not be disturbed unless the qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are capable of independent survival. If the biologist is not able to verify one of the above conditions, then no disturbance shall occur within a distance specified by the qualified biologist for each nest or nesting site. The qualified biologist will determine the appropriate distance in consultation with the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service.

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

No Impact. For the Proposed Project, the MSHCP requires an assessment for riverine and riparian habitats. According to the BRA, there are no riparian/riverine habitats on site. No riparian/riverine species will be impacted by Proposed Project.

Riparian Birds

No riverine/riparian bird species are present or will use the site, and no impacts to these species or their habitat will occur. No impacts are identified or anticipated, and no mitigation measures are required.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. NRAI assessed any bodies of water that may be under the jurisdiction of Army Corps of Engineers, Regional Water Quality Control Board, and the California Department of Fish and Wildlife. NRAI found no jurisdictional waters on site. Additionally, there is no wetland or riparian habitat on site. For the Proposed Project, the MSHCP requires an assessment for vernal pools. There are no vernal pools on the property and therefore, no vernal pools or vernal pools species will be impacted by Proposed Project. (see Appendix C). Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. The Project Site is currently surrounded by residential and commercial development, public facilities, ongoing development, a designated arterial highway, and a proposed arterial highway. It is in a developed area where habitat fragmentation has already occurred. It would not be suitable as a native resident or migratory wildlife corridor or for facilitating the movement of any native resident or migratory wildlife species. The Urban/Wildland Interface guidelines of the MSHCP address indirect effects associated with locating development in the MSHCP Conservation Area near wildlands or other open space areas. The Project Site is not near or in the vicinity of the MSHCP Conservation Area, and no impacts to Urban/Wildland Interface would result from implementation of the Proposed Project. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

e,f) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservancy Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less than Significant Impact. The MSHCP will provide for the protection and preservation of important and significant biological resources consistent with local, State and Federal

regulations.[9] As a local permittee, the City of Beaumont has adopted the MSHCP and will comply with all applicable requirements when considering actions associated with the General Plan's implementation.

Through the MSHCP Consistency Analysis, NRAI assessed the Proposed Project's relationship to Reserve Assembly. Reserve Assembly is concerned with the identification of specific areas that are necessary to assemble a sufficiently large and diverse parcel to protect the resources of concern for the reserve. Each Area has a designated conservation plan and is referred to as an Area Plan. A Criteria Cell is defined as "A unit within the Criteria Area generally 260 acres in size."

The Project Site is located within the MSHCP Plan Area but not located within or adjacent to any Criteria Cells or MSCHP Conservation Area (see Appendix C). Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

3.5 CULTURAL RESOURCES

5.	CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
(c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

3.5.1 Environmental Setting

A Phase I Cultural Resources Investigation, dated November 29, 2019 and revised May 20, 2020, was prepared by McKenna et al. for the Project Site (see Appendix D for report). The purpose of the assessment was to identify and document any cultural resources that may occur within the Project Site and to evaluate resources pursuant to §15064.5. The cultural remains of the Native American Cahuilla peoples and the early Euro-American peoples have been found in multiple locations throughout the City of Beaumont. As such, the Project Site is considered sensitive for buried cultural resources.

3.5.2 Impact Analysis

a/b) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant with Mitigation Incorporated. McKenna et al. completed a standard archaeological records search for the Project Site through the University of California,

[9] City General Plan. Page 61.

Riverside, Eastern Information Center, Riverside, California. This search included the following reviews: previously completed projects within one mile of the project area; recorded cultural resources within one mile of the project area; and listings for the National Register of Historic Places, the California Register of Historical Resources, California Landmarks, and California Points of Historical Interest; and historic maps.

Historic background research was done through a review of the Bureau of Land Management, General Land Office Records; San Bernardino County Archives; Riverside County Archives, Riverside County Assessor data; local research; and research through the McKenna et al. in-house library. The staff also searched through the University of California, Riverside, Historic Map Library and on-line aerial photographs.

McKenna et al. identified 29 studies done within one miles of the Project Site. Six cultural resources, both historic and prehistoric, were identified from those studies. Resources identified included properties found in the Office of Historic Preservation Historic Property Data File. The Project Site has not been previously surveyed for cultural resources. No recorded prehistoric or historic archaeological resources are associated with the Project Site.

Additionally, McKenna completed a field survey for the site. The Project Site was subjected to an intensive level of survey with paralleling swaths averaging 15 meters apart. The surveyor recorded any identified resource using a Garmin GPS unit. A portion of a semi-buried concrete pad determined to be modern was found on the site. Based primarily on visual examination of the native soils, there is no evidence of prehistoric or historic archaeological resources within the Project Site. However, the Project Site is considered moderately sensitive for archaeological resources because the City of Beaumont has been associated with historic land uses. According to the City General Plan, prehistoric cultural remains may be present within the City because of the nature of alluvial deposits throughout the City. There is a potential for buried resources that were not evident during a surface survey.

The Project Site and the surrounding area are associated with the San Gorgonio Pass, a narrow valley located between the San Bernardino Mountains and San Jacinto Mountains. The area of San Gorgonio Pass is associated with early Beaumont and Banning development and has the potential to yield historic archaeological resources in a relatively shallow context. Therefore, possible significant impacts have been identified or anticipated, and McKenna et al. recommends the following mitigation measure be implemented to reduce impacts to a level of less than significant:

Mitigation Measure CR-1: A qualified archaeologist shall oversee excavations in the younger alluvial deposits during the first two days of ground disturbance. If the archaeologist determines it necessary, an archaeological monitoring program shall be implemented. The monitoring program should be in accordance with current professional guidelines and protocols. The program should be flexible and account for changes in findings by treating resources in a professional manner and evaluated in accordance with current CEQA criteria.

c) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

Less than Significant with Mitigation Incorporated. McKenna et al. did not encounter any evidence of human remains during the field survey. However, construction activities, particularly grading, could potentially disturb unknown buried human remains. To ensure

potential impacts are reduced to less than significant, the following mitigation measure shall be implemented:

Mitigation Measure CR-2: If any bones are uncovered during the course of project-related ground disturbance and the archaeologist determines that it is likely human, all appropriate cultural resources and health and safety laws will be followed and the developer will work with the NAHC-appointed Most Likely Descendent to determine appropriate measures for avoidance and preservation or other suitable treatment.

3.6 ENERGY

6.	ENERGY Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐
(b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 Environmental Setting

Energy efficiency can reduce the demand for electricity generation. California has implemented energy efficiency standards and programs, resulting in annual increases of conservation savings for electricity. In 2017, the cumulative annual efficiency and conservation savings for electricity surpassed 70,000 gigawatt hours in California (California Energy Commission, 2018). Energy conservation state laws, like Title 24 of the California Administrative Code and Uniform Building Code, will be enforced by the City of Beaumont. Furthermore, the City encourages measures to reduce energy consumption during construction and operation of proposed projects.

Building Energy Conservation Standards
The California Energy Commission (CEC) adopted Title 24, Part 6, of the California Code of Regulations: Energy Conservation Standards for new residential and nonresidential buildings in June 1977 and standards are updated every three years. In addition to reducing California's energy consumption, Title 24 also decreases GHG emissions. Title 24 ensures that building designs conserve energy. The requirements allow for opportunities to incorporate new energy efficiency technologies and methods into proposed developments. In June 2015, the CEC updated the 2016 Building Energy Efficiency Standards. The 2016 Standards improved upon the previous 2013 Standards for new construction of and additions and alterations to residential and nonresidential buildings. The CEC updated the 2019 Building Energy Efficiency Standards in May 2018. The 2019 Title 24 standards state that nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades. The updated Standards enable the use of highly efficient air filters to trap hazardous particulates from both outdoor air and cooking and improve kitchen ventilation systems.

Senate Bill 350
Senate Bill (SB) 350 (de Leon) was signed into law in October 2015. SB 350 establishes new clean energy, clean air and greenhouse gas reduction goals for 2030. SB 350 also establishes periodic increases to the Renewable Portfolio Standard (RPS): 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. It requires California to double statewide energy efficiency savings in electricity and natural gas end uses by 2030, thereby increasing the use of RPS eligible resources.

Senate Bill 100
Senate Bill 100 (SB 100) was signed into law September 2018 and increased the required Renewable Portfolio Standards. SB 100 requires that the total kilowatt-hours of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also includes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

3.6.2 Impact Analysis

a) *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?*

Less than Significant Impact.

Electricity

The Proposed Project consists of a gas station, convenience store and restaurant. Southern California Edison (SCE) provides electricity to the City of Beaumont. The commercial building sector of the Southern California Edison planning area consumed 37260.897803 Gigawatt Hour (GWh) of electricity in 2018.[10] Gigawatt hour is a unit of energy representing one billion watt hours. The Project Site is currently vacant and does not use electricity. The implementation of the Proposed Project would result in an increase in electricity demand. The estimated electricity demand for the Proposed Project 0.2178114 GWh per year. The existing SCE electrical facilities will meet this increased demand. Total electricity demand in SCE's service area is estimated to increase by approximately 12,000 GWh between the years 2015 and 2026. The increase in electricity demand from the Proposed Project is insignificant compared to the projected electricity demand for SCE's entire service area and SCE's 2018 commercial building sector's demand. Therefore, projected electrical demand would not significantly impact SCE's level of service.

The Proposed Project shall comply with the 2019 Building Energy Efficiency Standards. During the design phase, the architect, mechanical engineer, and lighting designer must determine whether the building or system design complies with the Energy Standards. The Proposed Project would also be required to adhere to CALGreen, which outlines planning and

[10] California Energy Commission. California Energy Consumption Database.

design standards for sustainable developments and energy efficiency. Therefore, the Proposed Project would not result in significant environmental impact due to wasteful, inefficient or unnecessary consumption of energy, or wasteful use of energy resources.

Natural Gas

The Project Site would be serviced by Southern California Gas Company (SoCalGas). The Project Site is currently vacant and has no demand for natural gas. Therefore, development of the Proposed Project would create a permanent increase in demand for natural gas. Despite the ever-growing demand for electric power, the overall gas demand for electric generation is expected to decline at 1.4 percent per year for the next 17 years due to more efficient power plants, statewide efforts to reduce GHG emissions, and use of power generation resources that produce little to no carbon emissions. According to the California Energy Commission, the natural gas consumption of the SoCalGas planning area commercial building sector was 937.882107 therms in 2018.[11] The Proposed Project's estimated natural gas demand is 0.00096611 therms per year; it would represent an insignificant percentage to the overall natural gas demand in SoCalGas's commercial building sector. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Fuel

During construction of the Proposed Project, transportation energy consumption is dependent on the type of vehicles used, number of vehicle trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Temporary transportation fuel use such as gasoline and diesel during construction would result from the use of delivery vehicles and trucks, construction equipment, and construction employee vehicles. Additionally, most construction equipment during grading would be powered by gas or diesel. Based on output from CalEEMod version 2016.3 for (see Appendix E for fuel calculations), the Proposed Project construction activities would consume an estimated 20,954 gallons of diesel fuel for operation of heavy-duty equipment. Assuming all construction worker trips are from light duty autos, it is estimated 4,780 gallons of fuel will be consumed and fuel consumption from construction vendor (material deliver) trips is 2,649 gallons. Construction worker and vendor fuel consumption are based on CalEEMod's default data for vehicles miles traveled (VMT). Construction would represent a "single-event" diesel and gasoline fuel demand and would not require continuous or permanent commitment of these fuel resources. Impacts related to transportation energy use during construction would be temporary and would not require the use of additional use of energy supplies or the construction of new infrastructure.

During operations of the Proposed Project, fuel consumption would be from customer visits, trips by maintenance staffs, employee vehicle trips and delivery trucks. The Proposed Project is the development of a convenience store, gas station, drive-thru and car wash. The Proposed Project would result in an estimated 83,049 gallons of fuel consumption per year based on 900,150 miles driven. As a worst case analysis, half the miles were modeled with an automobile fuel efficiency of 24 miles per gallon and half were modeled at 7 miles per

[11] California Energy Commission. California Energy Consumption Database.

gallon.[12] Trip generation and VMT generated by the Proposed Project are consistent with other uses of similar scale and configuration. The Proposed Project does not include uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, or associated wasteful vehicle energy consumption. It is not expected to result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Therefore, the Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. The City of Beaumont has prepared a Climate Action Plan (CAP) with the goal of reducing greenhouse gas emissions from the building energy sector. The City has partnered with Southern California Edison (SCE) and Southern California Gas Company (SCG) to form the Energy Leader Partnership (ELP). ELP's goal is to reduce the City's municipal and community-wide energy footprint. CAP also involves implementing a variety of retrofits in municipal lighting and heating, ventilation, and air-conditioning (HVAC) systems and conducting various forms of outreach in the community to encourage adoption of energy efficiency and renewable energy programs offered by SCE and SCG. Under CAP, commercial buildings will be held to net-zero energy performance standards by 2030.

Under Resource Management Element Policy 8 of the City General Plan, the City encourages incorporation of energy conservation features in new developments. In addition, the City shall continue to enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code (UBC) and other state laws on energy conservation design, insulation and appliances.[13] Project design and operation would comply with Beaumont's CAP, UBC and 2019 Building Energy Efficiency Standards (Title 24). Project development is not anticipated to cause inefficient, wasteful and unnecessary energy consumption. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

[12] United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf.
[13] City General Plan. Page 76.

3.7 GEOLOGY AND SOILS

7.	GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(a)	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
	ii)Strong seismic ground shaking?	☐	☐	☒	☐
	iii)Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv)Landslides?	☐	☐	☐	☒
(b)	Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
(c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
(d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
(e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

3.7.1 Environmental Setting

Beaumont is located along the northern boundary of the Peninsular Ranges in the San Gorgonio Pass.[14] The City is located within a seismically active region at the junction of the Transverse Ranges and the Peninsular Ranges. The City could be affected by the San Jacinto Fault, the San Andreas Fault Zone in the San Gorgonio pass area, the Banning Fault, and Beaumont Plains Fault Zone. The City and its designated spheres of influence are mostly undeveloped; nearly one-half of the City's land area consists of vacant land.

A Geotechnical Engineering Report, dated January 31, 2020, was prepared by Salem Engineering Group, Inc. for the Project Site (see Appendix F for report). The Project Site is suitable for the Proposed Project given that SALEM's recommendations are incorporated into the

[14] City General Plan. Page 60.

Project design and construction. The Project Applicant is required to comply with the recommendations in the Report and as approved by the City. SALEM shall review the project grading and foundation plans prior to final design submittal to assess whether recommendations have been properly implemented and evaluate is additional analysis or recommendations are required.

3.7.2 Impact Analysis

a)i) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact. The San Jacinto Fault, considered to be one of the most active faults in southern California, crosses the southern portion of the City and sphere of influence.[15] The San Andreas Fault is approximately six miles northeast of the City. The branch of the Banning Fault closest to Beaumont is inactive. The Project Site is not within a state designated Alquist Priolo Earthquake Fault Zone.[16] Furthermore, according to the Riverside County General Plan: Safety Element, the Project Site is also not within a Riverside County Fault Zone.[17] The nearest fault zone is the Beaumont Plain Fault Zone, which is located approximately 1.5 miles west of the Project Site. The likelihood for on-site rupture is considered low due to the absence of known faults and fault zones within the vicinity. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

a)ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less than Significant Impact. According to the City General Plan, the Beaumont Plains Fault Zone consists of a series of parallel faults in the northern portion of the City that were found to be inactive and are not considered ground rupture hazards. The Department of Conservation Division of Mines and Geology found that unconsolidated soils, which can settle as a result of ground shaking and cause damage to structures, do not exist within the City limits. The County of Riverside adopted the Uniform Building Code (UBC), which requires that the construction of structures be in compliance with the California Building Code (CBC) to reduce the hazard risks posed by earthquakes. Adhering to these codes would ensure that potential ground-shaking impacts are reduced to less than significant level. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

a)iii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

[15] City General Plan. Page 60.
[16] California Department of Conservation. Fault Activity Map of California 2010.
[17] County General Plan. Safety Element. Figure S-2.

Less than Significant Impact. Areas overlying groundwater within 30 to 50 feet of the surface are considered susceptible to liquefaction hazards. According to the United States Geological Survey's (USGS) Professional Paper 1360 highlighted in the City General Plan, the City of Beaumont is considered to have a moderate potential for liquefaction based on depth to groundwater in the area. Unstable earth conditions or changes in geologic substructures are not anticipated to occur with the excavation, grading and paving necessary for future development. Ground shaking may cause unconsolidated soils to settle, which can result in significant damage to structures. According to geologic investigations performed by the Department of Conservation, Division of Mines and Geology for the City General Plan Draft EIR, studies indicate that no such soils exist within City limits. The Project Site and its immediate vicinity have low susceptibility to liquefaction.[18]

Although the post-liquefaction settlement of liquefied sands could cause damage to the Proposed Project during seismic shaking, the Project Site is considered to have low liquefaction potential due to the absence of shallow groundwater (see Appendix F). According to regional groundwater well data reported by SALEM, the historically highest groundwater is estimated to be at a depth of more than 50 feet below ground surface. However, it should be acknowledged that water table elevation is dependent upon seasonal precipitation, irrigation, land use, localized pumping, and climatic conditions. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

a)iv)Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No Impact. Landslides and slope failure can result from ground motion generated by earthquakes. The slopes within the San Timoteo Badlands are the most susceptible to landslides in the City. These slopes are approximately 16 miles northwest of the Project Site. The Project Site and its surrounding areas are relatively flat. The Project Site is not on or close to areas with existing landslides or with high susceptibility to seismically induced landslides and rockfalls.[19] Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant with Mitigation Incorporated. According to the City General Plan, future development under the General Plan will not result in any additional soil erosion or loss of topsoil. Soils within City limits are classified as Ramona-Placentia, Hanford, and Yolo Soils Association.[20] These soils are generally well drained, have low soil permeability, and have relatively low inherent fertility. Moreover, the Project Applicant is required to design temporary drainage facilities and erosion control measures to minimize erosion and silt deposition during the grading operation.

Underground buried structures and/or utility lines encountered during demolition and construction should be properly removed and the resulting excavations backfilled with Engineered Fill (see Appendix F). Demolition activities of the existing structures may disturb

[18] County General Plan: Safety Element. Figure S-3 Generalized Liquefaction.
[19] County General Plan: Safety Element. Figure S-4 Earthquake-Induced Slope Instability Map.
[20] City General Plan. Page 105.

the upper soils. The upper soils are moisture-sensitive and moderately collapsible under saturated conditions. Soils of this type possess moderate risk to construction in terms of possible post-construction movement of the foundations and floor systems. To reduce soil movement, the collapsible soil would need to be over-excavated and recompacted, as is required under Mitigation Measures GEO-1 to GEO-3 below. Therefore, impacts would be less than significant with mitigation measures incorporated.

c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less than Significant Impact. The Project Site is relatively flat with a 2 to 5 percent slope. Ramona sandy loam (RaB2) is the only soil type found within the Project Site.[21] RaB2 is well-drained, has low permeability and occurs on alluvial fans and terraces. According to the City General Plan, "soils that underlie the City include the Romona-Placentia, Hanford, and Yolo Soils Associations. All of these soils are generally well drained, have low soil permeability, and their inherent fertility is relatively low. Thus, no unusual soil constraints to future development in the City are anticipated." As stated above, the Project Site is not located within or near a Liquefaction Zone and is in an area with low susceptibility to liquefaction. SALEM considers the Project Site to have a low likelihood of lateral spreading due to its relatively flat topography and low liquefaction potential. Moreover, it is concluded that a landslide is not a potential hazard to the Proposed Project because there are no known landslides at the Project Site, and nor is it in the path of any known or potential landslides. The Project Site is neither located in an area with documented subsidence nor in an area susceptible to subsidence.[22] State and City Building Codes establish engineering and construction criteria designed to mitigate potential impacts associated with unstable soils, landslides, lateral spreading, subsidence, liquefaction, soils collapse and expansive soils. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Less than Significant with Mitigation Incorporated. Expansive soils are fine grained clay soils that swell in volume when they absorb water and shrink when they dry. This change in volume causes stress on buildings and other loads placed on expansive soils. The upper soils of the Project Site are moisture-sensitive and moderately collapsible under saturated conditions (refer to Appendix A of the attached Appendix F). These soils, in their present condition, possess moderate risk to construction in terms of possible post-construction movement of the foundations and floor systems if no mitigation measures are employed. Accordingly, measures are considered necessary to reduce anticipated expansion and collapse potential. Mitigation measures will not eliminate post-construction soil movement but will reduce the soil movement. Success of the mitigation measures will depend on the thoroughness of the contractor in dealing with the soil conditions. The near surface soils identified as part of the investigation are, generally, slightly moist to moist due to the absorption characteristics of the soil. Earthwork operations may encounter very moist unstable soils which may require removal to a stable bottom. Native soils exposed as part of

[21] United States Department of Agriculture. Web Soil Survey.
[22] County General Plan: Safety Element. Figure S-7 Documented Subsidence.

site grading operations shall not be allowed to dry out and should be kept continuously moist prior to placement of subsequent fill. To reduce anticipated expansion and collapse potential, the recommendations in the Geotechnical Engineering Report as approved by the City shall be followed including the following mitigation measures:

Mitigation Measure GEO-1: Overexcavation and recompaction within the proposed building areas should be performed to a minimum depth of **four (4) feet** below existing grade or **two (2) feet** below proposed shallow footing bottom, whichever is deeper. The overexcavation and recompaction should also extend laterally to a minimum of 5 feet beyond the outer edges of the proposed footings.

Mitigation Measure GEO-2: Within pavement and canopy areas, it is recommended that the overexcavation and recompaction be performed to a minimum depth of **one (1) foot** below existing grade or proposed grade, whichever is deeper. The overexcavation and recompaction should also extend laterally to a minimum of 2 feet beyond the pavement area.

Mitigation Measure GEO-3: Prior to placement of fill soils, the upper 10 to 12 inches of native subgrade soils should be scarified, moisture-conditioned to no less than the optimum moisture content and recompacted to a minimum of 95% (90% for fine grained, cohesive soils) of the maximum dry density based on ASTM D1557 Test Method.

e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

Less than Significant Impact. The Proposed Project does not include the installation of a new septic tank or any other alternative wastewater disposal system. The Proposed Project will construct sewer laterals from each structure to an existing sewer line in Highland Springs Avenue. Therefore, no significant adverse impact is identified or anticipated, and no mitigation measures are required.

f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less than Significant with Mitigation Incorporated. The Project Site is located in an area of undetermined potential for paleontological resources.[23] The majority of level areas throughout the City contain very few significant paleontological sites.[24] The extreme southern areas of the Beaumont planning area have a higher potential for paleontological findings since it remains less disturbed by agricultural cultivation and is subject to less human disturbance. The Project Site is in the northern part of the planning area.

The Project Site is currently vacant with only insignificant rocks, and a mix of native and nonnative vegetation occurring on the site (see Appendix D). No unique geologic feature is present on the site. The Natural History Museum of Los Angeles County completed a paleontological overview for the Project Site. This information along with the data from the

[23] Riverside County Information Technology GIS. Map My County.
[24] City General Plan. Page 119.

Riverside County GIS system were used to assess the potential for the Project Site to yield evidence of fossil specimens.

According to McKenna et al., no recorded paleontological resources are associated with the Project Site. In addition, the field survey concluded no evidence of paleontological resources within the Project Site. The Project Site is considered moderately sensitive for paleontological resources and consists of Quaternary Alluvium, derived from the San Jacinto Mountains. In a letter appended to McKenna's report, the Natural History Museum of Los Angeles County confirmed that the shallow deposits of Quaternary Alluvium in the vicinity are not considered sensitive for paleontological specimens. Shallow excavations will not likely impact fossil bearing deposits, but deeper excavations may. To ensure that potential impacts to paleontological resources are reduced to less than a significant level, the following mitigation measure should be implemented:

Mitigation Measure GEO-4: Deep excavations for utilities and underground storage tanks shall be monitored to detect and professionally collect any fossils uncovered without impeding development. If required a paleontological monitoring program shall be prepared and filed with the City.

3.8 GREENHOUSE GAS EMISSIONS

8.	GREENHOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
(b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 Environmental Setting

The environmental efforts in California emphasized the need to reduce greenhouse gas (GHG) emissions. According to the City's Climate Action Plan, Beaumont is committed to planning sustainably to reduce GHG emissions among other things. Executive Order S-3-05, which was passed in 2005, established GHG emissions targets for California for the subsequent decades: 1990 levels by 2020 and 80% below 1990 levels by 2050. According to the California Air Resources Board, as of 2017, California has emitted 7 MMTCO2e below the 2020 GHG Limit.

3.8.2 Impact Analysis

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. According to CEQA Guidelines Section 15064.4, when making a determination of the significance of greenhouse gas emissions, the "lead agency shall have discretion to determine, in the context of a particular project, whether to (1) use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use." In addition, CEQA Guidelines section 15064.7(c)

provides that "a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts" on the condition that "the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

The Global Warming Solutions Act of 2006 requires that by the year 2020, the Greenhouse Gas (GHG) emissions generated in California be reduced to the levels of 1990. The City of Beaumont has not adopted its own thresholds of significance for greenhouse gas emissions. However, the City finds persuasive and reasonable the approach to determining significance of greenhouse gas emissions established by SCAQMD.

Emissions were estimated using the CalEEMod version 2016.3.2 (see Appendix B for model output). Construction is anticipated to begin in early 2021 and completed in late 2021. Other parameters which are used to estimate construction emissions such as those associated with worker and vendor trips, and trip lengths were based on the CalEEMod defaults. The operational mobile source emissions were calculated using the Traffic Impact Analysis prepared by Urban Crossroads, which determined that the Proposed Project would generate 1,100 total daily trips.

Many gases make up the group of pollutants that are believed to contribute to global climate change. However, three gases are currently evaluated and represent the highest concertation of GHG: Carbon dioxide (CO2), Methane (CH4), and Nitrous oxide (N2O). The Proposed Project would not generate Fluorinated gases as defined by AB 32, only the GHGs (CO_2, CH_4, and N_2O) that are emitted by construction equipment. SCAQMD provides guidance methods and/or Emission Factors that are used for evaluating a project's emissions in relation to the thresholds. A threshold of 3,000 MTCO2E per year has been adopted by SCAQMD for non-industrial type projects.

As shown in Table 7 and Table 8, the Proposed Project's emissions would not exceed the SCAQMD's 3,000 $MTCO_2e$ threshold of significance. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Table 7
Greenhouse Gas Construction Emissions
(Metric Tons per Year)

Source/Phase	**CO_2**	**CH_4**	**N_20**
Site Preparation	1.6	0.0	0.0
Grading	9.4	0.0	0.0
Building Construction	249.5	0.0	0.0
Paving	6.5	0.0	0.0
Architectural Coating	1.6	0.0	0.0
Total MTCO2e	**268.6**		
SCAQMD Threshold	3,000		
Significant	**No**		

Source: CalEEMod.2016.3.2 Annual Emissions.

Table 8
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

Source/Phase	**CO_2**	**CH_4**	**N_20**
Area	0.0	0.0	0.0
Energy	121.0	0.0	0.0
Mobile	566.2	0.0	0.0
Waste	8.2	0.5	0.0
Water	5.8	0.0	0.0
Construction Amortized over 30 years	8.9		
Total MTCO2e	**725.3**		
SCAQMD Threshold	3,000		
Significant	**No**		

Source: CalEEMod.2016.3.2 Annual Emissions.

b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. On October 2015, the City adopted a climate action plan known as the "Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reduction," which commits the City to a more energy efficient pathway. The Project Site has a current land use designation of Community Commercial under the General Plan. The future emissions estimates of the City's climate action plan therefore account for the implementation of the Proposed Project as it is consistent with the General Plan. The project design incorporates standards such as Title 24 to lower GHG emissions. In addition, approval of the project will bring products and services to consumers that are not currently being met thereby, reducing vehicle miles travelled. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

9.	**HAZARDS AND HAZARDOUS MATERIALS. Would the project:**	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐

9.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(e)	For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

3.9.1 Environmental Setting

The transportation of hazardous substances through the City poses a threat to public health and safety. Many of Beaumont's businesses produce, use and store hazardous materials. The transport, storage, use and disposal of hazardous materials and wastes is extensively regulated at all levels. The Safety Element under the City General Plan is concerned with identifying ways to reduce the potential for accidents and the health risk posed from hazards and hazardous materials.

3.9.2 Impact Analysis

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant with Mitigation Incorporated. Components of the Proposed Project that may involve potential impacts from hazardous materials include a fueling station, two USTs, and one healy tank (clean air separator). One of the USTs will hold 20K-gallons of Regular Unleaded Gasoline. The other UST is a Split Tank, which will hold 8K-gallons of Premium Unleaded Gasoline and 12K-gallons of Diesel.

A permit to operate a UST system is required per California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280-25299.8) and Riverside County Ordinance 617. These regulations mandate the testing and frequent inspections of the UST facilities. The proposed USTs and healy tank would be located on the northeastern corner of the Project Site. The fuel island would be located south of the USTs.

The Project Applicant would be required to prepare a Spill Contingency Plan with the County of Riverside Hazardous Materials Department, and all operations of the fueling station and related USTs would be required to comply with all federal, state and local laws regulating the management and use of hazardous materials. Therefore, impacts associated with long-term operation would not result in significant impacts.

Development of the Project Site would disturb approximately 2.08 acres and would therefore be subject to the National Pollutant Discharge Elimination System (NPDES) permit

requirements. Requirements of the permit include development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

The purpose of the SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of storm water associated with construction activities and 2) identify, construct, and implement storm water pollution control measures to reduce pollutants in storm water discharges from the construction site during and after construction. The SWPPP must include Best Management Practices (BMPs) to control and abate pollutants. Implementation of Mitigation Measure WQ-1 in Section 3.11 would ensure that potential impacts associated with the release of hazardous materials to the public or to the environment are reduced to a less than significant level. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less than Significant Impact. Hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. The United States Department of Transportation, California Department of Transportation, and SCAQMD regulate the transportation and delivery of gasoline and diesel fuel. All materials required during construction would be kept in compliance with State and local regulations. With the implementation of BMPs and compliance with all applicable regulations, potential impacts from the use of construction-related hazardous materials is considered less than significant.

AB 3777 was enacted to minimize potential emergencies involving acutely hazardous materials by requiring facilities which handle these materials to submit Risk Management Prevention Plans (RMP). An RMP will list the equipment and procedures that will be used to prevent, mitigate and abate release of hazardous materials. The Riverside County Department of Environmental Health Hazardous Materials Breach began implementation of this Program County-wide.

The City of Beaumont will work with County, State and Federal agencies involved in the regulation of hazardous materials' storage, use and disposal. The City will work with the Riverside County Fire Department in requiring hazardous materials users and generators to identify safety procedures for responding to accidental spills and emergencies. Additionally, the Proposed Project is subject to NPDES permit requirements and would therefore include a SWPPP.

The construction, installation, and operation of the USTs and gas station is to adhere to all regulations and requirements set forth in the 'California Code of Regulations; Title 23, Division 3, Chapter 16: Underground Storage Tank Regulations.' These regulations provide mandatory product implementation and operational procedures to reduce the risk of accidental release. Some of these required appurtenances include, but are not limited to, primary and secondary containment chambers, installation of 24/7 monitoring devices, monitoring programs and reporting procedures, constant vacuum seal of the fueling system, and vapor sensors. Permitting and design of fueling system must be diligently reviewed and approved by County Programs, including the 'South Coast Air Quality Management District' and 'Riverside County Department of Environmental Health, Hazardous Materials

Management Branch.' The California Health and Safety Code, Statutes of Chapter 6.7, Underground Storage of Hazardous Materials provides further regulations in regard to permitting the operation of the USTs. Site design and operating procedures are to adhere to California Stormwater Quality Association standard BG-22, which requires implementation of operational BMPs to avoid above ground storm water pollution and discharge into storm drain system. Some of these operational requirements include training employees on proper leak and spill prevention and cleanup practices, and the maintenance and cleaning of the fueling area. Furthermore, an UST permit mut be obtained from the County Hazardous Materials Management Branch, which is responsible for routine inspections of fueling station operations and USTs.

Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less than Significant Impact. The Project Site is approximately 0.28 miles from the building structure of Sundance Elementary School, located at 1520 E. 8th Street. Additionally, the Site is approximately 0.21 miles east of the nearest parking lot of the school. The Proposed Project would be required to comply with all federal, state, and local laws regulating the management and use of hazardous materials which would minimize or eliminate potential impacts to schools. The Proposed Project would adhere to all California Code of Regulations, Title 23, Chapter 16 - Chapter 18 requirements and pursue the proper permitting and design approvals. It would comply with all Environmental Protection Agency requirements by adhering to all requirements set forth in the 2015 UST Regulations. The Proposed Project would adhere to all local ordinances with approval from the pertinent Riverside County departments. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Less than Significant Impact. There is no existing toxic or hazardous material being recognized as an environmental concern at the Project Site.[25]

SALEM conducted a Phase I Environmental Site Assessment (ESA) of the Proposed Project in January 2020 to identify any "Recognized Environmental Conditions (REC)" (see Appendix A for report). REC is defined as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at the property. SALEM found no evidence of any REC in connection with the Project Site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

[25] Department of Toxic Substances Control. Envirostor Database: Hazardous Waste and Substances list. Accessed November 25, 2019.

e) For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Project Site is located approximately 5.2 miles northwest of the Banning Municipal Airport. The Project Site is neither within an airport land use plan, nor is it located within two miles of a public airport or public use airport. The Proposed Project would not result in a substantial safety hazard related to airports. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. Highland Springs Road is a major roadway identified as an evacuation route.[26] The Proposed Project would be required to comply with the City's Multi-Hazard Functional Plan that outlines responsibilities and procedures to be followed in the event of an emergency or Citywide disaster. The City and the Riverside County Fire Department established certain design standards to ensure that site planning and building design consider public safety and fire prevention; these standards include requirements governing emergency access. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City and County. Site access for operations would be subject to approval of the Site Plan by the City. Therefore, no significant impacts are anticipated, and no mitigation measures are required.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact. Proposed development under the General Plan is subject to environmental and building permit review procedures to ensure adequate and appropriate site design and construction methods are implemented to reduce the risk of wildland fires. For new development, the creation of defensible areas around building structures, and use of fire-resistant building materials will provide protection from wildland fires. The Project Site does not lie within a Very High Fire Hazard Severity Zone (VHFHSZ) and is not in area considered a wildland fire risk.[27] Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

3.10 HYDROLOGY AND WATER QUALITY

10.	HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐

[26] City General Plan. Exhibit 5.3
[27] Calfire. Very High Fire Hazard Severity Zone. Local Responsibility Area Map for the Western Riverside County Region.

10.	HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	i) Result in a substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flood on- or off-site;	☐	☒	☐	☐
	iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
	iv) Impede or redirect flood flows?	☐	☐	☒	☐
(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☒	☐	☐

3.10.1 Environmental Setting

According to the City General Plan, the City's water supply has been sourced from groundwater supplies within the Beaumont Groundwater Storage Unit (BSU). The BSU is part of the Beaumont Hydrologic Subarea of the San Timoteo Hydrologic Area and the northern portion of the Santa Ana River Hydrologic Unit. The City is serviced by the Beaumont/Cherry Valley Water District. The District draws groundwater from shallow wells in Little San Gorgonio Canyon. The increase in urban runoff due to increasing urban/suburban growth has resulted in the degradation of the surface water quality. The Project Site is part of the Riverside County Flood Control and Water Conservation District (RCFC and WCD) Master Drainage Plan for the Beaumont Area (Zone 5) tributary to the Santa Ana River, which is located approximately 24 miles west of the project site. Under existing conditions, the Project Site is undeveloped and generally sheet flows from northwest to southeast. The site runoff sheet flows to Highland Springs Avenue where flows are conveyed southerly via curb and gutter. Runoff is captured via storm drain curb inlets along Highland Springs Avenue, which connect directly into the Highland Springs Channel, a concrete RCFC and WCD Facility. Runoff is conveyed southerly and discharges into the San Timoteo Creek, which discharges into the Santa Ana River.

Kimley-Horn prepared a Preliminary Drainage Study for the Project Site on July 2020 (see Appendix G for report). The Project Site is part of the Riverside County Flood Control and Water Conservation District (RCFC and WCD) Master Drainage Plan for the Beaumont Area (Zone 5) tributary to the Santa Ana River, which is located approximately 24 miles west of the project site. Under existing conditions, the Project Site is undeveloped and generally sheet flows from northwest to southeast. The site runoff sheet flows to Highland Springs Avenue

where flows are conveyed southerly via curb and gutter. Runoff is captured via storm drain curb inlets along Highland Springs Avenue, which connect directly into the Highland Springs Channel, a concrete RCFC and WCD Facility. Runoff is conveyed southerly and discharges into the San Timoteo Creek, which discharges into the Santa Ana River.

3.10.2 Impact Analysis

a,e) Would the project violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality? Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant with Mitigation Incorporated. The Proposed Project would disturb approximately 2.08 acres and is therefore subject to the National Pollution Discharge Elimination System (NPDES) permit requirements. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include removal of vegetation, grading excavating, or any other activity that causes the disturbance of at least one acre. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a SWPPP.

The NPDES also requires a Water Quality Management Plan (WQMP). In February 2020, a Preliminary WQMP was prepared for the Proposed Project by Kimley-Horn and Associates, Inc. (on file with City). The WQMP is intended to comply with the requirements of the City of Beaumont, which includes the requirement for the preparation and implementation of a Project-Specific WQMP. The implementation of the WQMP is enforceable under the City of Beaumont Water Quality Ordinance. Review and approval of the WQMP by the City would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. To ensure potential impacts are reduced to less than significant, the following mitigation measure shall be implemented:

Mitigation Measure WQ-1: The Project Proponent shall implement all permanent, structural BMPs and Operations BMPs as listed in the final WQMP to be approved by the City.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. According to the City General Plan, the City of Beaumont historically has drawn from groundwater supplies available within the Beaumont Groundwater Storage Unit (BSU), which underlies the City and surrounding areas. The BSU is within Area 4 of the Beaumont and Banning Hydrologic Subarea of the San Timoteo Hydrologic Area, and within the northern portion of the Santa Ana River Hydrologic Unit.

The Project Site would be served by the Beaumont-Cherry Valley Water District (BCVWD), which draws groundwater from shallow wells in Little San Gorgonio Canyon. The Beaumont

Groundwater Basin has a large storage capacity for banked water.[28] During wet years, BCVWD can bank State Water Program water for dry years.

At the time the UWMP was prepared, the population served by BCVWD is expected to nearly double by 2040-50, based on the City 2007 General Plan projected build-out population. The build-out population estimate will set the ultimate water demand. The Proposed Project is the development of a QSR, gas station and convenience store. It includes 22,700 square-feet of landscaping, which is 25 percent of the total site. The Proposed Project is consistent with the General Plan and would therefore be included in BCVWD's projections for water demands.

Compliance with BCVWD's development conditions, as listed in the Preliminary Review, will ensure that the Proposed Project does not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The Proposed Project is required to conform to the City of Beaumont and County of Riverside Landscaping Ordinances that pertain to water efficient landscape requirements. In addition, as is required by BCVWD, landscaped areas which have turf shall have smart irrigation controllers and systems shall have automatic rain sensors. Landscaping in non-turf areas should be drought-tolerant with drip or bubbler irrigation systems. No significant impacts are identified or anticipated, and no mitigation measures are required.

c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

i) *result in substantial erosion or siltation on- or off-site*

Less than Significant Impact.

The Proposed Project's uses are not anticipated to affect drainage patterns or add substantial on or off-site erosion or siltation. Erosion is the process by which soils are removed from a property most commonly by wind or water. Erosion is more likely to occur if soils are left unprotected. The Proposed Project would be approximately 75% impervious area and 25% landscape.

According to the City General Plan, future development under the General Plan will not result in any additional soil erosion or loss of topsoil. Soils within City limits are classified as Ramona-Placentia, Hanford, and Yolo Soils Association.[29] These soils are generally well drained, have low soil permeability, and have relatively low inherent fertility. The Project Site does not fall within any geological boundary which would contribute to the soil erosion or loss of topsoil to the Project Site or surrounding properties. Moreover, the Project Applicant is required to design temporary drainage facilities and erosion control measures to minimize erosion and silt deposition during site grading activities. In accordance with the Geotechnical Engineering Investigation, temporary excavations and slope faces shall be protected from rainfall and erosion; surface runoff shall be directed away from excavations and slopes.

[28] Beaumont-Cherry Valley Water District. 2015 Urban water Management Plan.
[29] City General Plan. Page 105.

Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less than Significant with Mitigation Incorporated. The Project Site is within the Riverside County Flood Control District. The Federal Emergency Management Agency (FEMA) maps portions of the City within the 100-year flood plain zones. According to the City General Plan, the General Plan Area is not exposed to significant hazards due to dam or levee failure(s). The majority of the Project Site is within Other Areas Zone X, which is areas outside the 0.2% annual chance of flood hazard. The eastern edge of the Project Site within the Other Flood Areas Zone X, which is areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from 1% annual chance flood.[30]

Uncontrolled infiltration of irrigation excess and storm runoff into the soils can adversely affect the performance of the planned improvements (see Appendix F). Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change to important engineering properties. Proper drainage should be maintained at all times. To maintain proper surface drainage at all times to prevent on-site flooding, SALEM recommends the following mitigation measures:

Mitigation Measure WQ-2: The ground immediately adjacent to the foundation shall be sloped away from the building at a slope of not less than 5 percent for a minimum distance of 10 feet.

Mitigation Measure WQ-3: Impervious surfaces within 10 feet of the building foundation shall be sloped a minimum of 2 percent away from the building and drainage gradients maintained to carry all surface water to collection facilities and off site. These grades should be maintained for the life of the project. Ponding of water should not be allowed adjacent to the structure. Over-irrigation within landscaped areas adjacent to the structure should not be performed.

Mitigation Measure WQ-4: Roof drains should be installed with appropriate downspout extensions out-falling on splash blocks so as to direct water a minimum of 5 feet away from the structures or be connected to the storm drain system for the development.

Implementation of the mitigation measures above would reduce the amount and rate of surface runoff to prevent on and off-site flooding.

iii,iv) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff; or impede or redirect flood flows

Less than Significant Impact. Design review at the project level will ensure that the Proposed Project will not create nor modify drainage patterns that would impede or redirect flood flows. Implementation of the Proposed Project is anticipated to increased peak volume

[30] Federal Emergency Management Agency. National Flood Hazard Layer.

by 4,696 cubic feet (see Appendix G). As a result, an underground detention system with minimum storage volume of 4,700 cubic feet is proposed for peak attenuation. A detailed detention analysis will be provided to the during final design and approved prior to issuance of grading permits.

Under proposed conditions, storm water runoff would sheet flow on the majority of the QSR into various storm drain inlets via curb and gutter and ribbon gutter. The gutters would ultimately connect to the existing RCFC and WCD curb inlet, which discharges to the Highland Springs Channel. The Proposed Project's uses are not anticipated to affect drainage patterns or add substantial runoff that cannot be supported by existing RCFC and WCD Facilities. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. Due to the Project Site's distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards in the vicinity of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

3.11 LAND USE AND PLANNING

11.	LAND USE/PLANNING Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Physically divide an established community?	☐	☐	☐	☒
(b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

3.11.1 Environmental Setting

The City and its spheres of influence contain significant tracts of undeveloped land. Development under the General Plan will largely affect undeveloped and rural areas within the City Sphere of Influence. Future development would result in intensified existing urban uses and convert open space into urban land. The General Plan's Community Development Element establishes the policy statements to preclude or reduce the potential for disruption or division of established communities.

3.11.2 Impact Analysis

a) Would the project physically divide an established community?

No impact. The Citys General Plan Area has been subdivided into smaller Planning areas. The Project Site is part of the 6th Street Corridor Planning Area. Commercial and industrial uses are the predominant land uses within this Planning Area, with residential uses south of 8th street. The Project Site is currently vacant. The Proposed Project would be consistent with the General Plan designation and would serve nearby residential development. The physical

division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. The Proposed Project is the development of a convenience store, gas station and quick-service restaurant with an attached drive-thru. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

b) *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

No impact. The Project Site has a current land use designation of Community Commercial (CC). With approval of the CUP, the Proposed Project would comply with applicable requirements for structures in the CC zone. The Proposed Project would not conflict with any land use plan, policy or regulation with the purpose of avoiding or mitigating an environmental effect. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

3.12 MINERAL RESOURCES

12.	MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
(b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

3.12.1 Environmental Setting

The General Plan Area is lacking in any known or identified mineral resources. Development under the General Plan will not restrict access to mineral resources outside of the General Plan Area. There may be accretions of aggregates along watercourses and drainage ways that can be valuable for local construction.

3.12.2 Impact Analysis

a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

Less than Significant Impact. According to the California Department of Conservation, Mineral Land Classification map, the Project Site is located in the San Bernardino Production-Consumption (P-C) region, specifically in Special Report (SR) 143. The Project Site and its immediate vicinity occur within Mineral Resource Zone 3 (MRZ-3).[31] This zone is defined as

[31] California Department of Conservation. Mineral Land Classification Map SR 143 Plate 7.16.

an area containing mineral deposits with a significance that cannot be evaluated from available data. There are no known or identified mineral resources of regional or Statewide importance within the General Plan Area.[32] Additionally, development under the General Plan will not restrict access to mineral resources outside of the General Plan Area. The Proposed Project's demand for mineral resources will be considered less than significant due to the abundance of available aggregate resources in the Southern California region. Mineral resource mining would not be compatible with the surrounding land uses and the General Plan designation for the Project Site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Less than Significant Impact. Analysis under the City General Plan concludes that development under the General Plan will result in a less than significant loss of available locally important mineral resource recovery site. There are no delineated sites of mineral resources within the General Plan Area. Undeveloped parts of the General Plan Area may yield sand, gravel and aggregate that can be used for local construction activities as long as mineral extraction does not conflict with other policies or land uses. The Project Site has a current zoning of Commercial Community and general land use designation of Community Commercial. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

3.13 NOISE

13.	NOISE Would the project result in:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
(b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
(c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

3.13.1 Environmental Setting

Highland Springs Avenue is designated as an Arterial Highway under the General Plan. 8th Street is a designated Major Highway and a proposed Arterial Highway. A Noise Impact Analysis, dated May 4, 2020, was prepared for the Proposed Project by Urban Crossroads to determine the

[32] City General Plan. Page 152.

potential noise impacts and the necessary noise mitigation measures, if any, for the Proposed Project (see Appendix H for report).

3.13.2 Impact Analysis

a) *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less than Significant Impact. Noise can be measured in the form of a decibel (dB), which is a unit for describing the amplitude of sound. The predominant rating scales for noise in the State of California are the Equivalent Continuous Sound Level (L_{eq}), and the Community Noise Equivalent Level (CNEL), which are both based on the A-weighted decibel (dBA). The L_{eq} is the average of the sound level energy for a one-hour period and employs an A-weighted decibel correction that corresponds to the optimal frequency response of the human ear. The CNEL is based upon 24 one-hour L_{eq} measurements. The average noise levels for the late evening and early morning hours (the period between 10:00 PM and 7:00 AM) are weighted 10 decibels. This is to take into account a person's increased sensitivity to noise during the early morning and late evening periods. A decibel is a unit used for measuring the intensity of sound. Zero on the decibel scale represents the lowest limit of sound that can be heard by humans.

The Noise Impact Analysis was been prepared to satisfy applicable City of Beaumont standards and thresholds of significance based on guidance provided by Appendix H of CEQA guidelines.

Off-Site Traffic Noise Analysis

Traffic generated by the operation of the Project will influence the traffic noise levels in surrounding off-site areas. To quantify the off-site traffic noise increases on the surrounding off-site areas, the changes in traffic noise levels on 16 study-area roadway segments were calculated using the transportation related twenty-four hour community noise equivalent levels (CNEL) based on the change in the average daily traffic (ADT) volumes. The traffic noise levels provided in this analysis are based on the traffic forecasts found in the Traffic Impact Analysis prepared by Urban Crossroads, Inc. To assess the off-site noise level impacts associated with the Proposed Project, noise contour boundaries were developed for Existing 2020, and Opening Year Cumulative (OYC) 2021 conditions (see Tables 9 and 10). The analysis shows that the unmitigated Project-related traffic noise level increases under all with Project traffic scenarios are considered less than significant impacts at receiving land uses adjacent to the study area roadway segments. No mitigation measured are required.

Table 9
Existing 2020 with Project Traffic Noise Level Increases

ID	Road	Segment	Noise-sensitive land use?	Project Increase (dBA)[1]	Noise Level Increase Significance Criteria[2]	Exceeded?
1	Pennsylvania Ave.	n/o 8th St.	Yes	0.1	1.5	No
2	Pennsylvania Ave.	s/o 8th St.	Yes	0.0	1.5	No
3	Xenia Ave.	n/o 8th St.	Yes	0.0	1.5	No
4	Allegheny St.	s/o 8th St.	Yes	0.9	5.0	No
5	Highland Springs Ave.	n/o Wilson St.	Yes	0.0	1.5	No
6	Highland Springs Ave.	s/o Wilson St.	No	0.1	5.0	No
7	Highland Springs Ave.	n/o Ramsey St.	No	0.1	5.0	No
8	Highland Springs Ave.	s/o Ramsey St.	No	0.1	3.0	No
9	Highland Springs Ave.	s/o I-10	No	0.0	3.0	No
10	8th St.	w/o Pennsylvania Ave.	Yes	0.1	3.0	No
11	8th St.	e/o Pennsylvania Ave.	Yes	0.3	3.0	No
12	8th St.	e/o Xenia Ave.	Yes	0.3	3.0	No
13	8th St.	e/o Driveway 1	Yes	0.4	1.5	No
14	Wilson St.	e/o Highland Springs Ave.	Yes	0.1	1.5	No
15	6th St.	w/o Highland Springs Ave.	No	0.1	5.0	No
16	Ramsey St.	e/o Highland Springs Ave.	No	0.1	3.0	No

[1] Community Noise Equivalent Levels (CNEL) at receiving land use. The CNEL is calculated at the boundary of the right-of-way of each Roadway and the property line of the receiving land use.
[2]Does the Project create an off-site transportation related noise level increase exceeding the significance criteria (Table 4-2 of Appendix H)? "RW" = Location of the respective noise contour falls within the right-of-way of the road. "MFR"= Multi-Family Residential; "SFR"= Single-Family Residential; "GC"= General Commercial; "LDR"= Low Density Residential; "CC"= Community Commercial; "PF"= Public Facilities; "PO"= Professional Office; "PFRI"= Public Facilities- Railroad/Interstate; "HDR"= High Density Residential; "MHP"= Mobile Home Parks.

Table 10
Opening Year 2021 with Project Traffic Noise Increases

ID	Road	Segment	Noise-sensitive land use?	Project Increase (dBA)[1]	Noise Level Increase Significance Criteria[2]	Exceeded?
1	Pennsylvania Ave.	n/o 8th St.	Yes	0.0	1.5	No
2	Pennsylvania Ave.	s/o 8th St.	Yes	0.1	1.5	No
3	Xenia Ave.	n/o 8th St.	Yes	0.1	1.5	No
4	Allegheny St.	s/o 8th St.	Yes	0.8	5.0	No
5	Highland Springs Ave.	n/o Wilson St.	Yes	0.0	1.5	No
6	Highland Springs Ave.	s/o Wilson St.	No	0.1	3.0	No
7	Highland Springs Ave.	n/o Ramsey St.	No	0.1	5.0	No
8	Highland Springs Ave.	s/o Ramsey St.	No	0.1	3.0	No
9	Highland Springs Ave.	s/o I-10	No	0.0	3.0	No
10	8th St.	w/o Pennsylvania Ave.	Yes	0.1	1.5	No

ID	Road	Segment	Noise-sensitive land use?	Project Increase (dBA)[1]	Noise Level Increase Significance Criteria[2]	Exceeded?
11	8th St.	e/o Pennsylvania Ave.	Yes	0.2	1.5	No
12	8th St.	e/o Xenia Ave.	Yes	0.2	1.5	No
13	8th St.	e/o Driveway 1	Yes	0.2	1.5	No
14	Wilson St.	e/o Highland Springs Ave.	Yes	0.1	1.5	No
15	6th St.	w/o Highland Springs Ave.	No	0.0	5.0	No
16	Ramsey St.	e/o Highland Springs Ave.	No	0.1	3.0	No

[1] Community Noise Equivalent Levels (CNEL) at receiving land use. The CNEL is calculated at the boundary of the right-of-way of each Roadway and the property line of the receiving land use.
[2]Does the Project create an off-site transportation related noise level increase exceeding the significance criteria (Table 4-2 of Appendix H)? "RW" = Location of the respective noise contour falls within the right-of-way of the road. "MFR"= Multi-Family Residential; "SFR"= Single-Family Residential; "GC"= General Commercial; "LDR"= Low Density Residential; "CC"= Community Commercial; "PF"= Public Facilities; "PO"= Professional Office; "PFRI"= Public Facilities- Railroad/Interstate; "HDR"= High Density Residential; "MHP"= Mobile Home Parks.

Operational Noise Analysis

For noise-sensitive residential properties, the City of Beaumont Municipal Code, Section 9.02.050, identifies base ambient noise level (BANL) stationary-source noise level limits for the daytime (7:00 a.m. to 10:00 p.m.) hours of 55 dBA L_{eq} and 45 dBA L_{eq} during the nighttime (10:00 p.m. to 7:00 a.m.) hours. For industrial and commercial land uses, the BANL is 75 dBA L_{eq} for the daytime hours and of 50 dBA L_{eq} during the nighttime hours. Section 9.40.050 states that actual decibel measurements exceeding the levels set forth hereinabove at the times and within the zones corresponding thereto shall be employed as the "base ambient noise level. In effect, when the ambient noise levels exceed the base exterior noise level limits, the noise level standard shall be adjusted as appropriate to encompass or reflect the ambient noise level.

Using reference noise levels to represent the expected noise sources from the Project Site, the operational analysis estimates the Project-related stationary-source noise hourly average L_{eq} levels at nearby sensitive receiver locations. Receiver locations are located in outdoor living areas (e.g., backyards) at 10 feet from any existing or proposed barriers or at the building façade, whichever is closer to the Project site. Distance is measured in a straight line from the project boundary to each receiver location.

R1: Located approximately 114 feet north of the Project site, R1 represents vacant land. Traffic noise from 8th Street represents the primary noise source at this location.

R2: Location R2 represents the existing San Gorgonio Memorial Hospital located approximately 196 feet east of the Project site and Highland Springs Avenue.

R3: Location R3 represents the existing Westco Medical Supplies office use. The medical office use is located approximately 103 feet south of the Project site.

R4: Location R4 represents the existing single-family residence located at 720 Allegheny Street approximately 296 feet south west of the Project site.

R5: Location R5 represents the existing Palm Grove Health Care Center skilled nursing facility located at 1665 E 8th Street approximately 71 feet south west of the Project site.

The typical activities associated with the Proposed Project are anticipated to include roof-top air conditioning units, trash enclosure activity, drive-thru speakerphone and gas station activity. The operational noise analysis shows that the Project will satisfy the City of Beaumont stationary-source exterior hourly average L_{eq} noise levels of 55 dBA L_{eq} daytime and 45 dBA L_{eq} nighttime noise level standards at all nearby receiver locations (see Table 11). Therefore, the Project-related operational noise level impacts are considered less than significant, and no mitigation measures are required.

Table 11
Operational Noise Level Compliance

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	45.9	44.3	55	45	No	No
R2	43.3	40.7	55	45	No	No
R3	47.0	42.1	55	45	No	No
R3	42.3	38.2	55	45	No	No
R4	48.5	43.6	55	45	No	No

[1] See Exhibit 9-A of Appendix H for the receiver locations.
[2] Proposed Project operational noise levels as shown on Tables 9-2 and 9-3 of Appendix H.
[3] Exterior noise level standards for noise sensitive residential land use, as shown on Table 4-2 of Appendix H.
[4] Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Construction Noise Analysis

Project construction noise level standards are typically described as exterior noise level limits in order to assess the potential impacts. Therefore, to describe the Project construction noise levels at off-site sensitive receiver locations, an exterior construction-related noise level threshold of 75 dBA L_{eq} is used. Since typical building construction will provide a Noise Reduction (NR) of approximately 20 dBA with "windows closed", an unmitigated exterior noise level standard of 75 dBA L_{eq} when measured at the building façade is used to describe the for noise sensitive residential uses. This exterior construction noise level standard represents the combination of the City of Beaumont 55 dBA L_{eq} interior noise level limit and the 20 dBA noise reduction associated with typical building construction.

Using sample reference noise levels to represent the planned construction activities of the Proposed Project, this analysis estimates the Project-related construction noise levels at nearby sensitive receiver locations. The Project-related short-term construction noise levels are expected to range from 53.2 to 70.8 dBA L_{eq} and will satisfy the acceptable 75 dBA L_{eq} threshold at all receiver locations (see Table 12). Therefore, based on the results of this analysis, all nearby sensitive receiver locations will experience less than significant impacts due to Project construction noise levels, and no mitigation measures are required.

Table 12
Construction Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	69.2	75	No
R2	65.9	75	No
R3	69.3	75	No
R4	63.3	75	No
R5	70.8	75	No

[1] Noise receiver locations are shown on Exhibit 10-A of Appendix H.
[2] Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 10-2 of Appendix H.
[3] Exterior construction noise level standard represents the combination of the City of Beaumont 55 dBA Leq interior noise level limit and the 20 dBA noise reduction associated with typical building construction.[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities

Ground-borne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity. However, while vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. At distances ranging from 71 feet (at location R5) to 296 feet (at location R4) from Project construction activities (at the Project Site

boundary), construction vibration levels are estimated to range from 54.8 to 73.4 VdB and will remain below the FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria of 78 VdB for daytime residential uses at all receiver locations (see Table 13). Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. Therefore, the Project-related vibration impacts are considered less than significant during the construction activities at the Project Site, and no mitigation measures are required.

Table 13
Project Construction Vibration Levels

Receiver Location[1]	Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB)[2]					Threshold VdB[3]	Threshold Exceeded?[4]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Levels		
R1	114'	38.2	59.2	66.2	67.2	67.2	78	No
R2	196'	31.2	52.2	59.2	60.2	60.2	78	No
R3	103'	39.6	60.6	67.6	68.6	68.6	78	No
R4	296'	25.8	46.8	53.8	54.8	54.8	78	No
R5	71'	44.4	65.4	72.4	73.4	73.4	78	No

[1] Noise receiver locations are shown on Exhibit 10-A of Appendix H.
[2] Based on the Vibration Source Levels of Construction Equipment included on Table 6-5 of Appendix H.
[3] Source: FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria.
4 Does the vibration level exceed the maximum acceptable vibration threshold?

c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Less than Significant Impact. The Project Site is located approximately 5.2 miles southeast of the Banning Municipal Airport. The Project Site is neither within an airport land use plan, nor is it located within two miles of a public airport or public use airport.[33] The Proposed Project would not expose people residing or working in the project area to excessive noise levels. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

[33] Riverside County Information Technology GIS. Map My County.

3.14 POPULATION AND HOUSING

14.	POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
(b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 Environmental Setting

According to the 2010 United States Census Bureau, the City of Beaumont had a population of 36,877. For 2018, the City was estimated to have a population of 49,241. The City is one of the fastest growing cities in Riverside County and in California. The Community Development Element of the City General Plan outlines the standards for development intensity and population density for each land designation.

3.14.2 Impact Analysis

a) *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Less than Significant Impact. The General Plan is not intended to induce population growth but rather, to identify the plans, policies and programs necessary to accommodate anticipated growth within the City and surrounding region. The population growth estimates based on the General Plan Update are consistent with SCAG growth forecasts. If there is a minor increase in population growth as a result of the implementation of the Proposed Project, this population growth would be accounted for in the General Plan and considered insignificant. The Proposed Project would require an estimate of four to six employees. It is anticipated that this demand for employment will be met by the existing local population. Short-term construction activities at the Project Site would not attract new employees to the area since a pool of construction labor exists in the region. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The Project Site is currently vacant and does not contain housing that could potentially be displaced. The Project Site is designated “Community Commercial”, which is intended to serve adjacent neighborhoods. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

3.15 PUBLIC SERVICES

15.	**PUBLIC SERVICES.** **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(a)	Fire Protection?	☐	☐	☒	☐
(b)	Police Protection?	☐	☐	☒	☐
(c)	Schools?	☐	☐	☒	☐
(d)	Parks?	☐	☐	☒	☐
(e)	Other public facilities?	☐	☐	☒	☐

3.15.1 Environmental Setting

The City of Beaumont will oversee the development of adequate and dependable services to meet the needs of existing and future development (Community Development Element Policy 20). These services include fire protection, law enforcement, hospital/healthcare services and education.

3.15.2 Impact Analysis

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

Less than Significant Impact. The City of Beaumont contracts with the Riverside County Fire Department (RCFD) for Citywide services, including fire protection, public service and emergency medical aid response. Fire protection services are supplemented by the California Department of Forestry station in the City. Six County fire stations serve the city, with three stations based outside but near Beaumont's boundaries. Fire Station No. 20, located at 1550 E. Sixth Street, is approximately 0.16 miles southwest of the Project Site. In order to minimize the need for additional fire station facilities, the Fire Department reviews all new development plans. Proposed projects are required to comply with applicable fire protection and prevention requirements, such as building setbacks, emergency access and interior sprinklers. Additionally, the Project Applicant will be required to pay a one-time mitigation fee to support the development of new fire station facilities under Beaumont City Ordinance 795 and a separate fee for emergency preparedness under City Ordinance 814. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental

impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Less than Significant Impact. The Beaumont Police Department provides police protection services in the area of the Project Site. The closest police station, located at 660 Orange Avenue, is approximately 1.5 miles southwest of the Project Site. According to the City General Plan, City General Fund revenues are typically used to provide and supplement police services, as required. Revenues from the Proposed Project would be allocated to finance an increased demand for police protection services. The Project Applicant would be required to pay a one-time basic service facility fee under City Ordinance 506. An increase in demand for police protection resulting from the Proposed Project's commercial use has been accounted for in the General Plan and would be considered insignificant. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

c) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?*

Less than Significant Impact. The Project Site is located within the Beaumont Unified School District (BUSD). The increase in employment from the Proposed Project is anticipated to be fulfilled by the existing population. The Proposed Project is not anticipated to result in an increase in population growth within the area, thereby not increasing the number of students. The Project Applicant will be required to pay applicable development fees in support of public school facilities. This fee will be sufficient in mitigating potential impacts of the Proposed Project on schools. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?*

Less than Significant Impact. The City shall improve the requirement of establishing five acres of parkland for every one thousand persons in conjunction with residential development.[34] The City of Beaumont and Cherry Valley Recreation and Park District own and operate park facilities. Population growth resulting from the implementation of the General Plan will lead to an increased demand for public parks. The City's Local Park Code and the State of California Quimby Act require new development to provide parkland dedications or appropriate fees in case the Proposed Project might have direct or indirect impacts on parks. The increase in employment from the Proposed Project is anticipated to be fulfilled by the local population. Therefore, the Proposed Project would not require the construction or expansion of parks to meet demands. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

[34] City General Plan. Page 52.

e) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

Less than Significant Impact. The Proposed Project is not anticipated to have a significant impact on public facilities/services because an increase in the City's population is not anticipated with the Proposed Project. Furthermore, the Project Applicant's payment of development impact fees will mitigate any potential impacts on public services. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

3.16 RECREATION

16.	RECREATION. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.16.1 Environmental Setting

The General Plan's Resource Management Element addresses open space and recreational resources. The City manages parks and recreational facilities to ensure these facilities stay in good condition. The City intends to increase the recreational facilities available to residents. The Project Site is primarily surrounded by commercial and residential development.

3.16.2 Impact Analysis

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than Significant Impact. The implementation of the Proposed Project is not expected to lead to substantial population growth. As a result, the Proposed Project would not lead to substantial physical deterioration of neighborhood and regional parks or other recreational facilities. It would not require the construction or expansion of park or other recreational facilities to meet demands. The Project Applicant's payment of required fees will serve to mitigate any potential impacts related to the use of existing parks and other recreational facilities from the Proposed Project. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The Proposed Project is a commercial development and its demand for employment is anticipated to be filled by the local population. It would not require the construction or expansion of recreational facilities to meet demands of residential development. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

3.17 TRANSPORTATION

17.	TRANSPORTATION. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities?	☐	☒	☐	☐
(b)	Conflict or be inconsistent with CEQA Guidelines s § 15064.3, subdivision (b)?	☐	☒	☐	☐
(c)	Substantially increase hazards due to a geometric design feature (e. g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
(d)	Result in inadequate emergency access?	☐	☒	☐	☐

3.17.1 Environmental Setting

The Proposed Project is anticipated to open in 2021. Access to and from the Project Site would be via a right-in/right-out only driveway on 8th Street and another on Highland Springs Avenue. Regional access to the Project Site is available from the I-10 Freeway via Highland Springs Avenue. A Traffic Impact Analysis (TIA), dated April 23, 2020, was prepared for the Proposed Project by Urban Crossroads to provide an assessment of potential traffic impacts that may result from the Proposed Project and to identify traffic mitigation measures required to maintain the established Level of Service (LOS) standard for the elements of the impacted roadway system (see Appendix I for report).

3.17.2 Impact Analysis

a,b) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities? Conflict or be inconsistent with CEQA Guidelines s § 15064.3, subdivision (b)?

Less than Significant with Mitigation Incorporated. The Proposed Project is the development of a QSR, convenience store and gas station. It is a land use project that would allow commercial services to be more accessible to residents of the neighborhoods north and west of the Project Site. The Beaumont Transit Department plans to have a bus stop adjacent to the Project Site, so the Proposed Project would be easily accessible to residents.

The traffic study was prepared in accordance with the County of Riverside's Traffic Impact Analysis Preparation Guide (August 2008), the California Department of Transportation

(Caltrans) Guide for the Preparation of Traffic Impact Studies, and through consultation with City of Beaumont staff during the scoping process. The LOS operations included in the TIA for study area intersections and freeway facilities are informational and are not anticipated to support Senate Bill 743, which would replace automobile delay-based LOS with vehicle miles traveled (VMT). A traffic study scoping package was reviewed and approved by the City of Beaumont and the City of Banning staff prior to the preparation of the traffic study to ensure that the TIA satisfies the City of Beaumont's requirements. The City of Beaumont has established LOS D as the minimum LOS for all roadways/intersections within the City. Therefore, any intersection operating at LOS E or F will be considered deficient for the purpose of the TIA. The City of Banning shall maintain peak hour LOS C or better on all local intersections.

Nine study area intersections, listed below, were evaluated in the TIA (see Exhibit 1-2 of Appendix I). This list includes intersections where the Proposed Project is anticipated to contribute 50 or more peak hour trips per the County of Riverside's traffic study guidelines. The 50-hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within the Riverside County for estimating a potential area of influence.

- Pennsylvania Av. & 8th St.
- Xenia Av. & 8th
- Allegheny St. & 8th St
- Driveway 1 & 8th St. – Future Intersection
- Highland Springs Av. & 8th St./Wilson St.
- Highway Springs Av. & Driveway 2 – Future Intersection
- Highland Springs Av. & 6th St./Ramsey St.
- Highland Springs Av. & I-10 WB Ramps
- Highland Springs Av. & I-10 EB Ramps

Trips generated by the Proposed Project have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, (10th Edition, 2017). The Proposed Project is anticipated to generate a total of 1,100 trip-ends per day, 145 AM peak hour trips and 100 PM peak hour trips.

For the traffic study, potential deficiencies to traffic and circulation have been assessed for each of the following conditions: existing (2020), existing plus Proposed Project, opening year cumulative (2021) without Proposed Project, and opening year cumulative (2021) with Proposed Project. The following intersections are anticipated to operate at an unacceptable LOS during the peak hours under Opening Year Cumulative (2021) Without Project traffic conditions:

- Pennsylvania Avenue & 8th Street – LOS F AM peak hour; LOS E PM peak hour
- Highland Springs Avenue & 8th Street/Wilson Street– LOS D AM peak hour; LOS F PM peak hour
- Highland Springs Avenue & 6th Street/Ramsey Street– LOS D PM peak hour only

With the addition of traffic generated from the Proposed Project, there are no additional study area intersections anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2021) With Project traffic conditions, in addition to the intersections identified under Opening Year Cumulative (2021) Without Project traffic conditions. There are no

movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Opening Year Cumulative (2021) traffic conditions, consistent with Existing (2020) traffic conditions.

VMT Assessment: Removing LOS and congestion from CEQA and shifting to VMT as the metric for analyzing transportation impacts, is based on SB 743 which still preserves local government authority to make planning decisions (that is LOS and congestion can still be measured for planning purposes). VMT analysis is deemed beneficial for several reasons one of which is it is critical to achieving the State's GHG emissions reductions goals. It also aligns transportation analysis under CEQA with a number of state goals for planning, environmental protection, and improvement of human health. LOS traffic studies may be required for planning approvals but will no longer be part of the CEQA process as of July 1, 2020. The CalEEMod output from modeling the Proposed Project's air quality and greenhouse gas emissions show the project vehicle miles traveled, based on use to be 900,150 per year, or an average daily VMT of 2,466.26. The CaleEEMod construction emissions were estimated based on parameters used to estimate construction emissions such as those associated with worker and vendor trips, and trip lengths. The operational mobile source emissions were calculated using the Traffic Impact Analysis prepared by Urban Crossroads, which determined that the Proposed Project would generate 1,100 total daily trips. Operational emissions do not exceed the SCAQMD's 3,000 $MTCO_2e$ threshold of significance.

Because the Proposed Project is consistent with the current land use designation of Community Commercial under the General Plan, the future emissions estimates of the City's Climate Action Plan therefore account for the implementation of the Proposed Project. The project emissions do not exceed thresholds for Greenhouse Gas emissions (see Section 3.8) and it will also meet Title 24 to lower GHG emissions.

The Proposed Project is not anticipated to require the construction of any other off-site improvements, but there are improvement needs identified at off-site intersections for future cumulative traffic analysis scenarios. Therefore, the Project Applicant's responsibility for the Project's contributions towards off-site deficient intersections is fulfilled through payment of fair share and/or payment into pre-existing fee programs (if applicable) that would be assigned to the future construction of the identified recommended improvements. The Project Applicant would be required to pay requisite fees and/or fair share contributions consistent with the City's requirements.

The following mitigation measures shall be implemented to minimize potential on-site/access impacts to a level below significant:

Mitigation Measure T-1: – Driveway 1 & 8th Street– install a stop control on the northbound approach and a right turn lane (driveway).

Mitigation Measure T-2: Highland Springs Avenue & Driveway 2 - install a stop control on the eastbound approach and a right turn lane (driveway).

Mitigation Measure T-3: 8th Street is an east-west oriented roadway located along the Project's northern boundary. According to the City of Beaumont Circulation Element, 8th Street is currently built out to its ultimate half-section. Curb, gutter, and sidewalk improvements are recommended, as needed for site access along the Project's frontage, consistent with the City's standards.

Mitigation Measure T-4: Highland Springs Avenue is a north-south oriented roadway located along the Project's eastern boundary. According to the City of Beaumont Circulation Element, Highland Springs Avenue is currently built out to its ultimate half-section. Curb, gutter, and sidewalk improvements are recommended, as needed for site access along the Project's frontage, consistent with the City's standards.

With incorporation on these mitigation measures, the Proposed Project would be consistent CEQA guidelines and adhere to the established LOS standards of the City of Beaumont and City of Banning.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

Less than Significant Impact. The Proposed Project is the development of a gas station, convenience store and restaurant with an attached drive-thru. The Project Site includes a 35-inch driveway on 8th Street and another one on Highland Springs Avenue. The Proposed Project does not include geometric design features or incompatible uses that would substantially increase hazards. The Project Site is almost perfectly square-shaped and is not adjacent to windy roads. Furthermore, the 8th Street and Highland Springs Avenue intersection has traffic lights, which decreases potential safety hazards resulting from implementation of the Proposed Project. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) Would the project result in inadequate emergency access?

Less than Significant with Mitigation Incorporated. The Project Site includes a 35-inch driveway on 8th Street and another one on Highland Springs Avenue. The driveways are wide enough to allow evacuation and emergency vehicles simultaneous access. The City Fire Department shall have the authority to inspect the Project Site as often as necessary to ensure that there are no hazards violating fire safety, such as inadequate emergency access. Moreover, implementation of Mitigation Measures T-1 to T-4 will ensure potential significant impacts are reduced to less than significant.

3.18 TRIBAL CULTURAL RESOURCES

18.	TRIBAL CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☐	☐	☐
	i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐

18.	TRIBAL CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
	ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

3.18.1 Environmental Setting

In November 2019, McKenna et al. completed a Phase I Cultural Resources Investigation for the Project Site. The purpose of the assessment was to identify and document any tribal cultural resources as defined in Public Resources Code section 5020.1(k) that may potentially occur within the Project Site and to evaluate resources determined to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. The Pass Cahuilla, Desert Cahuilla and Mountain Cahuilla are the main Cahuilla populations associated with western Riverside County. Twenty-two Cahuilla villages were present in the larger Coachella Valley and San Gorgonio Pass, a relatively narrow valley associated with the Project Site and its surrounding area.

3.18.2 Impact Analysis

a,i,ii) Would the project cause a substantial adverse change in a listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? Would the project cause a substantial adverse change in a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

Less than Significant Impact. California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

According to the City General Plan, the cultural remains of the Native American Cahuilla peoples have been found in numerous locations throughout the City and region. In November 2019, Mckenna et al. completed a Phase I Cultural Resources Investigation for the Proposed Project, which included communication with Native American tribes identified by the Native

American Heritage Commission (NAHC) as local Native American representatives wishing to be notified of projects in the area.

The Commission reported that the Sacred Lands File (SFL) has no recorded tribal cultural resources occurring in the project area. McKenna et al. staff also sent letters to Native American representatives identified by the Commission, requesting information pertaining to issues, concern, or resources they may be aware of. As of November 29, 2019, McKenna et al. has not received responses to letters sent to local Native American representatives who may have knowledge of cultural resources in the Project Site. The Morongo Band of Mission reservation is relatively close to the Project Site. The Morongo are likely to contact the City directly and will request copies of technical reports to review to ensure that no Native American resources will be impacted by the Proposed Project.

According to CEQA Guidelines, the identification of potential "tribal cultural resources" is beyond the scope of the study prepared by Mckenna et al. and needs to be addressed through government-to-government consultations between the City of Beaumont and the pertinent Native American groups pursuant to AB52. On May 7, 2020, letters were sent out to 15 tribal contacts informing them of the project and inviting to consult. Tribes' requests for additional project information, coordination, or consultation with the Lead Agency, and/or Native American monitoring, have been acknowledged at the conclusion of the AB52 consultation with the City. The review period ended on July 9, 2020. Responses and consultation requests are summarized in Appendix J. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

3.19 UTILITIES AND SERVICE SYSTEMS

19.	UTILITIES/SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
(c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
(d)	Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?	☐	☐	☒	☐
(e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes?	☐	☐	☒	☐

3.19.1 Environmental Setting

The City is serviced by the Beaumont/Cherry Valley Water District (BCVWD) for water treatment and delivery system. The City of Beaumont Wastewater Treatment Plant (WWTP) recycles wastewater made available to the community. Electrical service is provided by Sempra Energy Company, which will be able to provide service to future development within the City. The SoCal Gas Company provides basic residential and business gas services with no constraints to substantial future development. Landfill and recycling services are provided by Waste Management.

3.19.2 Impact Analysis

a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or expansion of which could cause significant environmental effects?*

Less than Significant Impact. The implementation of the City's Sewer Master Plan will avoid the need for additional septic tank use within the General Plan Area. New development under the General Plan will be served through the City sewer system and wastewater treatment plant. The Project Site would be served by an existing sewer collection system with connection to an existing sewer lateral in Highland Springs Avenue. The BCVWD will provide water service to the Proposed Project. There is an existing 6-inch water line in 8th Street that the Proposed Project would connect to. Implementation of the Proposed Project would not require the construction of new water or wastewater treatment facilities or existing facilities.

Design review at the project level will ensure that the Proposed Project will not create nor modify drainage patterns that would impede or redirect flood flows. Implementation of the Proposed Project is anticipated to increased peak volume by 4,696 cubic feet (see Appendix G). As a result, an underground detention system with minimum storage volume of 4,700 cubic feet is proposed for peak attenuation. Implementation of the City Master Plan of Drainage ensures that future increases in the peak rates of runoff are managed and maintained within acceptable parameters. Furthermore, implementation of storm water Best Management Practices will ensure that the Proposed Project appropriately conveys storm water runoff without adversely impacting upstream or downstream drainage characteristics. Therefore, no construction or expansion of stormwater drainage facilities are required with implementation of the Proposed Project.

Southern California Edison (SCE) will provide basic electrical services to the Project Site. The Proposed Project will receive electrical power by connecting to SCE's existing power lines. Total electricity demand in SCE's service area is estimated to increase by approximately 12,000 Gigawatt Hour (GWh) between the years 2015 and 2026. Gigawatt hour is a unit of energy representing one billion watt hours. The commercial building sector of the Southern California Edison planning area consumed 37260.897803 Gigawatt Hour (GWh) of electricity in 2018.[35] The estimated electricity demand for the Proposed Project 0.2178114 GWh per year. The increase in electricity demand from the Proposed Project is insignificant compared to the projected electricity demand for SCE's entire service area.

[35] California Energy Commission. California Energy Consumption Database.

The Project Site would be serviced by Southern California Gas Company (SoCalGas). According to the California Energy Commission, the natural gas consumption of the SoCalGas planning area commercial building sector was 937.882107 therms in 2018.[36] The Proposed Project's estimated natural gas demand is 0.00096611 therms per year; it would represent an insignificant percentage to the overall natural gas demand in SoCalGas's commercial building sector. The existing SoCalGas facilities are expected to sufficiently serve the increased demand of natural gas.

The Proposed Project will be served by AT&T for telecommunication services. AT&T continues to drive reductions in emissions and increases in resource efficiency and alternative energy deployment. The company will enable their customers to lead more sustainable lives by expanding access technology, further integrating sustainability solutions.[37] The Proposed Project is the development of a gas station, convenience store and QSR with an attached drive-thru use. It would not adversely impact or conflict with AT&T's sustainability goals.

Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal dry and multiple dry years?*

Less than Significant Impact. The Project Site will be serviced by the BCVWD. The BCVWD's 2015 Urban Water Management Plan (UWMP) estimated the City's water demand for multi-family, commercial, industrial, institutional/governmental and other categories from the actual 2015 through projected 2040. At the time the UWMP was prepared, the population served by BCVWD was expected to nearly double by 2040-50, based on the City 2007 General Plan projected build-out population.

The Project Site has a current General Plan designation of Community Commercial (CC), and the Proposed Project would be consistent with this designation. Any increase in demand for water resulting from the development and operation of the proposed uses has been accounted for in BCVWD's supply and demand projections.

The Beaumont Groundwater Basin has large storage capacity for banked water.[38] BCVWD banks imported water in BCVWD's storage account in the Beaumont Basin when available from San Gorgonio Pass Water Agency (SGPWA) and as funds permit. This imported water can be extracted in future years when water allocations are insufficient to meet demands. Banking water in the storage account is critical to meeting demands during dry years. During wet years, BCVWD can bank State Project Water for dry years.

Water supplies will be able to meet demand until 2040 for normal years. However, water supplies will not be able to meet demands for single and multiple dry years until 2040. The

[36] California Energy Commission. California Energy Consumption Database.
[37] AT&T. Progress Toward our 2020/2025 Goals. https://about.att.com/ecms/dam/csr/sustainability-reporting/PDF/2017/ATT-Goals.pdf.
[38] Beaumont-Cherry Valley Water District. 2015 Urban Water Management Plan.

deficit in supply is anticipated to be provided from previously banked water in the Beaumont Basin.[39]

The Proposed Project would be subject to the five (5) stages of action in the event of a water shortage. The District would declare a water shortage and impose voluntary water conservation on all its customers. Water demand projections rely on growth and population estimates from local land use plans. The Proposed Project is accounted for in the City General Plan and will not result in unaccounted water demand increases. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Compliance with BCVWD's development conditions, as listed in the Preliminary Review, will ensure that the Proposed Project does not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The Proposed Project is required to conform to the City of Beaumont and County of Riverside Landscaping Ordinances that pertain to water efficient landscape requirements. In addition, as is required by BCVWD, landscaped areas which have turf shall have smart irrigation controllers and systems shall have automatic rain sensors. Landscaping in non-turf areas should be drought-tolerant with drip or bubbler irrigation systems. No significant impacts are identified or anticipated, and no mitigation measures are required.

c) *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less than Significant Impact. According to the City General Plan, the City will continue to provide for the development of wastewater treatment infrastructure to accommodate future demand. The Proposed Project has a General Plan land designation of Community Commercial and its development is included in the City's expected future growth. Using data provided from a similar operation in Riverside County where total average monthly water use is 21,000 gallons and assuming 50% of the total water used is for irrigation, an average of 10,500 gallons per month would be discharged to the sewer system. The total daily wastewater generated to be treated at the City's facilities would therefore be 345 gallons per day.

As of 2015, the Beaumont WWTP had a wastewater treatment capacity of 4 million gallons per day (MGD) which is not sufficient to accommodate all expected future growth within the city. The facility is planned to expand to provide a minimum treatment capacity of 8.0 MGD. The Project Applicant will be required to pay developer impact fees to finance treatment plant expansion. Upon completion of the facility expansion, the Beaumont WTTP would have a surplus wastewater capacity of approximately 5.5 MGD to serve existing and future demands. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

[39] Beaumont-Cherry Valley Water District. 2015 Urban Water Management Plan.

d) Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?

Less than Significant Impact. The nearest landfill to serve the Proposed Project is the Riverside County Lamb Canyon Landfill. During a permit review process in 2007, the landfill's capacity was increased, and the life of the facility was extended from 2024 to 2029. Wastes generated under build-out conditions will be directed to landfills with available capacity, as determined by the County. The General Plan EIR concludes that, upon implementation of the General Plan, compliance with the City's adopted Source Reduction and Recycling Element (SRRE) target waste reduction and recycling goals, and proper management and disposal of waste streams would not result in a significant exceedance of permitted landfill capacities. The General Plan land use designation for the Project Site is Community Commercial (CC), and the Proposed Project would be developed in accordance with the requirements of this land use designation. Solid waste generation from the Proposed Project was accounted for in the General Plan and the City's expected increase in waste generation. Additionally, the Proposed Project is required to comply with Chapter 8.12 Solid Waste Management of the City's municipal code. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. The Riverside Countywide Integrated Waste Management Plan (CIWMP) was prepared in accordance with the California Integrated Waste Management Act of 1989 (AB 939). The SRRE is included in the CIWMP and analyzes the local wastestream to determine where to focus diversion efforts, including programs and funding. The City of Beaumont requires all development to adhere to all source reduction programs set forth in the SRRE for all the disposal of solid waste including yard waste. The Project would adhere to the SRRE and comply with all other applicable local, State, and federal solid waste disposal standards. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

3.20 WILDFIRE

20.	WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
(b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
(c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐

20.	WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

3.20.1 Environmental Setting

Open space and undeveloped portions of the General Plan's Planning Area are at the highest risk for wildfires. However, since most of the Beaumont area consists of flat areas with sparse vegetation, the risk of wildfires is reduced. The City will continue to implement measures to reduce the potential for wildfires. The Project Site is not within a Very High Fire Hazard Severity Zone (VHFHSZ).

3.20.2 Impact Analysis

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. Highland Springs Road is considered a major evacuation route. The Proposed Project does not require significant alternations to this evacuation route. The City General Plan's Circulation Element provides for appropriate evacuation routes and circulation throughout the General Plan Area to facilitate rapid response to emergency situations. Moreover, the General Plan provides for public education related to emergency conditions and emergency preparedness, response and evacuation plans. The City General Plan does not include elements that would conflict or interfere with adopted emergency response or evacuation plans. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

b,c) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less than Significant Impact. The Proposed Project is subject to environmental and building permit review procedures to reduce the risk of wildfires. The Project Site is relatively flat, with 2 to 5 percent slopes, and occurs at approximately 2603 to 2609 ft. in elevation. High winds are expected to cause potentially adverse effects within the General Plan Area. However, the implementation of the Proposed Project would reduce the risk of wildfires by eliminating the site's existing non-native grasses and providing a paved foundation. Moreover, the Project Site is surrounded by either vacant land, public facilities or commercial development and is not anywhere near an area of combustible vegetation. The risk of wildfires is low due to the lack of wildfire fuel factors. Riverside County Fire Department (RCFD) will review the final design to ensure the mitigation of fire hazards and minimal impacts to the environment.

Additionally, the Project Site is not within a VHFHSZ.[40] Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes?

Less than Significant Impact. The Project Site and its immediate vicinity is relatively flat and is not subject to post-fire slope instability. According to the City General Plan, peak rates of runoff will be managed within acceptable parameters throughout the implementation of the City Master Plan of Drainage and City Capital Improvement Programs. The implementation of associated storm water BMPs will ensure that the Proposed Project appropriately conveys storm water runoff without affecting upstream or downstream drainage characteristics. As a result, the Proposed Project will not expose people or structure to significant risks, such as downslope flooding or landslides. No significant impacts are identified or anticipated, and no mitigation measures are required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

21.	MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
(b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?)	☐	☒	☐	☐
(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

3.21.1 Impact Analysis

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community,

[40] Calfire. Fire Hazard Severity Zone Maps.

substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant with Mitigation Incorporated. The Project Site is not associated with any endangered species or any species of concern. Development of the Proposed Project would not cause fish or wildlife populations to drop below self-sustaining levels or restrict the movement/distribution of a rare or endangered species. The Proposes Project would not affect any threatened or endangered species or habitat. The Project Site is not within the Stephen's Kangaroo Rat fee area nor is it required by the MSHCP to undergo burrowing owl surveys. The Project Site has very limited marginal nesting for ground-nesting bird species. Potential impacts to migratory/nesting bird species would be mitigated to a less than significant level with adherence to Mitigation Measure BIO-1.

There are potential impacts to cultural resources identified in the Phase I Cultural Resources Investigation prepared for the Project Site. Implementation of Mitigation Measures CR-1, CR-2 and GEO-4 will ensure potential impacts to cultural resources are reduced to less than significant level. Implementation of these Mitigation Measures would prevent the elimination of important examples of major periods of California history or prehistory.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?)*

Less than Significant with Mitigation Incorporated. Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

> (a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.
>
> (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

A cumulative project list was developed for the purposes of the Traffic Impact Analysis. Cumulative projects anticipated to contribute measurable traffic to study area intersections were included in the Opening Year Cumulative (2021) forecasts (see Appendix I, Table 4-2 for list of projects). The study area intersections are not anticipated to operate at an unacceptable Level of Service (LOS) under Opening year Cumulative (2021) with the addition of Proposed Project traffic.

Impacts associated with the Proposed Project would not be considered individually or cumulatively adverse or considerable. Impacts identified in this Initial Study can be reduced to a less than significant impact with implementation of Mitigation Measures T-1 to T-4.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less than Significant Impact. The incorporation of the City of Beaumont policies, standards, and guidelines and proposed Mitigation Measures as provided in this Initial Study would ensure that the Proposed Project would have no substantial adverse effects on human beings, either directly or indirectly on an individual or cumulative basis. Due to geologic hazards within the area of the Project Site, the Proposed Project can directly and indirectly human beings by causing the risk of loss, injury or death. Implementation of Mitigation Measures GEO-1 to GEO-4 would enforce structural integrity and minimize the potential threats relating to geologic hazards. The City has established LOS D as the minimum LOS for all roadways/intersection within the City. With the Project Applicant's payment of required fees and fair contributions, the Proposed Project would not significantly impact the City's circulation system. Furthermore, implementation of Mitigation Measures T-1 to T-4 would ensure safe access to and from the Project Site.

The Proposed Project would not conflict with South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan. The increases in emissions from construction and operations of the Proposed Project are below the SCAQMD threshold. Moreover, the Proposed Project would be required to comply with SCAQMD Rules 402 and 403 to minimize impacts posed by construction emissions. The noise generated from construction and operations of the Proposed Project would lead to noise level increases considered acceptable by City standards. Traffic generated by the operation of the Proposed Project will result in less than significant noise level increases at receiving land uses adjacent to the project area roadway segments.

Any potential adverse impacts identified can be reduced to a less than significant level with implementation of Mitigation Measures stated above.

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APPENDIX A
PHASE I ENVIRONMENTAL SITE ASSESSMENT
JANUARY 9, 2020

SALEM
engineering group, inc.

8711 Monroe Court, Suite A
Rancho Cucamonga, California 91730
(909) 980-6455 Office
(909) 980-6435 Fax

January 9, 2020 **Project No. 3-419-1167**

Ms. Kaytlin Fox
Evergreen Devco, Inc.
2390 East Camelback Road, Suite 410
Phoenix, AZ 85016

Subject: **AAI PHASE I ENVIRONMENTAL SITE ASSESSMENT**
Proposed Fuel Station, QSR, and C-Store
SWC 8th Street and Highland Springs Avenue
Beaumont, CA

Dear Ms. Fox:

At your request and authorization, SALEM Engineering Group, Inc. (SALEM) has conducted this Phase I Environmental Site Assessment (ESA) of the proposed Fuel Station, Quick-Serve Restaurant (QSR), and Convenience Store (C-Store) located on the southwest corner of 8th Street and Highland Springs Avenue in Beaumont, California (subject property). During the course of this assessment, SALEM identified no evidence of Recognized Environmental Conditions (RECs) in connection with the subject property as defined by ASTM E1527-13. SALEM did identify evidence of the following Site Development Issue that is not a REC:

- SALEM's review of historical aerial photographs indicates that what appears to have been a single-family dwelling occupied the northwest corner of the subject property from at least 1949 until at least 1967. A septic system was likely associated with the former on-site dwelling. However, it is unknown if a septic system is currently located in the vicinity of the former on-site dwelling. The presence of a septic system is not anticipated to adversely environmentally impact the subject property due to its presumed use for domestic purposes only. If a septic system is identified during the re-development of the subject property, it should be properly abandoned/closed or destroyed in accordance with state and local guidelines.

We appreciate the opportunity to assist you with this project. If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office at (909) 980-6455.

Respectfully submitted,

SALEM Engineering Group, Inc.

Reily Rivera
Environmental Project Manager

GEOTECHNICAL • ENVIRONMENTAL • GEOLOGY • MATERIALS TESTING & INSPECTION • FORENSIC • LABORATORY

SALEM
engineering group, inc.

PHASE I ENVIRONMENTAL SITE ASSESSMENT

PROPOSED FUEL STATION, QSR, & C-STORE
SWC 8TH STREET & HIGHLAND SPRINGS AVENUE
BEAUMONT, CALIFORNIA

SALEM PROJECT NO. 3-419-1167
JANUARY 9, 2020

PREPARED FOR:

MS. KAYTLIN FOX
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SALEM engineering group, inc.

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January 9, 2020 **Project No. 3-419-1167**

PHASE I ENVIRONMENTAL SITE ASSESSMENT

PROPOSED FUEL STATION, QUICK SERVE RESTAURANT AND CONVENIENCE STORE
SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE
BEAUMONT, CA

1.0 EXECUTIVE SUMMARY

SALEM Engineering Group, Inc. (SALEM) has conducted a Phase I Environmental Site Assessment (ESA) of the proposed Fuel Station, Quick Serve Restaurant (QSR), and Convenience Store (C-Store) that will be located on the southwest corner of 8th Street and Highland Springs Avenue in Beaumont, California (subject property). The subject property consists of one irregular-shaped parcel of undeveloped land (Riverside County Assessor's Parcel Number [APN] 419-150-034) totaling approximately 2.08 acres. SALEM conducted this Phase I ESA of the subject property in conformance with the American Society for Testing and Materials (ASTM) E1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* The U.S. Environmental Protection Agency (USEPA) has determined that the ASTM E1527-13 Standard is consistent with the requirements for conducting an "All Appropriate Inquiry" under 40 C.F.R. Part 312. Thus, this Phase I ESA constitutes All Appropriate Inquiry (AAI) designed to identify Recognized Environmental Conditions (RECs) in connection with the previous ownership and uses of the subject property as defined by ASTM E1527-13 and 40 C.F.R. Part 312.

ASTM E1527-13 Section 1.1.1 *Recognized Environmental Conditions* – The term *recognized environmental conditions* is defined as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment." The term as further defined by ASTM "is not intended to include de minimis conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies." Conditions determined to be *de minimis* are not *recognized environmental conditions*.

SALEM identified no evidence of Recognized Environmental Conditions (RECs) in connection with the subject property as defined by ASTM E1527-13. SALEM did identify evidence of the following Site Development Issue that is not a REC:

- SALEM's review of historical aerial photographs indicates that what appears to have been a single-family dwelling occupied the northwest corner of the subject property from at least 1949 until at least 1967. A septic system was likely associated with the former on-site dwelling. However, it is unknown if a septic system is currently located in the vicinity of the former on-site dwelling. The presence of a septic system is not anticipated to adversely environmentally impact the subject property due to its presumed use for domestic purposes only. If a septic system is identified during the re-development of the subject property, it should be properly abandoned/closed or destroyed in accordance with state and local guidelines.

2.0 PURPOSE AND SCOPE OF ASSESSMENT

2.1 Purpose

According to ASTM E1527-13, the purpose of this practice is to define good commercial and customary practice in the United States of America for conducting an *environmental site assessment* of a parcel of *commercial real estate* with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) and *petroleum products.* As such, this practice is intended to permit a *user* to satisfy one of the requirements to qualify for the *innocent landowner*, *contiguous property owner*, or *bona fide prospective purchaser* limitation on CERCLA liability (hereinafter, the *"landowner liability protections,"* or *"LLPs"*): that is, the practice that constitutes *"all appropriate inquiry* into the previous ownership and uses of the *property* consistent with good commercial or customary practice" as defined at 42 U.S.C. §9601(35) (B).

The Phase I ESA was conducted to identify 'Recognized Environmental Conditions' (RECs), 'Controlled Recognized Environmental Conditions' (CRECs) and 'Historical RECs' (HRECs) as defined by the American Society for Testing and Materials (ASTM) *Designation E1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* Section 1.1.1 of the ASTM *Designation E1527-13* defines an REC as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment." The term as further defined by ASTM "is not intended to include de minimis conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies." Section 3.2.18 defines a CREC as a "recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)." Section 3.2.42 defines HREC as a "past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and land use limitations, institutional controls, or engineering controls)."

2.2 Scope of Work

The objective of the SALEM Phase I ESA scope of work is to provide an evaluation of RECs at the subject property and potential off-site sources. The scope of work for this Phase I ESA conforms to ASTM E1527-13. SALEM was provided authorization to conduct the Phase I ESA by Ms. Kaytlin Fox with Evergreen Devco, Inc. on December 19, 2019. In fulfillment of the SALEM scope of work for this Phase I ESA, SALEM was retained to perform the following tasks:

- Acquire readily available information regarding land-use history and property development by reviewing historical aerial photographs, pertinent building permit records, historic city directories, as well as reviewing recent and historic topographic land-use maps of the subject property and surrounding area.

- Reviewing readily available local, state and federal regulatory agency databases listed in ASTM E1527-13 and compiled by Environmental Data Resources, Inc. (EDR), including but not limited to CERCLA and NPL lists for sites within one mile of the subject property. State databases,

including but not limited to CALSITES, Hazardous Substance Account Act, Cortese, SWIS, SWAT, Well Investigation Program (AB1803), and LUFT, were reviewed for sites within one mile of the subject property.

- Performing a reconnaissance of the subject property and surrounding areas (up to one-half mile beyond site boundary), with regard to potential off-site sources of degradation to the subject property, which included photograph documentation of subject property conditions, and identification of potential environmental concerns.

- Interviews with persons knowledgeable of the previous and current ownership and uses of the subject property.

- Identifying aboveground storage tanks and/or indications of underground storage tanks on-site.

- In addition to ASTM E1527-13, SALEM recognizes ASTM *Standard Guide for Vapor Encroachment Screening (VES) on Property Involved in Real Estate Transactions* (ASTM E2600-15) as an industry-accepted guideline to determine if a Vapor Encroachment Condition (VEC) exists at the target property. A VES consists of reviewing the Phase I ESA data combined with the application of professional judgment.

- SALEM evaluates the regulatory agency databases to determine if there are known or suspect contaminated sites within a minimum search distance of the target property. In addition, SALEM attempted to determine whether soil and/or groundwater have been impacted within the critical distances outlined in ASTM E2600-15.

- Preparing this report of SALEM's findings and recommendations if warranted.

3.0 SITE DESCRIPTION

The subject property consists of one irregular-shaped parcel of land totaling approximately 2.08 acres located on the southwest corner of 8th Street and Highland Springs Avenue in Beaumont, California (Riverside County APN 419-150-034). At the time of SALEM's January 6, 2020 site reconnaissance, the subject property was undeveloped land covered in native vegetation. The subject property is located in Section 11, Township 3 South, Range 1 West, San Bernardino Baseline and Meridian, United States Geological Survey (U.S.G.S.) 7.5 Minute Topographic Map, Beaumont, California Quadrangle dated 2012.

4.0 PHYSIOGRAPHY AND HYDROGEOLOGIC CONDITIONS

The subject property is situated near the San Gorgonio Pass in the San Bernardino Mountains of the Transverse Ranges of Southern California. The San Gorgonio Pass is part of the tectonically active San Andreas Fault system, which includes the Beaumont Plain Fault Zone and bounds Beaumont Hydrologic Subarea which is an open, externally draining basin bounded by the San Bernardino Mountains to the northwest, the Little San Bernardino Mountains to the northeast, the San Jacinto Mountains to the south and the San Timoteo Badlands to the southwest. These mountain ranges and the basement rock underlying the Beaumont Plain Fault Zone are primarily composed of granitic and metamorphic rocks. Within the Beaumont Plain Fault Zone the basement complex is overlain by a series of unconsolidated and semi-consolidated, terrestrial, clastic sediments eroded from the surrounding mountain ranges.

The subject property is located within the Santa Ana River Hydrologic Unit, San Timoteo Hydrologic Area, Beaumont Hydrologic Subarea. The sedimentary deposits within this subarea are primarily heterogeneous unconsolidated surficial deposits consisting of sand and gravel deposits with intermittent deposits of clay, silt and fine sand.

According to California Regional Water Quality Control Board (RWQCB) records for the ARCO #5463 gasoline station leaking underground storage tank (LUST) site at 1696 Sixth Street, located approximately 750 feet south of the subject property, groundwater was first encountered between 160 and 200 feet below ground surface (bgs) with a general direction of flow to the southwest. However, local groundwater level and flow direction may vary due to seasonal fluctuations in precipitation, usage demands, geology, and/or surface topography.

5.0 SITE RECONNAISSANCE

A site reconnaissance, which included a visual observation of the subject property and properties within the subject area, was conducted by SALEM's environmental assessor on January 6, 2020. The objective of the site reconnaissance is to identify RECs, including the storage and handling of hazardous substances and petroleum products on or in the vicinity of the subject property which have the potential to environmentally impact on-site soils, surface water and groundwater.

5.1 Observations

Table I summarizes the visual observations made during our site reconnaissance. A discussion of the physical observations follows Table I. Refer to the Site Map (Figure 1) and color photographs following the text for the locations of the features discussed in this section of the report.

TABLE I
Summary of Observations during Site Reconnaissance

FEATURE	OBSERVED	NOT OBSERVED
Structures (existing)		X
Evidence of past uses	X	
Hazardous substances and/or petroleum products (including containers)		X
Aboveground storage tanks (ASTs)		X
Underground storage tanks (USTs) or evidence of USTs		X
Strong, pungent, or noxious odors		X
Pools of liquid likely to be hazardous materials or petroleum products		X
Drums		X
Unidentified substance containers		X
Pad-mounted/Pole-mounted transformers/capacitors/other PCB-containing equipment		X
Subsurface hydraulic equipment		X
Heating/ventilation/air conditioning (HVAC)		X
Stains or corrosion on floors, walls, or ceilings		X
Floor drains and sumps		X
Pits, ponds, or lagoons		X
Stained soil and/or pavement		X
Stressed vegetation		X
Waste or wastewater discharges to surface or surface waters on subject property (including stormwater)		X
Wells (irrigation, domestic, dry, injection, abandoned, monitoring wells)		X
Septic Systems		X

The subject property consists of one irregular-shaped parcel of land totaling approximately 2.08 acres located on the southwest corner of 8th Street and Highland Springs Avenue in Beaumont, California (Riverside County APN 419-150-034). At the time of SALEM's site reconnaissance, the subject property was undeveloped land covered in native vegetation.

- What appeared to be a concrete pad (10'x15') was observed on the northwest portion of the subject property. No evidence of staining or spills were observed on the concrete during the site reconnaissance.

- During the visual observations of the subject property, no hazardous substances or petroleum products were observed to be stored or handled on the subject property. Exposed surface soils did not exhibit obvious signs of discoloration. No other obvious evidence (vent pipes, fill pipes, dispensers, etc.) of USTs was noted within the area observed.

5.2 Adjacent Streets and Property Usage

Table II summarizes the adjacent streets and properties uses observed during the SALEM's site reconnaissance.

TABLE II
Adjacent Streets and Property Use

DIRECTION	ADJACENT STREET	ADJACENT PROPERTY USE
North	8th Street	Sundance Corporate Center (under construction)
East	Highland Springs Avenue	San Gorgonio Memorial Hospital (600 N Highland Springs Avenue)
South	None	Wesco Medical Supplies & Equipment (701 Highland Springs Avenue)
West	None	Palm Grove Health Care Nursing Home (1665 East 8th Street)

Based on the observed uses of the properties located immediately adjacent to the subject property, it is unlikely that significant quantities of hazardous substances or petroleum products are stored or handled at the adjacent properties.

5.3 Potable Water Source

The water purveyor for the subject property is the Beaumont-Cherry Valley Water District (BCVWD). The BCVWD's water quality monitoring is an on-going program with water samples obtained on a regular basis. It is the responsibility of the BCVWD to provide customers with potable water in compliance with the California Maximum Contaminant Levels (MCLs) for primary drinking water constituents in water supplied to the public.

5.4 Sewage Disposal System

On December 23, 2019, the City of Beaumont Department of Public Works (BDPW) was contacted regarding sewer service for the subject property. According to a BDPW representative, no records of sewer service are on file for the subject property.

5.5 Heating and Cooling Source

No structures are located on the subject property. Therefore, no heating or cooling sources exist at the subject property. No documentation of fuel oil use was identified during review of reasonably ascertainable records and no visual evidence of fuel oil use was identified during the site reconnaissance. Therefore, it is unlikely for a former fuel oil UST to have been used at the subject property and for a release to have occurred.

6.0 USER-PROVIDED INFORMATION

A review of the user-provided Title report and a Phase I ESA User Questionnaire was conducted in order to help identify pertinent information regarding potential environmental impacts associated with the subject property.

6.1 Title Report

On January 3, 2020 a Commitment for Title Insurance Report for the subject property by First American Title Insurance Company, dated November 12, 2019 was provided to SALEM by Ms. Kaytlin Fox with Evergreen Devco, Inc. The Commitment for Title Insurance Report was reviewed to identify potential deed restrictions, environmental liens or activity and use limitations (AULs) which may have occurred on or exist in connection with the subject property as indicated by the Commitment for Title Insurance Report. SALEM's review of the Commitment for Title Insurance Report indicated no deed restrictions, environmental liens or AULs for the subject property. However, as quoted from the Commitment for Title Insurance, "this Commitment is not an abstract of Title, report of the condition of Title, legal opinion, opinion of Title, or other representation of the status of Title." Applicable environmental liens or AULs may not all be listed in the Commitment for Title Insurance. Therefore, SALEM recommends that at the close of the real estate transaction and upon the issuance of the Final Title Report that the Final Title Report be reviewed and any information deviating from that presented in the Commitment for Title Insurance reviewed herein revealing evidence of RECs be added. Refer to Appendix A for a copy of the Commitment for Title Insurance Report.

6.2 Phase I Environmental Site Assessment User Questionnaire

On December 23, 2019, a completed Phase I ESA User Questionnaire was received from Ms. Laura Ortiz with Evergreen Devco, Inc. Please refer to Appendix B for a copy of the completed Phase I ESA User Questionnaire.

In order to quality for one of the *Landowner Liability Protections (LLPs)* offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the "*Brownfields Amendments"*), the *user* must provide the following information (if available) to the *environmental professional*. Failure to provide this information could result in a determination that *"all appropriate inquiry"* is not complete. The user is asked to provide information or knowledge of the following:

- Environmental cleanup liens that are filed or recorded against the site.
- Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry.
- Specialized knowledge or experience of the person seeking to quality for the LLPs.
- Relationship of the purchase price to the fair market value of the *property* if it were not contaminated.
- Commonly known or *reasonably ascertainable* information about the *property*.
- The degree of obviousness of the presence or likely presence of contamination at the *property*, and the ability to detect the contamination by appropriate investigation.

According to Ms. Ortiz, to the best of her knowledge as the user of this Phase I ESA, no environmental cleanup liens and no activity or land use limitations have been filed or recorded against the subject property. Ms. Ortiz indicated that she did not have knowledge of the past or current spills or chemical releases or environmental cleanups at the subject property. Additionally, Ms. Ortiz indicated that the purchase price of the subject property reasonably reflects fair market value.

7.0 SITE USAGE SURVEY

In order to assess the subject property's history, SALEM reviewed a Phase I ESA Owner Questionnaire, historical aerial photographs, building department records, city directories, planning department records and SFIMs.

7.1 Phase I Environmental Site Assessment Owner Questionnaire

On January 26, 2020, a Phase I ESA Owner Questionnaire was received from Mr. Ky Ngoc Nguyen, the current owner of the subject property. The Phase I ESA Owner Questionnaire is designed to provide pertinent information regarding potential environmental and historical impacts associated with the subject property. Mr. Nguyen reported that he had been familiar with the subject property since March 1986 and that the subject property is currently vacant.

According to Mr. Nguyen, to the best of his knowledge, no on-site treatment or discharge of waste; no on-site leach fields, dry wells, sumps, or disposal ponds; no use, storage, or disposal of hazardous substances and/or petroleum products; no existing or former USTs or ASTs; no hazardous material spills; no buried materials; no domestic or irrigation wells; or any additional items which may present an REC were associated with the subject property. Please refer to Appendix C for a copy of the completed Phase I ESA Owner Questionnaire.

7.2 Historical Aerial Photograph Review

Historical aerial photographs of the subject property and vicinity dated 1938, 1949, 1953, 1961, 1967, 1975, 1985, 1989, 1990, 1996, 2002, 2006, 2009, 2012 and 2016 were reviewed to evaluate changes in land use for the subject property. The historical aerial photographs were supplied by EDR. Refer to Appendix D for a copy of the EDR-provided aerial photographs. A summary of the aerial photographs is provided below:

- **1938 Aerial Photograph**
  The subject property and adjoining properties appear to be undeveloped land or agricultural land. An unpaved road (8th Street) is observed adjoining to the north, beyond which is undeveloped or agricultural land. A paved two-lane road (Highland Springs Avenue) is observed adjoining the subject property to the east, beyond which is undeveloped or agricultural land.

- **1949 Aerial Photograph**
  The western portion of the subject property appears to have been developed with a barn or rural residential structure. The remaining portions of the subject property are undeveloped or agricultural land. An increase in rural residential or farming development is observed to the south and west of the subject property. The conditions on the north and east adjoining properties are similar to the 1938 aerial photograph.

- **1953 Aerial Photograph**
  The conditions on the subject property and adjoining properties are similar to the 1949 aerial photograph. What appears to be the San Gorgonio Memorial Hospital is observed on the east adjoining property across Highland Springs Avenue.

- **1961 Aerial Photograph**
  The conditions on the subject property and adjoining properties are similar to the 1953 aerial photograph.

- **1967 Aerial Photograph**
  The subject property appears to be undeveloped. The structure previously observed on the subject property is no longer visible. Conditions on the adjoining properties are similar to the 1961 aerial photograph, with the exception of new commercial buildings on the south and west adjoining properties. The development of Interstate Highway 10 is observed further to the south.

- **1975 Aerial Photograph**
  The conditions on the subject property and adjoining properties are similar to the 1967 aerial photograph.

- **1985 Aerial Photograph**
  The conditions on the subject property and adjoining properties are similar to the 1975 aerial photograph.

- **1989 Aerial Photograph**
  The conditions on the subject property and adjoining properties are similar to the 1985 aerial photograph.

- **1990 Aerial Photograph**
  The conditions on the subject property and adjoining properties are similar to the 1989 aerial photograph.
- **1996 Aerial Photograph**
  The conditions on the subject property and adjoining properties are similar to the 1990 aerial photograph.

- **2002 Aerial Photograph**
  The conditions on the subject property and adjoining properties are similar to the 1996 aerial photograph. Grading for a residential tract is observed further to the north.

- **2006 Aerial Photograph**
  The conditions on the subject property and adjoining properties are similar to the 2002 aerial photograph. Residential development is observed further to the north of the subject property.

- **2009 Aerial Photograph**
  The conditions on the subject property and adjoining properties are similar to the 2006 aerial photograph.

- **2012 Aerial Photograph**
  The conditions on the subject property and adjoining properties are similar to the 2009 aerial photograph.

- **2016 Aerial Photograph**
  The conditions on the subject property and adjoining properties are similar to the 2012 aerial photograph.

7.3 Building Department Records Review

On December 23, 2019, a records request was made to the City of Beaumont Building and Safety Department (BBSD) for the subject property APN 419-150-034. According to a representative of the BBSD, no building permit records are available for the subject property APN. Therefore, no building permits for items which may present an REC to the subject property including USTs, ASTs, septic systems, demolition, or previous structures were on file.

7.4 City Directories

On December 27, 2019, SALEM contracted with EDR to provide a City Directory Image Report dated 1971 through 2014 for the subject property. The subject property was not listed in the City Directory Image Report. There were no earlier City Directory records available. Please refer to Appendix E for a copy of the EDR-provided City Directory Image Report.

7.5 Sanborn Fire Insurance Maps

SALEM reviews SFIMs to evaluate prior land use at the subject property and adjacent properties. SFIMs typically exist for cities with populations of 2,000 or more, the coverage dependent on the location of the property. On December 20, 2019, SALEM contracted with EDR to provide a Fire Insurance Map Abstract indicating the availability of historic SFIMs for the subject property and adjacent properties as far back as 1867. EDR's search of collections at the Library of Congress, University Publications of America, and various public and local sources revealed no coverage for the subject property and adjacent properties. Refer to Appendix F for a copy of the EDR SFIM No Coverage Certification.

7.6 Agricultural Chemicals

Review of historical aerial photographs indicates the subject property has not been utilized for agricultural purposes since at least 1949. Based upon the length of time since the subject property was last used for agricultural purposes, it is not anticipated that elevated concentrations of environmentally persistent pesticides would be found in the near-surface soils of the subject property. SALEM's sampling and analysis of surface soils from properties with similar histories has typically yielded non-detectable concentrations of environmentally persistent pesticides. It is not anticipated that elevated concentrations of environmentally persistent pesticides would be found in the near-surface soils of the subject property and therefore, the former agricultural use of the subject property does not present an REC to the subject property.

7.7 Phase I Environmental Site Assessment Interview - Previous Owner

SALEM attempted to interview the previous owner of the subject property to provide pertinent information regarding potential environmental and historical impacts associated with the subject property. However, a Phase I ESA interview with the previous owner of the subject property was not reasonably ascertainable because the previous owner was unknown.

7.8 Previous Environmental Reports

SALEM was not provided with additional environmental reports for the subject property.

8.0 REGULATORY AGENCY RECORDS REVIEW

SALEM conducted a review of regulatory agency records for the purpose of determining if hazardous substance or petroleum products, as well as hazardous wastes have been stored or handled on the subject property and area properties of environmental concern. The most current records available were reviewed.

California Environmental Protection Agency, Department of Toxic Substances Control

SALEM's January 6, 2020 review of the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC) Envirostor California cleanup sites database available via the DTSC Internet Website which tracks federal superfund sites, state response sites, voluntary cleanup sites, and school cleanup sites, indicated that no records of cleanup sites are on file with the DTSC for the subject property or adjacent properties.

California Regional Water Quality Control Board

SALEM's January 6, 2020 review of the RWQCB Geotracker leaking underground fuel tank (LUFT) database available via the RWQCB Internet Website indicated that no records of LUFTs are on file with the RWQCB for the subject property or adjoining properties.

California Division of Oil, Gas, and Geothermal Resources

SALEM reviewed the California Division of Oil, Gas, and Geothermal Resources (DOGGR) website (http://maps.conservation.ca.gov/doms/index.html) to evaluate the potential for existing/former oil, gas, or

geothermal wells on the subject property or adjoining properties. The subject property is located within DOGGR Southern District. The subject property vicinity is not located within an oil, gas, or geothermal field. The review of DOGGR information does not indicate that an oil, gas, or geothermal well has been drilled on the subject or adjacent properties.

Riverside County Environmental Health Department
On December 23, 2019, the Riverside County Environmental Health Department (RCEHD) was contacted regarding records of historical hazardous/flammable permits, hazardous materials handling, unauthorized releases of hazardous substances or petroleum products, hazardous/flammable incidents, and/or registered USTs for the subject property. According to a representative of the RCEHD, records are filed by street address, and a street address has not been assigned to the subject property. Therefore, no records of historical hazardous/flammable permits, hazardous materials handling, unauthorized releases of hazardous substances or petroleum products, hazardous/flammable incidents, and/or registered USTs were on file for the subject property.

Riverside County Fire Department
On December 23, 2019, the Riverside County Fire Department (RCFD) was contacted regarding records of historical hazardous/flammable permits, hazardous materials handling and registered USTs for the subject property. According to a representative of the RCFD, no records of historical hazardous/flammable permits, hazardous materials handling or registered USTs were on file for the subject property.

Local Area Tribal Records
According to the EDR Radius Map Report, no tribal records are listed for the subject property or the adjacent properties.

8.1 Standard Environmental Record Sources

EDR performed a search of Federal, State and local regulatory agency databases for the subject property and surrounding area. The various search distances as required by ASTM E1527-13 extended up to one mile from the subject property. Several agencies have published documents that list businesses or properties which have handled hazardous materials or hazardous waste, or may have had a documented release of hazardous substances or petroleum products. The databases consulted in the course of this assessment were compiled by EDR on December 20, 2019 and represent reasonably ascertainable current listings. SALEM did not verify the locations and distances of every site listed by EDR. SALEM verified locations and distances of the sites SALEM deemed as having a potential to environmentally impact the subject property. The actual location of the off-site properties identified may differ from the EDR listing. Table III summarizes the listed properties located within the specified ASTM Search Radii. The EDR Radius Map report is included in Appendix G.

TABLE III
EDR Radius Map Summary

DATABASE	TYPE OF RECORDS	SUBJECT PROPERTY	<⅛ MILE	⅛ - ¼ MILE	¼ - ½ MILE	½ - 1 MILE
STANDARD ENVIRONMENTAL RECORDS						
Federal NPL Site List						
NPL	National Priorities List	0	0	0	0	0
Proposed NPL	Proposed National Priorities List	0	0	0	0	0
NPL LIENS	Federal Superfund Liens	0	0	0	0	0
Federal Delisted NPL Site List						
Delisted NPL	National Priority List Deletions	0	0	0	0	0
Federal CERCLIS List						
SEMS	Superfund Enterprise Management System	0	0	0	0	0

TABLE III (cont'd)
EDR Radius Map Summary

DATABASE	TYPE OF RECORDS	SUBJECT PROPERTY	<⅛ MILE	⅛ - ¼ MILE	¼ - ½ MILE	½ - 1 MILE
Federal Facility	Federal Facility	0	0	0	0	0
Federal CERCLIS NFRAP Site List						
SEMS-ARCHIVE	Superfund Enterprise Management System Archive	0	0	0	0	---
Federal RCRA CORRACTS Facilities List						
CORRACTS	Corrective Action Report	0	0	0	0	0
Federal RCRA non-CORRACTS TSD Facilities List						
RCRA-TSDF	Transporters, Storage, and Disposal	0	0	0	0	---
Federal RCRA Generators List						
RCRA – LQG	RCRA – Large Quantity Generators	0	0	0	---	---
RCRA – SQG	RCRA – Small Quantity Generators	0	0	1	---	---
RCRA – VSQG	RCRA - Very Small Quantity Generators	0	0	1	---	---
Federal Institutional Controls/Engineering Controls Registries						
US ENG CONTROLS	Engineering Controls Sites List	0	0	0	0	---
US INST CONTROL	Sites with Institutional Controls	0	0	0	0	---
LUCIS	Land Use Control Information System	0	0	0	0	---
Federal ERNS List						
ERNS	Emergency Response Notification System	0	0	---	---	---
State and Tribal Equivalent NPL						
RESPONSE	State Response Sites	0	0	0	0	0
State and Tribal Equivalent CERCLIS						
ENVIROSTOR	Envirostor Database	0	3	0	0	1
State and Tribal Landfill and/or Solid Waste Disposal Site List						
SWF/LF	Solid Waste Information System	0	0	0	0	---
State and Tribal Leaking Storage Tank Lists						
LUST	Leaking Underground Storage Tanks	0	3	2	4	---
CPS-SLIC	Statewide SLIC Cases	0	0	0	0	---
INDIAN LUST	LUST on Indian Land	0	0	0	0	---
State and Tribal Registered Storage Tank Lists						
FEMA UST	Underground Storage Tank Listing	0	0	0	---	---
UST	Active UST Facilities	0	2	1	---	---
AST	Aboveground Storage Tank Facilities	0	1	3	0	0
INDIAN UST	USTS on Indian Land	0	0	0	0	0
State and Tribal Voluntary Cleanup Sites						
VCP	Voluntary Cleanup Program Properties	0	0	0	0	---
INDIAN VCP	Voluntary Cleanup on Indian Land	0	0	0	0	---
State and tribal Brownfields sites						
BROWNFIELDS	Considered Brownfields Sites Listing	0	0	0	---	---
ADDITIONAL ENVIRONMENTAL RECORDS						
Local Brownfield Lists						
US BROWNFIELDS	Brownfield Sites	0	0	0	0	---
Local Lists of Landfill/Solid Waste Disposal Sites						
WMUDS/SWAT	Waste Management Unit Database	0	0	0	0	---
SWRCY	Recycler Database	0	0	0	0	---
HAULERS	Registered Waste Tire Haulers Lists	0	0	---	---	---
INDIAN ODI	Report on Open Dumps on Indian Land	0	0	0	0	---
DEBRIS REGION 9	Illegal Dump Site Locations	0	0	0	0	---
ODI	Open Dump Inventory	0	0	0	0	---
Local Lists of Hazardous Waste/Contaminated Sites						
CERS HAZ WASTE	CA Environmental Reporting System	0	3	4	---	---
PFAS	PFAS Contamination Site Locations	0	0	0	0	---
US CDL	Clandestine Drug Labs	0	0	---	---	---
HIST Cal-Sites	Cal-Sites Database	0	0	0	0	0

TABLE III (cont'd)
EDR Radius Map Summary

DATABASE	TYPE OF RECORDS	SUBJECT PROPERTY	<⅛ MILE	⅛ - ¼ MILE	¼ - ½ MILE	½ - 1 MILE
SCH	School Property Evaluation Program	0	2	0	---	---
Toxic Pits	Toxic Pits Cleanup Act Sites	0	0	0	0	0
CDL	Clandestine Drug Labs	0	0	---	---	---
US HIST CDL	Historic Clandestine Drug Labs	0	0	---	---	---
Local Lists of Registered Storage Tanks						
CA FID UST	Facility Inventory Database	0	0	0	---	---
HIST UST	Historical UST	0	0	7	---	---
SWEEPS UST	SWEEPS UST Lists	0	1	4	---	---
CERS TANKS	CA Environmental Reporting System	0	3	3	---	---
Local Land Records						
LIENS 2	CERCLA Lien Information	0	0	---	---	---
LIENS	Environmental Liens Listing	0	0	---	---	---
DEED	Deed Restriction Listing	0	0	0	0	---
Records of Emergency Release Reports						
HMIRS	Hazardous Materials Information System	0	0	---	---	---
CHMIRS	CA Hazardous Material Information System	0	0	---	---	---
LDS	Land Disposal Sites Listing	0	0	---	---	---
MCS	Military Cleanup Sites Listing	0	0	---	---	---
SPILLS 90	Spills 90 data from First Search	0	0	---	---	---
Other Ascertainable Records						
RCRA Non-Gen	Non-Generators	0	3	4	---	---
DOT OPS	Incident and Accident Data	0	0	---	---	---
DOD	Department of Defense Sites	0	0	0	0	0
FUDS	Formerly Used Defense Sites	0	0	0	0	0
CONSENT	Superfund Consent Decrees	0	0	0	0	0
ROD	Records of Decision	0	0	0	0	0
US MINES	Mines Master Index File	0	0	0	---	---
TRIS	Toxic Chemical Release Inventory System	0	0	---	---	---
2020 COR ACTION	2020 Corrective Action Program List	0	0	0	---	---
TSCA	Toxic Substances Control Act	0	0	---	---	---
FTTS	FIFRA/TSCA Tracking System	0	0	---	---	---
HIST FTTS	FIFRA/TSCA Tracking System	0	0	---	---	---
SSTS	Section 7 Tracking Systems	0	0	---	---	---
RMP	Risk Management Plans	0	0	---	---	---
ICIS	Integrated Compliance Information System	0	0	---	---	---
PADS	PCB Activity Database System	0	0	---	---	---
MLTS	Material Licensing Tracking System	0	0	---	---	---
RADINFO	Radiation Information Database	0	0	---	---	---
FINDS	Facility Index System	0	0	---	---	---
RAATS	RCRA Administrative Action Tracking	0	0	---	---	---
FUSRAP	Formerly Utilized Sites Remedial Action Program	0	0	0	0	0
CA BOND EXP. PLAN	Bond Expenditure Plan	0	0	0	0	0
WDS	Waste Discharge System	0	0	---	---	---
Cortese	Cortese Hazardous Waste & Substance Sites	0	0	0	0	---
HIST CORTESE	Historical Cortese sites.	0	1	1	2	---
CUPA Listings	Certified Unified Program Agency	0	0	0	---	---
Notify 65	Proposition 65 Records	0	0	0	0	0
DRYCLEANERS	Cleaner Facilities	0	0	2	---	---
WIP	Well Investigation Program Case List	0	0	0	---	---
HAZNET	Facility and Manifest Data	0	0	---	---	---
EMI	Emissions Inventory Data	0	0	---	---	---
ENF	Enforcement Action Listing	0	0	---	---	---

TABLE III (cont'd)
EDR Radius Map Summary

DATABASE	TYPE OF RECORDS	SUBJECT PROPERTY	<⅛ MILE	⅛ - ¼ MILE	¼ - ½ MILE	½ - 1 MILE
INDIAN RESERV	Indian Reservations	0	0	0	0	0
SCRD DRYCLEANER	State Coalition for Remediation of Cleaners	0	0	0	0	---
FIN ASSUR	Financial Assurance	0	0	---	---	---
HWP	Envirostor Permitted Facilities Listing	0	0	0	0	0
HWT	Registered Hazardous Waste Transporter	0	0	0	---	---
COAL ASH EPA	Coal Combustion Residues Surface List	0	0	0	0	---
PCB TRANSFORMER	PCB Transformer	0	0	---	---	---
COAL ASH DOE	Steam-Electric Plan Operation Data	0	0	---	---	---
MWMP	Medical Waste Management Program	0	0	0	---	---
NPDES	NPDES Permits Listing	0	0	---	---	---
PEST LIC	Pesticide Regulation Licenses Listing	0	0	---	---	---
PROC	Certified Processors Database	0	0	0	0	---
UIC	Underground Injection Wells Listings	0	0	---	---	---
WASTEWATER PITS	Oil Wastewater Pits Listing	0	0	0	0	---
ECHO	Enforcement & Compliance History Information	0	0	---	---	---
FUELS PROGRAM	EPA Fuels Program Registered Listings	0	0	0	---	---
ABANDONED MINES	Abandoned Mines	0	0	---	---	---
ICE	Permitted Facilities with Inspections/Enforcements	0	0	---	---	---
US FIN ASSUR	US Financial Assurance	0	0	---	---	---
EPA WATCH LIST	EPA Watch List	0	0	---	---	---
PRP	Potentially Responsible Parties	0	0	---	---	---
LEAD SMELTERS	Lead Smelter Sites	0	0	---	---	---
US AIRS	Aerometric Information Retrieval System	0	0	---	---	---
DOCKET HWC	Hazardous Waste Compliance Docket	0	0	---	---	---
UXO	Unexploded Ordinance Sites	0	0	0	0	0
CIWQS	CA Integrated Water Quality System	0	0	---	---	---
CERS	CA Environmental Reporting System	0	0	---	---	---
EDR HIGH RISK HISTORICAL RECORDS						
EDR Exclusive Records						
EDR MGP	Manufactured Gas Plants	0	0	0	0	0
EDR Hist Auto	EDR Historical Auto Stations	0	2	---	---	---
EDR Hist Cleaner	EDR Historical Cleaners	0	0	---	---	---
EDR RECOVERED GOVERNMENT ARCHIVES						
Exclusive recovered Government Archives						
RGA LF	Recovered Government Archive Solid Waste Facilities List	0	---	---	---	---
RGA LUST	Recovered Government Archive Leaking Underground Storage Tank	0	---	---	---	---

0 = No sites in radius identified
--- = Not Searched

The subject property was not listed in the EDR-provided government database report. Two sites with reported releases of hazardous substances or petroleum products to the subsurface were reported within a one-eighth-mile radius of the subject property.

- The former Ultramar Service Station at 501 Highland Springs Avenue, located approximately 129 feet southeast and down-gradient of the subject property, was observed during SALEM's site reconnaissance to actually be located approximately 1,546 feet south of the subject property. This site was identified on the CERS HAZ WASTE, CERS TANKS, HAZNET, EDR Hist Auto, RCRA NonGen/NLR, UST, CERS, CHMIRS, and LUST databases as having had an unauthorized release of gasoline and diesel reported May 12, 1997 and affected "soil only." The petroleum hydrocarbon-

impacted soils were remediated under the regulatory agency supervision of the RCDEH and a "case closed" status was issued on October 29, 1997. Based upon various influencing factors including the down-gradient location of the Ultramar Service Station LUST site from the subject property, media impacted ("soil only"), and the current regulatory agency status ("case closed"), the Ultramar Service Station LUST site is deemed to have a low potential to environmentally impact the subject property and therefore, does not present an REC to the subject property.

- The former Mobil 18-EWF fuel station at 300 South Highland Springs Avenue, located approximately 450 feet south-southeast and down-gradient of the subject property, was identified on the LUST database as having had an unauthorized release of gasoline during a piping upgrade in April 2001which impacted "soil only" beneath the facility. The petroleum hydrocarbon-impacted soils were remediated under the regulatory agency supervision of the RCDEH and a "case closed" status was issued on February 20, 2002. Based upon various influencing factors including the down-gradient location of the Mobil 18-EWF LUST site from the subject property, media impacted ("soil only"), and the current regulatory agency status ("case closed"), the Mobil 18-EWF LUST site is deemed to have a low potential to environmentally impact the subject property and therefore, does not present an REC to the subject property

In general, only potentially hazardous substances or petroleum products released from facilities located approximately up-gradient and within a few hundred feet of the site, or in a cross-gradient direction close to the site, are judged to have a reasonable potential of migrating to the site. This opinion is based on the assumption that materials generally do not migrate large distances laterally within the soil, but rather tend to migrate with groundwater in the general direction of groundwater flow.

No orphan sites were identified in the EDR-provided government database report.

No engineering control sites, sites with institutional controls, or sites with deed restrictions were listed for the subject property, adjacent sites or vicinity properties in the EDR-provided government database report.

No Indian reservations or LUSTs on Indian land were reported on the subject property, adjacent sites or vicinity properties in the EDR-provided government database report.

The remaining properties identified by EDR within the specified search radius of the subject property, which appeared on local, state, or federally published lists of sites that use of have had releases of hazardous substances or petroleum products, were determined through SALEM's field observations to be of sufficient distance and/or situated hydraulically cross/down-gradient of the subject property, such that impacts to the subject property are not likely.

9.0 POTENTIAL VAPOR ENCROACHMENT CONDITION

Vapor intrusion is a way by which chemicals in soil and groundwater can migrate into indoor air. Chemical vapors moving up through soil and into a building are a potential source of indoor air contamination and may pose a risk to human health. In evaluating the potential for a vapor encroachment condition (VEC) on the subject property, SALEM attempted to determine if there was information indicating that chemicals of concern were located within the "critical distance", defined as the lineal distance between the nearest edge of a contaminated plume and the nearest target property boundary. Based on ASTM E 2600-10 *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions*, the "critical distance" is equal to 100 feet, with the exception of dissolved petroleum hydrocarbons, which have a "critical distance" of 30 feet. If non-aqueous phase petroleum hydrocarbons are present, the 100-foot "critical distance" is utilized.

9.1 Vapor Encroachment Screening

SALEM has performed a Vapor Encroachment Screening (Tier 1) in general accordance with the scope and limitations of ASTM Standard Practice E2600-15 for the subject property. SALEM utilized site and site vicinity specific criteria including groundwater gradient, distance of area properties of environmental concern from the subject property, and the types of constituents of concern which were released to evaluate potential vapor encroachment issues. The purpose of this Vapor Encroachment Screening (Tier 1) is to identify the existing or potential Vapor Encroachment Conditions (VEC), (as defined by ASTM E2600-15) affecting the subject property. As part of the screening, SALEM has completed the following questionnaire, as duplicated from Section X3 of ASTM E2600-15.

TABLE IV
Vapor Encroachment Questionnaire

QUESTION	RESPONSE	COMMENTS
1. Property Type?	Vacant	
2. Are there buildings/structures on the subject property?	No	
3. Will buildings/structures be constructed on the subject property in the future?	Yes	
4. If buildings exist or are proposed, do/will they have elevators?	No	
5. Type of level below grade (existing or proposed)?	Slab-on-Grade (proposed)	
6. Is there ventilation below grade?	N/A	
7. Sump pumps, floor drains, or trenches (existing or proposed)?	No	
8. Radon or methane mitigation system installed?	N/A	
9. Heating system type (existing or proposed)?	HVAC (proposed)	
10. Type of fuel energy (existing or proposed)?	Electric/Natural Gas (proposed)	
11. Have there ever been any environmental problems at the subject property?	No	
12. Does/will a gas station operate anywhere on the subject property?	Yes (proposed)	Proposed Fuel Station
13. Do any tenants use hazardous chemicals in relatively large quantities on the subject property?	No	
14. Have any tenants ever complained about odors in the building or experience health-related problems that may have been associated with the building?	No	
15. Are the operations (or proposed operations to be performed) on the subject property OSHA regulated?	No	
16. Are there any existing or proposed underground storage tanks (USTs) or aboveground storage tanks (ASTs) located on the subject property?	Yes (proposed)	Proposed Fuel Station
17. Are there any sensitive receptors (children, elderly, people in poor health, etc.) that occupy or will occupy the subject property?	No	

TABLE V
Additional VEC Criteria

QUESTION	RESPONSE	COMMENTS
1. Is the subject property known to have current or past contamination?	No	
2. Is contamination of the subject property suspected?	No	
3. Is an adjacent property known to have current or past contamination which may have impacted the subject property?	No	
4. Is a nearby property known to have current or past contamination which may have impacted the subject property?	No	
5. Is regional groundwater contamination known to exist beneath the subject property?	No	
6. Are you aware of other conditions which may result in vapor intrusion at the subject property?	No	

Based upon the results of SALEM's Tier 1 VES, it is SALEM's opinion that a potential VEC "likely does not exist" at the subject property. As such, no further assessment is recommended.

10.0 BUSINESS ENVIRONMENTAL RISKS

10.1 Asbestos-Containing Building Materials

Asbestos is the name given to a number of naturally occurring, fibrous silicate minerals mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. Asbestos is commonly used as an acoustic insulator, thermal insulation, fire proofing and in other building materials. Friable asbestos-containing material (ACM), when dry, can be crumbled, pulverized, or reduced to powder by hand pressure. Non-friable ACM can be crumbled, pulverized, or reduced to powder during machining, cutting, drilling, or other abrasive procedures. Friable ACM is more likely to release fibers when disturbed or damaged than non-friable ACM. Exposure to airborne friable asbestos may result in a potential health risk because persons breathing the air may breathe in asbestos fibers. Continued exposure can increase the amount of fibers that remain in the lung. Fibers embedded in lung tissue over time may cause serious lung diseases including: asbestosis, lung cancer, or mesothelioma. The Occupational Safety and Health Administration (OSHA) regulation 29 CFR 1926.1101 requires certain construction materials to be *presumed* to contain asbestos, for purposes of this regulation. All thermal system insulation (TSI), surfacing material, and asphalt/vinyl flooring that are present in a building constructed prior to 1981 and have not been appropriately tested are "presumed asbestos-containing material" (PACM).

During SALEM's site reconnaissance, no structures were observed on the subject property. Therefore, ACMs are not considered an on-site environmental concern at this time.

10.2 Lead-Based Paint

Lead is a highly toxic metal that affects virtually every system of the body. While adults can suffer from excessive lead exposures, the groups most at risk are fetuses, infants and children under 6. The Consumer Product Safety Commission banned the use of lead in paint in 1978. Most manufactures, however, had ceased using lead well before this time. Paint applied after 1978 is not considered suspect LBP. Congress passed the Residential Lead-Based Paint Hazard Reduction Act of 1992, also known as "Title X," to protect families from exposure to lead from paint, dust, and soil. Section 1018 of this law directed the Housing and Urban Development (HUD) and the US EPA to require the disclosure of known information on lead-based paint (LBP) and LBP hazards before the sale or lease of most housing built before 1978. Sellers, landlords, and their agents are responsible for providing this information to the buyer or renter before sale or lease.

According to Section 1017 of Title X, "LBP hazard is any condition that causes exposure to lead from lead-contaminated dust; bare, lead-contaminated soil; or LBP that is deteriorated or intact LBP present on accessible surfaces, friction surfaces, or impact surfaces that would result in adverse human health effects." Therefore, under Title X intact lead-based paint on most walls and ceilings is not considered a "hazard," although the condition of the paint should be monitored and maintained to ensure that it does not become deteriorated. LBP is defined as any paint, varnish, stain, or other applied coating that has 1.0 mg/cm^2 (or 5,000 µg/g by weight) or more of lead.

During SALEM's site reconnaissance, no structures were observed on the subject property. Therefore, LBP is not considered an on-site environmental concern at this time.

10.3 Radon

Radon is a naturally occurring gaseous substance resulting from the radioactive decay of uranium to radium and then to radon. Uranium is a common element found in many geologic formations and substrates, particularly igneous and metamorphic rocks. Radon has a half-life of only 3.8 days and decays to its daughter elements (polonium 218, polonium 214, bismuth 214, and lead 214). It is these daughter elements that represent the health hazard commonly associated with radon. Radon gas can enter a building through cracks in the foundation and walls and become attached to dust particles and inhaled which could cause

damage to human lung tissue. Radon is measured in picocuries per liter of air (pCi/L). The EPA has an established safe radon level of 4 pCi/L. Based on the EPA Radon Zone Map of California, the subject Property is located within **EPA Zone 2**, which has a predicted indoor radon screening between 2 pCi/L and 4 pCi/L (Low Potential). The EDR-provided radon data cites Riverside County has having 100% of 1st floor spaces with <4 pCi/L. However, radon levels may vary from one area to another and the only way to accurately assess radon gas levels on the subject property is to conduct a radon gas survey.

10.4 Mold

Molds are microscopic organisms found virtually everywhere, indoors and outdoors. Mold will grow and multiply under the right conditions, needing only sufficient moisture (e.g.in the form of very high humidity, condensation, or water from a leaking pipe, etc.) and organic material (e.g., ceiling tile, drywall, paper, or natural fiber carpet padding). Mold growths often appear as discoloration, staining, or fuzzy growth on building materials or furnishings and are varied colors of white, gray, brown, black, yellow, and green. In large quantities, molds can cause allergic symptoms when inhaled or through the toxins the molds emit.

During SALEM's site reconnaissance, no structures were observed on the subject property. Therefore, mold is not considered an on-site environmental concern at this time.

11.0 DISCUSSION OF FINDINGS

Historical Uses

The subject property consists of one irregular-shaped parcel of land totaling approximately 2.08 acres located on the southwest corner of 8th Street and Highland Springs Avenue in Beaumont, California (Riverside County APN 419-150-034). SALEM's review of historical aerial photographs indicates that the subject property was undeveloped or agricultural land in at least 1938. By 1949, the western portion of the subject property was developed with what appears to be a single-family dwelling or barn. The structure was demolished by 1967. Based upon SALEM's review of historical aerial photographs, a site reconnaissance, and contact with local regulatory agencies, there is no evidence that RECs exist in connection with the historical use of the subject property.

Current Uses

At the time of SALEM's January 6, 2020 site reconnaissance, the subject property was undeveloped land covered in native vegetation. What appeared to be a concrete pad (10'x15') was observed on the northwest portion of the subject property. No evidence of staining or spills were observed on the concrete during the site reconnaissance. During the visual observations of the subject property, no hazardous substances or petroleum products were observed to be stored or handled on the subject property. Exposed surface soils did not exhibit obvious signs of discoloration. No other obvious evidence (vent pipes, fill pipes, dispensers, etc.) of USTs was noted within the area observed.

Based on SALEM's field observations and contact with state and local regulatory agencies, the potential for adverse environmental impacts to the subject property associated with current site use appears to be low. Therefore, there is no evidence that RECs exist in connection with the current use of the subject property.

Adjacent Properties

Based on SALEM's field observations, review of the EDR Radius Map Report and consultation with local regulatory agencies, there is no evidence that RECs exist in connection with the subject property from adjacent property uses.

11.1 Evaluation of Data Gaps/Data Failure

In accordance with ASTM E1527-13 guidance, data gaps represent a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice. Data failure represents the failure to achieve the historical research objects of this practice even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap. The following is a summary of data gaps encountered in the process of preparing this report including an observation as the presumed significance of that data gap to the conclusions of this assessment.

- Some of the intervals between documented sources exceeded five years.

However, taken in consideration with the available information obtained in the course of preparing this report in conjunction with professional experience, there is no evidence to suggest that these data gaps might alter the conclusions of this assessment.

12.0 SUMMARY AND CONCLUSIONS

We have performed a *Phase I Environmental Site Assessment* in conformance with the scope and limitations of ASTM Practice E1527-13 of the proposed fuel station, quick-serve restaurant and convenience store located on the southwest corner of 8th Street and Highland Springs Avenue in Beaumont, California (Riverside County APN 419-150-034), the *property*. Any exceptions to, or deletions from, this practice are described in Section 13 of this *report*. During the course of this assessment, SALEM identified no evidence of RECs in connection with the subject property as defined by ASTM E1527-13. SALEM did identify evidence of the following Site Development Issue that is not a REC:

- SALEM's review of historical aerial photographs indicates that what appears to have been a single-family dwelling occupied the northwest corner of the subject property from at least 1949 until at least 1967. A septic system was likely associated with the former on-site dwelling. However, it is unknown if a septic system is currently located in the vicinity of the former on-site dwelling. The presence of a septic system is not anticipated to adversely environmentally impact the subject property due to its presumed use for domestic purposes only. If a septic system is identified during the re-development of the subject property, it should be properly abandoned/closed or destroyed in accordance with state and local guidelines.

13.0 LIMITATIONS

This Phase I ESA Report has been prepared for the exclusive use of **Evergreen Devco, Inc.** and its subsidiaries and affiliates. Unauthorized use of or reliance on the information contained in this report, unless given express written consent by SALEM and **Evergreen Devco, Inc.**, is strictly prohibited. The following limitations and exceptions apply:

- The scope of work completed was designed solely to meet the needs of SALEM's client. SALEM shall not be liable for any unintended usage of this report by another party. In addition, based on the ASTM guidelines, the ESA is only valid if completed within 180 days of an acquisition or the transaction necessitating the ESA.

- No ESA can wholly eliminate uncertainty regarding the potential for RECs in connection with a property. This ESA was designed to reduce, but not eliminate the potential for RECs at the subject property, within reasonable limits of time and cost. The ESA is not intended to be exhaustive or all-inclusive and does not represent a guarantee of the identification of all possible environmental risk.

- An ESA is intended to be a non-intrusive investigation and generally does not include sampling or testing of air, soil, water or building materials. No destructive testing was completed and concealed areas, such as behind walls or within machinery, were not accessed. Testing, if any, is designed solely to meet the needs of the ESA, not to meet any local, state or federal regulations and should not be utilized as such.

- Information in this report is based on personal interviews, government records, published resources, and various historical documents. Accuracy and completeness of information varies among information sources and may be inaccurate or incomplete. The information utilized in this ESA is from sources deemed to be reliable; however, no representation or warranty is made as to the accuracy thereof. SALEM will have no ongoing obligation to obtain and include information that was not reasonably ascertainable, practically reviewable or provided to SALEM in a reasonable timeframe to formulate an opinion and complete the assessment by the agreed upon due date.

- The ESA includes some information that may be relevant to regulatory compliance, but is not intended and shall not be construed as a compliance audit and cannot be considered a verification of regulatory compliance. While the general environmental setting of the subject property is described, this assessment is not intended to be a formal flood plain or wetland determination, and no warranty is made thereof. Depending on its past, present or future intended use, the property under review may or may not be subject to regulation and permitting under environmental and health and safety laws, such as, but not limited to, the Clean Air Act, the Clean Water Act, the Solid Waste Disposal Act, the Occupational Safety and Health Act, and other federal, state and local regulations. SALEM assumes no responsibility or liability respecting regulatory permitting or compliance issues.

- Client is advised that if the ESA is obtained with the intent of qualifying the purchaser as an innocent landowner, contiguous property owner, or bona fide prospective purchaser under CERCLA, there will be continuing obligations of due care and responsiveness and additional legal requirements that likely apply to such status. SALEM accepts and undertakes no responsibility as to such requirements and advises that counsel be separately consulted with respect to such requirements.

- The findings and conclusions presented in this Phase I ESA Report are based on field review and observations and on data obtained from the sources listed in the report. The findings of this report are valid as of the present. The passage of time, natural processes or human intervention on the subject property or adjacent properties and changes in the regulations can cause changed conditions which can invalidate the findings and conclusions presented in this report.

14.0 QUALIFICATIONS

This Phase I ESA was conducted under the supervision or responsible charge of SALEM's undersigned environmental professional with oversight from the undersigned registered engineer. The work was conducted in accordance with ASTM E1527-13, generally accepted industry standards for environmental due diligence in place at the time of the preparation of this report, and SALEM's quality-control policies.

We declare that, to the best of our professional knowledge and belief, we meet the definition of environmental professional as defined in §312.10 of 40 CFR 312 and we have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

15.0 REFERENCES

The following list summarizes the references utilized in preparing this report:

- Aerial photographs provided by Environmental Data Resources, Inc.
- Beaumont-Cherry Valley Water District records.
- California Environmental Protection Agency, Recorded Deed Restriction List, 1994.
- California Environmental Protection Agency, Department of Toxic Substances Control records.
- California Regional Water Quality Control Board records.
- Cal-EPA Voluntary Cleanup Program records.
- California Statewide Radon Survey Screening results conducting during 1990-1991.
- City of Beaumont Building Department records.
- City of Beaumont Planning Department records.
- City of Beaumont Department of Public Works records.
- Federal and State regulatory agency lists compiled by EDR.
- Riverside County Assessor's Office records.
- Riverside County Environmental Health Department records.
- Riverside County Fire Department records.
- Sanborn Fire Insurance Maps for Beaumont, California (EDR).
- The Munger Map Book, California – Alaska Oil & Gas Fields, Munger Maps – 1999.
- U.S. EPA Federal Superfund Liens List and the U.S. EPA California Liens, 1995.
- U.S. Geological Survey, 7.5 minute Beaumont, California topographic quadrangle map, dated 2012.

If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office at (909) 980-6455.

Respectfully submitted,

SALEM Engineering Group, Inc.

Reily Rivera
Environmental Project Manager

Clarence Jiang, PE, GE
Project Engineer
RCE No. 50233/ RGE No. 2477

2c: herewith

Photo 1: View of subject property from the northeast corner facing west.

Photo 2: View of subject property from the northeast corner facing south.

PHOTOGRAPHS	PROJECT NO. 3-419-1167	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DATE: January 2020	
	PAGE: Page 1 of 7	

Photo 3: View of subject property from the southeast corner facing west.

Photo 4: View of subject property from the southeast corner facing north.

Photo 5: View of subject property from the southwest corner facing north.

Photo 6: View of subject property from the southwest corner facing east.

Photo 7: View of subject property from the northwest corner facing east.

Photo 8: View of subject property from the northwest corner facing east.

Photo 9: View of subject property.

Photo 10: View of concrete pad.

Photo 11: View of adjoining property to the north.

Photo 12: View of adjoining property to the east.

Photo 13: View of adjoining property to the south.

Photo 14: View of adjoining property to the west.

TOPOGRAPHIC MAP (2012)	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	FIGURE NO.: 1	

AERIAL PHOTOGRAPH (2016)	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	FIGURE NO.: 2	

SITE MAP	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE **SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE** **BEAUMONT, CALIFORNIA**	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	FIGURE NO.: 3	

APPENDIX

A

First American	ALTA Commitment for Title Insurance
Commitment	ISSUED BY **First American Title Insurance Company** File No: NCS-964442-PHX1

COMMITMENT FOR TITLE INSURANCE

Issued By

FIRST AMERICAN TITLE INSURANCE COMPANY

NOTICE

IMPORTANT-READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and the Commitment Conditions, ***First American Title Insurance Company***, a Nebraska Corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I-Requirements have not been met within six months after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

First American Title Insurance Company

Dennis J. Gilmore
President

Jeffrey S. Robinson
Secretary

If this jacket was created electronically, it constitutes an original document.

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by First American Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions.

COMMITMENT CONDITIONS

1. DEFINITIONS

(a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
(b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
(c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
(d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
(e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
(f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
(g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
(h) "Title": The estate or interest described in Schedule A.

2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:
(a) the Notice;
(b) the Commitment to Issue Policy;
(c) the Commitment Conditions;
(d) Schedule A;
(e) Schedule B, Part I—Requirements; and
(f) Schedule B, Part II—Exceptions.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

(a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
  (i) comply with the Schedule B, Part I—Requirements;
  (ii) eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
  (iii) acquire the Title or create the Mortgage covered by this Commitment.
(b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
(c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
(d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.
(e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
(f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
(g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT

(a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
(b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
(c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
(d) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
(e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
(f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. ARBITRATION

Arbitration provision intentionally removed.

Transaction Identification Data for reference only:

Issuing Agent: First American Title Insurance Company National Commercial Services
Commitment No.: NCS-964442-PHX1
Property Address: Southwest Corner of East 8th Street, & Highland Springs Avenue, Beaumont, CA
Revision No.: 03

Issuing Office: 2425 E. Camelback Road, Suite 300, Phoenix, AZ 85016
Issuing Office File No.: NCS-964442-PHX1
Escrow Officer/Assistant: Alix Graham/Lauren Ogino

Phone: (602)567-8141/(602)567-8140
Email: agraham@firstam.com/logino@firstam.com
Title Officer/Assistant: Richard E. Brown/
Phone: (602)567-8100/
Email: ribrown@firstam.com/

SCHEDULE A

1. Commitment Date: November 12, 2019 at 8:00 AM
2. Policy to be issued:

   (a) ☒ 2006 ALTA® Extended Owner Policy
   Proposed Insured: Evergreen Devco, Inc., a California corporation
   Proposed Policy Amount: $ 2,100,000.00

   (b) ☒ 2006 ALTA® Extended Loan Policy
   Proposed Insured: To Be Determined
   Proposed Policy Amount: $ To Be Determined

   (c) ☐ 2006 ALTA® Policy
   Proposed Insured:
   Proposed Policy Amount: $

3. The estate or interest in the Land described or referred to in this Commitment is

   FEE

4. The Title is, at the Commitment Date, vested in:

   KY NGOC NGUYEN, A SINGLE MAN

5. The Land is described as follows:

   See Exhibit "A" attached hereto and made a part hereof

Commitment No.: NCS-964442-PHX1

SCHEDULE B, PART I

Requirements

All of the following Requirements must be met:

A. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.

B. Pay the agreed amount for the estate or interest to be insured.

C. Pay the premiums, fees, and charges for the Policy to the Company.

D. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.

E. Releases(s) or Reconveyance(s) of Item(s): None

F. Other: None

G. You must give us the following information:
   a. Any off record leases, surveys, etc.
   b. Statement(s) of Identity, all parties.
   c. Other: None

The following additional requirements, as indicated by "X", must be met:

[X] H. Provide information regarding any off-record matters, which may include, but are not limited to: leases, recent works of improvement, or commitment statements in effect under the Environmental Responsibility Acceptance Act, Civil Code Section 850, et seq.

The Company's Owner's Affidavit form (as provided by the company) must be completed and submitted prior to close in order to satisfy this requirement. This Commitment will then be subject to such further exceptions and/or requirements as may be deemed necessary.

[X] I. An ALTA/NSPS survey of recent date, which complies with the current minimum standard detail requirements for ALTA/NSPS land title surveys, must be submitted to the Company for review. This Commitment will then be subject to such further exceptions and/or requirements as may be deemed necessary.

[] J. The following LLC documentation is required from:

(i) a copy of the Articles of Organization
(ii) a copy of the Operating Agreement, if applicable
(iii) a Certificate of Good Standing and/or other evidence of current Authority to Conduct Business within the State
(iv) express Company Consent to the current transaction

[] K. The following partnership documentation is required **:**

(i) a copy of the partnership agreement, including all applicable amendments thereto
(ii) a Certificate of Good Standing and/or other evidence of current Authority to Conduct Business within the State
(iii) express Partnership Consent to the current transaction

[] L. The following corporation documentation is required:

(i) a copy of the Articles of Incorporation
(ii) a copy of the Bylaws, including all applicable Amendments thereto
(iii) a Certificate of Good Standing and/or other evidence of current Authority to Conduct Business within the State
(iv) express Corporate Resolution consenting to the current transaction

[] M. Based upon the Company's review of that certain partnership/operating agreement dated **Not disclosed** for the proposed insured herein, the following requirements must be met:
Any further amendments to said agreement must be submitted to the Company, together with an affidavit from one of the general partners or members stating that it is a true copy, that said partnership or limited liability company is in full force and effect, and that there have been no further amendments to the agreement. This Commitment will then be subject to such further requirements as may be deemed necessary.

[] N. A copy of the complete lease, as referenced in Schedule A, #3 herein, together with any amendments and/or assignments thereto, must be submitted to the Company for review, along with an affidavit executed by the present lessee stating that it is a true copy, that the lease is in full force and effect, and that there have been no further amendments to the lease. This Commitment will then be subject to such further requirements as may be deemed necessary.

[X] O. Approval from the Company's Underwriting Department must be obtained for issuance of the policy contemplated herein and any endorsements requested thereunder. This Commitment will then be subject to such further requirements as may be required to obtain such approval.

[] P. Potential additional requirements, if ALTA Extended coverage is contemplated hereunder, and work on the land has commenced prior to close, some or all of the following requirements, and any other requirements which may be deemed necessary, may need to be met:

[] Q. The Company's "Indemnity Agreement I" must be executed by the appropriate parties.

[] R. Financial statements from the appropriate parties must be submitted to the Company for review.

[] S. A copy of the construction contract must be submitted to the Company for review.

[] T. An inspection of the Land must be performed by the Company for verification of the phase of construction.

[] U. The Company's "Mechanic's Lien Risk Addendum" form must be completed by a Company employee, based upon information furnished by the appropriate parties involved.

Commitment No.: NCS-964442-PHX1

SCHEDULE B, PART II

Exceptions

THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

The Policy will not insure against loss or damage resulting from the terms and provisions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I-Requirements are met.

2. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.

3. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.

4. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.

5. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.

6. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.

7. General and special taxes and assessments for the fiscal year 2019-2020.

First Installment:	$2,411.74, PAID
Penalty:	$0.00
Second Installment:	$2,411.74, OPEN
Penalty:	$0.00
Tax Rate Area:	002-027

8. The lien of supplemental taxes, if any, assessed pursuant to Chapter 3.5 commencing with Section 75 of the California Revenue and Taxation Code.

9. Taxes and assessments, if any, of the Beaumont Irrigation District.

10. This item has been intentionally deleted.

11. This item has been intentionally deleted.

12. Easements, Covenants and Conditions contained in the deed from J. Drew Funk, J.D. Reid, Pearl J. Grant, and Edward Cryer, as Grantor, to Frank W. Chambers, a single man, as Grantee, recorded January 31, 1946 as Book 715, Page 142 of Official Records. Reference being made to the document for full particulars.

13. Easements, Covenants and Conditions contained in the deed from J. Drew Funk and Ruby M. Funk, as Grantor, to William Cameron and Janet Cameron, husband and wife, as joint tenants, as Grantee, recorded April 27, 1948 as Book 904, Page 477 of Official Records. Reference being made to the document for full particulars.

14. An easement for utilities and incidental purposes, recorded November 13, 1962 as Instrument No. 104649 of Official Records.

    In Favor of: County of Riverside
    Affects: as described therein

15. An easement for road and incidental purposes, recorded August 31, 1970 as Instrument No. 85601 of Official Records.

    In Favor of: City of Beaumont
    Affects: as described therein

16. An offer of dedication for public road, public utility and public services and incidental purposes, recorded November 06, 1975 as Instrument No. 138162 of Official Records.
    To: Highland Springs Avenue

17. The fact that the land lies within the boundaries of the Beaumont Redevelopment Project Area, as disclosed by the document recorded December 28, 1993 as Instrument No. 516923 of Official Records.

18. This item has been intentionally deleted.

19. Water rights, claims or title to water, whether or not shown by the public records.

20. Any facts, rights, interests or claims which would be disclosed by a correct ALTA/NSPS survey.

21. Rights of parties in possession.

22. A document entitled "Certificate of Acceptance" recorded September 03, 2019 as Instrument No. 2019-0341529 of Official Records.

INFORMATIONAL NOTES

ALERT - CA Senate Bill 2 imposes an additional fee of $75 up to $225 at the time of recording on certain transactions effective January 1, 2018. Please contact your First American Title representative for more information on how this may affect your closing.

1. The property covered by this report is vacant land.

2. According to the public records, there has been no conveyance of the land within a period of twenty-four months prior to the date of this report, except as follows:

   None

3. This preliminary report/commitment was prepared based upon an application for a policy of title insurance that identified land by street address or assessor's parcel number only. It is the responsibility of the applicant to determine whether the land referred to herein is in fact the land that is to be described in the policy or policies to be issued.

The map attached, if any, may or may not be a survey of the land depicted thereon. First American Title Insurance Company expressly disclaims any liability for loss or damage which may result from reliance on this map except to the extent coverage for such loss or damage is expressly provided by the terms and provisions of this Commitment or the Policy, if any, to which the map is attached.

Exhibit A

File No.: NCS-964442-PHX1

The Land referred to herein below is situated in the City of Beaumont, County of Riverside, State of California, and is described as follows:

PARCEL 1 OF PARCEL MAP NO. 5570, AS SHOWN BY MAP ON FILE IN BOOK 10, PAGE 34 OF PARCEL MAPS, RIVERSIDE COUNTY RECORDS.

For conveyancing purposes only: APN 419-150-034

APPENDIX

B

SALEM
engineering group, inc.

8711 Monroe Court, Suite A
Rancho Cucamonga, California 91730
(909) 980-6455 Office
(909) 980-6435 Fax

PHASE I ESA (ASTM E1527-13)
USER QUESTIONNAIRE

PROPOSED FUEL STATION, QSR & C-STORE
8TH STREET & HIGHLAND SPRINGS AVENUE
BEAUMONT, CALIFORNIA

Date: 12/20/19 Site Address: SWC 8th Street & Highland Springs Ave., Beaumont, CA

Respondent Name: Laura Ortiz **Phone No. (required):** 602-808-8600

Company Name & Address: Evergreen Devco, Inc.
2390 E. Camelback Road, Suite 410, Phoenix, AZ 85016

Introduction

"In order to qualify for one of the *Landowner Liability Protections (LLPs)* offered by the Small Business Liability Relief and Brownfield Revitalization Act of 2001 (the 'Brownfields Amendments'), the user must provide the following information (if available) to the environmental professional. Failure to provide this information could result in a determination that 'all appropriate inquiry' is not completed" - American Society for Testing and Materials (ASTM) E1527-13 Appendix X3: User Questionnaire

1. Are you aware of any environmental cleanup liens against the subject property that are filed or recorded under federal, tribal, state, or local law?

No, based on my actual knowledge and review of company records.

2. Are you aware of any activity use limitations (AULs) such as engineering controls, land use restrictions, or institutional controls that are in place at the subject property and/or have been filed or recorded in a registry under federal, tribal, state, or local law?

No, based on my actual knowledge and review of company records.

3. As the user of the Phase I Environmental Site Assessment (ESA), do you have any specialized knowledge or experience related to the subject property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the subject property or an adjacent property so that you would have specialized knowledge of the chemicals and processes used by this type of business?

No, based on my actual knowledge and review of company records.

4. Does the purchase price being paid for the subject property reasonably reflect the fair market value of the subject property? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the subject property?

We believe the purchase price represents fair market value.

5. Are you aware of commonly known or reasonably ascertainable information about the subject property that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example:

A. Do you know the past uses of the subject property?

No, based on my actual knowledge and review of company records.

B. Do you know of specific chemicals that are present or once were present at the subject property?

No, based on my actual knowledge and review of company records.

C. Do you know of spills or other chemical releases that have taken place at the subject property?

No, based on my actual knowledge and review of company records.

D. Do you know of any environmental cleanups that have taken place at the subject property?

No, based on my actual knowledge and review of company records.

6. As the user of the Phase I ESA, based on your knowledge and experience related to the subject property, are there any obvious indicators that point to the presence or likely presence of contamination at the subject property?

No, based on my actual knowledge and review of company records.

I, the user of this Phase I ESA (or authorized representative of the User), do hereby attest that I have carefully considered the questions herein and have presented answers to the best of my knowledge and ability based upon the Responsibilities of the User as required within ASTM E1527-13 guidance.

Name Laura Ortiz **Date** 12/20/19
(Please Print)

Signature

APPENDIX

C

SALEM
engineering group, inc.

8711 Monroe Court, Suite A
Rancho Cucamonga, California 91730
909.980.6455
909.980.6435 fax

PHASE I ESA (ASTM E1527-13)
OWNER QUESTIONNAIRE

PROPOSED FUEL STATION, QSR, & C-STORE
SOUTHWEST CORNER OF 8TH STREET AND HIGHLAND SPRINGS AVENUE
BEAUMONT, CA 92223

Date: 01/26/2020 Site Address: APN 419150034-5

Owner Name: Ky Ngoc Nguyen **Owner Phone No. (required):** 714-717-0027

Provide Name of Previous Owner(s) and Phone Number if known:
Highland MV A general Partnership - 2670 Sumac Lane. Las Vegas NV 89121

How long have you owned the subject property? Purchase 03/31/1986

Have any previous investigations been conducted on the subject property? No

What is the subject property currently used for? Vaccand Land

Former Uses/Occupants of the subject property? Not know

Age of onsite structure(s), if known? N/A

Do you have any knowledge of existing or previous underground or aboveground storage tanks being located on the subject property? No

Do you know of any chemical or hazardous materials, persistent pesticides/herbicides being used, stored or discharged on the subject property? No

Do you know of any Environmental Cleanup Liens or slurry walls or vapor barriers filed or recorded against the subject property? None

Do you know of any buried materials such as garbage dumps or burn pits on the subject property?
None

Are there currently or were there historically any septic systems and/or water wells located on the subject property? Not Know

Any dry wells/monitoring wells? No

Are there any drainage or disposal ponds located on the subject property? No

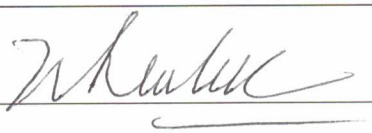
Is the subject property connected to municipal water and sewer systems? Not Know

Do you have any commonly known, reasonably ascertainable, or specialized knowledge or experience related to the subject property or nearby properties? No

Are you aware of any contamination on the subject property? No

Name: Ky Ngoc Nguyen (Please Print)

Date: 01/26/2020

Signature: 

APPENDIX

D

AERIAL PHOTOGRAPHS	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	YEAR: 1938	

AERIAL PHOTOGRAPHS	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	YEAR: 1949	

AERIAL PHOTOGRAPHS	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	YEAR: 1953	

AERIAL PHOTOGRAPHS	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	YEAR: 1961	

AERIAL PHOTOGRAPHS	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	YEAR: 1967	

AERIAL PHOTOGRAPHS	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	YEAR: 1975	

AERIAL PHOTOGRAPHS	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	YEAR: 1985	

AERIAL PHOTOGRAPHS	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	YEAR: 1989	

AERIAL PHOTOGRAPHS	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	YEAR: 1990	

AERIAL PHOTOGRAPHS	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	YEAR: 1996	

AERIAL PHOTOGRAPHS

PROPOSED FUEL STATION, QSR, AND C-STORE
SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE
BEAUMONT, CALIFORNIA

SCALE:	DATE:
NTS	Jan. 2020
DRAWN BY:	**APPROVED BY:**
BR	RR
PROJECT NO.:	**YEAR:**
3-419-1167	2002

SALEM engineering group, inc.

AERIAL PHOTOGRAPHS

PROPOSED FUEL STATION, QSR, AND C-STORE
SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE
BEAUMONT, CALIFORNIA

SCALE:	DATE:
NTS	Jan. 2020
DRAWN BY:	**APPROVED BY:**
BR	RR
PROJECT NO.:	**YEAR:**
3-419-1167	2006

SALEM engineering group, inc.

AERIAL PHOTOGRAPHS

PROPOSED FUEL STATION, QSR, AND C-STORE
SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE
BEAUMONT, CALIFORNIA

SCALE:	DATE:
NTS	Jan. 2020
DRAWN BY:	**APPROVED BY:**
BR	RR
PROJECT NO.:	**YEAR:**
3-419-1167	2009

SALEM engineering group, inc.

AERIAL PHOTOGRAPHS	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	YEAR: 2012	

AERIAL PHOTOGRAPHS	SCALE: NTS	DATE: Jan. 2020	SALEM engineering group, inc.
PROPOSED FUEL STATION, QSR, AND C-STORE SWC 8TH STREET AND HIGHLAND SPRINGS AVENUE BEAUMONT, CALIFORNIA	DRAWN BY: BR	APPROVED BY: RR	
	PROJECT NO.: 3-419-1167	YEAR: 2016	

APPENDIX

E

Proposed Fuel Station
SWC 8th Street & Highland Springs Avenue
Beaumont, CA 92223

Inquiry Number: 5914075.5
December 27, 2019

The EDR-City Directory Image Report

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

TABLE OF CONTENTS

SECTION

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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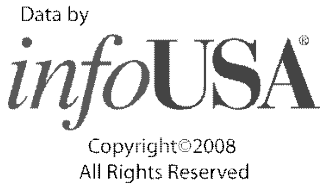

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

Year	Target Street	Cross Street	Source
2014	☑	☐	EDR Digital Archive
2010	☑	☐	EDR Digital Archive
2005	☑	☐	EDR Digital Archive
2000	☑	☐	EDR Digital Archive
1995	☑	☐	EDR Digital Archive
1992	☑	☐	EDR Digital Archive
1985	☑	☐	Haines Criss-Cross Directory
1981	☑	☐	Haines Criss-Cross Directory
1975	☑	☐	Haines Criss-Cross Directory
1971	☑	☐	Haines Criss-Cross Directory

FINDINGS

TARGET PROPERTY STREET

SWC 8th Street & Highland Springs Avenue
Beaumont, CA 92223

Year	*CD Image*	*Source*	
E 8TH ST			
2014	pg A2	EDR Digital Archive	
2010	pg A6	EDR Digital Archive	
2005	pg A10	EDR Digital Archive	
2000	pg A13	EDR Digital Archive	
1995	pg A16	EDR Digital Archive	
1992	pg A19	EDR Digital Archive	
1985	pg A21	Haines Criss-Cross Directory	
1981	pg A23	Haines Criss-Cross Directory	
1981	pg A24	Haines Criss-Cross Directory	
1975	-	Haines Criss-Cross Directory	Street not listed in Source
1971	pg A27	Haines Criss-Cross Directory	
HIGHLAND SPRINGS AVE			
2014	pg A5	EDR Digital Archive	
2010	pg A9	EDR Digital Archive	
2005	pg A12	EDR Digital Archive	
2000	pg A15	EDR Digital Archive	
1995	pg A18	EDR Digital Archive	
1992	pg A20	EDR Digital Archive	
1985	pg A22	Haines Criss-Cross Directory	
1981	pg A25	Haines Criss-Cross Directory	
1975	pg A26	Haines Criss-Cross Directory	
1971	pg A28	Haines Criss-Cross Directory	

FINDINGS

CROSS STREETS

No Cross Streets Identified

City Directory Images

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

E 8TH ST 2014

125	BEAUMONT LIBRARY DISTRICT
225	ST STEPHENS EPISCOPAL
250	OCCUPANT UNKNOWN,
252	WALLER, PHILIP H
254	OCCUPANT UNKNOWN,
256	FINCH, JENNIFER
	MCNALLY, ALYCIA
454	OCCUPANT UNKNOWN,
544	GONZALEZ, TAMMY
548	GARNICA, CARLOS
555	HERRERA, ANTHONY
740	GONZALEZ, JOSE L
756	JOHN S MASONRY
	SHARP, JOHN W
848	GARCIA, JESSE
850	JOHNSON, CHEYANE W
910	CHAVEZ, PILAR
920	BELTRAN, JR
949	RIVERA, JOHN
969	REYNOSO, AIDA J
1051	TOSTADO, CHRISTINE
1104	JOYCE, MISTI L
1122	RUVALCABA, JESUS E
1126	HERNANDEZ, MARIE C
1151	BOLTON, DANIEL
1198	BALLAIN, AMIANLEA
	FOSTER, JACOB
	HERNANDEZ, SAHIRA
	MARTINEZ, ISRAEL
	MENDOZA, ANTONIO M
1205	SANTAMARIA, GUADALUPE
1209	KORBAS, LINNEA
1215	LANTRY, MISTY
1229	OCCUPANT UNKNOWN,
1231	SAVAYA, FRANK L
1233	MENENDEZ, MANFRED
1235	OCCUPANT UNKNOWN,
1237	LOPEZ, LESBIA
1260	ARROYO, GRACIELA
1262	NILAKOUT, DOUANGCHAY N
1274	KEUMWAY PARTNERS
	OCCUPANT UNKNOWN,
1283	DEPAZ, IRIS M
1285	OCCUPANT UNKNOWN,
1291	OCCUPANT UNKNOWN,
1310	FUQUA, SALLY
1316	OCCUPANT UNKNOWN,
1320	JOHANSEN, IAN
1324	RESENDEZ, MARIA
1330	BAEZA, DANIEL

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

E 8TH ST 2014 (Cont'd)

1335 OCCUPANT UNKNOWN,
RECORD, BRENDA N
1339 ALCALA, SAMUEL G
OCCUPANT UNKNOWN,
1343 OCCUPANT UNKNOWN,
1351 ALCALA, JAVIER
1352 MARTINEZ, JUAN A
1355 DONATINI, EMILIE R
1357 BOWMAN, KIRSTEN
RELI ON US HOME CARE SERVICE
1359 OCCUPANT UNKNOWN,
1365 GLOCK, WILLIAM A
1376 HUMBLE, SONDRA J
1377 PERISITS, HEATHER R
QUINTERO, LEONOR
1380 OCCUPANT UNKNOWN,
1390 CUNNINGHAM, WILLARD J
1394 CONTRERAS, GEBRIT
1395 OCCUPANT UNKNOWN,
1396 SANCHEZ, PEDRO E
1398 CABRERA, FREDERICK
1399 OCCUPANT UNKNOWN,
1402 ROSSETTI, TONY
1408 ALVARADO, JANEL
LUNA, LUCY
1418 HUNT, MARY
1419 TABEL, RAED
1422 WILSON, TONYA
1426 ROGERS, RHONDA
1429 OCCUPANT UNKNOWN,
1435 MYERS, SHERRI A
1438 CARRANZA, ANTHONY
1442 DUTOIT, DANETTE
1446 LABORD, KATHIE L
1447 BOWEN, WILLIAM R
1449 MCCULLY, L
1450 ARMENTA, DANIEL
1451 CASALI, TED
1454 MEJIA, GUSTAVO D
1460 OCCUPANT UNKNOWN,
1462 MORENO, ANDRES J
1474 COLVIN, EDDIE
1505 VIGNOLLE, VERNE A
1511 LOWE, CARRIE
1513 HOQUIST, DANIEL E
1515 GORDON, LARRY
WHILE YOU WERE GONE
1517 LYONS, WILLIAM J
1519 BARNETT, SAMUEL E
1520 BEAUMONT UNITED SCHOOL DISTRIC

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

E 8TH ST 2014 (Cont'd)

1520	PTA CALIFORNIA CONGRESS OF PAR
1521	B2 LANDSCAPE AND DESIGN
1523	CABRERA, AMALIA
1543	PORTILLO, EMMANUEL J
1547	URIAS, RAYNALDO J
1549	GRAY, ROBERT F
1551	OROZCO, SALOMON L
1553	KARIM, ROLAND A
	RODRIGUEZ, JESUS G
	RUEGER, ERIC
1665	BEAUMONT PALMS CARE CENTER
	DAVID-KLEIS II LLC
	LIPPA INSURANCE SERVICES

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

HIGHLAND SPRINGS AVE 2014

81	MOGHADAM, MARIAM
195	HIGHWAY PATROL CALIFORNIA
217	HILAND SPRINGS IMAGING CENTER
501	BEAUMONT GAS MART INC
	CIRCLE K SHELL
	HIGHLAND SHELL
525	WENDYS INTERNATIONAL INC
635	OREILLY AUTOMOTIVE STORES INC
655	A1 COINS INC
	LABOUNTYS AUTOMOTIVE INC
	SPLASH CAR SPA
701	BEAUMONT CHIROPRACTIC
	BLACKFORD AMBER DC
	CHA, CRAIG A
	CHAMBERLAIN CRAIG A DDS MS
	CHAR LAWRENCE H DDS
	CHAR, LAWRENCE
	CHRISTIAN MOSES D MD
	CHRISTIAN, MOSES D
	CONNELL, BRIAN L
	DERMACULTURE
	HIGHLAND SPRINGS DENTAL
	INLANDPSYCH REDLANDS INC
	JACOB P PAI DDS
	JESSICA WAGNER SABO DDS INC
	LEE VALERIE DDS INC
	LUIB HEALTH SPECIALTY SVCS LLC
	NOMI LEE
	NOMI, LEE
	QUEST DIAGNOSTICS INCORPORATED
	VAN TIEM RENEE DC
	VANTIEM, RENEE
	WESCO MED SUPS & EQP CO INC

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

E 8TH ST 2010

125	BEAUMONT LIBRARY DISTRICT
225	ST STEPHENS EPISCOPAL
248	MARTINEZ, DARLENE R
250	OCCUPANT UNKNOWN,
252	OCCUPANT UNKNOWN,
254	OCCUPANT UNKNOWN,
256	LILLARD, KENNETH M
454	BEAVER, DONNIE C
456	CRENSHAW, RANDY
544	ELLIOTT, RAY
548	ESPINOLUGO, LOT E
555	WOODLEY, FRANCES R
600	BEAUMONT EARLY HEAD START
740	GONZALEZ, JOSE L
756	JOHN S MASONRY
	SHARP, JOHN W
848	OCCUPANT UNKNOWN,
850	OCCUPANT UNKNOWN,
890	BROSTEK, WAYNE
	SEVENTH DAY ADVENTIST
910	SMITH, M
920	BELTRAN, JR
949	QUINTERO, VANIA
967	OCCUPANT UNKNOWN,
969	HOLIDAY, RICHARD
1030	MARTIN, KARYL
1051	FRANCO, DEAN R
1104	OCCUPANT UNKNOWN,
1122	RUVALCABA, JESUS E
1126	HERNANDEZ, MARIE C
1151	MINYARD, WAYNE
	UNIVERSAL LIFE CHURCH
1198	ARMSTRONG, DOROTHY
	JONES, BIANCA
	MENDOZA, TONY
	WHATLEY, P
	WILLIAMS, PATRICIA
1205	SANTAMARIA, GUADALUPE
1209	WOODS, AARON L
1229	HERNANDEZ, RONALD
1231	SAVAYA, FRANK L
1233	LANTRY, MISTY
1235	OCCUPANT UNKNOWN,
1237	OCCUPANT UNKNOWN,
1260	OCCUPANT UNKNOWN,
1262	MAGANA, PAULO O
1274	BUSH J D
	BUSH, JOHN D
	KEUMWAY PARTNERS
1281	OCCUPANT UNKNOWN,

E 8TH ST 2010 (Cont'd)

1283 BLEACHER, J
1285 CASTILLO, S
OCCUPANT UNKNOWN,
1291 WILLIAMS, MARION A
1320 COX, SERINA S
1324 RESENDEZ, MARIA
1330 OCCUPANT UNKNOWN,
1335 OCCUPANT UNKNOWN,
RECORD, BRENDA N
1339 ALCALA, SAMUEL G
OCCUPANT UNKNOWN,
1350 POTTERS HSE CHRSTN FLLWSHIP CH
1351 LANTRY, SUNNI
1352 MARTINEZ, JUAN A
1355 OCCUPANT UNKNOWN,
1357 BOOTH, JEFFREY
RELI ON US HOME CARE SERVICE
1359 RUBALCAVA, SUSAN R
1365 GLOCK, WILLIAM A
1376 SANDEZ, RAFAEL A
1377 HERNANDEZ, MELISSA K
1390 CUNNINGHAM, WILLARD J
1394 MEDINA, CLAUDIA
1395 MILLIKEN, DANIEL L
1396 SANCHEZ, PEDRO E
1398 ARANO, CHARITO
1399 AGARD, GEORGE R
1402 ROSSETTI, TONY
1408 HERSHEY, SHAY
ZUNIGA, MATTHEW
1418 HARRIS, SHIRL A
1419 CLARK, TOMMY R
1422 HERNANDEZ, GLORIA C
1426 ZAYAS, MARTIN M
1429 OCCUPANT UNKNOWN,
1435 MYERS, SHERRI L
1438 SMITH, MATTHEW
1442 DUTOIT, DANETTE
1446 MECARAL, ALAN Q
1447 BOWEN, WILLIAM R
1449 MCCULLY, L
1450 ARMENTA, DANIEL
1451 CASALI, TED
1454 NEWHOUSE, ROBERT
1460 MARTINEZ, DAVID A
1462 MORRIS, RANDY
1505 VIGNOLLE, VERNE A
1511 GOMEZ, MIGUEL G
1513 HOQUIST, DANIEL E
1515 GORDON, RICHARD D

E 8TH ST 2010 (Cont'd)

1515 WHILE YOU WERE GONE
1517 LYONS, WILLIAM J
1519 BARNETT, SAMUEL E
1520 BEAUMONT UNIFIED SCHOOL DST
1523 CABRERA, AMALIA
1543 HERNANDEZ, JOE
1547 URIAS, RAYNALDO J
1549 GRAY, ROBERT F
1551 OROZCO, SALOMON L
1553 ALONSO, ALBERTO I
FLORES, IGNACIO
KARIM, ROLAND A
RODRIGUEZ, JESUS G
1665 LIPPA INSURANCE SERVICES

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

HIGHLAND SPRINGS AVE 2010

195	HIGHWAY PATROL CALIFORNIA
217	HILAND SPRINGS IMAGING CENTER
264	SCHWARTZ STANLEY MD
501	CIRCLE K SHELL
	PALM SPRINGS PETROLEUM
	VALERO
525	WENDYS INTERNATIONAL INC
635	OREILLY AUTOMOTIVE INC
655	LABOUNTYS AUTOMOTIVE INC
701	ARROWHEAD ORTHOPEDIC
	BEAUMONT CHIROPRACTIC
	BLACKFORD AMBER DC
	CHA, CRAIG A
	CHAMBERLAIN CRAIG A DDS MS
	CHAR LAWRENCE H DDS
	CHAR, LAWRENCE
	CHEATHAM-LOTT MARTA L MD
	CHRISTIAN MOSES D MD
	CHRISTIAN, MOSES D
	CONNELL, BRIAN L
	DERMACULTURE
	HEALTHLINE CLINICAL LABORATORY
	HIGHLAND SPRINGS DENTAL
	HYMAN CHARLES L MD INC
	INLANDPSYCH REDLANDS INC
	JACOB P PAI DDS
	JESSICA WAGNER SABO DDS INC
	LEE VALERIE DDS INC
	SABO, JESSICA
	VAN TIEM RENEE DC
	WESCO MED SUPS & EQP CO INC

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

E 8TH ST 2005

125	BEAUMONT LIBRARY DISTRICT
225	RECTOR WARDENS VESTRYMEN OF ST
	ST STEPHENS EPISCOPAL
248	MARTINEZ, DARLENE R
252	OCCUPANT UNKNOWN,
254	OCCUPANT UNKNOWN,
256	CLIFFORD, DONYELL
454	BEAVER, DONNIE C
456	CRENSHAW, RANDY
544	CIPRIAN, ESTELA
548	LUGO, LOT E
555	WOODLEY, FRANCES R
756	BURHOP, CHEYANN A
848	OCCUPANT UNKNOWN,
850	KIWANIS INTERNATIONAL INC
	MCLAUGHLIN, DONALD W
890	BROSTEK, WAYNE
	SEVENTH DAY ADVENTIST
910	OCCUPANT UNKNOWN,
920	VELAZCO, LORENA
949	DYSON, RICHARD W
967	OCCUPANT UNKNOWN,
969	MONTES, NUVIE
1030	MARTIN, KARYL
1051	FRANCO, DEAN R
	TRINA A FREGOZO
1104	HIGHTOWER, PAUL A
1122	RUVALCABA, JESUS E
1126	HERNANDEZ, MARIE C
1151	OCCUPANT UNKNOWN,
1198	DAHL, JESSICA
1205	OCCUPANT UNKNOWN,
1209	WOODS, AARON L
1215	OCCUPANT UNKNOWN,
1229	HERNANDEZ, RONALD
1231	SAVAYA, FRANK L
1233	PETTIFORD, HELEN
1235	TROUTMAN, NICHOLE C
1260	LARIOS, ALMA
1262	OCCUPANT UNKNOWN,
1274	BUSH, JOHN D
1281	WEBB, SHAWN D
1283	NAVARRO, JOSE J
1310	ROTH, JASON H
1320	SULLIVAN, SERINA S
1324	MURSCHEL, IVA
1330	BATES, CHARLES N
1335	OCCUPANT UNKNOWN,
	RECORD, BRENDA N
1339	ALCALA, SAMUEL G

E 8TH ST 2005 (Cont'd)

1351	ROMERO, FERNANDO
1352	MARTINEZ, JUAN A
1355	OCCUPANT UNKNOWN,
1357	OCCUPANT UNKNOWN,
1359	OCCUPANT UNKNOWN,
1365	GLOCK, WILLIAM A
1376	GRIMES, TERRA
1377	GLOCK, ROBERT M
1390	BAGG, JAMES B
1394	MEDINA, MARGARITA
1395	MILLIKEN, DANIEL L
1396	SANCHEZ, PEDRO
1398	OCCUPANT UNKNOWN,
1399	LOPEZ, JUAN
1402	ROSSETTI, TONY
1408	OCCUPANT UNKNOWN,
1422	OCCUPANT UNKNOWN,
1426	RILEY, NATHAN R
1435	MYERS, SHERRI L
1438	RIOS, DONALD L
1442	DUTOIT, DANETTE
1446	NETTLES, MIKE
1447	BOWEN, WILLIAM R
1449	MCCULLY, L
1450	ARMENTA, DANIEL
1451	CASALI, TED
1454	NEWHOUSE, BONNIE L
1460	MARTINEZ, DAVID
1462	GOMEZ, LUPE
1474	COLVIN, BETTY A
1505	VIGNOLLE, VERNE A
1513	HOQUIST, DANIEL E
1515	OCCUPANT UNKNOWN, WHILE YOU WERE GONE
1517	LYONS, WILLIAM J
1519	BARNETT, SAMUEL E
1521	SANCHEZ, MANUEL J
1543	HERNANDEZ, JOE
1547	URIAS, RAYNALDO J
1551	OROZCO, SALOMON L
1553	CHATIGNY, DAN C

Target Street	Cross Street	Source
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HIGHLAND SPRINGS AVE 2005

195	HIGHWAY PATROL CALIFORNIA DEPT
264	SCHWARTZ STANLEY MD
501	LOMA LINDA OIL COMPANY
635	CSK AUTO INC
655	OCCUPANT UNKNOWN,
701	A D T NITE OWL SECURITY INC
	ARROWHEAD ORTHOPEDIC
	BARRY S GRAMES MD FAAOS
	BEAUMONT CHIROPRACTIC
	BLACKFORD, AMBER
	CHAMBERLAIN CRAIG A DDS MS
	CHAR LAWRENCE H DDS
	CHAR, LAWRENCE
	CHRISTIAN MOSES D MD
	CLIFFORD MERKEL MD FAAOS
	CONNELL, BRIAN L
	DERMACULTURE
	HEALTHLINE CLINICAL LABORATORY
	HIGHLAND SPRINGS DENTAL
	JACOB P PAI DDS
	JESSICA WAGNER SABO DDS INC
	JOHN C STEINMANN DO FAOAO
	LOPER, STEVE T
	PAI, JACOB P
	PARTAIN RONALD E PHARMACY
	PASS PHYSICAL THERAPY
	RAZOR EDS
	RAZOR, E
	RONNY G GHAZAL MD FAAOS

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E 8TH ST 2000

125 BEAUMONT LIBRARY DISTRICT
756 OCCUPANT UNKNOWN,
850 KIWANIS INTERNATIONAL INC
890 MISSINARY BPTST CHRCH BEAUMONT
920 OCCUPANT UNKNOWN,
949 DYSON, RICHARD
967 OCCUPANT UNKNOWN,
969 FIERRO, REGINA
1030 OCCUPANT UNKNOWN,
1051 BARRON, PERRE E
1104 HIGHTOWER, GEORGE
1122 RUVALCABA, LUZ
1126 OCCUPANT UNKNOWN,
1205 WEST, EDGAR
1231 NEEL, TERRY
SAVAYA, FRANK L
1233 OCCUPANT UNKNOWN,
1260 WATSON, LAURA M
1262 ESCOBAR, MANUEL
1274 OCCUPANT UNKNOWN,
1281 OCCUPANT UNKNOWN,
1283 OCCUPANT UNKNOWN,
1285 LYMAN, NAOMI
1291 OCCUPANT UNKNOWN,
1310 OCCUPANT UNKNOWN,
1316 ROTH, CANDACE R
1320 SULLIVAN, SERINA
1324 MURSCHEL, IVA
1330 OCCUPANT UNKNOWN,
1335 RECORD, BRENDA
1339 OCCUPANT UNKNOWN,
1341 SHAWLER, BILL
1343 OCCUPANT UNKNOWN,
1350 CHERRY VALLEY BRETHREN CHURCH
1351 OCCUPANT UNKNOWN,
1352 MARTINEZ, JUAN
1355 OCCUPANT UNKNOWN,
1357 PAGE, K L
1359 OCCUPANT UNKNOWN,
1365 GLOCK, WILLIAM A
1376 OCCUPANT UNKNOWN,
1380 OCCUPANT UNKNOWN,
1390 BAGG, JAMES B
1394 OCCUPANT UNKNOWN,
1395 OCCUPANT UNKNOWN,
1408 ZUNIGA, DAN
1418 HARRIS, SHIRLEY
1419 JR WELDING SERVICES
WATKINS, JOSEPH R
1422 OCCUPANT UNKNOWN,

E 8TH ST 2000 (Cont'd)

1426	OCCUPANT UNKNOWN,
1429	KAMIN, A
1435	OCCUPANT UNKNOWN,
1438	KAUFFMAN, KATHRYN M
1442	OCCUPANT UNKNOWN,
1446	OCCUPANT UNKNOWN,
1447	BOWEN, WILLIE
1450	OCCUPANT UNKNOWN,
1451	MILLER, JEAN E
1460	AVILA, H
1462	MORENO, ANDREW
1468	OCCUPANT UNKNOWN,
1474	COLVIN, BETTY
1513	KRAUCH, PAT
1515	GORDON, RICHARD D
1517	LYONS, WILLIAM J
1519	OCCUPANT UNKNOWN,
1521	OCCUPANT UNKNOWN,
1523	CABRERA, RAMIRO
1543	MARTINEZ, RUBEN R
1547	OCCUPANT UNKNOWN,
1549	OBERNOLTE, LYMAN E
1551	OROZCO, SALOMON
1553	CHATIGNY, DANIEL C
1665	UNIFIED CARE SERVICES LLC

Target Street	Cross Street	Source
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HIGHLAND SPRINGS AVE 2000

195	HIGHWAY PATROL CALIFORNIA DEPT
201	WYLE LABORATORIES INC
501	LOMA LINDA OIL COMPANY
635	CSK AUTO INC
655	LABOUNTYS AUTOMOTIVE INC
701	ARROWHEAD ORTHOPEDIC
	CHAR LAWRENCE H DDS
	CHRISTIAN MOSES D MD
	DERMACULTURE
	GREGORY J DOWNS MD INC
	NATIONAL HEALTH LABORATORIES
	PARTAIN RONALD E PHARMACY
	PRIME CARE MED GROUP NETWRK
	QAZI MEDICAL GROUP INC

Target Street	Cross Street	Source
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E 8TH ST 1995

125	BEAUMONT DISTRICT LIBRARY
225	ST STEPHENS EPISCOPAL
242	WALKER, CHARLES C
256	SCHWARTZ, MERWYN
352	SANTANA, ERNESTO
451	BAIL, GRACE S
454	ROSS, TAMMIE
544	GUSTUSON, S A
548	URIAS, ROBERTA L
756	DEAN, THOMAS W
848	GARCIA, GENARO R
850	MCLAUGHLIN, DONALD W
910	KIGER, JOHN
920	COOPER, ANDREW A
949	OCCUPANT UNKNOWNN
967	WINTERSTEIN, CRAIG
969	GUTIERREZ, E
1030	OCCUPANT UNKNOWNN
1051	OCCUPANT UNKNOWNN
1104	HIGHTOWER CONSTRUCTION
	OCCUPANT UNKNOWNN
	PASS REALTY
1122	RUVALCABA, LUZ
1126	LANARI, JAMIE
1151	MOORE, HAROLD
1198	HOWARD, A
1209	JEFF PETERSON LANDSCAPING
	PETERSON, JEFF
1215	OCCUPANT UNKNOWNN
1229	OCCUPANT UNKNOWNN
1233	FUENTES, RAQUEL
1235	OCCUPANT UNKNOWNN
1237	REA, VANIA
1260	STOREY, WINORA
1281	OCCUPANT UNKNOWNN
1283	OCCUPANT UNKNOWNN
1285	LYMAN, RALPH C
1316	NAYLOR, LANCE
1320	OCCUPANT UNKNOWNN
1324	MURSCHEL, IRENE I
1339	AARONSON, A
1341	SHAWLER, WILLIAM D
1343	WOODLAND, REGINA
1350	BANNING, LEAR I
1351	OCCUPANT UNKNOWNN
1355	GRIMES, PETER A II
1357	OCCUPANT UNKNOWNN
1365	GLOCK, WILLIAM A JR
1376	SLAUGHTER, JEREMY
1377	GLOCK, JEAN

E 8TH ST 1995 (Cont'd)

1380	CUNNINGHAM, CHARLES B
1390	BAGG, JAMES B
1394	MORENO, ANGEL
1395	OCCUPANT UNKNOWNN
1396	MILES, D
1398	OCCUPANT UNKNOWNN
1399	THOMAS, WILLIAM B
1400	PAIN, CARL
1402	OCCUPANT UNKNOWNN
1418	HARRIS, L
1419	WATKINS, JOSEPH R
1422	HERNANDEZ, G O
1426	MILLER, SAUL
1429	KAMIN, A
1435	GALLUP, STEVEN
1438	OCCUPANT UNKNOWNN
1442	OCCUPANT UNKNOWNN
1446	CALDWELL, GORDON
1447	MATHERS, BETTY
1450	OCCUPANT UNKNOWNN
1451	MILLER, JEAN E
1460	AVILA, H
1462	OCCUPANT UNKNOWNN
1468	OCCUPANT UNKNOWNN
1474	COLVIN, PETE
1511	DOLBEE, JERRY
1513	KRAUCH, PAT
1517	DEYOUNG, P K
1519	BUXTON, WILLIAM L
1523	CABRERA, RAMIRO
1543	MARTINEZ, N S
1547	GUTIERREZ, STEVE
1549	OBERNOLTE, LYMAN E
1551	OROZCO, SALOMON L
40331	KAMIN, A
40379	OCCUPANT UNKNOWNN

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HIGHLAND SPRINGS AVE 1995

501	LOMA LINDA OIL COMPANY
635	NORTHERN AUTOMOTIVE CORP
655	HIGHLAND SPRINGS CARWASH
701	CHRISTIAN MOSES D MD
	EVANS GEORGE G DDS
	HYMAN CHARLES L MD INC
	PARTAIN RONALD E PHARMACY

Target Street	Cross Street	Source
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E 8TH ST 1992

125	BEAUMONT DISTRICT LIBRARY
451	BAIL, GRACE S
544	GUSTUSON, S A
756	BAZE, THOMAS
848	HODGSON, GEORGE
850	MCLAUGHLIN, DONALD W
1104	HIGHTOWER CONSTRUCTION
1126	CORNER STONE MASONRY
1151	MOORE, HAROLD
1209	PETERSON, JEFF
1235	CASTRO, S
1260	STOREY, WINORA
1285	HAMBY, CLAUDE C
1291	WILLIAMS, CLEMENT
1320	HESTER, JOE B
1324	ARTS GARAGE
1352	DEAN, HELEN
1365	GLOCK, WILLIAM A JR
1376	DOBRATZ, JAMES
1377	GLOCK, JEAN
1380	CUNNINGHAM, CHARLES B
1394	MORENO, ANGEL
1399	THOMAS, WILLIAM B
1400	CARLS AUTO REPAIR SHOP
	PAIN, CARL
1418	HARRIS, LAURIE E
1422	AGLIPAY, MARIANO
1442	MEZA, PEDRO
1460	SKELTON, ROLAND B
1468	MCCALLUM, DOUGLAS
1474	COLVIN, PETE
1513	KRAUCH, PAT
1523	CABRERA, RAMIRO
1543	GUDMUNDSON, C M
1549	OBERNOLTE, LYMAN E
1553	LOVETTE, LEON
	LYMAN, RALPH C

Target Street	Cross Street	Source
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HIGHLAND SPRINGS AVE 1992

635 NORTHERN AUTOMOTIVE CORP
655 HIGHLAND SPRINGS CARWASH

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E 8TH ST 1985

8TH E 92223 BEAUMONT

125	**BEAUMNT DIST LIBRY**	**845-1357**	0
225	**ST STEPHENS EPSCPL**	**845-1358**	+5
250	DUFFY JOYCE M	845-9351	+5
252	XXXX	00	
254	XXXX	00	
451	BAIL G S	845-5360	8
454	XXXX	00	
544	XXXX	00	
548	XXXX	00	
555	XXXX	00	
756	GRINDSTAFF IVAN	845-3556	1
848	HODGSON GEO	845-6881	0
850	MCLAUGHLIN DONALD W	845-2222	0
890	XXXX	00	
949	BATEMAN YORK	845-7630	+5
967	ELMORE WANDA	845-7980	+5
969	XXXX	00	
1030	ESTEL GERRY	845-8766	3
1051	XXXX	00	
1052	XXXX	00	
1104	HIGHTOWER GEORGE A	845-1281	1
1122	DENZER E G	845-6695	9
1126	MOSER L R	845-4597	0
1151	MOORE HAROLD G	845-7558	1
1198	ECHOLS JEANNIE	845-9320	+5
	LEE JAS	845-4092	8
	MORENO ERIC	845-6613	+5
	NORMAN TREASURE	**845-6194**	+5
1205	XXXX	00	
1209	MOORE MALCOLM	845-2268	+5
1215	XXXX	00	
1229	CONNER MAXINE	845-4032	9
1231	BECKER ERNICE	845-3782	7
1235	XXXX	00	
1237	ERICSON WALTER H	845-1245	
1260	LARA DENNIS	845-2461	
1262	JEFFREY ELSIE J	845-1376	1
1274	XXXX	00	
1281	WILKINSON FRANK J	845-1749	0
1283	FISCHER WANDA	845-4927	2
1285	HAMBY CLAUDE C	845-3912	
1291	WILLIAMS CLEMENT	845-2532	
1310	XXXX	00	
1316	CAMPBELL INEZ R	845-2941	0
	DAGE INEZ R	845-2941	
1320	HESTER JOE B	845-3675	
1324	**ARTS GARAGE**	**845-2212**	
1330	NASH EARLE R	845-2215	
1335½	GREER ELLEN	845-2836	+5
1339	XXXX	00	
1343	XXXX	00	
1350	**JEHOVAHS WITNESSES**	**845-2790**	
1352	DEAN HARRY	845-3095	
1355	TEMPLE A H	845-4164	
1357	XXXX	00	
1365	GLOCK WM A JR	845-5901	0
1376	XXXX	00	
1377	GLOCK WM A	845-3414	
1380	CUNNINGHAM CHAS	845-3252	
1390	XXXX	00	
1394	LOPEZ BETTY J	845-3560	+5
1395	XXXX	00	
1396	BERGAN WALTER J	845-4840	
1398	XXXX	00	
1399	THOMAS WM B	845-2792	0
1400	PAIN C	845-1763	8
1402	XXXX	00	
1408	MARTIN BUTCH	845-2811	+5
1410	XXXX	00	
1418	HARRIS L E	845-4031	0
1422	AGLIPAY MARIANO	845-3906	0
1426	JONES BILL E	845-6298	1
1434	WINTERS P	845-1312	+5
1438	KAUFFMANN SAM	845-1394	
1442	MORENO ANGEL	845-3053	7
1446	ROCHA IDA	845-3275	8
1447	ROBERTSON FRANK	845-4551	+5
1450	XXXX	00	
1451	XXXX	00	
1454	**LATHOM T ENGR CONST**	**845-1417**	4
1460	SKELTON ROLAND B	845-1491	0
1462	XXXX	00	
1474	COLVIN PETE	845-4347	6
1497	XXXX	00	
1513	KAUFFMAN CRAIG	845-2860	7
1515	XXXX	00	
1517	CHILDRESS DEAN E	845-2217	2
1519	XXXX	00	
1521	XXXX	00	
1523	CHATIGNY ALBERT	845-5783	2
1540	DYSART DELTON J	845-3877	0
1543	GUDMUNDSON CRANDALL	845-1048	
1547	BUCHANAN HARRY	845-8610	+5
1549	OBERNOLTE LYMAN E	845-1878	0
1553	KARNITZ JAS	845-4222	1
1575	XXXX	00	
40331	KAMIN ALEXANDER	845-8434	4
40379	KNAPP MILO	845-2053	+5
40545	DAHLING FRED F	845-1853	
40571	KYLE JAS	845-5688	
40901	**VALLEY VIEW HOME**	**845-3125**	4

* 7 BUS 94 RES 15 NEW

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HIGHLAND SPRINGS AVE 1985

HIGHLAND SPGS AV 92223
BEAUMONT

635	KRAGEN AUTO SUPPLY	845-3186	+5
9980	URIAS ROBT JR	845-8962	4
10050	XXXX	00	
10600	HIGHLND SPGS RESORT	845-1151	2
	PANETTA HUGO	845-8579	3
	STEVENSON RANDAL	845-8844	+5
10800	XXXX	00	
13070	BUILDING		
	BROWN GORDON D MD	845-5417	
	DESERT HEMATOLOGY	845-6837	4
	DOCTORS AFTER HRS	845-1870	+5
	EVANS GEO G DDS	845-1712	0
	GORTON ALFRED W DDS	845-2641	
	HYMAN CHARLES L MD	845-2624	8
	KLEEN STEVEN R OD	845-2104	2
	LOPER STEVE T DDS	845-4822	6
	MAZLUMIAN JORGE MD	845-2624	+5
	PASS LAB INC	845-4412	
	PASS MEDICAL CENTER	845-4412	
	PAULUS JOHN L MD	845-2624	
	PAYTON ROBT C MD	845-2342	
	PEDIATRIC MED GRP	795-3011	3
	PEDIATRIC MEDCL GRP	845-2624	0
	PILAR GIDEON G MD	845-1622	
	QAZI ASHAN MD	845-8856	4
	QAZI MEDICAL GROUP	845-8856	
	QAZI NAWAZISH S MD	845-8589	4
	REDLANDS EYE MEDCL	845-2106	+5
	REDLANDS EYE MEDCL	845-2104	
	REEVES ROBT M MD	845-3631	+5
	RONALD E P PHARMCST	845-1101	6
	RONS PRFSNL PHAR	845-1101	
	SHAH PRAFUL C MD	845-2624	+5
	SLANEY JOHN D MD	845-2104	
	TARTER ROBERT C MD	845-2104	
	YOO JEUNG CHOO DR	845-1603	0
13070			
13164	XXXX	00	
13360	XXXX	00	
15401	FUTURA VALLEY FARMS	845-5600	3
	STOCKER JOHN	845-5600	1
NO #	DYSART DAVID A	845-1947	0
NO #	HIGHLAND SPGS OWNRS	845-5768	+5
NO #	HIGHLND SPGS GOLF	845-3060	2
NO #	I U O E JOB CORPS	845-6571	2
NO #	LOCKHEED CORP	845-1500	2

★ 35 BUS 9 RES 8 NEW

Target Street	Cross Street	Source
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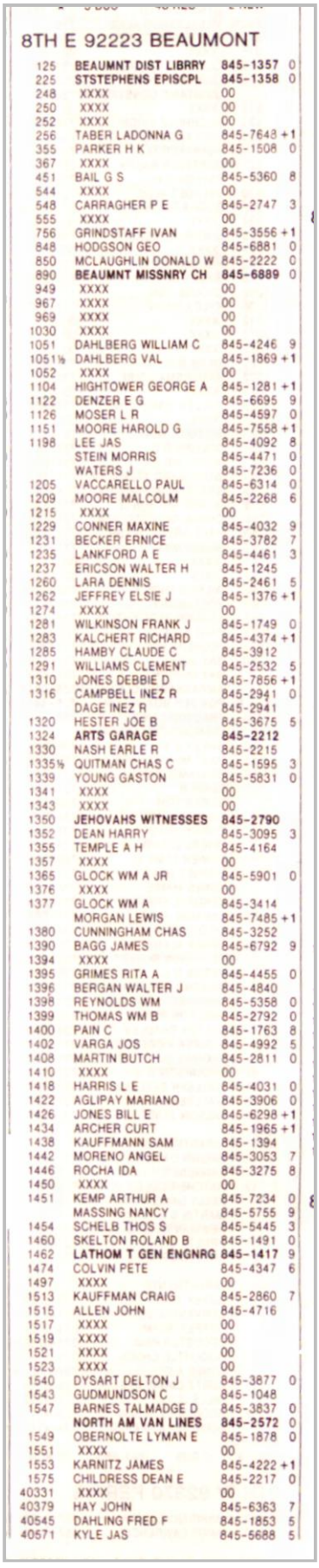
E 8TH ST 1981



8TH E 92223 BEAUMONT

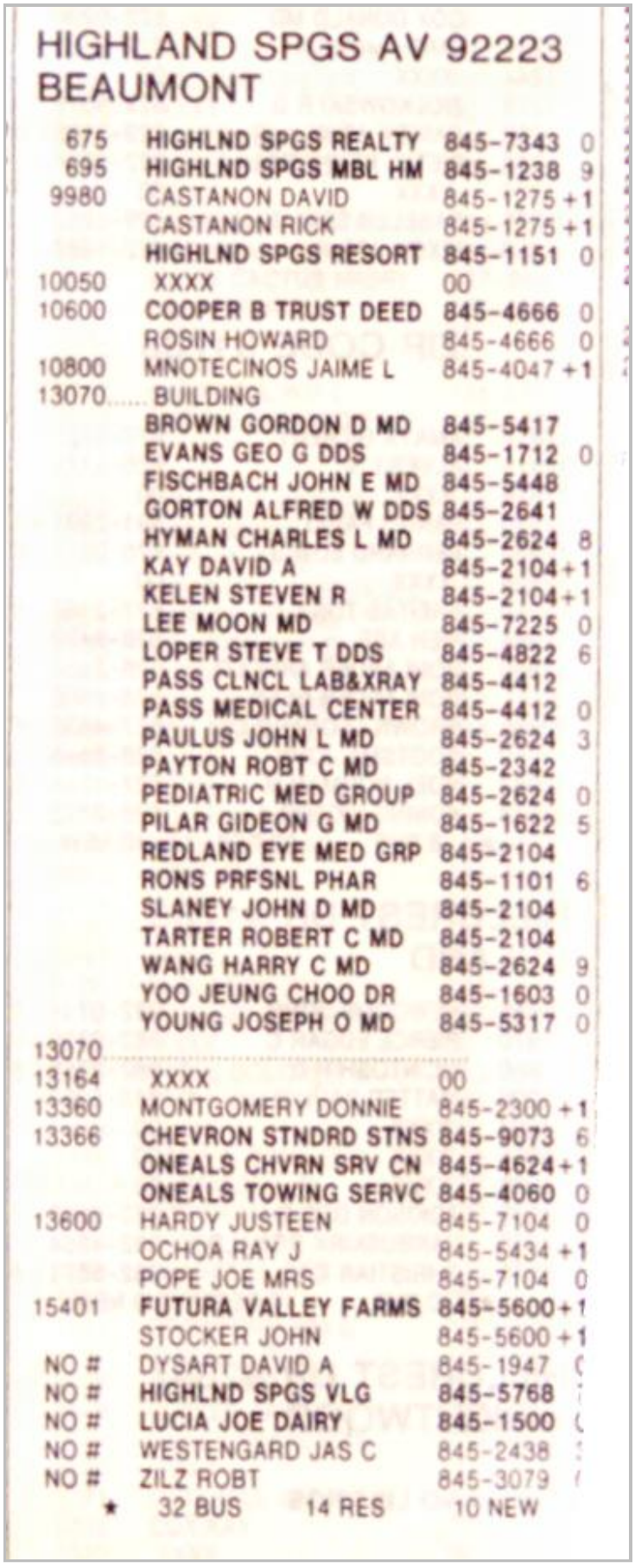
125	**BEAUMNT DIST LIBRRY**	**845-1357**	0
225	**STSTEPHENS EPISCPL**	**845-1358**	0
248	XXXX	00	
250	XXXX	00	
252	XXXX	00	
256	TABER LADONNA G	845-7643	+1
355	PARKER H K	845-1508	0
367	XXXX	00	
451	BAIL G S	845-5360	8
544	XXXX	00	
548	CARRAGHER P E	845-2747	3
555	XXXX	00	
756	GRINDSTAFF IVAN	845-3556	+1
848	HODGSON GEO	845-6881	0
850	MCLAUGHLIN DONALD W	845-2222	0
890	**BEAUMNT MISSNRY CH**	**845-6889**	0
949	XXXX	00	
967	XXXX	00	
969	XXXX	00	
1030	XXXX	00	
1051	DAHLBERG WILLIAM C	845-4246	9
1051½	DAHLBERG VAL	845-1869	+1
1052	XXXX	00	
1104	HIGHTOWER GEORGE A	845-1281	+1
1122	DENZER E G	845-6695	9
1126	MOSER L R	845-4597	0
1151	MOORE HAROLD G	845-7558	+1
1198	LEE JAS	845-4092	8
	STEIN MORRIS	845-4471	0
	WATERS J	845-7236	0
1205	VACCARELLO PAUL	845-6314	0
1209	MOORE MALCOLM	845-2268	6
1215	XXXX	00	
1229	CONNER MAXINE	845-4032	9
1231	BECKER ERNICE	845-3782	7
1235	LANKFORD A E	845-4461	3
1237	ERICSON WALTER H	845-1245	
1260	LARA DENNIS	845-2461	5
1262	JEFFREY ELSIE J	845-1376	+1
1274	XXXX	00	
1281	WILKINSON FRANK J	845-1749	0
1283	KALCHERT RICHARD	845-4374	+1
1285	HAMBY CLAUDE C	845-3912	
1291	WILLIAMS CLEMENT	845-2532	5
1310	JONES DEBBIE D	845-7856	+1
1316	CAMPBELL INEZ R	845-2941	0
	DAGE INEZ R	845-2941	
1320	HESTER JOE B	845-3675	5
1324	**ARTS GARAGE**	**845-2212**	
1330	NASH EARLE R	845-2215	
1335½	QUITMAN CHAS C	845-1595	3
1339	YOUNG GASTON	845-5831	0
1341	XXXX	00	
1343	XXXX	00	
1350	**JEHOVAHS WITNESSES**	**845-2790**	
1352	DEAN HARRY	845-3095	3
1355	TEMPLE A H	845-4164	
1357	XXXX	00	
1365	GLOCK WM A JR	845-5901	0
1376	XXXX	00	
1377	GLOCK WM A	845-3414	
	MORGAN LEWIS	845-7485	+1
1380	CUNNINGHAM CHAS	845-3252	
1390	BAGG JAMES	845-6792	9
1394	XXXX	00	
1395	GRIMES RITA A	845-4455	0
1396	BERGAN WALTER J	845-4840	
1398	REYNOLDS WM	845-5358	0
1399	THOMAS WM B	845-2792	0
1400	PAIN C	845-1763	8
1402	VARGA JOS	845-4992	5
1408	MARTIN BUTCH	845-2811	0
1410	XXXX	00	
1418	HARRIS L E	845-4031	0
1422	AGLIPAY MARIANO	845-3906	0
1426	JONES BILL E	845-6298	+1
1434	ARCHER CURT	845-1965	+1
1438	KAUFFMANN SAM	845-1394	
1442	MORENO ANGEL	845-3053	7
1446	ROCHA IDA	845-3275	8
1450	XXXX	00	
1451	KEMP ARTHUR A	845-7234	0
	MASSING NANCY	845-5755	9
1454	SCHELB THOS S	845-5445	3
1460	SKELTON ROLAND B	845-1491	0
1462	**LATHOM T GEN ENGNRG**	**845-1417**	9
1474	COLVIN PETE	845-4347	6
1497	XXXX	00	
1513	KAUFFMAN CRAIG	845-2860	7
1515	ALLEN JOHN	845-4716	
1517	XXXX	00	
1519	XXXX	00	
1521	XXXX	00	
1523	XXXX	00	
1540	DYSART DELTON J	845-3877	0
1543	GUDMUNDSON C	845-1048	
1547	BARNES TALMADGE D	845-3837	0
	NORTH AM VAN LINES	**845-2572**	0
1549	OBERNOLTE LYMAN E	845-1878	0
1551	XXXX	00	
1553	KARNITZ JAMES	845-4222	+1
1575	CHILDRESS DEAN E	845-2217	0
40331	XXXX	00	
40379	HAY JOHN	845-6363	7
40545	DAHLING FRED F	845-1853	5
40571	KYLE JAS	845-5688	5

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

E 8TH ST 1981

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

HIGHLAND SPRINGS AVE 1981



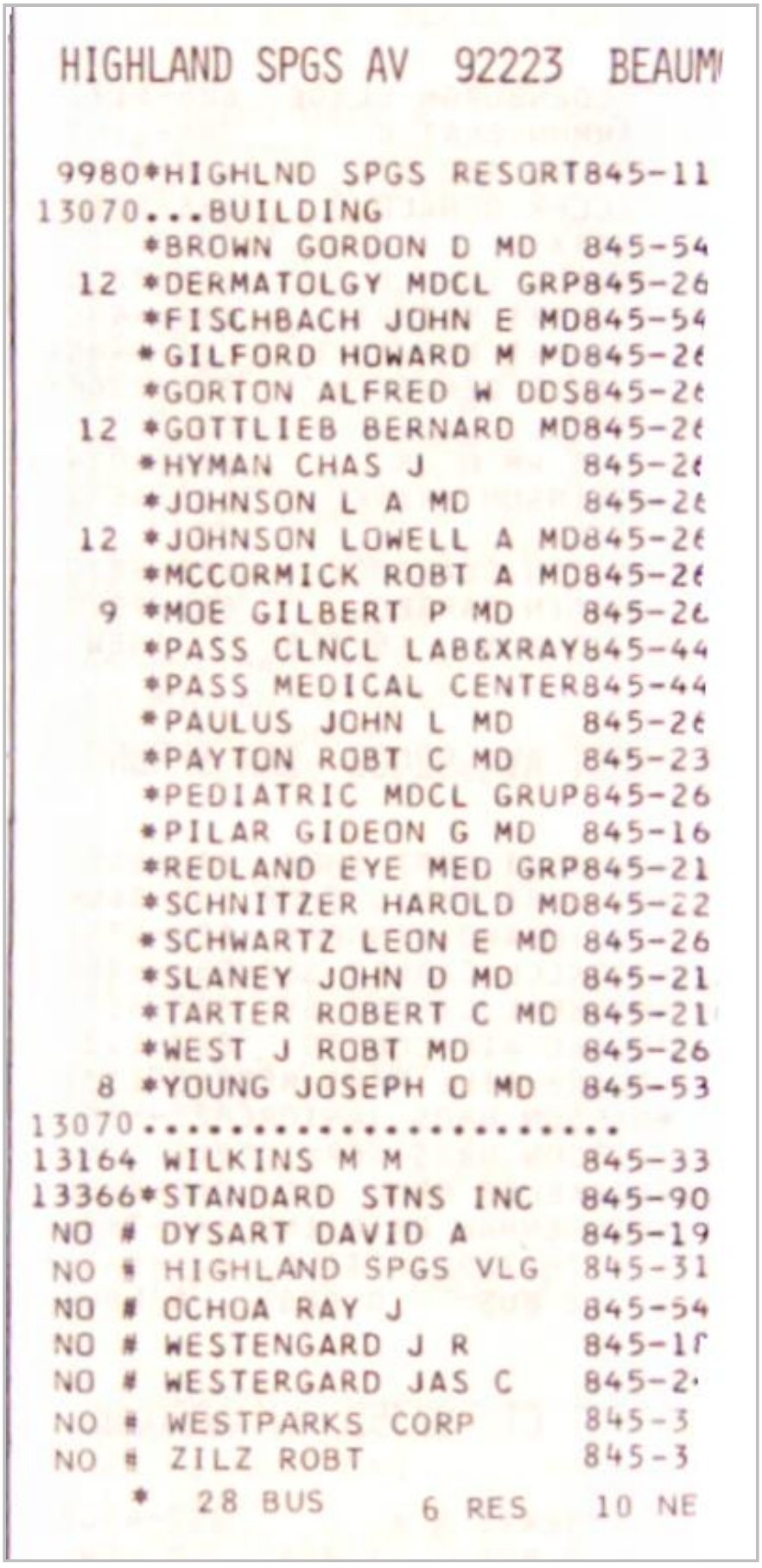
HIGHLAND SPGS AV 92223
BEAUMONT

675	HIGHLND SPGS REALTY	845-7343	0
695	HIGHLND SPGS MBL HM	845-1238	9
9980	CASTANON DAVID	845-1275	+1
	CASTANON RICK	845-1275	+1
	HIGHLND SPGS RESORT	845-1151	0
10050	XXXX	00	
10600	COOPER B TRUST DEED	845-4666	0
	ROSIN HOWARD	845-4666	0
10800	MNOTECINOS JAIME L	845-4047	+1
13070	BUILDING		
	BROWN GORDON D MD	845-5417	
	EVANS GEO G DDS	845-1712	0
	FISCHBACH JOHN E MD	845-5448	
	GORTON ALFRED W DDS	845-2641	
	HYMAN CHARLES L MD	845-2624	8
	KAY DAVID A	845-2104	+1
	KELEN STEVEN R	845-2104	+1
	LEE MOON MD	845-7225	0
	LOPER STEVE T DDS	845-4822	6
	PASS CLNCL LAB&XRAY	845-4412	
	PASS MEDICAL CENTER	845-4412	0
	PAULUS JOHN L MD	845-2624	3
	PAYTON ROBT C MD	845-2342	
	PEDIATRIC MED GROUP	845-2624	0
	PILAR GIDEON G MD	845-1622	5
	REDLAND EYE MED GRP	845-2104	
	RONS PRFSNL PHAR	845-1101	6
	SLANEY JOHN D MD	845-2104	
	TARTER ROBERT C MD	845-2104	
	WANG HARRY C MD	845-2624	9
	YOO JEUNG CHOO DR	845-1603	0
	YOUNG JOSEPH O MD	845-5317	0
13070			
13164	XXXX	00	
13360	MONTGOMERY DONNIE	845-2300	+1
13366	CHEVRON STNDRD STNS	845-9073	6
	ONEALS CHVRN SRV CN	845-4624	+1
	ONEALS TOWING SERVC	845-4060	0
13600	HARDY JUSTEEN	845-7104	0
	OCHOA RAY J	845-5434	+1
	POPE JOE MRS	845-7104	0
15401	FUTURA VALLEY FARMS	845-5600	+1
	STOCKER JOHN	845-5600	+1
NO #	DYSART DAVID A	845-1947	(
NO #	HIGHLND SPGS VLG	845-5768	
NO #	LUCIA JOE DAIRY	845-1500	(
NO #	WESTENGARD JAS C	845-2438	
NO #	ZILZ ROBT	845-3079	

★ 32 BUS 14 RES 10 NEW

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

HIGHLAND SPRINGS AVE 1975

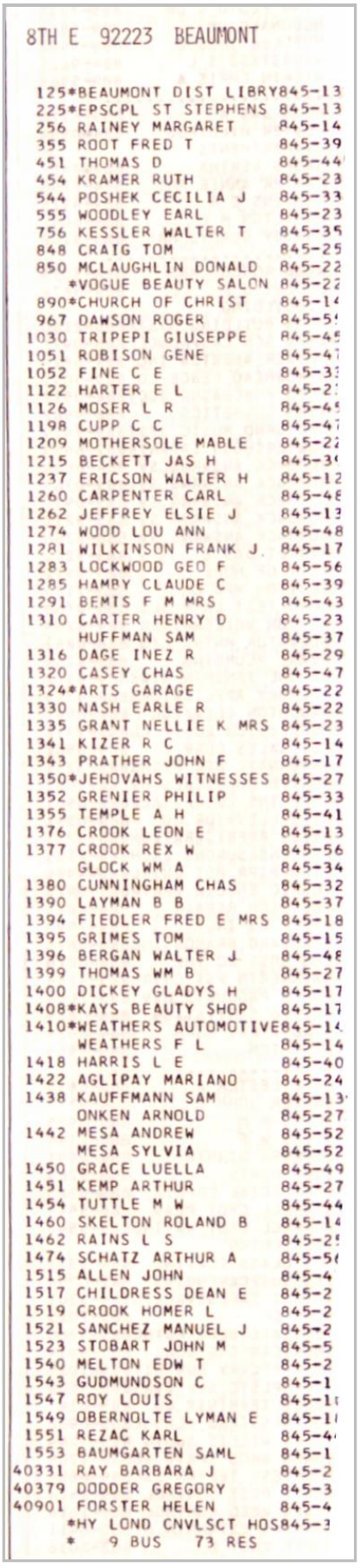


HIGHLAND SPGS AV 92223 BEAUM

9980 *HIGHLND SPGS RESORT 845-11
13070 ...BUILDING
*BROWN GORDON D MD 845-54
12 *DERMATOLGY MDCL GRP 845-26
*FISCHBACH JOHN E MD 845-54
*GILFORD HOWARD M MD 845-2[illegible]
*GORTON ALFRED W DDS 845-2[illegible]
12 *GOTTLIEB BERNARD MD 845-2[illegible]
*HYMAN CHAS J 845-2[illegible]
*JOHNSON L A MD 845-2[illegible]
12 *JOHNSON LOWELL A MD 845-2[illegible]
*MCCORMICK ROBT A MD 845-2[illegible]
9 *MOE GILBERT P MD 845-2[illegible]
*PASS CLNCL LAB&XRAY 845-44
*PASS MEDICAL CENTER 845-44
*PAULUS JOHN L MD 845-2[illegible]
*PAYTON ROBT C MD 845-23
*PEDIATRIC MDCL GRUP 845-26
*PILAR GIDEON G MD 845-16
*REDLAND EYE MED GRP 845-21
*SCHNITZER HAROLD MD 845-22
*SCHWARTZ LEON E MD 845-26
*SLANEY JOHN D MD 845-21
*TARTER ROBERT C MD 845-21
*WEST J ROBT MD 845-26
8 *YOUNG JOSEPH O MD 845-53
13070 .....
13164 WILKINS M M 845-33
13366 *STANDARD STNS INC 845-90
NO # DYSART DAVID A 845-19
NO # HIGHLAND SPGS VLG 845-31
NO # OCHOA RAY J 845-54
NO # WESTENGARD J R 845-1[illegible]
NO # WESTERGARD JAS C 845-2[illegible]
NO # WESTPARKS CORP 845-3
NO # ZILZ ROBT 845-3
* 28 BUS 6 RES 10 NE

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

E 8TH ST 1971



8TH E 92223 BEAUMONT

125 *BEAUMONT DIST LIBRY 845-13
225 *EPSCPL ST STEPHENS 845-13
256 RAINEY MARGARET 845-14
355 ROOT FRED T 845-39
451 THOMAS D 845-44
454 KRAMER RUTH 845-23
544 POSHEK CECILIA J 845-33
555 WOODLEY EARL 845-23
756 KESSLER WALTER T 845-35
848 CRAIG TOM 845-25
850 MCLAUGHLIN DONALD 845-22
*VOGUE BEAUTY SALON 845-22
890 *CHURCH OF CHRIST 845-14
967 DAWSON ROGER 845-5
1030 TRIPEPI GIUSEPPE 845-45
1051 ROBISON GENE 845-47
1052 FINE C E 845-3
1122 HARTER E L 845-2
1126 MOSER L R 845-45
1198 CUPP C C 845-47
1209 MOTHERSOLE MABLE 845-22
1215 BECKETT JAS H 845-3
1237 ERICSON WALTER H 845-12
1260 CARPENTER CARL 845-48
1262 JEFFREY ELSIE J 845-13
1274 WOOD LOU ANN 845-48
1281 WILKINSON FRANK J 845-17
1283 LOCKWOOD GEO F 845-56
1285 HAMBY CLAUDE C 845-39
1291 BEMIS F M MRS 845-43
1310 CARTER HENRY D 845-23
HUFFMAN SAM 845-37
1316 DAGE INEZ R 845-29
1320 CASEY CHAS 845-47
1324 *ARTS GARAGE 845-22
1330 NASH EARLE R 845-22
1335 GRANT NELLIE K MRS 845-23
1341 KIZER R C 845-14
1343 PRATHER JOHN F 845-17
1350 *JEHOVAHS WITNESSES 845-27
1352 GRENIER PHILIP 845-33
1355 TEMPLE A H 845-41
1376 CROOK LEON E 845-13
1377 CROOK REX W 845-56
GLOCK WM A 845-34
1380 CUNNINGHAM CHAS 845-32
1390 LAYMAN B B 845-37
1394 FIEDLER FRED E MRS 845-18
1395 GRIMES TOM 845-15
1396 BERGAN WALTER J 845-48
1399 THOMAS WM B 845-27
1400 DICKEY GLADYS H 845-17
1408 *KAYS BEAUTY SHOP 845-17
1410 *WEATHERS AUTOMOTIVE 845-1
WEATHERS F L 845-14
1418 HARRIS L E 845-40
1422 AGLIPAY MARIANO 845-24
1438 KAUFFMANN SAM 845-13
ONKEN ARNOLD 845-27
1442 MESA ANDREW 845-52
MESA SYLVIA 845-52
1450 GRACE LUELLA 845-49
1451 KEMP ARTHUR 845-27
1454 TUTTLE M W 845-44
1460 SKELTON ROLAND B 845-14
1462 RAINS L S 845-2
1474 SCHATZ ARTHUR A 845-5
1515 ALLEN JOHN 845-4
1517 CHILDRESS DEAN E 845-2
1519 CROOK HOMER L 845-2
1521 SANCHEZ MANUEL J 845-2
1523 STOBART JOHN M 845-5
1540 MELTON EDW T 845-2
1543 GUDMUNDSON C 845-1
1547 ROY LOUIS 845-1
1549 OBERNOLTE LYMAN E 845-1
1551 REZAC KARL 845-4
1553 BAUMGARTEN SAML 845-1
40331 RAY BARBARA J 845-2
40379 DODDER GREGORY 845-3
40901 FORSTER HELEN 845-4
*HY LOND CNVLSCT HOS 845-3
* 9 BUS 73 RES

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

HIGHLAND SPRINGS AVE 1971

HIGHLAND SPGS AV 92223 BEAUMNT

13070 ..BUILDING
*BANNING DENTAL LAB 845-1019
*BROWN GORDON D MD 845-5417
*CARSON JOHN W JR MD845-2624
12 *DERMATOLGY MDCL GRP845-2696
*FISCHBACH JOHN E MD845-5448
*GORTON ALFRED W DDS845-2641
12 *GOTTLIEB BERNARD MD845-2696
12 *JOHNSON LOWELL A MD845-2696
*MCCORMICK ROBT A MD845-2624
*MCKENZIE KENNETH MD845-1622
9 *MOE GILBERT P MD 845-2665
*PASS CLNCL LAB&XRAY845-4412
*PASS MEDICAL CENTER845-4412
*PAULUS JOHN L MD 845-2624
*PAYTON ROBT C MD 845-2342
*PEDIATRIC MDCL GRUP845-2624
*REDLAND EYE MED GRP845-2104
*SLANEY JOHN D MD 845-2104
*TARTER ROBERT C MD 845-2104
*TERRACINA OPTICAL 845-2106
*THOMPSON PRFSL PHAR845-1601
*WEGNER KENNETH J MD845-2696
*WEST J ROBT MD 845-2696
*WOODS JAS DDS 845-2641
8 *YOUNG JOSEPH O MD 845-5317
13070 ••••••••••••••••••••
13360*ROMBERG SHELL SERV 845-3038
*SHELL ROMBERG SERV 845-3038

APPENDIX

F

Proposed Fuel Station

SWC 8th Street/Highland Springs Avenue

Beaumont, CA 92223

Inquiry Number: 5914075.3

December 20, 2019

Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

12/20/19

Site Name:

Proposed Fuel Station
SWC 8th Street/Highland Sprin
Beaumont, CA 92223
EDR Inquiry # 5914075.3

Client Name:

Salem Engineering Group
4729 West Jacquelyn Ave
Fresno, CA 93722
Contact: Reily Rivera

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Salem Engineering Group were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # AB9D-4A5E-B250

PO # NA

Project 3-419-1167

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

Sanborn® Library search results

Certification #: AB9D-4A5E-B250

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ☑ Library of Congress
- ☑ University Publications of America
- ☑ EDR Private Collection

The Sanborn Library LLC Since 1866™

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APPENDIX

G

Proposed Fuel Station
SWC 8th Street/Highland Springs Avenue
Beaumont, CA 92223

Inquiry Number: 5914075.2s
December 20, 2019

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

TABLE OF CONTENTS

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

SWC 8TH STREET/HIGHLAND SPRINGS AVENUE
BEAUMONT, CA 92223

COORDINATES

Latitude (North):	33.9323170 - 33° 55' 56.34''
Longitude (West):	116.9476060 - 116° 56' 51.38''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	504842.4
UTM Y (Meters):	3754458.5
Elevation:	2605 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5629739 BEAUMONT, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140530
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
SWC 8TH STREET/HIGHLAND SPRINGS AVENUE
BEAUMONT, CA 92223

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	PASS SHELL SERVICE	507 HIGHLAND SPRINGS	EDR Hist Auto	Lower	121, 0.023, SE
A2	ULTRAMAR S S	501 HIGHLAND SPRINGS	LUST	Lower	129, 0.024, SE
A3	ULTRAMAR SERVICE STA	501 HIGHLAND SPRINGS	LUST, CHMIRS, CERS	Lower	129, 0.024, SE
A4	CHEVRON STATION #655	501 HIGHLAND SPRINGS	CERS HAZ WASTE, CERS TANKS, HAZNET, CERS	Lower	129, 0.024, SE
A5	LOMA LINDA OIL COMPA	501 HIGHLAND SPRINGS	EDR Hist Auto	Lower	129, 0.024, SE
A6	BEAUMONT GAS MART IN	501 HIGHLAND SPRINGS	RCRA NonGen / NLR	Lower	129, 0.024, SE
A7	ULTRAMAR/LOMA LINDA	501 HIGHLAND SPRINGS	UST	Lower	129, 0.024, SE
B8	DEUTCH ELEMENTARY SC	8TH/ALLEGHENY	ENVIROSTOR, SCH	Higher	341, 0.065, West
9	SAN GORGONIO MEMORIA	600 NORTH HIGHLAND S	ENVIROSTOR	Lower	435, 0.082, ESE
C10	MOBIL 18-EWF	300 HIGHLAND SPRINGS	LUST	Lower	450, 0.085, SSE
C11	CHEVRON STATION #9-4	290 HIGHLAND SPRING	HIST CORTESE	Lower	465, 0.088, SSE
C12	HIGHLANDS SPRINGS EX	655 HIGHLAND SPRINGS	SWEEPS UST	Lower	558, 0.106, South
C13	HIGHLAND SPRINGS EXP	655 HIGHLAND SPRGS A	CERS HAZ WASTE, CERS TANKS, CERS	Lower	558, 0.106, South
C14	HIGH SAND INC DBA SP	655 HIGHLAND SPRINGS	RCRA NonGen / NLR	Lower	558, 0.106, South
C15	HIGHLAND SPRINGS EXP	655 HIGHLAND SPRGS A	AST	Lower	558, 0.106, South
B16	SUNDANCE ELEMENTARY	8TH STREET/XENA AVEN	ENVIROSTOR, SCH	Higher	566, 0.107, WNW
C17	CALIFORNIA HIGHWAY P	195 HIGHLAND SPRINGS	RCRA NonGen / NLR	Lower	603, 0.114, SSE
C18	CALIFORNIA HIGHWAY P	195 HIGHLAND SPRINGS	CERS HAZ WASTE, CERS TANKS, HAZNET, CERS	Lower	603, 0.114, SSE
C19	CALIF HWY PATROL/ SA	195 HIGHLAND SPRINGS	UST	Lower	603, 0.114, SSE
D20	LOMA LINDA UNIVERSIT	81 HIGHLAND SPRINGS	RCRA NonGen / NLR	Lower	734, 0.139, SSE
E21	EXPRESS LUBE AND CAR	1560 E 6TH ST	CERS HAZ WASTE, CERS TANKS, CERS	Lower	786, 0.149, SSW
E22	EXPRESS LUBE US INC	1560 E 6TH ST	RCRA NonGen / NLR	Lower	786, 0.149, SSW
E23	EXPRESS LUBE AND CAR	1560 E 6TH ST	AST	Lower	786, 0.149, SSW
D24	BEAUMONT GAS MART	1696 E 6TH ST	CERS HAZ WASTE, CERS TANKS, HAZNET, CERS	Lower	804, 0.152, South
D25	ARCO #5463	1696 6TH ST	LUST, HIST CORTESE	Lower	804, 0.152, South
D26	ARCO PRODUCTS COMPAN	1696 E 6TH ST	HIST UST, HAZNET	Lower	804, 0.152, South
D27	PRESTIGE STATIONS IN	1696 E 6TH ST	RCRA NonGen / NLR, FINDS, ECHO	Lower	804, 0.152, South
D28	TRAILSIDE GENERAL ST	1696 E 6TH ST	HIST UST	Lower	804, 0.152, South
D29	ARCO AM/PM MINI MARK	1696 E SIXTH ST	SWEEPS UST	Lower	804, 0.152, South
D30	ARCO #5463	1696 SIXTH ST	LUST, CERS	Lower	804, 0.152, South
D31	AM/PM MINI MARKET #5	1696 E 6TH ST	UST	Lower	804, 0.152, South
D32	CALIFORNIA HIGHWAY P	60 NO HIGHLAND SPRIN	SWEEPS UST, HIST UST	Lower	810, 0.153, SSE
D33	WALGREENS #5182	60 N HIGHLAND SPRING	RCRA-VSQG	Lower	810, 0.153, SSE
D34	WALGREENS #5182	60 N HIGHLAND SPRING	CERS HAZ WASTE, HAZNET, CERS	Lower	810, 0.153, SSE
D35	SAN GORGONIO MEMORIA	600 N HIGHLAND SPRIN	SWEEPS UST	Lower	892, 0.169, SSE
E36	BEAUMONT FOREST FIRE	1550 E 6TH ST	HIST UST	Lower	971, 0.184, SSW
E37	BEAUMONAT FOREST FIR	1550 E 6TH STREET	HIST UST	Lower	971, 0.184, SSW
E38	CDF-BEAUMONT FOREST	1550 E 6TH ST	AST	Lower	971, 0.184, SSW
E39	BEAUMONT FFS	1550 E 6TH ST	AST	Lower	971, 0.184, SSW

MAPPED SITES SUMMARY

Target Property Address:
SWC 8TH STREET/HIGHLAND SPRINGS AVENUE
BEAUMONT, CA 92223

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
E40	CDF/BEAUMONT FOREST	1550 E SIXTH ST	SWEEPS UST, HIST UST	Lower	971, 0.184, SSW
E41	BEAUMONT FOREST FIRE	1550 E 6TH ST	HIST UST, CERS TANKS, CERS	Lower	971, 0.184, SSW
F42	U.S.A. CLEANERS	1679 E 6TH ST	DRYCLEANERS	Lower	977, 0.185, South
F43	USA CLEANERS	1679 E 6TH ST	DRYCLEANERS	Lower	977, 0.185, South
G44	BEAVER MEDICAL GROUP	6109 W RAMSEY ST	RCRA NonGen / NLR	Lower	1304, 0.247, SE
G45	QUEST DIAGNOSTICS BA	6109 W RAMSEY ST	RCRA-SQG	Lower	1304, 0.247, SE
G46	BEAVER MEDICAL GROUP	6109 W RAMSEY ST	CERS HAZ WASTE, HAZNET, CERS	Lower	1304, 0.247, SE
47	POMA AUTOMATED FUELI	5840 FIFTH STREET	LUST, SWEEPS UST, HIST CORTESE, CERS	Lower	2180, 0.413, SE
H48	GOLD ZONE ENTERPRISE	5861 FIFTH STREET	LUST	Lower	2433, 0.461, SE
H49	GOLD ZONE ENTERPRISE	5861 5TH	HIST CORTESE	Lower	2433, 0.461, SE
H50	CAL D FUEL	5861 W FIFTH ST	LUST	Lower	2433, 0.461, SE
H51	BANNING TRUCK STOP	5861 W 5TH STREET	LUST, CERS	Lower	2433, 0.461, SE
52	DEUTCH ELEMENTARY SC	CHERRY AVENUE/10TH S	ENVIROSTOR, SCH	Higher	5034, 0.953, WNW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-LQG ---------- RCRA - Large Quantity Generators

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

Federal ERNS list

ERNS ---------- Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE ..... State Response Sites

State and tribal landfill and/or solid waste disposal site lists

SWF/LF ..... Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST ..... Leaking Underground Storage Tanks on Indian Land
CPS-SLIC ..... Statewide SLIC Cases

State and tribal registered storage tank lists

FEMA UST ..... Underground Storage Tank Listing
INDIAN UST ..... Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

VCP ..... Voluntary Cleanup Program Properties
INDIAN VCP ..... Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

BROWNFIELDS ..... Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT ..... Waste Management Unit Database
SWRCY ..... Recycler Database
HAULERS ..... Registered Waste Tire Haulers Listing
INDIAN ODI ..... Report on the Status of Open Dumps on Indian Lands
ODI ..... Open Dump Inventory
DEBRIS REGION 9 ..... Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS ..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ..... Delisted National Clandestine Laboratory Register
HIST Cal-Sites ..... Historical Calsites Database
CDL ..... Clandestine Drug Labs
Toxic Pits ..... Toxic Pits Cleanup Act Sites
US CDL ..... National Clandestine Laboratory Register
PFAS ..... PFAS Contamination Site Location Listing

Local Lists of Registered Storage Tanks

CA FID UST ..... Facility Inventory Database

EXECUTIVE SUMMARY

Local Land Records

LIENS	Environmental Liens Listing
LIENS 2	CERCLA Lien Information
DEED	Deed Restriction Listing

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
CHMIRS	California Hazardous Material Incident Report System
LDS	Land Disposal Sites Listing
MCS	Military Cleanup Sites Listing
SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
FINDS	Facility Index System/Facility Registry System
DOCKET HWC	Hazardous Waste Compliance Docket Listing
UXO	Unexploded Ordnance Sites
ECHO	Enforcement & Compliance History Information
FUELS PROGRAM	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN	Bond Expenditure Plan

Cortese	"Cortese" Hazardous Waste & Substances Sites List
CUPA Listings	CUPA Resources List
EMI	Emissions Inventory Data
ENF	Enforcement Action Listing
Financial Assurance	Financial Assurance Information Listing
HAZNET	Facility and Manifest Data
ICE	ICE
HWP	EnviroStor Permitted Facilities Listing
HWT	Registered Hazardous Waste Transporter Database
MINES	Mines Site Location Listing
MWMP	Medical Waste Management Program Listing
NPDES	NPDES Permits Listing
PEST LIC	Pesticide Regulation Licenses Listing
PROC	Certified Processors Database
Notify 65	Proposition 65 Records
UIC	UIC Listing
UIC GEO	UIC GEO (GEOTRACKER)
WASTEWATER PITS	Oil Wastewater Pits Listing
WDS	Waste Discharge System
WIP	Well Investigation Program Case List
MILITARY PRIV SITES	MILITARY PRIV SITES (GEOTRACKER)
PROJECT	PROJECT (GEOTRACKER)
WDR	Waste Discharge Requirements Listing
CIWQS	California Integrated Water Quality System
CERS	CERS
NON-CASE INFO	NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS	OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS	PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT	SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ	Well Stimulation Project (GEOTRACKER)
MINES MRDS	Mineral Resources Data System

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	EDR Proprietary Manufactured Gas Plants
EDR Hist Cleaner	EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF	Recovered Government Archive Solid Waste Facilities List
RGA LUST	Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 06/24/2019 has revealed that there is 1 RCRA-SQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
QUEST DIAGNOSTICS BA EPA ID:: CAR000158725	6109 W RAMSEY ST	SE 1/8 - 1/4 (0.247 mi.)	G45	115

RCRA-VSQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-VSQG list, as provided by EDR, and dated 06/24/2019 has revealed that there is 1 RCRA-VSQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
WALGREENS #5182 EPA ID:: CAL000322908	60 N HIGHLAND SPRING	SSE 1/8 - 1/4 (0.153 mi.)	D33	94

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 07/29/2019 has revealed that there are 4 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DEUTCH ELEMENTARY SC	***8TH/ALLEGHENY***	***W 0 - 1/8 (0.065 mi.)***	***B8***	***29***

Status: No Further Action
Facility Id: 33010032

SUNDANCE ELEMENTARY	***8TH STREET/XENA AVEN***	***WNW 0 - 1/8 (0.107 mi.)***	***B16***	***44***
Status: No Further Action Facility Id: 33010093				
DEUTCH ELEMENTARY SC	***CHERRY AVENUE/10TH S***	***WNW 1/2 - 1 (0.953 mi.)***	***52***	***132***
Status: No Further Action Facility Id: 33010033				

Lower Elevation	Address	Direction / Distance	Map ID	Page
SAN GORGONIO MEMORIA Status: No Action Required Facility Id: 33800001	600 NORTH HIGHLAND S	ESE 0 - 1/8 (0.082 mi.)	9	31

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 9 LUST sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ULTRAMAR S S Database: LUST REG 8, Date of Government Version: 02/14/2005 Global ID: T0606500491 Facility Status: Case Closed	501 HIGHLAND SPRINGS	SE 0 - 1/8 (0.024 mi.)	A2	8
ULTRAMAR SERVICE STA Database: LUST, Date of Government Version: 09/09/2019 Database: RIVERSIDE CO. LUST, Date of Government Version: 10/17/2019 Status: Completed - Case Closed Facility Id: 970500 Global Id: T0606500491 Facility Status: 9	***501 HIGHLAND SPRINGS***	***SE 0 - 1/8 (0.024 mi.)***	***A3***	***9***
MOBIL 18-EWF Database: LUST REG 7, Date of Government Version: 02/26/2004 Status: 9 - Case Closed Global ID: T0606599276	300 HIGHLAND SPRINGS	SSE 0 - 1/8 (0.085 mi.)	C10	32
ARCO #5463 Database: LUST REG 8, Date of Government Version: 02/14/2005 Database: LUST, Date of Government Version: 09/09/2019 Global ID: T0606500368 Status: Completed - Case Closed Facility Status: Case Closed Global Id: T0606500368	***1696 6TH ST***	***S 1/8 - 1/4 (0.152 mi.)***	***D25***	***83***
ARCO #5463 Database: RIVERSIDE CO. LUST, Date of Government Version: 10/17/2019 Facility Id: 94069	***1696 SIXTH ST***	***S 1/8 - 1/4 (0.152 mi.)***	***D30***	***91***

Facility Status: 9

POMA AUTOMATED FUELI	***5840 FIFTH STREET***	***SE 1/4 - 1/2 (0.413 mi.)***	***47***	***123***
Database: LUST REG 7, Date of Government Version: 02/26/2004 Database: LUST, Date of Government Version: 09/09/2019 Status: Completed - Case Closed Status: 9 - Case Closed Global Id: T0606500737 Global ID: T0606500737				
GOLD ZONE ENTERPRISE	5861 FIFTH STREET	SE 1/4 - 1/2 (0.461 mi.)	H48	127
Database: LUST REG 7, Date of Government Version: 02/26/2004 Status: 9 - Case Closed Global ID: T0606500724				
CAL D FUEL	5861 W FIFTH ST	SE 1/4 - 1/2 (0.461 mi.)	H50	127
Database: RIVERSIDE CO. LUST, Date of Government Version: 10/17/2019 Facility Id: 911032 Facility Id: 200420452 Facility Status: 9				
BANNING TRUCK STOP	***5861 W 5TH STREET***	***SE 1/4 - 1/2 (0.461 mi.)***	***H51***	***128***
Database: LUST, Date of Government Version: 09/09/2019 Status: Completed - Case Closed Global Id: T0606544903 Global Id: T0606500724				

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 3 UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ULTRAMAR/LOMA LINDA	501 HIGHLAND SPRINGS	SE 0 - 1/8 (0.024 mi.)	A7	28
Database: RIVERSIDE CO. UST, Date of Government Version: 07/10/2019 Database: UST, Date of Government Version: 09/09/2019 Facility Id: FA0041733 Facility Id: 10328116 Facility Id: 798				
CALIF HWY PATROL/ SA	195 HIGHLAND SPRINGS	SSE 0 - 1/8 (0.114 mi.)	C19	61
Database: RIVERSIDE CO. UST, Date of Government Version: 07/10/2019 Database: UST, Date of Government Version: 09/09/2019 Facility Id: 106812 Facility Id: 135				
AM/PM MINI MARKET #5	1696 E 6TH ST	S 1/8 - 1/4 (0.152 mi.)	D31	92
Database: RIVERSIDE CO. UST, Date of Government Version: 07/10/2019 Database: UST, Date of Government Version: 09/09/2019 Facility Id: 4				

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, has revealed that there are 4 AST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HIGHLAND SPRINGS EXP Database: AST, Date of Government Version: 07/06/2016	655 HIGHLAND SPRGS A	S 0 - 1/8 (0.106 mi.)	C15	43
EXPRESS LUBE AND CAR Database: AST, Date of Government Version: 07/06/2016	1560 E 6TH ST	SSW 1/8 - 1/4 (0.149 mi.)	E23	74
CDF-BEAUMONT FOREST Database: AST, Date of Government Version: 07/06/2016	1550 E 6TH ST	SSW 1/8 - 1/4 (0.184 mi.)	E38	105
BEAUMONT FFS Database: AST, Date of Government Version: 07/06/2016	1550 E 6TH ST	SSW 1/8 - 1/4 (0.184 mi.)	E39	106

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

SCH: This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category. depending on the level of threat to public health and safety or the. environment they pose.

A review of the SCH list, as provided by EDR, and dated 07/29/2019 has revealed that there are 2 SCH sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DEUTCH ELEMENTARY SC Facility Id: 33010032 Status: No Further Action	***8TH/ALLEGHENY***	***W 0 - 1/8 (0.065 mi.)***	***B8***	***29***
SUNDANCE ELEMENTARY Facility Id: 33010093 Status: No Further Action	***8TH STREET/XENA AVEN***	***WNW 0 - 1/8 (0.107 mi.)***	***B16***	***44***

CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CERS HAZ WASTE list, as provided by EDR, and dated 08/14/2019 has revealed that there are 7 CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON STATION #655	***501 HIGHLAND SPRINGS***	***SE 0 - 1/8 (0.024 mi.)***	***A4***	***13***
HIGHLAND SPRINGS EXP	***655 HIGHLAND SPRGS A***	***S 0 - 1/8 (0.106 mi.)***	***C13***	***35***
CALIFORNIA HIGHWAY P	***195 HIGHLAND SPRINGS***	***SSE 0 - 1/8 (0.114 mi.)***	***C18***	***48***
EXPRESS LUBE AND CAR	***1560 E 6TH ST***	***SSW 1/8 - 1/4 (0.149 mi.)***	***E21***	***63***
BEAUMONT GAS MART	***1696 E 6TH ST***	***S 1/8 - 1/4 (0.152 mi.)***	***D24***	***74***
WALGREENS #5182	***60 N HIGHLAND SPRING***	***SSE 1/8 - 1/4 (0.153 mi.)***	***D34***	***97***
BEAVER MEDICAL GROUP	***6109 W RAMSEY ST***	***SE 1/8 - 1/4 (0.247 mi.)***	***G46***	***117***

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 5 SWEEPS UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HIGHLANDS SPRINGS EX Status: A Tank Status: A Comp Number: 1823	655 HIGHLAND SPRINGS	S 0 - 1/8 (0.106 mi.)	C12	33
ARCO AM/PM MINI MARK Status: A Tank Status: A Comp Number: 67775	1696 E SIXTH ST	S 1/8 - 1/4 (0.152 mi.)	D29	90
CALIFORNIA HIGHWAY P Status: A Tank Status: A Comp Number: 17994	***60 NO HIGHLAND SPRIN***	***SSE 1/8 - 1/4 (0.153 mi.)***	***D32***	***93***
SAN GORGONIO MEMORIA Status: A Tank Status: A Comp Number: 1812	600 N HIGHLAND SPRIN	SSE 1/8 - 1/4 (0.169 mi.)	D35	103
CDF/BEAUMONT FOREST Status: A Tank Status: A Comp Number: 19888	***1550 E SIXTH ST***	***SSW 1/8 - 1/4 (0.184 mi.)***	***E40***	***107***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 7 HIST UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ARCO PRODUCTS COMPAN	***1696 E 6TH ST***	***S 1/8 - 1/4 (0.152 mi.)***	***D26***	***85***
TRAILSIDE GENERAL ST Facility Id: 00000067775	1696 E 6TH ST	S 1/8 - 1/4 (0.152 mi.)	D28	89
CALIFORNIA HIGHWAY P Facility Id: 00000017994	***60 NO HIGHLAND SPRIN***	***SSE 1/8 - 1/4 (0.153 mi.)***	***D32***	***93***
BEAUMONT FOREST FIRE Facility Id: 00000057501	1550 E 6TH ST	SSW 1/8 - 1/4 (0.184 mi.)	E36	103
BEAUMONAT FOREST FIR Facility Id: 00000019888	1550 E 6TH STREET	SSW 1/8 - 1/4 (0.184 mi.)	E37	104
CDF/BEAUMONT FOREST	***1550 E SIXTH ST***	***SSW 1/8 - 1/4 (0.184 mi.)***	***E40***	***107***
BEAUMONT FOREST FIRE	***1550 E 6TH ST***	***SSW 1/8 - 1/4 (0.184 mi.)***	***E41***	***108***

EXECUTIVE SUMMARY

Facility Id: 00000056520

CERS TANKS: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

A review of the CERS TANKS list, as provided by EDR, and dated 08/14/2019 has revealed that there are 6 CERS TANKS sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON STATION #655	***501 HIGHLAND SPRINGS***	***SE 0 - 1/8 (0.024 mi.)***	***A4***	***13***
HIGHLAND SPRINGS EXP	***655 HIGHLAND SPRGS A***	***S 0 - 1/8 (0.106 mi.)***	***C13***	***35***
CALIFORNIA HIGHWAY P	***195 HIGHLAND SPRINGS***	***SSE 0 - 1/8 (0.114 mi.)***	***C18***	***48***
EXPRESS LUBE AND CAR	***1560 E 6TH ST***	***SSW 1/8 - 1/4 (0.149 mi.)***	***E21***	***63***
BEAUMONT GAS MART	***1696 E 6TH ST***	***S 1/8 - 1/4 (0.152 mi.)***	***D24***	***74***
BEAUMONT FOREST FIRE	***1550 E 6TH ST***	***SSW 1/8 - 1/4 (0.184 mi.)***	***E41***	***108***

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 06/24/2019 has revealed that there are 7 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
BEAUMONT GAS MART IN EPA ID:: CAL000393216	501 HIGHLAND SPRINGS	SE 0 - 1/8 (0.024 mi.)	A6	27
HIGH SAND INC DBA SP EPA ID:: CAL000295136	655 HIGHLAND SPRINGS	S 0 - 1/8 (0.106 mi.)	C14	42
CALIFORNIA HIGHWAY P EPA ID:: CAL000157663	195 HIGHLAND SPRINGS	SSE 0 - 1/8 (0.114 mi.)	C17	46
LOMA LINDA UNIVERSIT EPA ID:: CAL000389114	81 HIGHLAND SPRINGS	SSE 1/8 - 1/4 (0.139 mi.)	D20	62
EXPRESS LUBE US INC EPA ID:: CAL000342194	1560 E 6TH ST	SSW 1/8 - 1/4 (0.149 mi.)	E22	72
PRESTIGE STATIONS IN EPA ID:: CAR000101980	***1696 E 6TH ST***	***S 1/8 - 1/4 (0.152 mi.)***	***D27***	***87***
BEAVER MEDICAL GROUP EPA ID:: CAL000218713	6109 W RAMSEY ST	SE 1/8 - 1/4 (0.247 mi.)	G44	114

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, has revealed that there are 2 DRYCLEANERS sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
U.S.A. CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 09/27/2019	1679 E 6TH ST	S 1/8 - 1/4 (0.185 mi.)	F42	113
USA CLEANERS Database: DRYCLEANERS, Date of Government Version: 09/06/2019 EPA Id: CAL000138429	1679 E 6TH ST	S 1/8 - 1/4 (0.185 mi.)	F43	114

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 4 HIST CORTESE sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON STATION #9-4 Reg Id: 7T2220018	290 HIGHLAND SPRING	SSE 0 - 1/8 (0.088 mi.)	C11	33
ARCO #5463 Reg Id: 083302431T	***1696 6TH ST***	***S 1/8 - 1/4 (0.152 mi.)***	***D25***	***83***
POMA AUTOMATED FUELI Reg Id: 7T2220024	***5840 FIFTH STREET***	***SE 1/4 - 1/2 (0.413 mi.)***	***47***	***123***
GOLD ZONE ENTERPRISE Reg Id: 7T2220010	5861 5TH	SE 1/4 - 1/2 (0.461 mi.)	H49	127

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 2 EDR Hist Auto

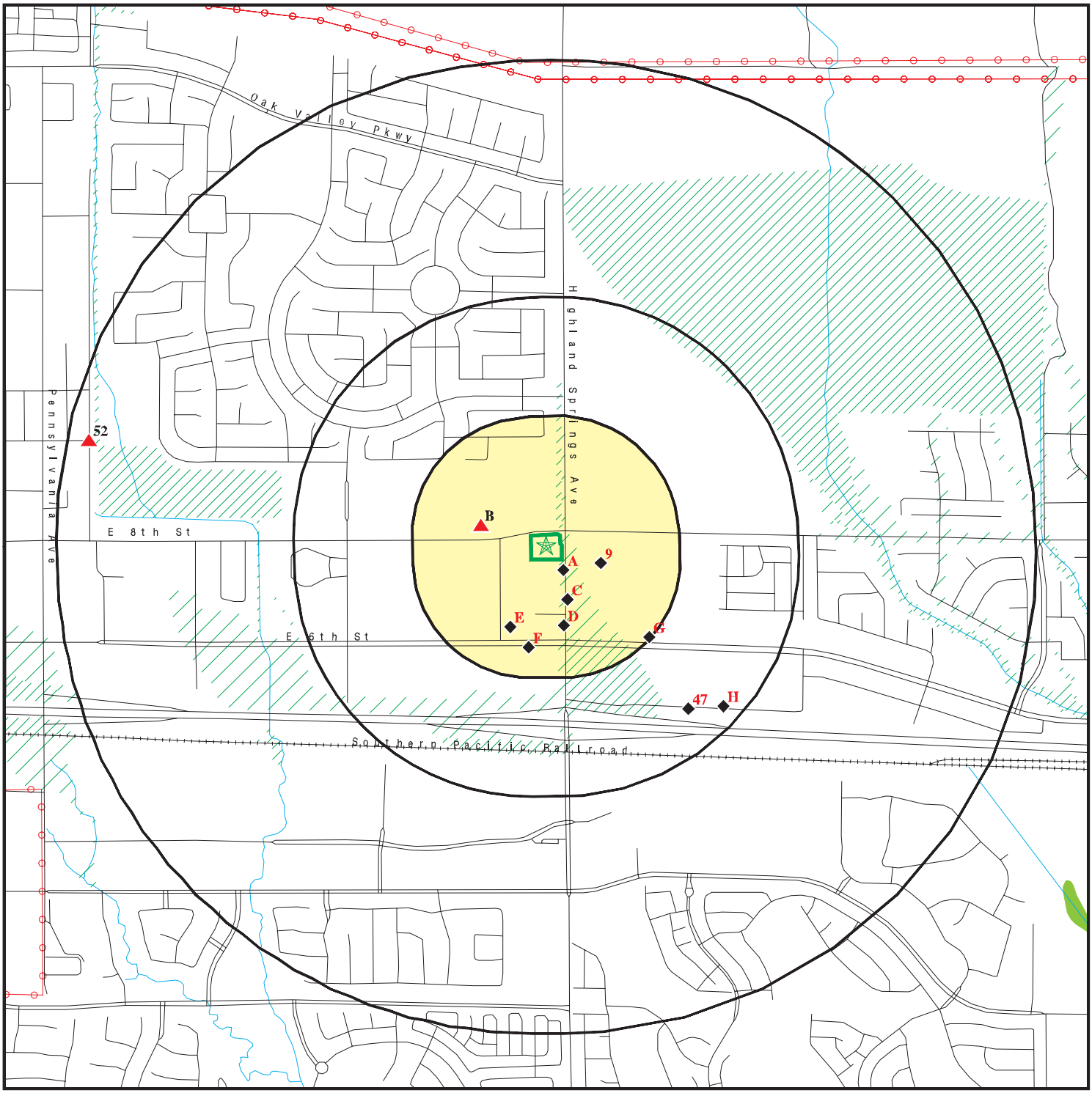
sites within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
PASS SHELL SERVICE	507 HIGHLAND SPRINGS	SE 0 - 1/8 (0.023 mi.)	A1	8
LOMA LINDA OIL COMPA	501 HIGHLAND SPRINGS	SE 0 - 1/8 (0.024 mi.)	A5	26

EXECUTIVE SUMMARY

There were no unmapped sites in this report.

OVERVIEW MAP - 5914075.2S



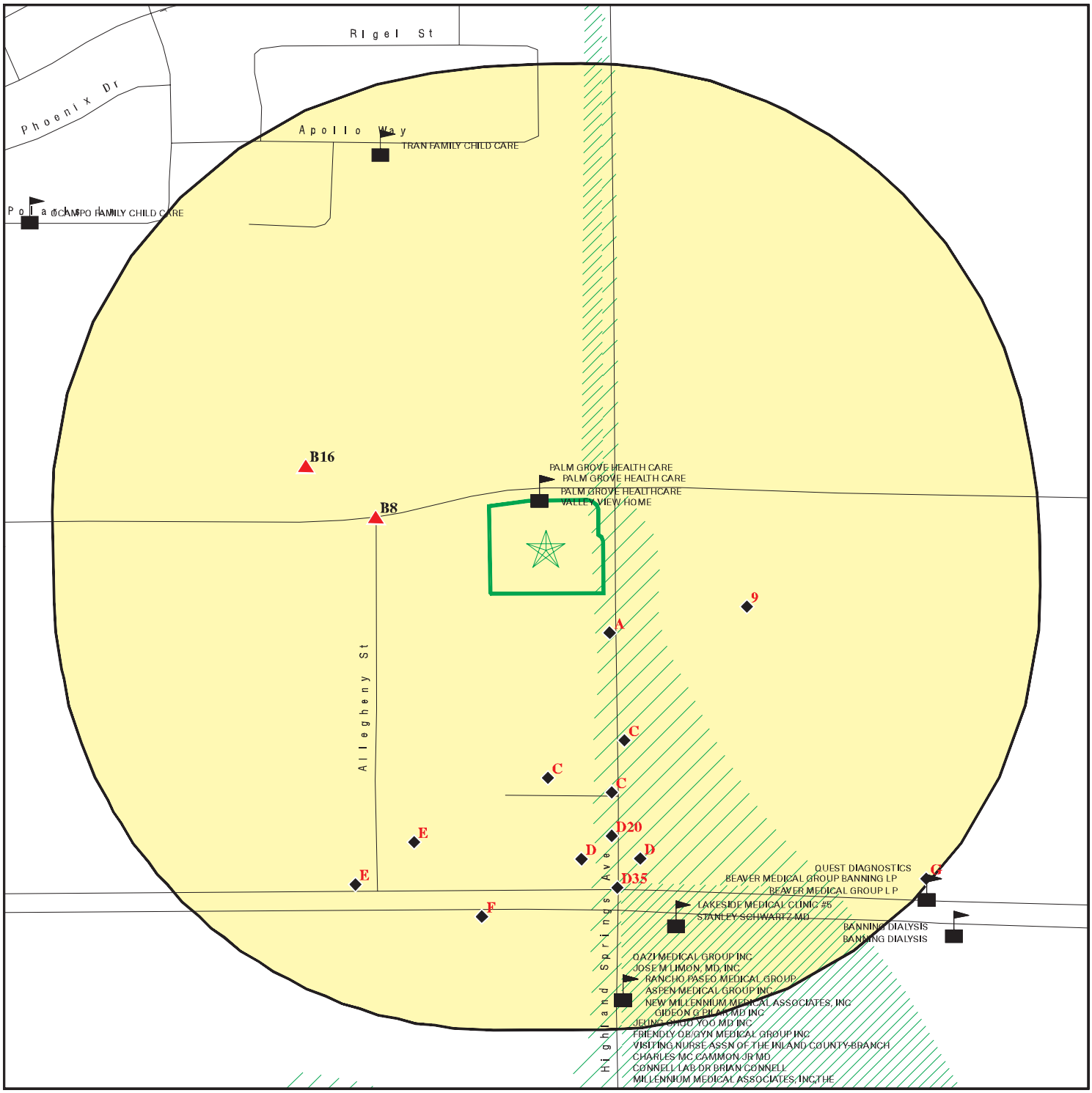
0 1/4 1/2 1 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Proposed Fuel Station	CLIENT:	Salem Engineering Group
ADDRESS:	SWC 8th Street/Highland Springs Avenue Beaumont CA 92223	CONTACT:	Reily Rivera
		INQUIRY #:	5914075.2s
LAT/LONG:	33.932317 / 116.947606	DATE:	December 20, 2019 6:58 pm

DETAIL MAP - 5914075.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/16 1/8 1/4 Miles

Indian Reservations BIA

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

Areas of Concern

N

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Proposed Fuel Station	CLIENT:	Salem Engineering Group
ADDRESS:	SWC 8th Street/Highland Springs Avenue Beaumont CA 92223	CONTACT:	Reily Rivera
LAT/LONG:	33.932317 / 116.947606	INQUIRY #:	5914075.2s
		DATE:	December 20, 2019 6:58 pm

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	1	NR	NR	NR	1
RCRA-VSQG	0.250		0	1	NR	NR	NR	1
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		3	0	0	1	NR	4
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		3	2	4	NR	NR	9

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		2	1	NR	NR	NR	3
AST	0.250		1	3	NR	NR	NR	4
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		2	0	NR	NR	NR	2
CDL	0.001		0	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
CERS HAZ WASTE	0.250		3	4	NR	NR	NR	7
US CDL	0.001		0	NR	NR	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		1	4	NR	NR	NR	5
HIST UST	0.250		0	7	NR	NR	NR	7
CERS TANKS	0.250		3	3	NR	NR	NR	6
CA FID UST	0.250		0	0	NR	NR	NR	0
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		3	4	NR	NR	NR	7
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DRYCLEANERS	0.250		0	2	NR	NR	NR	2
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		0	NR	NR	NR	NR	0
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		1	1	2	NR	NR	4
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
CERS	0.001		0	NR	NR	NR	NR	0
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
MINES MRDS	0.001		0	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		2	NR	NR	NR	NR	2
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		0	24	33	6	1	0	64

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1
SE
< 1/8
0.023 mi.
121 ft.

PASS SHELL SERVICE
507 HIGHLAND SPRINGS
BEAUMONT, CA 92223

Site 1 of 7 in cluster A

EDR Hist Auto **1021335795**
N/A

Relative:
Lower

Actual:
2600 ft.

EDR Hist Auto

Year:	Name:	Type:
1974	PASS SHELL SERVICE	Gasoline Service Stations
1975	PASS SHELL SERVICE	Gasoline Service Stations

A2
SE
< 1/8
0.024 mi.
129 ft.

ULTRAMAR S S
501 HIGHLAND SPRINGS AVE
BEAUMONT, CA 92220

Site 2 of 7 in cluster A

LUST **S103249153**
N/A

Relative:
Lower

Actual:
2600 ft.

LUST REG 8:

Name:	ULTRAMAR S S
Address:	501 HIGHLAND SPRINGS AVE
City:	BEAUMONT
Region:	8
County:	Riverside
Regional Board:	Santa Ana Region
Facility Status:	Case Closed
Case Number:	083303001T
Local Case Num:	970500
Case Type:	Soil only
Substance:	Gasoline
Qty Leaked:	Not reported
Abate Method:	Not reported
Cross Street:	05TH
Enf Type:	CLOS
Funding:	Not reported
How Discovered:	Tank Closure
How Stopped:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Global ID:	T0606500491
How Stopped Date:	5/12/1997
Enter Date:	6/20/1997
Date Confirmation of Leak Began:	5/12/1997
Date Preliminary Assessment Began:	5/12/1997
Discover Date:	5/12/1997
Enforcement Date:	Not reported
Close Date:	10/29/1997
Date Prelim Assessment Workplan Submitted:	Not reported
Date Pollution Characterization Began:	6/5/1997
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	Not reported
Date Post Remedial Action Monitoring:	Not reported
Enter Date:	6/20/1997
GW Qualifies:	Not reported
Soil Qualifies:	=
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.929407

ULTRAMAR S S (Continued) **S103249153**

Longitude:	-116.9471428
MTBE Date:	Not reported
Max MTBE GW:	Not reported
MTBE Concentration:	2
Max MTBE Soil:	680
MTBE Fuel:	1
MTBE Tested:	MTBE Detected. Site tested for MTBE & MTBE detected
MTBE Class:	*
Staff:	RS
Staff Initials:	UNK
Lead Agency:	Local Agency
Local Agency:	33000L
Hydr Basin #:	UPPER SANTA ANA VALL
Beneficial:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Work Suspended:	Not reported

Summary: DIESEL ALSO

A3 **ULTRAMAR SERVICE STATION** **LUST** **S110420165**
SE **501 HIGHLAND SPRINGS AVE** **CHMIRS** **N/A**
< 1/8 **BEAUMONT, CA 92220** **CERS**
0.024 mi.
129 ft. **Site 3 of 7 in cluster A**

Relative:
Lower

Actual:
2600 ft.

LUST:

Name:	ULTRAMAR SERVICE STATION
Address:	501 HIGHLAND SPRINGS AVE
City,State,Zip:	BEAUMONT, CA 92220
Lead Agency:	RIVERSIDE COUNTY LOP
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606500491
Global Id:	T0606500491
Latitude:	33.9276051345641
Longitude:	-116.947105249074
Status:	Completed - Case Closed
Status Date:	10/29/1997
Case Worker:	RIV
RB Case Number:	083303001T
Local Agency:	RIVERSIDE COUNTY LOP
File Location:	Local Agency Warehouse
Local Case Number:	970500
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0606500491
Contact Type:	Regional Board Caseworker
Contact Name:	ROSE SCOTT
Organization Name:	SANTA ANA RWQCB (REGION 8)
Address:	3737 MAIN STREET, SUITE 500
City:	RIVERSIDE
Email:	rose.scott@waterboards.ca.gov
Phone Number:	9513206375

Global Id:	T0606500491
Contact Type:	Local Agency Caseworker

ULTRAMAR SERVICE STATION (Continued) **S110420165**

Contact Name: Riverside County LOP
Organization Name: RIVERSIDE COUNTY LOP
Address: 3880 LEMON ST SUITE 200
City: RIVERSIDE
Email: Not reported
Phone Number: 9519558980

LUST:
Global Id: T0606500491
Action Type: ENFORCEMENT
Date: 12/17/2008
Action: File review - #RCDEH Upload Site File 11/30/2015

Global Id: T0606500491
Action Type: Other
Date: 05/12/1997
Action: Leak Discovery

Global Id: T0606500491
Action Type: Other
Date: 05/12/1997
Action: Leak Stopped

Global Id: T0606500491
Action Type: REMEDIATION
Date: 06/08/1997
Action: Not reported

Global Id: T0606500491
Action Type: ENFORCEMENT
Date: 10/29/1997
Action: Closure/No Further Action Letter

Global Id: T0606500491
Action Type: Other
Date: 06/09/1997
Action: Leak Reported

Global Id: T0606500491
Action Type: ENFORCEMENT
Date: 12/18/2008
Action: Closure/No Further Action Letter - #Site Closure

LUST:
Global Id: T0606500491
Status: Open - Case Begin Date
Status Date: 05/12/1997

Global Id: T0606500491
Status: Open - Site Assessment
Status Date: 05/12/1997

Global Id: T0606500491
Status: Open - Site Assessment
Status Date: 06/05/1997

ULTRAMAR SERVICE STATION (Continued) **S110420165**

Global Id: T0606500491
Status: Completed - Case Closed
Status Date: 10/29/1997

RIVERSIDE CO. LUST:
Name: ULTRAMAR SERVICE STATION
Address: 501 HIGHLAND SPRINGS AVE
City,State,Zip: BEAUMONT, CA
Region: RIVERSIDE
Facility ID: 970500
Employee: Brown
Site Closed: Yes
Case Type: Soil only
Facility Status: closed/action completed
Casetype Decode: Soil only is impacted
Fstatus Decode: Closed/Action completed

CHMIRS:
Name: Not reported
Address: 501 HIGHLAND SPRINGS
City,State,Zip: BEAUMONT, CA
OES Incident Number: 08-8235
OES notification: 11/15/2008
OES Date: Not reported
OES Time: Not reported
Date Completed: **Not reported**
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported
More Than Two Substances Involved?: Not reported
Resp Agncy Personel # Of Decontaminated: Not reported
Responding Agency Personel # Of Injuries: Not reported
Responding Agency Personel # Of Fatalities: Not reported
Others Number Of Decontaminated: Not reported
Others Number Of Injuries: Not reported
Others Number Of Fatalities: Not reported
Vehicle Make/year: Not reported
Vehicle License Number: Not reported
Vehicle State: Not reported
Vehicle Id Number: Not reported
CA DOT PUC/ICC Number: Not reported
Company Name: Not reported
Reporting Officer Name/ID: Not reported
Report Date: Not reported
Facility Telephone: Not reported
Waterway Involved: Yes
Waterway: storm drain to Temescal Canyon
Spill Site: Service Station
Cleanup By: Reporting Party
Containment: Not reported

ULTRAMAR SERVICE STATION (Continued) **S110420165**

What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)
Other:	Not reported
Date/Time:	1800
Year:	2008
Agency:	Riverside County Environmental Health
Incident Date:	11/15/2008
Admin Agency:	Riverside County Environmental Health
Amount:	Not reported
Contained:	Yes
Site Type:	storm drain to Temescal Canyon
E Date:	Not reported
Substance:	gasoline
Quantity Released:	170
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	RP States: While filling a work truck the vehicle was overfilled and the driver drove off.

CERS:

Name:	ULTRAMAR SERVICE STATION
Address:	501 HIGHLAND SPRINGS AVE
City,State,Zip:	BEAUMONT, CA 92220
Site ID:	252752
CERS ID:	T0606500491
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	Riverside County LOP - RIVERSIDE COUNTY LOP
Entity Title:	Not reported
Affiliation Address:	3880 LEMON ST SUITE 200
Affiliation City:	RIVERSIDE
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	9519558980

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	ROSE SCOTT - SANTA ANA RWQCB (REGION 8)
Entity Title:	Not reported
Affiliation Address:	3737 MAIN STREET, SUITE 500

ULTRAMAR SERVICE STATION (Continued) **S110420165**

Affiliation City:	RIVERSIDE
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	9513206375

A4 **CHEVRON STATION #655056 PATY FIERRO** **CERS HAZ WASTE** **S113457553**
SE **501 HIGHLAND SPRINGS AVE** **CERS TANKS** **N/A**
< 1/8 **BEAUMONT, CA 92223** **HAZNET**
0.024 mi. **CERS**
129 ft. **Site 4 of 7 in cluster A**

Relative:
Lower

Actual:
2600 ft.

CERS HAZ WASTE:

Name:	BEAUMONT GAS MART INC.
Address:	501 HIGHLAND SPRINGS AVE
City,State,Zip:	BEAUMONT, CA 92223
Site ID:	387673
CERS ID:	10328116
CERS Description:	Hazardous Waste Generator

CERS TANKS:

Name:	BEAUMONT GAS MART INC.
Address:	501 HIGHLAND SPRINGS AVE
City,State,Zip:	BEAUMONT, CA 92223
Site ID:	387673
CERS ID:	10328116
CERS Description:	Underground Storage Tank

HAZNET:

Name:	CHEVRON STATION #655056 PATY FIERRO
Address:	501 HIGHLAND SPRINGS AVE
City,State,Zip:	BEAUMONT, CA 922232541
Year:	2010
GEPAID:	CAC002188247
Contact:	PATY FIERRO
Telephone:	9518457735
Mailing Name:	Not reported
Mailing Address:	501 HIGHLAND SPRINGS AVE
Mailing City,St,Zip:	BEAUMONT, CA 922232541
Gen County:	Riverside
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Tons:	0.2
CA Waste Code:	352-Other organic solids
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Riverside

CERS:

Name:	BEAUMONT GAS MART INC.
Address:	501 HIGHLAND SPRINGS AVE
City,State,Zip:	BEAUMONT, CA 92223
Site ID:	387673
CERS ID:	10328116
CERS Description:	Chemical Storage Facilities

CHEVRON STATION #655056 PATY FIERRO (Continued) **S113457553**

Violations:

Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-06-2017
Citation:	HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description:	Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes:	Returned to compliance on 04/12/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-06-2017
Citation:	22 CCR 12 66262.34(d) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(d)
Violation Description:	Failure to send hazardous waste offsite for treatment, storage, or disposal within 180 days (or 270 days if waste is transported over 200 miles) for a generator who generates less than 1000 kilogram per month if all of the following conditions are met: (1) The quantity of hazardous waste accumulated onsite never exceeds 6,000 kilograms. (2) The generator complies with the requirements of 40 Code of Federal Regulations section 262.34(d), (e) and (f). (3) The generator does not hold acutely hazardous waste or extremely hazardous waste in an amount greater than one kilogram for more than 90 days.
Violation Notes:	Returned to compliance on 04/12/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HW
Violation Source:	CERS

Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-06-2018
Citation:	23 CCR 16 2712 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712
Violation Description:	Failure to comply with any of the applicable requirements of the permit issued for the operation of the UST system.
Violation Notes:	Returned to compliance on 05/30/2018.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS

Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-10-2014
Citation:	HSC 6.7 Multiple Sections - California Health and Safety Code, Chapter 6.7, Section(s) Multiple Sections
Violation Description:	UST Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 03/05/2015.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS

CHEVRON STATION #655056 PATY FIERRO (Continued) **S113457553**

Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-10-2014
Citation:	19 CCR 4 2729.2(a)(3) - California Code of Regulations, Title 19, Chapter 4, Section(s) 2729.2(a)(3)
Violation Description:	Failure to complete and/or submit an annotated site map if required by CUPA.
Violation Notes:	Returned to compliance on 04/06/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-06-2018
Citation:	HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34
Violation Description:	Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.
Violation Notes:	Returned to compliance on 05/30/2018.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS

Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-06-2017
Citation:	23 CCR 16 2715(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)
Violation Description:	Failure to have at least one employee present during operating hours that has been trained in the proper operation and maintenance of the UST system by a designated operator (DO).
Violation Notes:	Returned to compliance on 04/12/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS

Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-06-2017
Citation:	HSC 6.5 25143.10 - California Health and Safety Code, Chapter 6.5, Section(s) 25143.10
Violation Description:	Failure of any person who recycles more than 100 kilograms per month of recyclable material under a claim that the material qualifies for exclusion or exemption, to submit recyclable materials report every two years.
Violation Notes:	Returned to compliance on 04/12/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HW
Violation Source:	CERS

Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-08-2019
Citation:	HSC 6.7 25284, 25286 - California Health and Safety Code, Chapter 6.7, Section(s) 25284, 25286
Violation Description:	Failure to submit a complete and accurate application for a permit to

CHEVRON STATION #655056 PATY FIERRO (Continued) **S113457553**

operate a UST, or for renewal of the permit.

Violation Notes: Returned to compliance on 05/23/2019. OBSERVATION: Observed UST tank information pages for all three tanks submitted in CERS to be inaccurate and/or missing information. All tank information pages indicate vent/vapor piping is double-walled however at time of inspection it was found vent/vapor piping on site is single-walled. All three tank information pages indicate audible/visual alarm in the overfill section. Facility does not have an outside annunciator for audible/visual alarm. The 91 product tank information page should indicate Riser Pipe Primary Containment to be "Steel" and Riser Pipe Secondary Containment to be "Fiberglass". The Diesel product Tank Information page should indicate "Diesel" for Tank Contents and "None" for Vapor Recovery Primary and Secondary Containment. CORRECTIVE ACTION: Owner/operator shall make the corrections noted above to the UST /tank information pages and re-submit updated forms in CERS.
Violation Division: Riverside County Department of Env Health
Violation Program: UST
Violation Source: CERS

Site ID: 387673
Site Name: Beaumont Gas Mart Inc.
Violation Date: 04-10-2014
Citation: HSC 6.7 Multiple Sections - California Health and Safety Code, Chapter 6.7, Section(s) Multiple Sections
Violation Description: UST Program - Operations/Maintenance - General
Violation Notes: Returned to compliance on 03/05/2015.
Violation Division: Riverside County Department of Env Health
Violation Program: UST
Violation Source: CERS

Site ID: 387673
Site Name: Beaumont Gas Mart Inc.
Violation Date: 04-06-2017
Citation: 23 CCR 16 2712(b) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)
Violation Description: Failure to maintain records of repairs, lining, and upgrades on site, or off site if approved by the CUPA, for the life of the UST.
Violation Notes: Returned to compliance on 04/12/2017.
Violation Division: Riverside County Department of Env Health
Violation Program: UST
Violation Source: CERS

Site ID: 387673
Site Name: Beaumont Gas Mart Inc.
Violation Date: 04-08-2019
Citation: 23 CCR 16 2716(a) through (e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2716(a) through (e)
Violation Description: For designated operator (DO) monthly inspections conducted before October 1, 2018, failure to comply with one or more of the following requirements: Be performed by an ICC certified DO. Inspect monthly alarm history report, check that alarms are documented and responded to appropriately, and attach a copy. Inspect for the presence of liquid/debris in spill containers. Inspect for the presence of liquid/debris in under dispenser containment (UDC) and ensure that the monitoring equipment is positioned correctly. Inspect for liquid or debris in containment sumps where an alarm occurred with no service visit. Check that all testing and maintenance has been completed and

CHEVRON STATION #655056 PATY FIERRO (Continued) **S113457553**

	documented. Verify that all facility employees have been trained in accordance with 23 CCR 2715(c). For designated operator (DO) 30 day inspections conducted on and after October 1, 2018, failure to conduct the designated UST operator visual inspection at least once every 30 days.
Violation Notes:	Returned to compliance on 05/23/2019. OBSERVATION: The designated operator failed to document all the alarms from the attached alarm history on the 5/31/18 designated operator monthly inspection report(s) and failed to check that they were responded to appropriately. The missing alarms include: L-4 on 4/18/18. During the monthly inspection, the designated operator shall review the alarm history for the previous month, check that each alarm was documented and responded to appropriately, and attach a copy of the alarm history with documentation taken in response to any alarms to the monthly report. In addition, the DO has incorrectly stated on DO reports since 10/2018 that the Overfill Prevention Inspection had been completed at the last monitoring cert on 4/6/18. This new inspection has not been completed as of today's date. CORRECTIVE ACTION: Owner/operator shall ensure that designated operators performing monthly inspections at this facility are including all of the required information on the reports.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS
Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	03-05-2015
Citation:	23 CCR 16 2636(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)
Violation Description:	Failure to continuously monitor the interstitial space of the tank, piping and/or sumps sump such that the leak detection activates an audible/visual alarm when a leak is detected.
Violation Notes:	Returned to compliance on 03/05/2015.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS
Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-06-2018
Citation:	23 CCR 16 2638(d) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638(d)
Violation Description:	Failure to submit the Annual Monitoring System Certification Form to the UPA within 30 days of completion of the test.
Violation Notes:	Returned to compliance on 04/06/2018.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS
Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-10-2014
Citation:	HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description:	Business Plan Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 04/06/2017.

CHEVRON STATION #655056 PATY FIERRO (Continued) **S113457553**

Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-06-2017
Citation:	HSC 6.5 25123.3(h)(1)(c) - California Health and Safety Code, Chapter 6.5, Section(s) 25123.3(h)(1)(c)
Violation Description:	Failure to send hazardous waste offsite for treatment, storage, or disposal of acute/extremely hazardous waste after the first 1-kilogram threshold amount was accumulated within a 90 day period.
Violation Notes:	Returned to compliance on 04/12/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HW
Violation Source:	CERS
Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-06-2017
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to establish and electronically submit an adequate training program in safety procedures in the event of a release or threatened release of a hazardous material.
Violation Notes:	Returned to compliance on 04/12/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-08-2019
Citation:	23 CCR 16 2712(b)(1) and (2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1) and (2)
Violation Description:	Failure to maintain monitoring records for release detection and/or maintain records of appropriate follow-up actions.
Violation Notes:	Returned to compliance on 05/23/2019. OBSERVATION: Observed an alarm occurance on 2/14/19 (L-2). Records of alarms and/or records of appropriate follow-up action indicating how alarm conditions were cleared were not available for review. CORRECTIVE ACTION: Owner/operator shall ensure records of appropriate follow-up action for alarm conditions are documented and maintained on site readily available for review.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS
Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-10-2014
Citation:	HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34
Violation Description:	Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.
Violation Notes:	Returned to compliance on 03/05/2015.
Violation Division:	Riverside County Department of Env Health

CHEVRON STATION #655056 PATY FIERRO (Continued) **S113457553**

Violation Program: UST
Violation Source: CERS

Site ID: 387673
Site Name: Beaumont Gas Mart Inc.
Violation Date: 04-08-2019
Citation: 23 CCR 16 2632(c)(2)(B), 2634(d)(1)(a), 2636(f)(1) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(c)(2)(B), 2634(d)(1)(a), 2636(f)(1)
Violation Description: Failure of the leak detection equipment to have an audible and visual alarm as required.
Violation Notes: Returned to compliance on 04/08/2019. OBSERVATION: Observed the 91 annular sensor failed to activate an audible and visual alarm and shutdown the turbine when tested. CORRECTIVE ACTION: Owner/operator shall repair/replace inoperable 91 annular sensor and certify that sensor will activate an audible visual alarm when a leak is detected. Technician on site replaced the sensor and functions normally. Violation corrected on site.
Violation Division: Riverside County Department of Env Health
Violation Program: UST
Violation Source: CERS

Site ID: 387673
Site Name: Beaumont Gas Mart Inc.
Violation Date: 04-06-2017
Citation: 23 CCR 16 2632, 2634, 2712(b) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632, 2634, 2712(b)
Violation Description: Failure to maintain monitoring and maintenance records (e.g., alarm logs) and/or maintain records of appropriate follow-up actions.
Violation Notes: Returned to compliance on 04/12/2017.
Violation Division: Riverside County Department of Env Health
Violation Program: UST
Violation Source: CERS

Site ID: 387673
Site Name: Beaumont Gas Mart Inc.
Violation Date: 04-10-2014
Citation: 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)
Violation Description: Failure to submit, obtain approval, or maintain a complete/accurate response plan.
Violation Notes: Returned to compliance on 03/05/2015.
Violation Division: Riverside County Department of Env Health
Violation Program: UST
Violation Source: CERS

Site ID: 387673
Site Name: Beaumont Gas Mart Inc.
Violation Date: 04-08-2019
Citation: 23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)
Violation Description: Failure to comply with one or more of the following overfill prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95

CHEVRON STATION #655056 PATY FIERRO (Continued) **S113457553**

	percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1,?2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October?1,?2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention equipment. Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment inspection for 36 months.
Violation Notes:	Returned to compliance on 05/23/2019. OBSERVATION: An overfill equipment inspection was not completed by the October 13, 2018 deadline. CORRECTIVE ACTION: Owner/operator shall immediately schedule and complete an overfill equipment inspection providing the required 48 hour notification prior to conducting the inspection. Inspection results and all supporting documentation (inspection procedures used, tank charts, printouts, etc.) must be submitted to this Department within 30 days upon completion of the inspection.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS
Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-10-2014
Citation:	22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description:	Failure to properly label hazardous waste accumulation containers with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes:	Returned to compliance on 04/12/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HW
Violation Source:	CERS
Site ID:	387673
Site Name:	Beaumont Gas Mart Inc.
Violation Date:	04-10-2014
Citation:	19 CCR 4 2729.5 - California Code of Regulations, Title 19, Chapter 4, Section(s) 2729.5
Violation Description:	Failure to submit inventory reports (Activities, Owner/Operator, Hazardous Materials Descriptions and Map pages, if required. Documentation must be resubmitted (for facilities which exceed EPCRA thresholds) or re-certified (for facilities which do not exceed EPCRA thresholds) by March 1.
Violation Notes:	Returned to compliance on 04/06/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP

CHEVRON STATION #655056 PATY FIERRO (Continued) **S113457553**

Violation Source: CERS

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-05-2015
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-05-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-06-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-06-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-06-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-06-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

CHEVRON STATION #655056 PATY FIERRO (Continued) **S113457553**

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	04-08-2019
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Riverside County Department of Env Health
Eval Program:	UST
Eval Source:	CERS

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	04-10-2014
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Riverside County Department of Env Health
Eval Program:	HMRRP
Eval Source:	CERS

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	04-10-2014
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Riverside County Department of Env Health
Eval Program:	HW
Eval Source:	CERS

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	04-10-2014
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Riverside County Department of Env Health
Eval Program:	UST
Eval Source:	CERS

Eval General Type:	Other/Unknown
Eval Date:	04-12-2017
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Riverside County Department of Env Health
Eval Program:	HMRRP
Eval Source:	CERS

Eval General Type:	Other/Unknown
Eval Date:	04-12-2017
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Riverside County Department of Env Health
Eval Program:	HW
Eval Source:	CERS

Eval General Type:	Other/Unknown
Eval Date:	04-12-2017
Violations Found:	No

CHEVRON STATION #655056 PATY FIERRO (Continued) **S113457553**

Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-23-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Enforcement Action:
Site ID: 387673
Site Name: Beaumont Gas Mart Inc.
Site Address: 501 HIGHLAND SPRINGS AVE
Site City: BEAUMONT
Site Zip: 92223
Enf Action Date: 03-05-2015
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Riverside County Department of Env Health
Enf Action Program: UST
Enf Action Source: CERS

Site ID: 387673
Site Name: Beaumont Gas Mart Inc.
Site Address: 501 HIGHLAND SPRINGS AVE
Site City: BEAUMONT
Site Zip: 92223
Enf Action Date: 04-10-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Riverside County Department of Env Health
Enf Action Program: HMRRP
Enf Action Source: CERS

Site ID: 387673
Site Name: Beaumont Gas Mart Inc.
Site Address: 501 HIGHLAND SPRINGS AVE
Site City: BEAUMONT
Site Zip: 92223
Enf Action Date: 04-10-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Riverside County Department of Env Health
Enf Action Program: HW
Enf Action Source: CERS

Site ID: 387673
Site Name: Beaumont Gas Mart Inc.

CHEVRON STATION #655056 PATY FIERRO (Continued) **S113457553**

Site Address:	501 HIGHLAND SPRINGS AVE
Site City:	BEAUMONT
Site Zip:	92223
Enf Action Date:	04-10-2014
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes:	Not reported
Enf Action Division:	Riverside County Department of Env Health
Enf Action Program:	UST
Enf Action Source:	CERS

Affiliation:

Affiliation Type Desc:	Environmental Contact
Entity Name:	Ebrahim Akhavan
Entity Title:	Not reported
Affiliation Address:	501 Highland Springs Ave
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92223
Affiliation Phone:	Not reported

Affiliation Type Desc:	Identification Signer
Entity Name:	EBRAHIM AKHAVAN
Entity Title:	OWNER
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Property Owner
Entity Name:	Simon Cohen
Entity Title:	Not reported
Affiliation Address:	501 Highland Springs Ave
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92223
Affiliation Phone:	(951) 845-7735

Affiliation Type Desc:	UST Tank Owner
Entity Name:	Simon Cohan
Entity Title:	Not reported
Affiliation Address:	501 Highland Springs Ave
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92223
Affiliation Phone:	(951) 845-7735

Affiliation Type Desc:	Document Preparer
Entity Name:	Ebrahim Akhavan
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported

CHEVRON STATION #655056 PATY FIERRO (Continued) **S113457553**

Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Operator
Entity Name:	Ebrahim Akhavan
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(951) 845-7735
Affiliation Type Desc:	CUPA District
Entity Name:	Riverside Cnty Env Health
Entity Title:	Not reported
Affiliation Address:	4065 County Circle Drive, Room 104
Affiliation City:	Riverside
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92503
Affiliation Phone:	(951) 358-5055
Affiliation Type Desc:	Parent Corporation
Entity Name:	Mission Service and Parts Inc.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	UST Tank Operator
Entity Name:	Ebrahim Akhavan
Entity Title:	Not reported
Affiliation Address:	501 Highland Springs Ave
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92223
Affiliation Phone:	(951) 845-7735
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	501 Highland Springs Ave
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92223
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	Simon Cohan

CHEVRON STATION #655056 PATY FIERRO (Continued) **S113457553**

Entity Title:	Not reported
Affiliation Address:	501 Highland Springs Ave
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92223
Affiliation Phone:	(951) 845-7735
Affiliation Type Desc:	UST Permit Applicant
Entity Name:	Ebrahim Akhavan
Entity Title:	Operator
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(951) 845-7735
Affiliation Type Desc:	UST Property Owner Name
Entity Name:	Simon Cohan
Entity Title:	Not reported
Affiliation Address:	501Highland Springs Ave
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92223
Affiliation Phone:	(951) 845-7735

A5 **LOMA LINDA OIL COMPANY** **EDR Hist Auto** **1021141022**
SE **501 HIGHLAND SPRINGS AVE** **N/A**
< 1/8 **BEAUMONT, CA 92223**
0.024 mi.
129 ft. **Site 5 of 7 in cluster A**

Relative: EDR Hist Auto
Lower

Actual: **2600 ft.**

Year:	Name:	Type:
1995	LOMA LINDA OIL COMPANY	Gasoline Service Stations, NEC
1996	LOMA LINDA OIL COMPANY	Gasoline Service Stations, NEC
1997	LOMA LINDA OIL COMPANY	Gasoline Service Stations, NEC
1998	LOMA LINDA OIL COMPANY	Gasoline Service Stations, NEC
1999	LOMA LINDA OIL COMPANY	Gasoline Service Stations, NEC
2000	LOMA LINDA OIL COMPANY	Gasoline Service Stations, NEC
2001	LOMA LINDA OIL COMPANY	Gasoline Service Stations, NEC
2002	LOMA LINDA OIL COMPANY	Convenience Stores
2002	LOMA LINDA OIL COMPANY	Gasoline Service Stations, NEC
2003	LOMA LINDA OIL COMPANY	Gasoline Service Stations, NEC
2003	LOMA LINDA OIL COMPANY	Convenience Stores
2004	LOMA LINDA OIL COMPANY	Convenience Stores
2004	LOMA LINDA OIL COMPANY	Gasoline Service Stations, NEC
2005	LOMA LINDA OIL COMPANY	Gasoline Service Stations, NEC
2005	LOMA LINDA OIL COMPANY	Convenience Stores
2006	LOMA LINDA OIL COMPANY	Convenience Stores
2006	LOMA LINDA OIL COMPANY	Gasoline Service Stations, NEC
2007	VALERO	Convenience Stores
2007	VALERO	Gasoline Service Stations, NEC
2008	VALERO	Gasoline Service Stations, NEC

LOMA LINDA OIL COMPANY (Continued) **1021141022**

2008	VALERO	Convenience Stores
2009	VALERO	Gasoline Service Stations, NEC
2009	VALERO	Convenience Stores
2010	VALERO	Convenience Stores
2010	PALM SPRINGS PETROLEUM	Gasoline Service Stations
2011	PALM SPRINGS PETROLEUM	Gasoline Service Stations
2014	BEAUMONT GAS MART INC	Gasoline Service Stations, NEC

A6 **BEAUMONT GAS MART INC** **RCRA NonGen / NLR** **1024842588**
SE **501 HIGHLAND SPRINGS AVE** **CAL000393216**
< 1/8 **BEAUMONT, CA 92223**
0.024 mi.
129 ft. **Site 6 of 7 in cluster A**

Relative:
Lower

Actual:
2600 ft.

RCRA NonGen / NLR:

Date form received by agency:	2014-01-17 00:00:00.0
Facility name:	BEAUMONT GAS MART INC
Facility address:	501 HIGHLAND SPRINGS AVE BEAUMONT, CA 92223
EPA ID:	CAL000393216
Contact:	EBRAHIM AKHAVAN
Contact address:	501 HIGHLAND SPRINGS AVE BEAUMONT, CA 92223
Contact country:	Not reported
Contact telephone:	951-845-7735
Contact email:	BEAUMONTSHELL@GMAIL.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	BEAUMONT GAS MART INC
Owner/operator address:	501 HIGHLAND SPRINGS AVE BEAUMONT, CA 92223
Owner/operator country:	Not reported
Owner/operator telephone:	951-845-7735
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	EBRAHIM AKHAVAN
Owner/operator address:	501 HIGHLAND SPRINGS AVE BEAUMONT, CA 92223
Owner/operator country:	Not reported
Owner/operator telephone:	951-845-7735
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

BEAUMONT GAS MART INC (Continued) **1024842588**

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

A7 **ULTRAMAR/LOMA LINDA OIL** **UST** **U003096280**
SE **501 HIGHLAND SPRINGS AVE** **N/A**
< 1/8 **BEAUMONT, CA 92223**
0.024 mi.
129 ft. **Site 7 of 7 in cluster A**

Relative:
Lower

Actual:
2600 ft.

RIVERSIDE CO. UST:
Name: BEAUMONT GAS MART, INC
Address: 501 HIGHLAND SPRINGS AVE
City,State,Zip: BEAUMONT, CA 92223
Region: RIVERSIDE
Total Tanks: 3

UST:
Name: BEAUMONT GAS MART INC.
Address: 501 HIGHLAND SPRINGS AVE
City,State,Zip: BEAUMONT, CA 92223
Facility ID: FA0041733
Permitting Agency: Riverside County Department of Environmental Health
Latitude: 33.9237
Longitude: -116.9477

Name: BEAUMONT GAS MART INC.
Address: 501 HIGHLAND SPRINGS AVE
City,State,Zip: BEAUMONT, CA 92223
Facility ID: 10328116
Permitting Agency: Riverside County Department of Environme
Latitude: 33.9237
Longitude: -116.9477

Name: ULTRAMAR/LOMA LINDA OIL
Address: 501 HIGHLAND SPRINGS AVE
City,State,Zip: BEAUMONT, CA 92223
Facility ID: 798
Permitting Agency: RIVERSIDE COUNTY
Latitude: 33.9289829
Longitude: -116.9459846

B8 **DEUTCH ELEMENTARY SCHOOL NO. 1** **ENVIROSTOR** **S107736218**
West **8TH/ALLEGHENY** **SCH** **N/A**
< 1/8 **BEAUMONT, CA 92223**
0.065 mi.
341 ft. **Site 1 of 2 in cluster B**

Relative:
Higher

Actual:
2610 ft.

ENVIROSTOR:

Name:	DEUTCH ELEMENTARY SCHOOL NO. 1
Address:	8TH/ALLEGHENY
City,State,Zip:	BEAUMONT, CA 92223
Facility ID:	33010032
Status:	No Further Action
Status Date:	12/18/2001
Site Code:	404188
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	12.5
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	42
Senate:	23
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.933
Longitude:	-116.95
APN:	NONE SPECIFIED
Past Use:	AGRICULTURAL - ROW CROPS
Potential COC:	Arsenic Chlordane DDD DDE DDT
Confirmed COC:	30001-NO 30004-NO 30006-NO 30007-NO 30008-NO
Potential Description:	SOIL
Alias Name:	BEAUMONT UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	BEAUMONT USD-DEUTSCH 1 PROPOSED ELE SCH
Alias Type:	Alternate Name
Alias Name:	DEUTCH ELEMENTARY NO. 1 (PROPOSED)
Alias Type:	Alternate Name
Alias Name:	404188
Alias Type:	Project Code (Site Code)
Alias Name:	33010032
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	12/18/2001
Comments:	DTSC approved the PEA Report with a no further action determination.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Workplan
Completed Date:	06/06/2001
Comments:	Not reported

DEUTCH ELEMENTARY SCHOOL NO. 1 (Continued) **S107736218**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	12/02/2000
Comments:	Phase 1

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	03/06/2002
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	DEUTCH ELEMENTARY SCHOOL NO. 1
Address:	8TH/ALLEGHENY
City,State,Zip:	BEAUMONT, CA 92223
Facility ID:	33010032
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	12.5
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	404188
Assembly:	42
Senate:	23
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	12/18/2001
Restricted Use:	NO
Funding:	School District
Latitude:	33.933
Longitude:	-116.95
APN:	NONE SPECIFIED
Past Use:	AGRICULTURAL - ROW CROPS
Potential COC:	Arsenic, Chlordane, DDD, DDE, DDT
Confirmed COC:	30001-NO, 30004-NO, 30006-NO, 30007-NO, 30008-NO
Potential Description:	SOIL
Alias Name:	BEAUMONT UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	BEAUMONT USD-DEUTSCH 1 PROPOSED ELE SCH

DEUTCH ELEMENTARY SCHOOL NO. 1 (Continued) **S107736218**

Alias Type: Alternate Name
Alias Name: DEUTCH ELEMENTARY NO. 1 (PROPOSED)
Alias Type: Alternate Name
Alias Name: 404188
Alias Type: Project Code (Site Code)
Alias Name: 33010032
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/18/2001
Comments: DTSC approved the PEA Report with a no further action determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 06/06/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 12/02/2000
Comments: Phase 1

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 03/06/2002
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

9
ESE
< 1/8
0.082 mi.
435 ft.

SAN GORGONIO MEMORIAL HOSPITAL **ENVIROSTOR** **S118756744**
600 NORTH HIGHLAND SPRINGS AVENUE **N/A**
BANNING, CA 92220

Relative:
Lower

Actual:
2598 ft.

ENVIROSTOR:
Name: SAN GORGONIO MEMORIAL HOSPITAL
Address: 600 NORTH HIGHLAND SPRINGS AVENUE
City,State,Zip: BANNING, CA 92220
Facility ID: 33800001
Status: No Action Required
Status Date: 03/27/1995
Site Code: 400528
Site Type: Calmortgage

SAN GORGONIO MEMORIAL HOSPITAL (Continued) **S118756744**

Site Type Detailed:	Calmortgage
Acres:	0.25
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Sandra Karinen
Supervisor:	William Beckman
Division Branch:	Cleanup Sacramento
Assembly:	42
Senate:	23
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	CalMortgage
Latitude:	33.93183
Longitude:	-116.9456
APN:	NONE SPECIFIED
Past Use:	NONE
Potential COC:	NONE SPECIFIED No Contaminants found
Confirmed COC:	No Contaminants found
Potential Description:	NMA
Alias Name:	400528
Alias Type:	Project Code (Site Code)
Alias Name:	33800001
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	03/27/1995
Comments:	Pursuant to the MOU, DTSC has prepared a Phase I Environmental Assessment for the San Gorgonio Hospital. The property contains an acute care hosptial and medical office buildings. A Phase I Report was prepared by DTSC and concluded that no action was needed for this property; there is no contamination on the property.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

C10 **MOBIL 18-EWF** **LUST** **S106152950**
SSE **300 HIGHLAND SPRINGS** **N/A**
< 1/8 **BANNING, CA**
0.085 mi.
450 ft. **Site 1 of 9 in cluster C**

Relative:
Lower

Actual:
2595 ft.

LUST REG 7:

Region:	7
Status:	9 - Case Closed
Case Num:	7T2220027
Substance:	Gasoline - Automotive

MOBIL 18-EWF (Continued) **S106152950**

ID: 953
Global ID: T0606599276
Lead Agency: Local Agency
Case Worker: YO

C11 **CHEVRON STATION #9-4886** **HIST CORTESE** **S105022666**
SSE **290 HIGHLAND SPRING** **N/A**
< 1/8 **BANNING, CA 92220**
0.088 mi.
465 ft. **Site 2 of 9 in cluster C**

Relative: **Lower**
Actual: **2595 ft.**

HIST CORTESE:
edr_fname: CHEVRON STATION #9-4886
edr_fadd1: 290 HIGHLAND SPRING
City,State,Zip: BANNING, CA 92220
Region: CORTESE
Facility County Code: 33
Reg By: LTNKA
Reg Id: 7T2220018

C12 **HIGHLANDS SPRINGS EXPRESS LUBE** **SWEEPS UST** **S106927285**
South **655 HIGHLAND SPRINGS DR** **N/A**
< 1/8 **BEAUMONT, CA 92220**
0.106 mi.
558 ft. **Site 3 of 9 in cluster C**

Relative: **Lower**
Actual: **2596 ft.**

SWEEPS UST:
Name: HIGHLANDS SPRINGS EXPRESS LUBE
Address: 655 HIGHLAND SPRINGS DR
City: BEAUMONT
Status: Active
Comp Number: 1823
Number: 3
Board Of Equalization: Not reported
Referral Date: 09-12-91
Action Date: 09-12-91
Created Date: 09-12-91
Owner Tank Id: 1
SWRCB Tank Id: 33-000-001823-000001
Tank Status: A
Capacity: 500
Active Date: 09-12-91
Tank Use: OIL
STG: P
Content: MOTOR OIL
Number Of Tanks: 4

Name: HIGHLANDS SPRINGS EXPRESS LUBE
Address: 655 HIGHLAND SPRINGS DR
City: BEAUMONT
Status: Active
Comp Number: 1823
Number: 3
Board Of Equalization: Not reported
Referral Date: 09-12-91
Action Date: 09-12-91

HIGHLANDS SPRINGS EXPRESS LUBE (Continued) **S106927285**

Created Date:	09-12-91
Owner Tank Id:	2
SWRCB Tank Id:	33-000-001823-000002
Tank Status:	A
Capacity:	500
Active Date:	09-12-91
Tank Use:	OIL
STG:	P
Content:	MOTOR OIL
Number Of Tanks:	Not reported

Name:	HIGHLANDS SPRINGS EXPRESS LUBE
Address:	655 HIGHLAND SPRINGS DR
City:	BEAUMONT
Status:	Active
Comp Number:	1823
Number:	3
Board Of Equalization:	Not reported
Referral Date:	09-12-91
Action Date:	09-12-91
Created Date:	09-12-91
Owner Tank Id:	3
SWRCB Tank Id:	33-000-001823-000003
Tank Status:	A
Capacity:	250
Active Date:	09-12-91
Tank Use:	OIL
STG:	P
Content:	MOTOR OIL
Number Of Tanks:	Not reported

Name:	HIGHLANDS SPRINGS EXPRESS LUBE
Address:	655 HIGHLAND SPRINGS DR
City:	BEAUMONT
Status:	Active
Comp Number:	1823
Number:	3
Board Of Equalization:	Not reported
Referral Date:	09-12-91
Action Date:	09-12-91
Created Date:	09-12-91
Owner Tank Id:	4
SWRCB Tank Id:	33-000-001823-000004
Tank Status:	A
Capacity:	250
Active Date:	09-12-91
Tank Use:	OIL
STG:	P
Content:	MOTOR OIL
Number Of Tanks:	Not reported

C13 **HIGHLAND SPRINGS EXPRESS LUBE** **CERS HAZ WASTE** **S123513178**
South **655 HIGHLAND SPRGS AVE #B** **CERS TANKS** **N/A**
< 1/8 **BEAUMONT, CA 92223** **CERS**
0.106 mi.
558 ft. **Site 4 of 9 in cluster C**

Relative:
Lower

Actual:
2596 ft.

CERS HAZ WASTE:
Name: HIGHLAND SPRINGS EXPRESS LUBE
Address: 655 HIGHLAND SPRGS AVE #B
City,State,Zip: BEAUMONT, CA 92223
Site ID: 36446
CERS ID: 10317169
CERS Description: Hazardous Waste Generator

CERS TANKS:
Name: HIGHLAND SPRINGS EXPRESS LUBE
Address: 655 HIGHLAND SPRGS AVE #B
City,State,Zip: BEAUMONT, CA 92223
Site ID: 36446
CERS ID: 10317169
CERS Description: Aboveground Petroleum Storage

CERS:
Name: HIGHLAND SPRINGS EXPRESS LUBE
Address: 655 HIGHLAND SPRGS AVE #B
City,State,Zip: BEAUMONT, CA 92223
Site ID: 36446
CERS ID: 10317169
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 36446
Site Name: Highland Springs Express Lube
Violation Date: 06-08-2016
Citation: HSC 6.67 25270.6(a)(1), 25270.6(a)(2) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.6(a)(1), 25270.6(a)(2)
Violation Description: Failure to submit a tank facility statement on or before January 1 annually unless a current Business Plan has been submitted.
Violation Notes: Returned to compliance on 09/06/2016.
Violation Division: Riverside County Department of Env Health
Violation Program: APSA
Violation Source: CERS

Site ID: 36446
Site Name: Highland Springs Express Lube
Violation Date: 06-08-2016
Citation: 40 CFR 1 265.201(c)(5) - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.201(c)(5)
Violation Description: Failure to inspect hazardous waste tanks for the following, when present: 4) The construction materials of the tank at least weekly to detect corrosion or leaking of fixtures or seams. 5) The construction materials of, and the area immediately surrounding, discharge confinement structures (e.g., dikes) at least weekly to detect erosion or obvious signs of leakage (e.g., wet spots or dead vegetation).
Violation Notes: Returned to compliance on 07/20/2016.
Violation Division: Riverside County Department of Env Health
Violation Program: HW
Violation Source: CERS

HIGHLAND SPRINGS EXPRESS LUBE (Continued) **S123513178**

Site ID:	36446
Site Name:	Highland Springs Express Lube
Violation Date:	06-08-2016
Citation:	HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description:	Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes:	Returned to compliance on 07/20/2016.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	36446
Site Name:	Highland Springs Express Lube
Violation Date:	06-27-2019
Citation:	HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description:	Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes:	OBSERVATION: Jason Watkins and Samuel Saldana, and car wash crew have not gone through training. CORRECTIVE ACTION: Owner/operator shall provide training to all employees who handle. Documentation shall be retained and be made available for inspection for a minimum period of 3 years from the date of the training. Copies of training records can be sent to rsgarcia@rivco.org or fax: 951-791-1778.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	36446
Site Name:	Highland Springs Express Lube
Violation Date:	06-08-2016
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 09/08/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	36446
Site Name:	Highland Springs Express Lube
Violation Date:	06-08-2016
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes:	Returned to compliance on 09/08/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP

HIGHLAND SPRINGS EXPRESS LUBE (Continued) **S123513178**

Violation Source:	CERS
Site ID:	36446
Site Name:	Highland Springs Express Lube
Violation Date:	06-27-2019
Citation:	HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description:	Failure to provide the following training to all oil-handling personnel: 1. Operation and maintenance of equipment to prevent discharges. 2. Discharge procedure protocols. 3. Applicable pollution control laws, rules, and regulations. 4. General facility operations. 5. Contents of the SPCC Plan.
Violation Notes:	Not reported
Violation Division:	Riverside County Department of Env Health
Violation Program:	APSA
Violation Source:	CERS
Site ID:	36446
Site Name:	Highland Springs Express Lube
Violation Date:	06-08-2016
Citation:	HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description:	Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes:	Returned to compliance on 09/08/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	36446
Site Name:	Highland Springs Express Lube
Violation Date:	06-08-2016
Citation:	40 CFR 1 265.174 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.174
Violation Description:	Failure to inspect hazardous waste storage areas at least weekly and look for leaking and deteriorating containers.
Violation Notes:	Returned to compliance on 07/20/2016.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HW
Violation Source:	CERS
Site ID:	36446
Site Name:	Highland Springs Express Lube
Violation Date:	06-08-2016
Citation:	40 CFR 1 265.31 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.31
Violation Description:	Failure to maintain and operate the facility to minimize the possibility of a fire, explosion, or any unplanned sudden or non-sudden release of hazardous waste or hazardous waste constituents to air, soil, or surface water which could threaten human health or the environment.
Violation Notes:	Returned to compliance on 07/20/2016.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HW
Violation Source:	CERS

HIGHLAND SPRINGS EXPRESS LUBE (Continued) **S123513178**

Site ID:	36446
Site Name:	Highland Springs Express Lube
Violation Date:	06-08-2016
Citation:	HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description:	Business Plan Program - Operations/Maintenance - General
Violation Notes:	Returned to compliance on 07/20/2016.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	36446
Site Name:	Highland Springs Express Lube
Violation Date:	07-05-2017
Citation:	HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description:	Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes:	Returned to compliance on 09/08/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	36446
Site Name:	Highland Springs Express Lube
Violation Date:	06-08-2016
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to establish and electronically submit an adequate training program in safety procedures in the event of a release or threatened release of a hazardous material.
Violation Notes:	Returned to compliance on 07/20/2016.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	36446
Site Name:	Highland Springs Express Lube
Violation Date:	06-08-2016
Citation:	40 CFR 1 265.201(c)(3) - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.201(c)(3)
Violation Description:	Failure to inspect hazardous waste tanks at least once each operating day for the following, when present: (1) Discharge control equipment (e.g., waste feed cutoff systems, by-pass systems, and drainage systems) to ensure that it is in good working order; (2) Data gathered from monitoring equipment (e.g., pressure and temperature gauges) to ensure that the tank is being operated according to its design; (3) The level of waste in the tank.
Violation Notes:	Returned to compliance on 07/20/2016.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HW
Violation Source:	CERS

Site ID:	36446
Site Name:	Highland Springs Express Lube
Violation Date:	06-08-2016

HIGHLAND SPRINGS EXPRESS LUBE (Continued) **S123513178**

Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit a site map with all required content.
Violation Notes:	Returned to compliance on 09/08/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-08-2016
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Riverside County Department of Env Health
Eval Program:	APSA
Eval Source:	CERS

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-08-2016
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Riverside County Department of Env Health
Eval Program:	HMRRP
Eval Source:	CERS

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-08-2016
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Riverside County Department of Env Health
Eval Program:	HW
Eval Source:	CERS

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-27-2019
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Riverside County Department of Env Health
Eval Program:	APSA
Eval Source:	CERS

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-27-2019
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Facility provides automotive and car wash services. At next annual submittal A.P.S.A. section will be required to include Facility Information portion. Currently, Emergency Response and Training Plans section is not submitted.
Eval Division:	Riverside County Department of Env Health
Eval Program:	HMRRP
Eval Source:	CERS

HIGHLAND SPRINGS EXPRESS LUBE (Continued) **S123513178**

Eval General Type: Other/Unknown
Eval Date: 07-05-2017
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 07-20-2016
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 07-30-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Affiliation:
Affiliation Type Desc: Operator
Entity Name: Ali Harb
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (909) 214-3333

Affiliation Type Desc: CUPA District
Entity Name: Riverside Cnty Env Health
Entity Title: Not reported
Affiliation Address: 4065 County Circle Drive, Room 104
Affiliation City: Riverside
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92503
Affiliation Phone: (951) 358-5055

Affiliation Type Desc: Environmental Contact
Entity Name: John Holmes
Entity Title: Not reported
Affiliation Address: 655 HIGHLAND SPRINGS AVE
Affiliation City: Beaumont
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92223
Affiliation Phone: Not reported

HIGHLAND SPRINGS EXPRESS LUBE (Continued) **S123513178**

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	655 Highland Springs Ave
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92223
Affiliation Phone:	Not reported

Affiliation Type Desc:	Document Preparer
Entity Name:	John Holmes
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Identification Signer
Entity Name:	John Holmes
Entity Title:	manager
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Legal Owner
Entity Name:	High Sand Inc.
Entity Title:	Not reported
Affiliation Address:	655 Highland Springs Ave
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92223
Affiliation Phone:	(951) 769-1187

Affiliation Type Desc:	Parent Corporation
Entity Name:	Highland Springs Express Lube
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

C14 **HIGH SAND INC DBA SPLASH CAR SPA** **RCRA NonGen / NLR** **1024811444**
South **655 HIGHLAND SPRINGS AVE** **CAL000295136**
< 1/8 **BEAUMONT, CA 92223**
0.106 mi.
558 ft. **Site 5 of 9 in cluster C**

Relative:
Lower

Actual:
2596 ft.

RCRA NonGen / NLR:

Date form received by agency:	2005-06-14 00:00:00.0
Facility name:	HIGH SAND INC DBA SPLASH CAR SPA
Facility address:	655 HIGHLAND SPRINGS AVE BEAUMONT, CA 92223-2540
EPA ID:	CAL000295136
Contact:	JOHN HOLMES/MANAGER
Contact address:	655 HIGHLAND SPRINGS AVE BEAUMONT, CA 92223
Contact country:	Not reported
Contact telephone:	951-769-1187
Contact email:	CHOPSUEYNINJA03@LIVE.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	HIGH SAND INC DBA SPLASH CAR SPA
Owner/operator address:	5225 CANYON CREST DR STE 71-297 RIVERSIDE, CA 92507
Owner/operator country:	Not reported
Owner/operator telephone:	909-214-3333
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	JOHN HOLMES/MANAGER
Owner/operator address:	655 HIGHLAND SPRINGS AVE BEAUMONT, CA 92223
Owner/operator country:	Not reported
Owner/operator telephone:	951-769-1187
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

HIGH SAND INC DBA SPLASH CAR SPA (Continued) **1024811444**

Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

C15 **HIGHLAND SPRINGS EXPRESS LUBE** **AST** **A100420786**
South **655 HIGHLAND SPRGS AVE #B** **N/A**
< 1/8 **BEAUMONT, CA 92223**
0.106 mi.
558 ft. **Site 6 of 9 in cluster C**

Relative:
Lower

Actual:
2596 ft.

AST:

Name:	HIGHLAND SPRINGS EXPRESS LUBE
Address:	655 HIGHLAND SPRGS AVE #B
City/Zip:	BEAUMONT,92223
Certified Unified Program Agencies:	Not reported
Owner:	High Sand Inc.
Total Gallons:	Not reported
CERSID:	10317169
Facility ID:	FA0016028
Business Name:	Highland Springs Express Lube
Phone:	(951) 769-1187
Fax:	Not reported
Mailing Address:	655 Highland Springs Ave
Mailing Address City:	Beaumont
Mailing Address State:	CA
Mailing Address Zip Code:	92223
Operator Name:	Not reported
Operator Phone:	Not reported
Owner Phone:	(951) 769-1187
Owner Mail Address:	655 Highland Springs Ave
Owner State:	CA
Owner Zip Code:	92223
Owner Country:	United States
Property Owner Name:	Not reported
Property Owner Phone:	Not reported
Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	Not reported

B16 **SUNDANCE ELEMENTARY SCHOOL** **ENVIROSTOR** **S106568101**
WNW **8TH STREET/XENA AVENUE** **SCH** **N/A**
< 1/8 **BEAUMONT, CA 92223**
0.107 mi.
566 ft. **Site 2 of 2 in cluster B**

Relative:
Higher

Actual:
2614 ft.

ENVIROSTOR:

Name:	SUNDANCE ELEMENTARY SCHOOL
Address:	8TH STREET/XENA AVENUE
City,State,Zip:	BEAUMONT, CA 92223
Facility ID:	33010093
Status:	No Further Action
Status Date:	08/05/2004
Site Code:	404560
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	12
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Yolanda Garza
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	42
Senate:	23
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.933
Longitude:	-116.95
APN:	NONE SPECIFIED
Past Use:	AGRICULTURAL - ROW CROPS
Potential COC:	Arsenic Chlordane DDD DDE DDT
Confirmed COC:	30001-NO 30004-NO 30006-NO 30007-NO 30008-NO
Potential Description:	SOIL
Alias Name:	BEAUMONT UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	BEAUMONT USD-SUNDANCE SCHOOL
Alias Type:	Alternate Name
Alias Name:	SUNDANCE ELEMENTARY SCHOOL
Alias Type:	Alternate Name
Alias Name:	404560
Alias Type:	Project Code (Site Code)
Alias Name:	33010093
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	10/19/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Technical Report
Completed Date:	08/01/2005
Comments:	informal approved

SUNDANCE ELEMENTARY SCHOOL (Continued) **S106568101**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/03/2004
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	07/22/2004
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	SUNDANCE ELEMENTARY SCHOOL
Address:	8TH STREET/XENA AVENUE
City,State,Zip:	BEAUMONT, CA 92223
Facility ID:	33010093
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	12
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Yolanda Garza
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	404560
Assembly:	42
Senate:	23
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	08/05/2004
Restricted Use:	NO
Funding:	School District
Latitude:	33.933
Longitude:	-116.95
APN:	NONE SPECIFIED
Past Use:	AGRICULTURAL - ROW CROPS
Potential COC:	Arsenic, Chlordane, DDD, DDE, DDT
Confirmed COC:	30001-NO, 30004-NO, 30006-NO, 30007-NO, 30008-NO
Potential Description:	SOIL
Alias Name:	BEAUMONT UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	BEAUMONT USD-SUNDANCE SCHOOL

SUNDANCE ELEMENTARY SCHOOL (Continued) **S106568101**

Alias Type: Alternate Name
Alias Name: SUNDANCE ELEMENTARY SCHOOL
Alias Type: Alternate Name
Alias Name: 404560
Alias Type: Project Code (Site Code)
Alias Name: 33010093
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 10/19/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 08/01/2005
Comments: informal approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/03/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/22/2004
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

C17 **CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS** **RCRA NonGen / NLR** **1024794959**
SSE **195 HIGHLAND SPRINGS AVE** **CAL000157663**
< 1/8 **BEAUMONT, CA 92223**
0.114 mi.
603 ft. **Site 7 of 9 in cluster C**

Relative: **Lower**
Actual: **2593 ft.**

RCRA NonGen / NLR:
Date form received by agency: 1996-07-02 00:00:00.0
Facility name: CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS
Facility address: 195 HIGHLAND SPRINGS AVE
BEAUMONT, CA 92223-3091
EPA ID: CAL000157663
Mailing address: PO BOX 942898
601 N 7TH ST
SACRAMENTO, CA 94298-0001

CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS (Continued) **1024794959**

Contact:	BETH DEPAOLA
Contact address:	PO BOX 942898 601 N 7TH ST SACRAMENTO, CA 94298-0001
Contact country:	Not reported
Contact telephone:	916-843-3817
Contact email:	EDEPAOLA@CHP.CA.GOV
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	BETH DEPAOLA
Owner/operator address:	PO BOX 942898 601 N 7TH ST SACRAMENTO, CA 94298
Owner/operator country:	Not reported
Owner/operator telephone:	916-843-3817
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	CALIFORNIA HIGHWAY PATROL
Owner/operator address:	PO BOX 942898 601 N 7TH ST SACRAMENTO, CA 94298
Owner/operator country:	Not reported
Owner/operator telephone:	916-843-3800
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

C18 **CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS** **CERS HAZ WASTE** **S113084250**
SSE **195 HIGHLAND SPRINGS AVE** **CERS TANKS** **N/A**
< 1/8 **BEAUMONT, CA 92223** **HAZNET**
0.114 mi. **CERS**
603 ft. **Site 8 of 9 in cluster C**

Relative: Lower

Actual: 2593 ft.

CERS HAZ WASTE:

Name:	CALIF HWY PATROL/ SAN GORGONIO PASS
Address:	195 HIGHLAND SPRINGS AVE
City,State,Zip:	BEAUMONT, CA 92223
Site ID:	15157
CERS ID:	10320100
CERS Description:	Hazardous Waste Generator

CERS TANKS:

Name:	CALIF HWY PATROL/ SAN GORGONIO PASS
Address:	195 HIGHLAND SPRINGS AVE
City,State,Zip:	BEAUMONT, CA 92223
Site ID:	15157
CERS ID:	10320100
CERS Description:	Underground Storage Tank

HAZNET:

Name:	CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS
Address:	195 HIGHLAND SPRINGS AVE
City,State,Zip:	BEAUMONT, CA 922233091
Year:	2011
GEPAID:	CAL000157663
Contact:	Beth DePaola
Telephone:	9168433817
Mailing Name:	Not reported
Mailing Address:	PO BOX 942898
Mailing City,St,Zip:	SACRAMENTO, CA 942980001
Gen County:	Riverside
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Tons:	0.76
CA Waste Code:	221-Waste oil and mixed oil
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Riverside

Name:	CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS
Address:	195 HIGHLAND SPRINGS AVE
City,State,Zip:	BEAUMONT, CA 922233091
Year:	2010
GEPAID:	CAL000157663
Contact:	Beth DePaola
Telephone:	9168433817
Mailing Name:	Not reported
Mailing Address:	PO BOX 942898
Mailing City,St,Zip:	SACRAMENTO, CA 942980001
Gen County:	Riverside
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Tons:	0.912
CA Waste Code:	221-Waste oil and mixed oil
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery

CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS (Continued) **S113084250**

(H010-H129) Or (H131-H135)
Facility County: Riverside

Name: CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS
Address: 195 HIGHLAND SPRINGS AVE
City,State,Zip: BEAUMONT, CA 922233091
Year: 2009
GEPAID: CAL000157663
Contact: Beth DePaola
Telephone: 9168433817
Mailing Name: Not reported
Mailing Address: PO BOX 942898
Mailing City,St,Zip: SACRAMENTO, CA 942980001
Gen County: Riverside
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Tons: 0.912
CA Waste Code: 221-Waste oil and mixed oil
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Riverside

Name: CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS
Address: 195 HIGHLAND SPRINGS AVE
City,State,Zip: BEAUMONT, CA 922233091
Year: 2008
GEPAID: CAL000157663
Contact: Beth DePaola
Telephone: 9168433817
Mailing Name: Not reported
Mailing Address: PO BOX 942898
Mailing City,St,Zip: SACRAMENTO, CA 942980001
Gen County: Riverside
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Tons: 0.912
CA Waste Code: 221-Waste oil and mixed oil
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Riverside

Name: CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS
Address: 195 HIGHLAND SPRINGS AVE
City,State,Zip: BEAUMONT, CA 922233091
Year: 2007
GEPAID: CAL000157663
Contact: Beth DePaola
Telephone: 9168433817
Mailing Name: Not reported
Mailing Address: PO BOX 942898
Mailing City,St,Zip: SACRAMENTO, CA 942980001
Gen County: Riverside
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Tons: 0.722
CA Waste Code: 221-Waste oil and mixed oil
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery

CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS (Continued) **S113084250**

(H010-H129) Or (H131-H135)
Facility County: Riverside

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

CERS:
Name: CALIF HWY PATROL/ SAN GORGONIO PASS
Address: 195 HIGHLAND SPRINGS AVE
City,State,Zip: BEAUMONT, CA 92223
Site ID: 15157
CERS ID: 10320100
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 15157
Site Name: Calif Hwy Patrol/ San Gorgonio Pass
Violation Date: 09-09-2014
Citation: HSC 6.7 25286(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25286(a)
Violation Description: Failure to submit an complete and accurate application for a permit to operate an underground storage tank, or for renewal of the permit.
Violation Notes: Returned to compliance on 02/11/2015.
Violation Division: Riverside County Department of Env Health
Violation Program: UST
Violation Source: CERS

Site ID: 15157
Site Name: Calif Hwy Patrol/ San Gorgonio Pass
Violation Date: 09-09-2014
Citation: 23 CCR 16 2715(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)
Violation Description: Failure to comply with one or more of the following: provide training to facility employee(s) responsible for proper operation and maintenance every 12 months and/or train new employee(s) who are responsible for proper operation and maintenance within 30-days of hire and/or to have at least one employee present during operating hours that has been trained in the proper operation and maintenance of the UST system.
Violation Notes: Returned to compliance on 02/11/2015.
Violation Division: Riverside County Department of Env Health
Violation Program: UST
Violation Source: CERS

Site ID: 15157
Site Name: Calif Hwy Patrol/ San Gorgonio Pass
Violation Date: 09-09-2014
Citation: 23 CCR 16 2711(a)(8) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2711(a)(8)
Violation Description: Failure to submit, obtain approval, or maintain a complete/accurate plot plan.
Violation Notes: Returned to compliance on 02/11/2015.
Violation Division: Riverside County Department of Env Health
Violation Program: UST
Violation Source: CERS

Site ID: 15157

CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS (Continued) **S113084250**

Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	09-12-2013
Citation:	22 CCR 12 66262.34(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(a)
Violation Description:	Failure to obtain a permit or grant of interim status to accumulate hazardous waste longer than 90 days.
Violation Notes:	Returned to compliance on 10/01/2013.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HW
Violation Source:	CERS

Site ID:	15157
Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	09-11-2015
Citation:	23 CCR 16 2632, 2634, 2636, 2666 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632, 2634, 2636, 2666
Violation Description:	Failure of the leak detection equipment to have an audible and visual alarm as required.
Violation Notes:	Returned to compliance on 09/11/2015.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS

Site ID:	15157
Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	09-12-2013
Citation:	22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description:	Failure to properly label hazardous waste accumulation containers with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes:	Returned to compliance on 10/01/2013.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HW
Violation Source:	CERS

Site ID:	15157
Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	09-23-2016
Citation:	23 CCR 16 2715(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(i)
Violation Description:	Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).
Violation Notes:	Returned to compliance on 09/23/2016.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS

Site ID:	15157
Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	11-29-2016
Citation:	19 CCR 6.95 25508(a)(1) - California Code of Regulations, Title 19, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit the Business Activities

CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS (Continued) **S113084250**

	Page and/or Business Owner Operator Identification Page.
Violation Notes:	Returned to compliance on 03/07/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	15157
Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	09-23-2016
Citation:	23 CCR 6.7 25284, 25286 - California Code of Regulations, Title 23, Chapter 6.7, Section(s) 25284, 25286
Violation Description:	Failure to submit a complete and accurate application for a permit to operate a UST, or for renewal of the permit.
Violation Notes:	Returned to compliance on 01/20/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS
Site ID:	15157
Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	11-30-2018
Citation:	23 CCR 16 2712(b)(1)(F) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(F)
Violation Description:	"Failure to conduct secondary containment testing, or one or more of the following requirements: Perform the test of the secondary containment system upon installation, within six months of installation and every 36 months thereafter. Perform the test of a secondary containment component within 30 days of a repair or discontinuing vacuum, pressure or hydrostatic monitoring. Use a procedure that demonstrates the system works as well as at installation. Use applicable manufacturer guidelines, industry codes, engineering standard, or professional engineer approval. Performed by a certified service technician. Maintain records of secondary containment testing for 36 months."
Violation Notes:	OBSERVATION: Owner/operator failed to conduct required secondary containment testing every 36 months. Secondary containment testing last conducted on September 11th, 2015 and is past due. CORRECTIVE ACTION: Owner/operator conducted required secondary containment testing today, November 30th, 2018. Anniversary date does not change due to late testing and will be required to be completed by the 11th of September of every year. This is a Class 1 violation and an Administrative Enforcement Hearing will be scheduled.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS
Site ID:	15157
Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	09-09-2014
Citation:	23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)
Violation Description:	Failure to submit, obtain approval, or maintain a complete/accurate response plan.
Violation Notes:	Returned to compliance on 02/11/2015.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS

CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS (Continued) **S113084250**

Site ID:	15157
Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	09-23-2016
Citation:	23 CCR 16 2712 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712
Violation Description:	Failure to comply with any of the applicable requirements of the permit issued for the operation of the UST system.
Violation Notes:	Returned to compliance on 01/20/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS

Site ID:	15157
Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	09-09-2014
Citation:	23 CCR 16 2715(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(a)
Violation Description:	Failure to submit statement of UST compliance and/or Designated Operator certification.
Violation Notes:	Returned to compliance on 02/11/2015.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS

Site ID:	15157
Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	11-30-2018
Citation:	23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)
Violation Description:	Failure to comply with one or more of the following overfill prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1,?2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October?1,?2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention equipment. Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment inspection for 36 months.
Violation Notes:	Returned to compliance on 01/03/2019. See supplemental documents left on site.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST

CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS (Continued) **S113084250**

Violation Source: CERS

Site ID: 15157
Site Name: Calif Hwy Patrol/ San Gorgonio Pass
Violation Date: 09-23-2016
Citation: 23 CCR 16 2632(d)(1)(C), 2641(h), 2711(a)(8) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(d)(1)(C), 2641(h), 2711(a)(8)
Violation Description: Failure to submit or update a plot plan.
Violation Notes: Returned to compliance on 01/20/2017.
Violation Division: Riverside County Department of Env Health
Violation Program: UST
Violation Source: CERS

Site ID: 15157
Site Name: Calif Hwy Patrol/ San Gorgonio Pass
Violation Date: 09-23-2016
Citation: 23 CCR 16 2637 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637
Violation Description: Failure to conduct secondary containment testing, or one or more of the following requirements: Perform the test within six months of installation and every 36 months thereafter.Use a procedure that demonstrates the system works as well as at installation.Use applicable manufacturer guidelines, industry codes, engineering standard, or professional engineer approval.Performed by a certified service technician or a licensed tank tester.
Violation Notes: Returned to compliance on 09/23/2016.
Violation Division: Riverside County Department of Env Health
Violation Program: UST
Violation Source: CERS

Site ID: 15157
Site Name: Calif Hwy Patrol/ San Gorgonio Pass
Violation Date: 09-09-2014
Citation: 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)
Violation Description: Failure to maintain on site an approved monitoring plan.
Violation Notes: Returned to compliance on 02/11/2015.
Violation Division: Riverside County Department of Env Health
Violation Program: UST
Violation Source: CERS

Site ID: 15157
Site Name: Calif Hwy Patrol/ San Gorgonio Pass
Violation Date: 11-30-2018
Citation: 23 CCR 16 2715(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)
Violation Description: Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).
Violation Notes: OBSERVATION: A monitoring system certification was conducted on today, November 30th, 2018, approximately two months late. CORRECTIVE ACTION: Owner/operator shall test all leak detection equipment every 12 months. According to the records on file monitoring certifications shall be done on or before the 21st of September of every year. This is a Class 1 violation and an Administrative Enforcement Hearing will

CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS (Continued) **S113084250**

	be scheduled.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS
Site ID:	15157
Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	11-02-2017
Citation:	23 CCR 16 2715(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(i)
Violation Description:	Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).
Violation Notes:	Returned to compliance on 11/02/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS
Site ID:	15157
Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	11-29-2016
Citation:	HSC 6.95 25508.1(a)-(f) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(f)
Violation Description:	Failure to electronically update business plan within 30 days of any one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or business name. A substantial change in the handler's operations that requires modification to any portion of the business plan.
Violation Notes:	Returned to compliance on 03/07/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	15157
Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	11-29-2016
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 03/07/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	15157
Site Name:	Calif Hwy Patrol/ San Gorgonio Pass
Violation Date:	11-29-2016
Citation:	Un-Specified
Violation Description:	Business Plan Program - Operations/Maintenance - General Local Ordinance
Violation Notes:	Not reported
Violation Division:	Riverside County Department of Env Health

CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS (Continued) **S113084250**

Violation Program: HMRRP
Violation Source: CERS

Site ID: 15157
Site Name: Calif Hwy Patrol/ San Gorgonio Pass
Violation Date: 09-23-2016
Citation: 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)
Violation Description: Failure to have a UST Monitoring Plan available on site.
Violation Notes: Returned to compliance on 01/20/2017.
Violation Division: Riverside County Department of Env Health
Violation Program: UST
Violation Source: CERS

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 01-03-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 01-10-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Reviewing submitted overfill prevention equipment inspection (passed).
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 02-01-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-09-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-11-2015
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health

CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS (Continued) **S113084250**

Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-12-2013
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-12-2013
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-12-2013
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-23-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-02-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-29-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HW
Eval Source: CERS

CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS (Continued) **S113084250**

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-29-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-30-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Enforcement Action:
Site ID: 15157
Site Name: Calif Hwy Patrol/ San Gorgonio Pass
Site Address: 195 HIGHLAND SPRINGS AVE
Site City: BEAUMONT
Site Zip: 92223
Enf Action Date: 01-29-2019
Enf Action Type: AEO - Unified Program
Enf Action Description: Administrative Enforcement Order Based on the Unified Program Statute
Enf Action Notes: Not reported
Enf Action Division: Riverside County Department of Env Health
Enf Action Program: UST
Enf Action Source: CERS

Site ID: 15157
Site Name: Calif Hwy Patrol/ San Gorgonio Pass
Site Address: 195 HIGHLAND SPRINGS AVE
Site City: BEAUMONT
Site Zip: 92223
Enf Action Date: 09-09-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Riverside County Department of Env Health
Enf Action Program: UST
Enf Action Source: CERS

Site ID: 15157
Site Name: Calif Hwy Patrol/ San Gorgonio Pass
Site Address: 195 HIGHLAND SPRINGS AVE
Site City: BEAUMONT
Site Zip: 92223
Enf Action Date: 09-11-2015
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Riverside County Department of Env Health
Enf Action Program: UST
Enf Action Source: CERS

CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS (Continued) **S113084250**

Site ID: 15157
Site Name: Calif Hwy Patrol/ San Gorgonio Pass
Site Address: 195 HIGHLAND SPRINGS AVE
Site City: BEAUMONT
Site Zip: 92223
Enf Action Date: 09-12-2013
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Riverside County Department of Env Health
Enf Action Program: HW
Enf Action Source: CERS

Coordinates:
Site ID: 15157
Facility Name: Calif Hwy Patrol/ San Gorgonio Pass
Env Int Type Code: HWG
Program ID: 10320100
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 33.922900
Longitude: -116.947650

Affiliation:
Affiliation Type Desc: Identification Signer
Entity Name: Karen Mejia
Entity Title: ABMA, Facilities Section
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: UST Permit Applicant
Entity Name: Mitchell Smalley
Entity Title: Auto-Tech II
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (951) 769-2000

Affiliation Type Desc: UST Property Owner Name
Entity Name: California Highway Patrol
Entity Title: Not reported
Affiliation Address: P.O. Box 942898
Affiliation City: Sacramento
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 94298
Affiliation Phone: (916) 843-3800

Affiliation Type Desc: Environmental Contact
Entity Name: Karen Mejia

CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS (Continued) **S113084250**

Entity Title:	Not reported
Affiliation Address:	PO Box 942898
Affiliation City:	Sacramento
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	94298-0001
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	Department of California Highway Patrol
Entity Title:	Not reported
Affiliation Address:	PO Box 942898
Affiliation City:	Sacramento
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	94298-0001
Affiliation Phone:	(916) 843-3800
Affiliation Type Desc:	UST Tank Owner
Entity Name:	California Highway Patrol
Entity Title:	Not reported
Affiliation Address:	P. O Box 942898
Affiliation City:	Sacramento
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	94298
Affiliation Phone:	(916) 843-3800
Affiliation Type Desc:	CUPA District
Entity Name:	Riverside Cnty Env Health
Entity Title:	Not reported
Affiliation Address:	4065 County Circle Drive, Room 104
Affiliation City:	Riverside
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92503
Affiliation Phone:	(951) 358-5055
Affiliation Type Desc:	Document Preparer
Entity Name:	Karen Mejia
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	195 Highland Springs Avenue
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92223
Affiliation Phone:	Not reported

CALIFORNIA HIGHWAY PATROL #655 SAN GORGONIO PASS (Continued) **S113084250**

Affiliation Type Desc:	Operator
Entity Name:	Mike Alvarez, Captain #655 San Gorgonio Pass
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(951) 769-2000

Affiliation Type Desc:	Parent Corporation
Entity Name:	Department of California Highway Patrol
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	UST Tank Operator
Entity Name:	California Highway Patrol
Entity Title:	Not reported
Affiliation Address:	195 Highland Springs Ave.
Affiliation City:	Beaumont
Affiliation State:	Ca
Affiliation Country:	United States
Affiliation Zip:	92223
Affiliation Phone:	(951) 769-2000

C19 **CALIF HWY PATROL/ SAN GORGONIO PASS** **UST** **U003765790**
SSE **195 HIGHLAND SPRINGS AVE** **N/A**
< 1/8 **BEAUMONT, CA 92223**
0.114 mi.
603 ft. **Site 9 of 9 in cluster C**

Relative:
Lower

Actual:
2593 ft.

RIVERSIDE CO. UST:

Name:	CALIF HWY PATROL/SAN GORGONIO PASS
Address:	195 HIGHLAND SPRINGS AVE
City,State,Zip:	BEAUMONT, CA 92223
Region:	RIVERSIDE
Total Tanks:	1

UST:

Name:	CALIF HWY PATROL/ SAN GORGONIO PASS
Address:	195 HIGHLAND SPRINGS AVE
City,State,Zip:	BEAUMONT, CA 92223
Facility ID:	106812
Permitting Agency:	Riverside County Department of Environmental Health
Latitude:	33.9229
Longitude:	-116.94765

Name:	CALIFORNIA HIGHWAY PATROL
Address:	195 HIGHLAND SPRINGS AVE
City,State,Zip:	BEAUMONT, CA 92223
Facility ID:	135

CALIF HWY PATROL/ SAN GORGONIO PASS (Continued) **U003765790**

Permitting Agency: RIVERSIDE COUNTY
Latitude: 33.924254
Longitude: -116.946296

D20 **LOMA LINDA UNIVERSITY HIGHLAND SPRINGS MEDICAL PLA** **RCRA NonGen / NLR** **1024840413**
SSE **81 HIGHLAND SPRINGS AVE** **CAL000389114**
1/8-1/4 **BEAUMONT, CA 92223**
0.139 mi.
734 ft. **Site 1 of 13 in cluster D**

Relative:
Lower

Actual:
2592 ft.

RCRA NonGen / NLR:
Date form received by agency: 2013-08-29 00:00:00.0
Facility name: LOMA LINDA UNIVERSITY HIGHLAND SPRINGS MEDICAL PLAZA
Facility address: 81 HIGHLAND SPRINGS AVE
BEAUMONT, CA 92223-3170
EPA ID: CAL000389114
Mailing address: 101 E REDLANDS BLVD STE 1500
SAN BERNARDINO, CA 92408-3710
Contact: MIHRAY SHARIP
Contact address: ENVIRONMENTAL HEALTH & SAFETY 101 E. REDLANDS BLVD
SAN BERNARDINO, CA 92408
Contact country: Not reported
Contact telephone: 909-651-4018
Contact email: MSHARIP@LLU.EDU
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: LOMA LINDA UNIVERSITY MEDICAL CENTE
Owner/operator address: 11234 ANDERSON ST
LOMA LINDA, CA 92354
Owner/operator country: Not reported
Owner/operator telephone: 909-651-4019
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: MIHRAY SHARIP
Owner/operator address: ENVIRONMENTAL HEALTH & SAFETY 101 E. REDLANDS BLVD
SAN BERNARDINO, CA 92408
Owner/operator country: Not reported
Owner/operator telephone: 909-651-4018
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No

LOMA LINDA UNIVERSITY HIGHLAND SPRINGS MEDICAL PLAZA (Continued) **1024840413**

Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

E21 **EXPRESS LUBE AND CAR WASH** **CERS HAZ WASTE** **S113136617**
SSW **1560 E 6TH ST** **CERS TANKS** **N/A**
1/8-1/4 **BEAUMONT, CA 92223** **CERS**
0.149 mi.
786 ft. **Site 1 of 9 in cluster E**

Relative: **Lower**

Actual: **2597 ft.**

CERS HAZ WASTE:

Name:	EXPRESS LUBE AND CAR WASH
Address:	1560 E 6TH ST
City,State,Zip:	BEAUMONT, CA 92223
Site ID:	115399
CERS ID:	10326589
CERS Description:	Hazardous Waste Generator

CERS TANKS:

Name:	EXPRESS LUBE AND CAR WASH
Address:	1560 E 6TH ST
City,State,Zip:	BEAUMONT, CA 92223
Site ID:	115399
CERS ID:	10326589
CERS Description:	Aboveground Petroleum Storage

CERS:

Name:	EXPRESS LUBE AND CAR WASH
Address:	1560 E 6TH ST
City,State,Zip:	BEAUMONT, CA 92223
Site ID:	115399
CERS ID:	10326589
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	115399
Site Name:	Express Lube and Car Wash
Violation Date:	08-13-2014
Citation:	HSC 6.67 25270.6(b) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.6(b)
Violation Description:	Failure to pay the APSA Program fee.
Violation Notes:	Returned to compliance on 10/08/2014.
Violation Division:	Riverside County Department of Env Health
Violation Program:	APSA
Violation Source:	CERS

EXPRESS LUBE AND CAR WASH (Continued) **S113136617**

Site ID: 115399
Site Name: Express Lube and Car Wash
Violation Date: 08-13-2014
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 10/08/2014.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 115399
Site Name: Express Lube and Car Wash
Violation Date: 05-25-2018
Citation: HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description: Failure to promptly correct visible discharges and promptly remove any accumulations of oil in diked areas.
Violation Notes: Returned to compliance on 05/25/2018.
Violation Division: Riverside County Department of Env Health
Violation Program: APSA
Violation Source: CERS

Site ID: 115399
Site Name: Express Lube and Car Wash
Violation Date: 08-13-2014
Citation: 40 CFR 1 265.172 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.172
Violation Description: Failure to accumulate or store hazardous waste in a lined/compatible container.
Violation Notes: Returned to compliance on 10/08/2014.
Violation Division: Riverside County Department of Env Health
Violation Program: HW
Violation Source: CERS

Site ID: 115399
Site Name: Express Lube and Car Wash
Violation Date: 08-13-2014
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.
Violation Notes: Returned to compliance on 10/08/2014.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 115399
Site Name: Express Lube and Car Wash
Violation Date: 08-13-2014
Citation: HSC 6.95 25508(d) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(d)
Violation Description: Failure to complete and/or electronically submit a business plan when storing/handling a hazardous material at or above reportable

EXPRESS LUBE AND CAR WASH (Continued) **S113136617**

quantities.
Violation Notes: Returned to compliance on 10/08/2014.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 115399
Site Name: Express Lube and Car Wash
Violation Date: 08-13-2014
Citation: HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description: Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes: Returned to compliance on 10/08/2014.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 115399
Site Name: Express Lube and Car Wash
Violation Date: 08-13-2014
Citation: 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description: Failure to properly label hazardous waste accumulation containers with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes: Returned to compliance on 10/08/2014.
Violation Division: Riverside County Department of Env Health
Violation Program: HW
Violation Source: CERS

Site ID: 115399
Site Name: Express Lube and Car Wash
Violation Date: 08-13-2014
Citation: HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description: Failure to prepare and implement a Spill Prevention Control and Countermeasure (SPCC) Plan .
Violation Notes: Returned to compliance on 10/08/2014.
Violation Division: Riverside County Department of Env Health
Violation Program: APSA
Violation Source: CERS

Site ID: 115399
Site Name: Express Lube and Car Wash
Violation Date: 08-13-2014
Citation: HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description: Failure to discuss conformance with SPCC requirements within the SPCC plan.
Violation Notes: Returned to compliance on 10/08/2014.
Violation Division: Riverside County Department of Env Health
Violation Program: APSA
Violation Source: CERS

EXPRESS LUBE AND CAR WASH (Continued) **S113136617**

Site ID:	115399
Site Name:	Express Lube and Car Wash
Violation Date:	07-05-2017
Citation:	HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description:	Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes:	Returned to compliance on 11/09/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	115399
Site Name:	Express Lube and Car Wash
Violation Date:	08-09-2017
Citation:	HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description:	Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes:	Returned to compliance on 08/28/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	115399
Site Name:	Express Lube and Car Wash
Violation Date:	05-25-2018
Citation:	Un-Specified
Violation Description:	Business Plan Program - Operations/Maintenance - General Local Ordinance
Violation Notes:	Returned to compliance on 06/21/2018. OBSERVATION: Observed Nitrogen and Compressed Air tanks freestanding. CORRECTIVE ACTION: Owner/operator shall store all hazardous materials in a manner which will prevent unauthorized fire, explosion, or release. Securing tanks by use of a cart, strapping to adjacent wall, or through similar means would be acceptable.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	115399
Site Name:	Express Lube and Car Wash
Violation Date:	08-13-2014
Citation:	HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description:	Business Plan Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 10/08/2014. [LOCAL ORDINANCE VIOLATION 104B] Emergency phone numbers have been posted appropriately.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	115399
Site Name:	Express Lube and Car Wash
Violation Date:	08-13-2014

EXPRESS LUBE AND CAR WASH (Continued) **S113136617**

Citation:	HSC 6.67 25270.6(a)(2) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.6(a)(2)
Violation Description:	Failure to submit a Tank Facility Statement or Business Plan.
Violation Notes:	Returned to compliance on 10/08/2014.
Violation Division:	Riverside County Department of Env Health
Violation Program:	APSA
Violation Source:	CERS
Site ID:	115399
Site Name:	Express Lube and Car Wash
Violation Date:	08-13-2014
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit a site map with all required content.
Violation Notes:	Returned to compliance on 10/08/2014.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	115399
Site Name:	Express Lube and Car Wash
Violation Date:	08-13-2014
Citation:	HSC 6.11 25404.1 - California Health and Safety Code, Chapter 6.11, Section(s) 25404.1
Violation Description:	Failure to maintain a valid permit.
Violation Notes:	Returned to compliance on 10/08/2014.
Violation Division:	Riverside County Department of Env Health
Violation Program:	APSA
Violation Source:	CERS
Site ID:	115399
Site Name:	Express Lube and Car Wash
Violation Date:	08-13-2014
Citation:	HSC 6.67 Multiple - California Health and Safety Code, Chapter 6.67, Section(s) Multiple
Violation Description:	APSA Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 10/08/2014.
Violation Division:	Riverside County Department of Env Health
Violation Program:	APSA
Violation Source:	CERS
Site ID:	115399
Site Name:	Express Lube and Car Wash
Violation Date:	08-13-2014
Citation:	HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description:	Failure to annually review and electronically certify that the business plan is complete, accurate, and up-to-date.
Violation Notes:	Returned to compliance on 10/08/2014.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	115399
Site Name:	Express Lube and Car Wash
Violation Date:	08-13-2014

EXPRESS LUBE AND CAR WASH (Continued) **S113136617**

Citation:	19 CCR 6.95 25508(a)(1) - California Code of Regulations, Title 19, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page.
Violation Notes:	Returned to compliance on 10/08/2014.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	115399
Site Name:	Express Lube and Car Wash
Violation Date:	05-25-2018
Citation:	22 CCR 15 66265.31 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.31
Violation Description:	Failure to maintain and operate the facility to minimize the possibility of a fire, explosion, or any unplanned sudden or non-sudden release of hazardous waste or hazardous waste constituents to air, soil, or surface water which could threaten human health or the environment.
Violation Notes:	Returned to compliance on 05/25/2018.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HW
Violation Source:	CERS
Site ID:	115399
Site Name:	Express Lube and Car Wash
Violation Date:	08-13-2014
Citation:	40 CFR 1 265.31 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.31
Violation Description:	Failure to maintain and operate the facility to minimize the possibility of a fire, explosion, or any unplanned sudden or non-sudden release of hazardous waste or hazardous waste constituents to the air, soil, or surface water which could threaten human health or the environment..
Violation Notes:	Returned to compliance on 10/08/2014.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HW
Violation Source:	CERS

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-25-2018
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Riverside County Department of Env Health
Eval Program:	APSA
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-25-2018
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Riverside County Department of Env Health
Eval Program:	HMRRP
Eval Source:	CERS

EXPRESS LUBE AND CAR WASH (Continued) **S113136617**

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-25-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 07-05-2017
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 08-09-2017
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-13-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: APSA
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-13-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-13-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-08-2014
Violations Found: No

EXPRESS LUBE AND CAR WASH (Continued) **S113136617**

Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: APSA
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-08-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-08-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HW
Eval Source: CERS

Enforcement Action:
Site ID: 115399
Site Name: Express Lube and Car Wash
Site Address: 1560 E 6TH ST
Site City: BEAUMONT
Site Zip: 92223
Enf Action Date: 08-13-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Riverside County Department of Env Health
Enf Action Program: APSA
Enf Action Source: CERS

Site ID: 115399
Site Name: Express Lube and Car Wash
Site Address: 1560 E 6TH ST
Site City: BEAUMONT
Site Zip: 92223
Enf Action Date: 08-13-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Riverside County Department of Env Health
Enf Action Program: HMRRP
Enf Action Source: CERS

Site ID: 115399
Site Name: Express Lube and Car Wash
Site Address: 1560 E 6TH ST
Site City: BEAUMONT
Site Zip: 92223
Enf Action Date: 08-13-2014

EXPRESS LUBE AND CAR WASH (Continued) **S113136617**

Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Riverside County Department of Env Health
Enf Action Program: HW
Enf Action Source: CERS

Coordinates:
Site ID: 115399
Facility Name: Express Lube and Car Wash
Env Int Type Code: HWG
Program ID: 10326589
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 33.929870
Longitude: -116.948920

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Riverside Cnty Env Health
Entity Title: Not reported
Affiliation Address: 4065 County Circle Drive, Room 104
Affiliation City: Riverside
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92503
Affiliation Phone: (951) 358-5055

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 1560 E 6th St
Affiliation City: Beaumont
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92223
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: Sanjay Aggarwal
Entity Title: Owner
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: EXPRESS LUBES US INC
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

EXPRESS LUBE AND CAR WASH (Continued) **S113136617**

Affiliation Phone:	(951) 922-8900
Affiliation Type Desc:	Document Preparer
Entity Name:	SANJAY AGGARWAL
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Parent Corporation
Entity Name:	Express Lube and Car Wash
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Environmental Contact
Entity Name:	MARSHALL HENSON
Entity Title:	Not reported
Affiliation Address:	1560 E 6TH STREET
Affiliation City:	BEAUMONT
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92223
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	Sanjay Aggarwal
Entity Title:	Not reported
Affiliation Address:	1560 E 6TH ST
Affiliation City:	BEAUMONT
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92223
Affiliation Phone:	(951) 756-5457

E22 **EXPRESS LUBE US INC** **RCRA NonGen / NLR** **1024822919**
SSW **1560 E 6TH ST** **CAL000342194**
1/8-1/4 **BEAUMONT, CA 92223**
0.149 mi.
786 ft. **Site 2 of 9 in cluster E**

Relative:
Lower

Actual:
2597 ft.

RCRA NonGen / NLR:

Date form received by agency:	2009-04-13 00:00:00.0
Facility name:	EXPRESS LUBE US INC
Facility address:	1560 E 6TH ST BEAUMONT, CA 92223-2508
EPA ID:	CAL000342194
Contact:	SANJAY AGGARWAL
Contact address:	1560 E 6TH STREET BEAUMONT, CA 92223

EXPRESS LUBE US INC (Continued) **1024822919**

Contact country: Not reported
Contact telephone: 951-922-8900
Contact email: SANJAY3580@SBCGLOBAL.NET
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: EXPRESS LUBE US INC
Owner/operator address: 1560E 6TH STREET
BEAUMONT, CA 92333
Owner/operator country: Not reported
Owner/operator telephone: 951-756-5457
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: SANJAY AGGARWAL
Owner/operator address: 1560 E 6TH STREET
BEAUMONT, CA 92223
Owner/operator country: Not reported
Owner/operator telephone: 951-922-8900
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

E23 **EXPRESS LUBE AND CAR WASH** **AST** **A100419835**
SSW **1560 E 6TH ST** **N/A**
1/8-1/4 **BEAUMONT, CA 92223**
0.149 mi.
786 ft. **Site 3 of 9 in cluster E**

Relative:
Lower

Actual:
2597 ft.

AST:

Name:	EXPRESS LUBE AND CAR WASH
Address:	1560 E 6TH ST
City/Zip:	BEAUMONT,92223
Certified Unified Program Agencies:	Not reported
Owner:	Sanjay Aggarwal
Total Gallons:	Not reported
CERSID:	10326589
Facility ID:	Not reported
Business Name:	Express Lube and Car Wash
Phone:	9517565457
Fax:	Not reported
Mailing Address:	1560 E 6th St
Mailing Address City:	Beaumont
Mailing Address State:	CA
Mailing Address Zip Code:	92223
Operator Name:	Sanjay Aggarwal
Operator Phone:	9519228900
Owner Phone:	9517565457
Owner Mail Address:	1560 E 6th St
Owner State:	Not reported
Owner Zip Code:	Not reported
Owner Country:	United States
Property Owner Name:	Not reported
Property Owner Phone:	Not reported
Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	CAL000342194

D24 **BEAUMONT GAS MART** **CERS HAZ WASTE** **S113141654**
South **1696 E 6TH ST** **CERS TANKS** **N/A**
1/8-1/4 **BEAUMONT, CA 92223** **HAZNET**
0.152 mi. **CERS**
804 ft. **Site 2 of 13 in cluster D**

Relative:
Lower

Actual:
2592 ft.

CERS HAZ WASTE:

Name:	BEAUMONT GAS MART
Address:	1696 E 6TH ST
City,State,Zip:	BEAUMONT, CA 92223
Site ID:	11450
CERS ID:	10316767
CERS Description:	Hazardous Waste Generator

CERS TANKS:

Name:	BEAUMONT GAS MART
Address:	1696 E 6TH ST
City,State,Zip:	BEAUMONT, CA 92223
Site ID:	11450
CERS ID:	10316767
CERS Description:	Underground Storage Tank

BEAUMONT GAS MART (Continued) **S113141654**

HAZNET:

Name:	BEAUMONT GAS MART
Address:	1696 E 6TH ST
City,State,Zip:	BEAUMONT, CA 92223
Year:	2017
GEPAID:	CAL000304746
Contact:	SUNIL PATEL MANAGER
Telephone:	9518455221
Mailing Name:	Not reported
Mailing Address:	1696 EAST 6TH ST
Mailing City,St,Zip:	BEAUMONT, CA 922232510
Gen County:	Riverside
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Tons:	0.252
CA Waste Code:	135-Unspecified aqueous solution
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Riverside

Name:	BEAUMONT GAS MART
Address:	1696 E 6TH ST
City,State,Zip:	BEAUMONT, CA 92223
Year:	2017
GEPAID:	CAL000304746
Contact:	SUNIL PATEL MANAGER
Telephone:	9518455221
Mailing Name:	Not reported
Mailing Address:	1696 EAST 6TH ST
Mailing City,St,Zip:	BEAUMONT, CA 922232510
Gen County:	Riverside
TSD EPA ID:	CAD982444481
TSD County:	San Bernardino
Tons:	0.22935
CA Waste Code:	223-Unspecified oil-containing waste
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Riverside

Name:	BEAUMONT GAS MART
Address:	1696 E 6TH ST
City,State,Zip:	BEAUMONT, CA 92223
Year:	2011
GEPAID:	CAL000304746
Contact:	MIKE PATEL MANAGER
Telephone:	9518455221
Mailing Name:	Not reported
Mailing Address:	1696 EAST 6TH ST
Mailing City,St,Zip:	BEAUMONT, CA 922232510
Gen County:	Riverside
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Tons:	1.14675
CA Waste Code:	241-Tank bottom waste
Method:	H135-Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Facility County:	Riverside

BEAUMONT GAS MART (Continued) **S113141654**

Name:	BEAUMONT GAS MART
Address:	1696 E 6TH ST
City,State,Zip:	BEAUMONT, CA 92223
Year:	2009
GEPAID:	CAL000304746
Contact:	MIKE PATEL MANAGER
Telephone:	9518455221
Mailing Name:	Not reported
Mailing Address:	1696 EAST 6TH ST
Mailing City,St,Zip:	BEAUMONT, CA 922232510
Gen County:	Riverside
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Tons:	0.22935
CA Waste Code:	241-Tank bottom waste
Method:	H135-Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Facility County:	Riverside

Name:	BEAUMONT GAS MART
Address:	1696 E 6TH ST
City,State,Zip:	BEAUMONT, CA 92223
Year:	2008
GEPAID:	CAL000304746
Contact:	MIKE PATEL MANAGER
Telephone:	9518455221
Mailing Name:	Not reported
Mailing Address:	1696 EAST 6TH ST
Mailing City,St,Zip:	BEAUMONT, CA 922232510
Gen County:	Riverside
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Tons:	0.125
CA Waste Code:	352-Other organic solids
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Riverside

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

CERS:

Name:	BEAUMONT GAS MART
Address:	1696 E 6TH ST
City,State,Zip:	BEAUMONT, CA 92223
Site ID:	11450
CERS ID:	10316767
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	11450
Site Name:	Beaumont Gas Mart
Violation Date:	03-27-2019
Citation:	23 CCR 16 2641(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(a)
Violation Description:	Failure of leak detection equipment to be located such that equipment is capable of detecting a leak at the earliest possible opportunity.

BEAUMONT GAS MART (Continued) **S113141654**

Violation Notes:	Returned to compliance on 04/19/2019. Observed 208 sensor at 87 slave fill sump to not be secured/bracketed properly upright. Sensor was at a tilted angle roughly 50 degrees due to the way the bent metal hanging element was attached to sump piping. Sump was dry and sensor was functional when tested. Spoke to lead J. Gates at time of inspection regarding violation category. Facility shall provide the sensor maintained upright to ensure sensor functions properly in the event of a release. All other sensors had tube fittings to ensure sensors were maintained upright at the proper location. Modification was requested. Owner/operator shall provide work order.
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS
Site ID:	11450
Site Name:	Beaumont Gas Mart
Violation Date:	04-05-2019
Citation:	23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)
Violation Description:	Failure to comply with one or more of the following overfill prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1,?2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October?1,?2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention equipment. Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment inspection for 36 months.
Violation Notes:	Not reported
Violation Division:	Riverside County Department of Env Health
Violation Program:	UST
Violation Source:	CERS
Site ID:	11450
Site Name:	Beaumont Gas Mart
Violation Date:	03-27-2019
Citation:	23 CCR 16 2715(c)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(c)(2)
Violation Description:	Failure to have at least one facility employee present during operating hours that has been trained in the proper operation and maintenance of the UST system by a designated operator (DO).
Violation Notes:	Returned to compliance on 04/19/2019.

BEAUMONT GAS MART (Continued) **S113141654**

Violation Division: Riverside County Department of Env Health
Violation Program: UST
Violation Source: CERS

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 03-10-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Delivered NOV
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-10-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Wrote NOV for leak
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-22-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-22-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-22-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-23-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST

BEAUMONT GAS MART (Continued) **S113141654**

Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-26-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-26-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-26-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-27-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-28-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 04-05-2019
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection

BEAUMONT GAS MART (Continued) **S113141654**

Eval Date: 04-09-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-09-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-09-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-03-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: UST
Eval Source: CERS

Coordinates:
Site ID: 11450
Facility Name: Beaumont Gas Mart
Env Int Type Code: HWG
Program ID: 10316767
Coord Name: Not reported
Ref Point Type Desc: Unknown
Latitude: 33.929726
Longitude: -116.947250

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Riverside Cnty Env Health
Entity Title: Not reported
Affiliation Address: 4065 County Circle Drive, Room 104
Affiliation City: Riverside
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92503
Affiliation Phone: (951) 358-5055

BEAUMONT GAS MART (Continued) **S113141654**

Affiliation Type Desc:	Document Preparer
Entity Name:	Patrick Kanchy
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1696 E 6th St
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92223
Affiliation Phone:	Not reported

Affiliation Type Desc:	Operator
Entity Name:	SUNIL PATEL
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(909) 709-2876

Affiliation Type Desc:	UST Tank Operator
Entity Name:	Andy Patel
Entity Title:	Not reported
Affiliation Address:	1696 E. 6th Street
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92223
Affiliation Phone:	(951) 845-5221

Affiliation Type Desc:	Legal Owner
Entity Name:	Jasmine Holdings, Inc
Entity Title:	Not reported
Affiliation Address:	1696 E 6th St
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92223
Affiliation Phone:	(909) 709-2876

Affiliation Type Desc:	UST Permit Applicant
Entity Name:	Sunil Patel
Entity Title:	Partner
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported

BEAUMONT GAS MART (Continued) **S113141654**

Affiliation Zip:	Not reported
Affiliation Phone:	(909) 709-2876
Affiliation Type Desc:	UST Tank Owner
Entity Name:	SUNIL PATEL
Entity Title:	Not reported
Affiliation Address:	1696 E. 6th Street
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92223
Affiliation Phone:	(909) 709-2876
Affiliation Type Desc:	Environmental Contact
Entity Name:	Patel Sunil
Entity Title:	Not reported
Affiliation Address:	1696 E 6th St
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92223
Affiliation Phone:	Not reported
Affiliation Type Desc:	UST Property Owner Name
Entity Name:	sunil patel
Entity Title:	Not reported
Affiliation Address:	1696 E. 6th Street
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92223
Affiliation Phone:	(909) 709-2876
Affiliation Type Desc:	Identification Signer
Entity Name:	SUNIL PATEL
Entity Title:	PARTNER
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Parent Corporation
Entity Name:	Beaumont Gas Mart
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

D25 **ARCO #5463** **LUST** **S105022735**
South **1696 6TH ST** **HIST CORTESE** **N/A**
1/8-1/4 **BEAUMONT, CA 92223**
0.152 mi.
804 ft. **Site 3 of 13 in cluster D**

Relative: **Lower**

Actual: **2592 ft.**

LUST REG 8:

Name:	ARCO #5463
Address:	1696 6TH ST
City:	BEAUMONT
Region:	8
County:	Riverside
Regional Board:	Santa Ana Region
Facility Status:	Case Closed
Case Number:	083302431T
Local Case Num:	Not reported
Case Type:	Soil only
Substance:	Gasoline
Qty Leaked:	Not reported
Abate Method:	Excavate and Treat - remove contaminated soil and treat (includes spreading or land farming)
Cross Street:	HIGHLAND SPRINGS
Enf Type:	Not reported
Funding:	Not reported
How Discovered:	Tank Closure
How Stopped:	Not reported
Leak Cause:	UNK
Leak Source:	Tank
Global ID:	T0606500368
How Stopped Date:	Not reported
Enter Date:	4/13/1994
Date Confirmation of Leak Began:	Not reported
Date Preliminary Assessment Began:	Not reported
Discover Date:	Not reported
Enforcement Date:	Not reported
Close Date:	9/7/1994
Date Prelim Assessment Workplan Submitted:	Not reported
Date Pollution Characterization Began:	Not reported
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	Not reported
Date Post Remedial Action Monitoring:	Not reported
Enter Date:	4/13/1994
GW Qualifies:	Not reported
Soil Qualifies:	Not reported
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.9517257
Longitude:	-116.970595
MTBE Date:	Not reported
Max MTBE GW:	Not reported
MTBE Concentration:	0
Max MTBE Soil:	Not reported
MTBE Fuel:	1
MTBE Tested:	Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.
MTBE Class:	*
Staff:	VJJ
Staff Initials:	UNK

ARCO #5463 (Continued) **S105022735**

Lead Agency:	Local Agency
Local Agency:	33000L
Hydr Basin #:	UPPER SANTA ANA VALL
Beneficial:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Work Suspended:	Not reported
Summary:	Not reported

LUST:

Name:	ARCO #5463
Address:	1696 SIXTH ST
City,State,Zip:	BEAUMONT, CA 92223
Lead Agency:	RIVERSIDE COUNTY LOP
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606500368
Global Id:	T0606500368
Latitude:	33.9297949454426
Longitude:	-116.947478381605
Status:	Completed - Case Closed
Status Date:	09/07/1994
Case Worker:	RIV
RB Case Number:	083302431T
Local Agency:	RIVERSIDE COUNTY LOP
File Location:	Local Agency Warehouse
Local Case Number:	94069
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0606500368
Contact Type:	Local Agency Caseworker
Contact Name:	Riverside County LOP
Organization Name:	RIVERSIDE COUNTY LOP
Address:	3880 LEMON ST SUITE 200
City:	RIVERSIDE
Email:	Not reported
Phone Number:	9519558980

Global Id:	T0606500368
Contact Type:	Regional Board Caseworker
Contact Name:	VALERIE JAHN-BULL
Organization Name:	SANTA ANA RWQCB (REGION 8)
Address:	3737 MAIN STREET, SUITE 500
City:	RIVERSIDE
Email:	valerie.jahn-bull@waterboards.ca.gov
Phone Number:	9517824903

LUST:

Global Id:	T0606500368
Action Type:	ENFORCEMENT
Date:	12/14/2008
Action:	Other Report - #UST Sample Analytical Report 1/21/2005

Global Id:	T0606500368
Action Type:	Other

ARCO #5463 (Continued) **S105022735**

Date: 01/27/1994
Action: Leak Reported

Global Id: T0606500368
Action Type: ENFORCEMENT
Date: 12/15/2008
Action: Closure/No Further Action Letter - #Site Closure

Global Id: T0606500368
Action Type: ENFORCEMENT
Date: 12/14/2008
Action: File review - #RCDEH Upload Site File 8/7/2015

Global Id: T0606500368
Action Type: ENFORCEMENT
Date: 12/14/2008
Action: Other Report - #UST Sample Analytical Report 11/30/2015

LUST:
Global Id: T0606500368
Status: Open - Case Begin Date
Status Date: 01/27/1994

Global Id: T0606500368
Status: Completed - Case Closed
Status Date: 09/07/1994

HIST CORTESE:
edr_fname: ARCO #5463
edr_fadd1: 1696 06TH
City,State,Zip: BEAUMONT, CA
Region: CORTESE
Facility County Code: 33
Reg By: LTNKA
Reg Id: 083302431T

D26 **ARCO PRODUCTS COMPANY** **HIST UST** **S113034160**
South **1696 E 6TH ST** **HAZNET** **N/A**
1/8-1/4 **BEAUMONT, CA 92223**
0.152 mi.
804 ft. **Site 4 of 13 in cluster D**

Relative: **Lower**
Actual: **2592 ft.**

HIST UST:
Name: TRAILSIDE GENERAL STORE
Address: 1696 EAST 6TH STREET
City,State,Zip: BEAUMONT, CA 92223
File Number: 0001FB1F
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0001FB1F.pdf
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported

ARCO PRODUCTS COMPANY (Continued) **S113034160**

Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

HAZNET:

Name:	ARCO PRODUCTS COMPANY
Address:	1696 E 6TH ST
City,State,Zip:	BEAUMONT, CA 922230000
Year:	2000
GEPAID:	CAL000032639
Contact:	CARLOS RODRIGUEZ/ENV COMPL ADM
Telephone:	7146705402
Mailing Name:	Not reported
Mailing Address:	PO BOX 6038
Mailing City,St,Zip:	ARTESIA, CA 907026038
Gen County:	Riverside
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	0.336
CA Waste Code:	134-Aqueous solution with total organic residues less than 10 percent
Method:	R01-Recycler
Facility County:	Riverside

Name:	ARCO PRODUCTS COMPANY
Address:	1696 E 6TH ST
City,State,Zip:	BEAUMONT, CA 922230000
Year:	1996
GEPAID:	CAL000032639
Contact:	CARLOS RODRIGUEZ/ENV COMPL ADM
Telephone:	7146705402
Mailing Name:	Not reported
Mailing Address:	PO BOX 6038
Mailing City,St,Zip:	ARTESIA, CA 907026038
Gen County:	Riverside
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	0.189
CA Waste Code:	134-Aqueous solution with total organic residues less than 10 percent
Method:	R01-Recycler
Facility County:	Riverside

Name:	ARCO PRODUCTS COMPANY
Address:	1696 E 6TH ST
City,State,Zip:	BEAUMONT, CA 922230000
Year:	1995
GEPAID:	CAL000032639
Contact:	CARLOS RODRIGUEZ/ENV COMPL ADM

ARCO PRODUCTS COMPANY (Continued) **S113034160**

Telephone:	7146705402
Mailing Name:	Not reported
Mailing Address:	PO BOX 6038
Mailing City,St,Zip:	ARTESIA, CA 907026038
Gen County:	Riverside
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	0.084
CA Waste Code:	134-Aqueous solution with total organic residues less than 10 percent
Method:	R01-Recycler
Facility County:	Riverside

Name:	ARCO PRODUCTS COMPANY
Address:	1696 E 6TH ST
City,State,Zip:	BEAUMONT, CA 922230000
Year:	1993
GEPAID:	CAL000032639
Contact:	CARLOS RODRIGUEZ/ENV COMPL ADM
Telephone:	7146705402
Mailing Name:	Not reported
Mailing Address:	PO BOX 6038
Mailing City,St,Zip:	ARTESIA, CA 907026038
Gen County:	Riverside
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	0.0417
CA Waste Code:	213-Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Method:	R01-Recycler
Facility County:	Riverside

D27 **PRESTIGE STATIONS INC NO 5193** **RCRA NonGen / NLR** **1004677828**
South **1696 E 6TH ST** **FINDS** **CAR000101980**
1/8-1/4 **BEAUMONT, CA 92223** **ECHO**
0.152 mi.
804 ft. **Site 5 of 13 in cluster D**

Relative:
Lower

Actual:
2592 ft.

RCRA NonGen / NLR:

Date form received by agency:	2002-07-19 00:00:00.0
Facility name:	PRESTIGE STATIONS INC NO 5193
Facility address:	1696 E 6TH ST BEAUMONT, CA 92223
EPA ID:	CAR000101980
Mailing address:	P O BOX 6038 ARTESIA, CA 90702-6038
Contact:	SHARON ZUNIGA
Contact address:	25422 TRABUCO RD NO 105 LAKE FOREST, CA 92630-2797
Contact country:	US
Contact telephone:	949-450-1010
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	ARCO PRODUCTS COMPANY
Owner/operator address:	P O BOX 6038

PRESTIGE STATIONS INC NO 5193 (Continued) **1004677828**

ARTESIA, CA 90702
Owner/operator country: Not reported
Owner/operator telephone: 714-670-5402
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:

. Waste code: D000
. Waste name: Not Defined

. Waste code: D018
. Waste name: BENZENE

Violation Status: No violations found

FINDS:

Registry ID: 110057121564

Environmental Interest/Information System
STATE MASTER

Registry ID: 110012189808

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

PRESTIGE STATIONS INC NO 5193 (Continued) **1004677828**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1004677828
Registry ID: 110012189808
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110012189808

D28 South 1/8-1/4 0.152 mi. 804 ft. **TRAILSIDE GENERAL STORE** **HIST UST** **U001573594**
1696 E 6TH ST **N/A**
BEAUMONT, CA 92223
Site 6 of 13 in cluster D

Relative: Lower
Actual: 2592 ft.

HIST UST:
Name: TRAILSIDE GENERAL STORE
Address: 1696 E 6TH ST
City,State,Zip: BEAUMONT, CA 92223
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000067775
Facility Type: Other
Other Type: CONVENIENCE STORE
Contact Name: Not reported
Telephone: 7148456590
Owner Name: WYOMING ALASKA LEASING COMPANY
Owner Address: 506 SOUTH MAIN
Owner City,St,Zip: BOUNTIFUL, UT 84010
Total Tanks: 0004

Tank Num: 001
Container Num: 1
Year Installed: 1976
Tank Capacity: 00012000
Tank Used for: WASTE
Type of Fuel: 1
Container Construction Thickness: X
Leak Detection: Visual, Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1976
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1976
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported

TRAILSIDE GENERAL STORE (Continued) **U001573594**

Leak Detection:	Visual, Stock Inventor
Tank Num:	004
Container Num:	4
Year Installed:	1976
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

D29 **ARCO AM/PM MINI MARKET** **SWEEPS UST** **S106922788**
South **1696 E SIXTH ST** **N/A**
1/8-1/4 **BEAUMONT, CA 92223**
0.152 mi.
804 ft. **Site 7 of 13 in cluster D**

Relative: SWEEPS UST:
Lower

Actual:
2592 ft.

Name:	ARCO AM/PM MINI MARKET
Address:	1696 E SIXTH ST
City:	BEAUMONT
Status:	Active
Comp Number:	67775
Number:	1
Board Of Equalization:	44-000506
Referral Date:	05-13-93
Action Date:	05-13-93
Created Date:	02-29-88
Owner Tank Id:	001054
SWRCB Tank Id:	33-000-067775-000001
Tank Status:	A
Capacity:	10000
Active Date:	05-13-93
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	4
Name:	ARCO AM/PM MINI MARKET
Address:	1696 E SIXTH ST
City:	BEAUMONT
Status:	Active
Comp Number:	67775
Number:	1
Board Of Equalization:	44-000506
Referral Date:	05-13-93
Action Date:	05-13-93
Created Date:	02-29-88
Owner Tank Id:	001054
SWRCB Tank Id:	33-000-067775-000002
Tank Status:	A
Capacity:	10000
Active Date:	05-13-93
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

ARCO AM/PM MINI MARKET (Continued) **S106922788**

Name:	ARCO AM/PM MINI MARKET
Address:	1696 E SIXTH ST
City:	BEAUMONT
Status:	Active
Comp Number:	67775
Number:	1
Board Of Equalization:	44-000506
Referral Date:	05-13-93
Action Date:	05-13-93
Created Date:	02-29-88
Owner Tank Id:	001054
SWRCB Tank Id:	33-000-067775-000004
Tank Status:	A
Capacity:	6000
Active Date:	05-13-93
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Name:	ARCO AM/PM MINI MARKET
Address:	1696 E SIXTH ST
City:	BEAUMONT
Status:	Active
Comp Number:	67775
Number:	1
Board Of Equalization:	44-000506
Referral Date:	05-13-93
Action Date:	05-13-93
Created Date:	02-29-88
Owner Tank Id:	001054
SWRCB Tank Id:	33-000-067775-000005
Tank Status:	A
Capacity:	12000
Active Date:	05-13-93
Tank Use:	M.V. FUEL
STG:	P
Content:	PRM UNLEADED
Number Of Tanks:	Not reported

D30 **ARCO #5463** **LUST S104970820**
South **1696 SIXTH ST** **CERS N/A**
1/8-1/4 **BEAUMONT, CA 92223**
0.152 mi.
804 ft. **Site 8 of 13 in cluster D**

Relative: RIVERSIDE CO. LUST:
Lower

Name:	ARCO #5463
Address:	1696 SIXTH ST
City,State,Zip:	BEAUMONT, CA
Region:	RIVERSIDE
Facility ID:	94069
Employee:	Brown
Site Closed:	Yes
Case Type:	Undefined
Facility Status:	closed/action completed
Casetype Decode:	Undefined
Fstatus Decode:	Closed/Action completed

Actual:
2592 ft.

ARCO #5463 (Continued) **S104970820**

CERS:
Name: ARCO #5463
Address: 1696 SIXTH ST
City,State,Zip: BEAUMONT, CA 92223
Site ID: 196021
CERS ID: T0606500368
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: VALERIE JAHN-BULL - SANTA ANA RWQCB (REGION 8)
Entity Title: Not reported
Affiliation Address: 3737 MAIN STREET, SUITE 500
Affiliation City: RIVERSIDE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 9517824903

Affiliation Type Desc: Local Agency Caseworker
Entity Name: Riverside County LOP - RIVERSIDE COUNTY LOP
Entity Title: Not reported
Affiliation Address: 3880 LEMON ST SUITE 200
Affiliation City: RIVERSIDE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 9519558980

D31 **AM/PM MINI MARKET #5193/ARCO #5463** **UST** **U003986042**
South **1696 E 6TH ST** **N/A**
1/8-1/4 **BEAUMONT, CA 92223**
0.152 mi.
804 ft. **Site 9 of 13 in cluster D**

Relative:
Lower

Actual:
2592 ft.

RIVERSIDE CO. UST:
Name: BEAUMONT GAS MART
Address: 1696 E 6TH ST
City,State,Zip: BEAUMONT, CA 92223
Region: RIVERSIDE
Total Tanks: 4

UST:
Name: BEAUMONT GAS MART
Address: 1696 E 6TH ST
City,State,Zip: BEAUMONT, CA 92223
Facility ID: Not reported
Permitting Agency: Riverside County Department of Environmental Health
Latitude: 33.9299
Longitude: -116.9473

Name: AM/PM MINI MARKET #5193/ARCO #5463
Address: 1696 E 6TH ST
City,State,Zip: BEAUMONT, CA 92223
Facility ID: 4
Permitting Agency: RIVERSIDE COUNTY

AM/PM MINI MARKET #5193/ARCO #5463 (Continued) **U003986042**

Latitude:	33.9312342
Longitude:	-116.9459578
Name:	BEAUMONT GAS MART
Address:	1696 E 6TH ST
City,State,Zip:	BEAUMONT, CA 92223
Facility ID:	Not reported
Permitting Agency:	Riverside County Department of Environme
Latitude:	33.9299
Longitude:	-116.9473

D32 **CALIFORNIA HIGHWAY PATROL** **SWEEPS UST** **U001573530**
SSE **60 NO HIGHLAND SPRINGS AVE** **HIST UST** **N/A**
1/8-1/4 **BANNING, CA 92220**
0.153 mi.
810 ft. **Site 10 of 13 in cluster D**

Relative: **Lower**
Actual: **2590 ft.**

SWEEPS UST:

Name:	CALIFORNIA HIGHWAY PATROL
Address:	60 N HIGHLAND SPRINGS AVE
City:	BANNING
Status:	Active
Comp Number:	17994
Number:	6
Board Of Equalization:	Not reported
Referral Date:	06-03-93
Action Date:	06-03-93
Created Date:	02-29-88
Owner Tank Id:	000021
SWRCB Tank Id:	33-000-017994-000001
Tank Status:	A
Capacity:	12000
Active Date:	10-27-92
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	1

HIST UST:

Name:	CALIFORNIA HIGHWAY PATROL
Address:	60 NO HIGHLAND SPRINGS AVE
City,State,Zip:	BANNING, CA 92220
File Number:	0001F48C
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0001F48C.pdf
Region:	STATE
Facility ID:	00000017994
Facility Type:	Other
Other Type:	CHP
Contact Name:	Not reported
Telephone:	7148454661
Owner Name:	CALIFORNIA HIGHWAY PATROL
Owner Address:	P.O. BOX 898
Owner City,St,Zip:	SACRAMENTO, CA 95804
Total Tanks:	0001
Tank Num:	001
Container Num:	655-1

CALIFORNIA HIGHWAY PATROL (Continued) **U001573530**

Year Installed:	1975
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Click here for Geo Tracker PDF:

D33 **WALGREENS #5182** **RCRA-VSQG** **1019322432**
SSE **60 N HIGHLAND SPRINGS AVE** **CAL000322908**
1/8-1/4 **BANNING, CA 92220**
0.153 mi.
810 ft. **Site 11 of 13 in cluster D**

Relative:
Lower

Actual:
2590 ft.

RCRA-VSQG:

Date form received by agency:	2016-04-06 00:00:00.0
Facility name:	WALGREENS #5182
Facility address:	60 N HIGHLAND SPRINGS AVE BANNING, CA 92220
EPA ID:	CAL000322908
Mailing address:	GREYHAWK CT SUITE 200 CARLSBAD, CA 92010
Contact:	KARINA ROMERO
Contact address:	GREYHAWK CT SUITE 200 CARLSBAD, CA 92010
Contact country:	US
Contact telephone:	760-602-8700
Contact email:	REGULATORY@3ECOMPANY.COM
EPA Region:	09
Classification:	Conditionally Exempt Small Quantity Generator
Description:	Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:

Owner/operator name:	WALGREEN CO.
Owner/operator address:	Not reported Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private

WALGREENS #5182 (Continued) **1019322432**

Owner/Operator Type: Operator
Owner/Op start date: 2000-08-04 00:00:00.0
Owner/Op end date: Not reported

Owner/operator name: KEITH W VOLK
Owner/operator address: HERMOSA PL
PALM SPRINGS, CA 92262
Owner/operator country: US
Owner/operator telephone: 909-797-1160
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 2000-07-17 00:00:00.0
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:

. Waste code: 122
. Waste name: Alkaline solution without metals (pH > 12.5)

. Waste code: 131
. Waste name: Aqueous solution (2 < pH < 12.5) containing reactive anions (azide, bromate, chlorate, cyanide, fluoride, hypochlorite, nitrite, perchlorate, and sulfide anions)

. Waste code: 181
. Waste name: Other inorganic solid waste

. Waste code: 214
. Waste name: Unspecified solvent mixture

. Waste code: 311
. Waste name: Pharmaceutical waste

. Waste code: D001
. Waste name: IGNITABLE WASTE

WALGREENS #5182 (Continued) **1019322432**

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D009
. Waste name: MERCURY

. Waste code: D010
. Waste name: SELENIUM

. Waste code: D024
. Waste name: M-CRESOL

. Waste code: P001
. Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

. Waste code: P075
. Waste name: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Biennial Reports:

Last Biennial Reporting Year: 2017

Annual Waste Handled:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 282

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs): 387

Waste code: D007
Waste name: CHROMIUM
Amount (Lbs): 29

Waste code: D009
Waste name: MERCURY
Amount (Lbs): 2

Waste code: D010

WALGREENS #5182 (Continued) **1019322432**

Waste name: SELENIUM
Amount (Lbs): 29

Waste code: D024
Waste name: M-CRESOL
Amount (Lbs): 9

Waste code: P001
Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Amount (Lbs): 16

Waste code: P075
Waste name: NICOTINE, & SALTS
Amount (Lbs): 14

Violation Status: No violations found

D34 **WALGREENS #5182** **CERS HAZ WASTE** **S113148895**
SSE **60 N HIGHLAND SPRINGS AVE** **HAZNET** **N/A**
1/8-1/4 **BANNING, CA 92220** **CERS**
0.153 mi.
810 ft. **Site 12 of 13 in cluster D**

Relative: **Lower**

Actual: **2590 ft.**

CERS HAZ WASTE:
Name: WALGREENS #5182
Address: 60 N HIGHLAND SPRINGS AVE
City,State,Zip: BANNING, CA 92220
Site ID: 84249
CERS ID: 10316884
CERS Description: Hazardous Waste Generator

HAZNET:
Name: WALGREENS #5182
Address: 60 N HIGHLAND SPRINGS AVE
City,State,Zip: BANNING, CA 92220
Year: 2017
GEPAID: CAL000322908
Contact: KARINA ROMERO
Telephone: 7606028700
Mailing Name: Not reported
Mailing Address: 3207 GREY HAWK CT., SUITE 200
Mailing City,St,Zip: CARLSBAD, CA 920100000
Gen County: Riverside
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Tons: 0.0865
CA Waste Code: 331-Off-specification, aged or surplus organics
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Riverside

Name: WALGREENS #5182
Address: 60 N HIGHLAND SPRINGS AVE
City,State,Zip: BANNING, CA 92220
Year: 2017
GEPAID: CAL000322908

WALGREENS #5182 (Continued) **S113148895**

Contact:	KARINA ROMERO
Telephone:	7606028700
Mailing Name:	Not reported
Mailing Address:	3207 GREY HAWK CT., SUITE 200
Mailing City,St,Zip:	CARLSBAD, CA 920100000
Gen County:	Riverside
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Tons:	0.0315
CA Waste Code:	311-Pharmaceutical waste
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Riverside

Name:	WALGREENS #5182
Address:	60 N HIGHLAND SPRINGS AVE
City,State,Zip:	BANNING, CA 92220
Year:	2017
GEPAID:	CAL000322908
Contact:	KARINA ROMERO
Telephone:	7606028700
Mailing Name:	Not reported
Mailing Address:	3207 GREY HAWK CT., SUITE 200
Mailing City,St,Zip:	CARLSBAD, CA 920100000
Gen County:	Riverside
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Tons:	0.0115
CA Waste Code:	131-Aqueous solution (2 < pH < 12.5) containing reactive anions ...
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Riverside

Name:	WALGREENS #5182
Address:	60 N HIGHLAND SPRINGS AVE
City,State,Zip:	BANNING, CA 92220
Year:	2016
GEPAID:	CAL000322908
Contact:	REBECCA LEE-GALE
Telephone:	7606028700
Mailing Name:	Not reported
Mailing Address:	3207 GREY HAWK CT., SUITE 200
Mailing City,St,Zip:	CARLSBAD, CA 920100000
Gen County:	Riverside
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Tons:	0.002
CA Waste Code:	214-Unspecified solvent mixture
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Riverside

Name:	WALGREENS #5182
Address:	60 N HIGHLAND SPRINGS AVE
City,State,Zip:	BANNING, CA 92220
Year:	2016
GEPAID:	CAL000322908

WALGREENS #5182 (Continued) **S113148895**

Contact:	REBECCA LEE-GALE
Telephone:	7606028700
Mailing Name:	Not reported
Mailing Address:	3207 GREY HAWK CT., SUITE 200
Mailing City,St,Zip:	CARLSBAD, CA 920100000
Gen County:	Riverside
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Tons:	0.0045
CA Waste Code:	131-Aqueous solution (2 < pH < 12.5) containing reactive anions ...
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Riverside

Click this hyperlink while viewing on your computer to access
63 additional CA_HAZNET: record(s) in the EDR Site Report.

CERS:

Name:	WALGREENS #5182
Address:	60 N HIGHLAND SPRINGS AVE
City,State,Zip:	BANNING, CA 92220
Site ID:	84249
CERS ID:	10316884
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	84249
Site Name:	Walgreens #5182
Violation Date:	08-22-2014
Citation:	HSC 6.5 25187(a)(1) - California Health and Safety Code, Chapter 6.5, Section(s) 25187(a)(1)
Violation Description:	Failure to conduct monitoring, testing, analysis, and reporting with respect to the facility or site which the authorized unified program agency deems reasonable to ascertain the nature and extent of the hazard.
Violation Notes:	Returned to compliance on 10/22/2014.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HW
Violation Source:	CERS

Site ID:	84249
Site Name:	Walgreens #5182
Violation Date:	08-22-2014
Citation:	22 CCR 12 66262.40(c) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(c)
Violation Description:	Failure to determine if the waste generated is a hazardous waste and to maintain analysis results for three years.
Violation Notes:	Returned to compliance on 10/22/2014.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HW
Violation Source:	CERS

Site ID:	84249
Site Name:	Walgreens #5182
Violation Date:	08-22-2014
Citation:	HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)

WALGREENS #5182 (Continued) **S113148895**

Violation Description: Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes: Returned to compliance on 10/22/2014.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-16-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Disclosure inspection
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-16-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Generator inspection
Eval Division: Riverside County Department of Env Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-22-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-22-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-22-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-22-2014

WALGREENS #5182 (Continued) **S113148895**

Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HW
Eval Source: CERS

Enforcement Action:
Site ID: 84249
Site Name: Walgreens #5182
Site Address: 60 N HIGHLAND SPRINGS AVE
Site City: BANNING
Site Zip: 92220
Enf Action Date: 08-22-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Riverside County Department of Env Health
Enf Action Program: HMRRP
Enf Action Source: CERS

Site ID: 84249
Site Name: Walgreens #5182
Site Address: 60 N HIGHLAND SPRINGS AVE
Site City: BANNING
Site Zip: 92220
Enf Action Date: 08-22-2014
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Riverside County Department of Env Health
Enf Action Program: HW
Enf Action Source: CERS

Coordinates:
Site ID: 84249
Facility Name: Walgreens #5182
Env Int Type Code: HWG
Program ID: 10316884
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 33.929730
Longitude: -116.946200

Affiliation:
Affiliation Type Desc: Document Preparer
Entity Name: Erin Baltazar, on behalf of Walgreen Co.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact

WALGREENS #5182 (Continued) **S113148895**

Entity Name:	Verisk 3E, Regulatory Department/Walgreen Co.
Entity Title:	Not reported
Affiliation Address:	3207 Grey Hawk Court, Suite 200
Affiliation City:	Carlsbad
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92010
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	Verisk 3E, Regulatory Dept/Walgreen Co., 3207 Grey Hawk Ct, Ste 200
Affiliation City:	Carlsbad
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92010
Affiliation Phone:	Not reported
Affiliation Type Desc:	CUPA District
Entity Name:	Riverside Cnty Env Health
Entity Title:	Not reported
Affiliation Address:	4065 County Circle Drive, Room 104
Affiliation City:	Riverside
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92503
Affiliation Phone:	(951) 358-5055
Affiliation Type Desc:	Identification Signer
Entity Name:	Erin Baltazar, on behalf of Walgreen Co.
Entity Title:	Regulatory Compliance Specialist, Verisk 3E
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Parent Corporation
Entity Name:	Walgreens
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	Walgreen Co.
Entity Title:	Not reported
Affiliation Address:	200 Wilmot Road
Affiliation City:	Deerfield
Affiliation State:	IL
Affiliation Country:	United States
Affiliation Zip:	60015

WALGREENS #5182 (Continued) **S113148895**

Affiliation Phone: (847) 914-2264

Affiliation Type Desc: Operator
Entity Name: Walgreen Co.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (847) 914-2264

D35 **SAN GORGONIO MEMORIAL HOSPITAL** **SWEEPS UST** **S100571375**
SSE **600 N HIGHLAND SPRINGS AVE** **N/A**
1/8-1/4 **BANNING, CA 92220**
0.169 mi.
892 ft. **Site 13 of 13 in cluster D**

Relative: SWEEPS UST:
Lower
Actual: Name: SAN GORGONIO MEMORIAL HOSPITAL
2590 ft. Address: 600 N HIGHLAND SPRINGS AVE
City: BANNING
Status: Active
Comp Number: 1812
Number: 1
Board Of Equalization: Not reported
Referral Date: 11-18-92
Action Date: 11-18-92
Created Date: 08-22-91
Owner Tank Id: Not reported
SWRCB Tank Id: 33-000-001812-000001
Tank Status: A
Capacity: 12000
Active Date: 11-18-92
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: 1

E36 **BEAUMONT FOREST FIRE STATION** **HIST UST** **U001573560**
SSW **1550 E 6TH ST** **N/A**
1/8-1/4 **BEAUMONT, CA 92223**
0.184 mi.
971 ft. **Site 4 of 9 in cluster E**

Relative: HIST UST:
Lower
Actual: Name: BEAUMONT FOREST FIRE STATION
2597 ft. Address: 1550 E 6TH ST
City,State,Zip: BEAUMONT, CA 92223
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000057501
Facility Type: Other
Other Type: FIRE STATION

BEAUMONT FOREST FIRE STATION (Continued) **U001573560**

Contact Name:	F.C.RANDY WILSON
Telephone:	7148452791
Owner Name:	CALIFORNIA DEPT OF FORESTRY
Owner Address:	210 W SAN JACINTO
Owner City,St,Zip:	PERRIS, CA 92370
Total Tanks:	0001
Tank Num:	001
Container Num:	1
Year Installed:	1979
Tank Capacity:	00001200
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	1/4
Leak Detection:	None

E37 **BEAUMONAT FOREST FIRE STATION** **HIST UST** **U001573559**
SSW **1550 E 6TH STREET** **N/A**
1/8-1/4 **BEAUMONT, CA 92223**
0.184 mi.
971 ft. **Site 5 of 9 in cluster E**

Relative: HIST UST:
Lower

Name:	BUAUMONT FOREST FIRST STATION
Address:	1550 E 6TH STREET
City,State,Zip:	BEAUMONT, CA 92223
File Number:	0001F5C9
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0001F5C9.pdf
Region:	STATE
Facility ID:	00000019888
Facility Type:	Other
Other Type:	STATE GOVERNMENT
Contact Name:	BILL FARNHAM
Telephone:	7148452791
Owner Name:	CALIFORNIA DEPARTMENT OF FORES
Owner Address:	1416 NINTH STREET
Owner City,St,Zip:	SACRAMENTO, CA 95814
Total Tanks:	0003
Tank Num:	001
Container Num:	6100-T01
Year Installed:	1979
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor, 10
Tank Num:	001
Container Num:	6100-T01
Year Installed:	1979
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor, 10
Tank Num:	002

Actual:
2597 ft.

BEAUMONAT FOREST FIRE STATION (Continued) **U001573559**

Container Num:	6100-T02
Year Installed:	1979
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Tank Num:	002
Container Num:	6100-T02
Year Installed:	1979
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Tank Num:	003
Container Num:	6100-T03
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	003
Container Num:	6100-T03
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Click here for Geo Tracker PDF:

E38 **CDF-BEAUMONT FOREST FIRE STATION #20** **AST** **A100418570**
SSW **1550 E 6TH ST** **N/A**
1/8-1/4 **BEAUMONT, CA 92223**
0.184 mi.
971 ft. **Site 6 of 9 in cluster E**

Relative: AST:
Lower

Actual:
2597 ft.

Name:	CDF-BEAUMONT FOREST FIRE STATION #20
Address:	1550 E 6TH ST
City/Zip:	BEAUMONT,92223
Certified Unified Program Agencies:	Not reported
Owner:	County of Riverside/CDF
Total Gallons:	Not reported
CERSID:	10316905
Facility ID:	Not reported
Business Name:	CDF-Beaumont Forest Fire Station #20
Phone:	9518452791
Fax:	Not reported
Mailing Address:	210 W San Jacinto
Mailing Address City:	Perris
Mailing Address State:	CA

CDF-BEAUMONT FOREST FIRE STATION #20 (Continued) **A100418570**

Mailing Address Zip Code:	92570
Operator Name:	County of Riverside/CDF
Operator Phone:	9518452791
Owner Phone:	9098452791
Owner Mail Address:	210 W San Jacinto
Owner State:	CA
Owner Zip Code:	92570
Owner Country:	United States
Property Owner Name:	Not reported
Property Owner Phone:	Not reported
Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	Not reported

E39 **BEAUMONT FFS** **AST** **A100225730**
SSW **1550 E 6TH ST** **N/A**
1/8-1/4 **BEAUMONT, CA**
0.184 mi.
971 ft. **Site 7 of 9 in cluster E**

Relative: AST:
Lower

Actual:
2597 ft.

Name:	BEAUMONT FFS
Address:	1550 E 6TH ST
City/Zip:	BEAUMONT,
Certified Unified Program Agencies:	Riverside
Owner:	CA. DEPT. OF FORESTRY AND FIRE
Total Gallons:	3,000
CERSID:	Not reported
Facility ID:	Not reported
Business Name:	Not reported
Phone:	Not reported
Fax:	Not reported
Mailing Address:	Not reported
Mailing Address City:	Not reported
Mailing Address State:	Not reported
Mailing Address Zip Code:	Not reported
Operator Name:	Not reported
Operator Phone:	Not reported
Owner Phone:	Not reported
Owner Mail Address:	Not reported
Owner State:	Not reported
Owner Zip Code:	Not reported
Owner Country:	Not reported
Property Owner Name:	Not reported
Property Owner Phone:	Not reported
Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	Not reported

E40
SSW
1/8-1/4
0.184 mi.
971 ft.

CDF/BEAUMONT FOREST FIRE STAT
1550 E SIXTH ST
BEAUMONT, CA 92223

Site 8 of 9 in cluster E

SWEEPS UST **S106924110**
HIST UST **N/A**

Relative:
Lower

Actual:
2597 ft.

SWEEPS UST:

Name:	CDF/BEAUMONT FOREST FIRE STAT
Address:	1550 E SIXTH ST
City:	BEAUMONT
Status:	Active
Comp Number:	19888
Number:	6
Board Of Equalization:	Not reported
Referral Date:	10-27-92
Action Date:	10-27-92
Created Date:	02-29-88
Owner Tank Id:	000175
SWRCB Tank Id:	33-000-019888-000001
Tank Status:	A
Capacity:	1000
Active Date:	10-27-92
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	2

Name:	CDF/BEAUMONT FOREST FIRE STAT
Address:	1550 E SIXTH ST
City:	BEAUMONT
Status:	Active
Comp Number:	19888
Number:	6
Board Of Equalization:	Not reported
Referral Date:	10-27-92
Action Date:	10-27-92
Created Date:	02-29-88
Owner Tank Id:	000175
SWRCB Tank Id:	33-000-019888-000002
Tank Status:	A
Capacity:	1000
Active Date:	10-27-92
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	Not reported

HIST UST:

Name:	Not reported
Address:	1550 E SIXTH ST
City,State,Zip:	BEAUMONT, CA 92223
File Number:	0001F487
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0001F487.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported

CDF/BEAUMONT FOREST FIRE STAT (Continued) **S106924110**

Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Click here for Geo Tracker PDF:

E41 **BEAUMONT FOREST FIRE STATION** **HIST UST** **U001573558**
SSW **1550 E 6TH ST** **CERS TANKS** **N/A**
1/8-1/4 **BEAUMONT, CA 92223** **CERS**
0.184 mi.
971 ft. **Site 9 of 9 in cluster E**

Relative: HIST UST:
Lower
Name: BEAUMONT FOREST FIRE STATION
Actual: Address: 1550 E 6TH ST
2597 ft. City,State,Zip: BEAUMONT, CA 92223
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000056520
Facility Type: Other
Other Type: STATE GOVERNMENT
Contact Name: BILL FARNHAM
Telephone: 7148452791
Owner Name: DEPARTMENT OF FORESTRY
Owner Address: 1416 NINTH STREET
Owner City,St,Zip: SACRAMENTO, CA 95814
Total Tanks: 0003

Tank Num: 001
Container Num: 1
Year Installed: 1979
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1979
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 003

BEAUMONT FOREST FIRE STATION (Continued) **U001573558**

Container Num: 3
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Container Construction Thickness: Not reported
Leak Detection: Visual

CERS TANKS:
Name: CDF-BEAUMONT FOREST FIRE STATION #20
Address: 1550 E 6TH ST
City,State,Zip: BEAUMONT, CA 92223
Site ID: 17335
CERS ID: 10316905
CERS Description: Aboveground Petroleum Storage

CERS:
Name: CDF-BEAUMONT FOREST FIRE STATION #20
Address: 1550 E 6TH ST
City,State,Zip: BEAUMONT, CA 92223
Site ID: 17335
CERS ID: 10316905
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 17335
Site Name: CDF-Beaumont Forest Fire Station #20
Violation Date: 09-25-2015
Citation: HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description: Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes: Returned to compliance on 09/28/2017.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 17335
Site Name: CDF-Beaumont Forest Fire Station #20
Violation Date: 07-19-2018
Citation: HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description: Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes: Returned to compliance on 01/31/2019.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 17335
Site Name: CDF-Beaumont Forest Fire Station #20
Violation Date: 10-11-2017
Citation: HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2

BEAUMONT FOREST FIRE STATION (Continued) **U001573558**

Violation Description: Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes: Returned to compliance on 08/17/2018.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 17335
Site Name: CDF-Beaumont Forest Fire Station #20
Violation Date: 07-05-2017
Citation: HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description: Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes: Returned to compliance on 09/28/2017.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 17335
Site Name: CDF-Beaumont Forest Fire Station #20
Violation Date: 08-09-2017
Citation: HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description: Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes: Returned to compliance on 09/28/2017.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 07-05-2017
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 07-19-2018
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 08-09-2017
Violations Found: Yes
Eval Type: Other, not routine, done by local agency

BEAUMONT FOREST FIRE STATION (Continued) **U001573558**

Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-25-2015
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 09-28-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-11-2017
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Enforcement Action:
Site ID: 17335
Site Name: CDF-Beaumont Forest Fire Station #20
Site Address: 1550 E 6TH ST
Site City: BEAUMONT
Site Zip: 92223
Enf Action Date: 09-25-2015
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Riverside County Department of Env Health
Enf Action Program: HMRRP
Enf Action Source: CERS

Site ID: 17335
Site Name: CDF-Beaumont Forest Fire Station #20
Site Address: 1550 E 6TH ST
Site City: BEAUMONT
Site Zip: 92223
Enf Action Date: 10-11-2017
Enf Action Type: AEO - Unified Program
Enf Action Description: Administrative Enforcement Order Based on the Unified Program Statute
Enf Action Notes: Not reported
Enf Action Division: Riverside County Department of Env Health
Enf Action Program: HMRRP

BEAUMONT FOREST FIRE STATION (Continued) **U001573558**

Enf Action Source: CERS

Coordinates:
Site ID: 17335
Facility Name: CDF-Beaumont Forest Fire Station #20
Env Int Type Code: HMBP
Program ID: 10316905
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 33.929490
Longitude: -116.949730

Affiliation:
Affiliation Type Desc: Identification Signer
Entity Name: Evan Bernardo
Entity Title: Fire Captain
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: CAL Fire / RRU
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (951) 940-6900

Affiliation Type Desc: Parent Corporation
Entity Name: CDF-Beaumont Forest Fire Station #20
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: CUPA District
Entity Name: Riverside Cnty Env Health
Entity Title: Not reported
Affiliation Address: 4065 County Circle Drive, Room 104
Affiliation City: Riverside
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92503
Affiliation Phone: (951) 358-5055

Affiliation Type Desc: Environmental Contact
Entity Name: Riverside County Fire Dept. Haz.Mat
Entity Title: Not reported

BEAUMONT FOREST FIRE STATION (Continued) **U001573558**

Affiliation Address:	1550 E. 6th Street
Affiliation City:	Beaumont
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92223
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	210 W San Jacinto
Affiliation City:	Perris
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92570
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	County of Riverside/CDF
Entity Title:	Not reported
Affiliation Address:	210 W San Jacinto
Affiliation City:	Perris
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92570
Affiliation Phone:	(909) 845-2791

F42 **U.S.A. CLEANERS** **DRYCLEANERS** **S121693643**
South **1679 E 6TH ST** **N/A**
1/8-1/4 **BEAUMONT, CA 92223**
0.185 mi.
977 ft. **Site 1 of 2 in cluster F**

Relative: DRYCLEAN SOUTH COAST:
Lower

Actual:
2592 ft.

Name:	U.S.A. CLEANERS
Address:	1679 E 6TH ST
City,State,Zip:	BEAUMONT, CA 92223
Facility ID:	105661
Application Number:	305590
Permit Number:	D93080
Status:	O
Representative Name:	JOHN CHUN
Representative Telephone:	909 7978388
Permit Status:	INACTIVE
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
CCAT Number:	04
CCAT Description:	VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East:	504.85101318
UTM North:	3754.1240234

F43 **USA CLEANERS** **DRYCLEANERS** **S105030852**
South **1679 E 6TH ST** **N/A**
1/8-1/4 **BEAUMONT, CA 92223**
0.185 mi.
977 ft. **Site 2 of 2 in cluster F**

Relative: DRYCLEANERS:
Lower

Actual: Name:	USA CLEANERS
2592 ft. Address:	1679 E 6TH ST
City,State,Zip:	BEAUMONT, CA 922230000
EPA Id:	CAL000138429
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	08/02/1995
Facility Active:	No
Inactive Date:	06/30/2001
Facility Addr2:	Not reported
Owner Name:	WAN SOO CHUN
Owner Address:	1679 E 6TH ST
Owner Address 2:	Not reported
Owner Telephone:	9097691197
Contact Name:	WAN SOO CHUN
Contact Address:	1679 E 6TH ST
Contact Address 2:	Not reported
Contact Telephone:	9097691197
Mailing Name:	Not reported
Mailing Address 1:	1679 E 6TH ST
Mailing Address 2:	Not reported
Mailing City:	BEAUMONT
Mailing State:	CA
Mailing Zip:	922232509
Owner Fax:	Not reported
Region Code:	4

G44 **BEAVER MEDICAL GROUP LP** **RCRA NonGen / NLR** **1024800197**
SE **6109 W RAMSEY ST** **CAL000218713**
1/8-1/4 **BANNING, CA 92220**
0.247 mi.
1304 ft. **Site 1 of 3 in cluster G**

Relative: RCRA NonGen / NLR:
Lower

Actual: Date form received by agency:	2000-09-29 00:00:00.0
2582 ft. Facility name:	BEAVER MEDICAL GROUP LP
Facility address:	6109 W RAMSEY ST BANNING, CA 92220-3051
EPA ID:	CAL000218713
Mailing address:	1615 ORANGE TREE LANE REDLANDS, CA 92374-0000
Contact:	BRANDT BAHLING
Contact address:	1615 ORANGE TREE LANE REDLANDS, CA 92374
Contact country:	Not reported
Contact telephone:	909-786-0718
Contact email:	BBAHLING@EPICLP.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

BEAVER MEDICAL GROUP LP (Continued) **1024800197**

Owner/Operator Summary:
Owner/operator name: BRANDT BAHLING
Owner/operator address: 1615 ORANGE TREE LANE
REDLANDS, CA 92374
Owner/operator country: Not reported
Owner/operator telephone: 909-786-0718
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: BEAVER MEDICAL GROUP LP
Owner/operator address: 2 W FERN AVE
REDLANDS, CA 92373
Owner/operator country: Not reported
Owner/operator telephone: 909-793-3311
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

G45 **QUEST DIAGNOSTICS BANNING RRL** **RCRA-SQG** **1007879261**
SE **6109 W RAMSEY ST** **CAR000158725**
1/8-1/4 **BANNING, CA 92220**
0.247 mi.
1304 ft. **Site 2 of 3 in cluster G**

Relative:
Lower

Actual:
2582 ft.

RCRA-SQG:
Date form received by agency: 2004-11-24 00:00:00.0
Facility name: QUEST DIAGNOSTICS BANNING RRL
Facility address: 6109 W RAMSEY ST
BANNING, CA 92220
EPA ID: CAR000158725

QUEST DIAGNOSTICS BANNING RRL (Continued) **1007879261**

Mailing address: 18408 OXNARD ST
TARZANA, CA 91356
Contact: FRED C TORRES
Contact address: 18408 OXNARD ST
TARZANA, CA 91356
Contact country: US
Contact telephone: 909-260-9606
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: QUEST DIAGNOSTICS
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 2004-01-01 00:00:00.0
Owner/Op end date: Not reported

Owner/operator name: QUEST DIAGNOSTICS
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 2004-01-01 00:00:00.0
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No

QUEST DIAGNOSTICS BANNING RRL (Continued) **1007879261**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:

. Waste code: D001
. Waste name: IGNITABLE WASTE

Violation Status: No violations found

G46 **BEAVER MEDICAL GROUP/SPECIALTY CARE CLINIC** **CERS HAZ WASTE** **S113177707**
SE **6109 W RAMSEY ST** **HAZNET** **N/A**
1/8-1/4 **BANNING, CA 92220** **CERS**
0.247 mi.
1304 ft. **Site 3 of 3 in cluster G**

Relative:
Lower

Actual:
2582 ft.

CERS HAZ WASTE:
Name: BEAVER MEDICAL GROUP/SPECIALTY CARE CLINIC
Address: 6109 W RAMSEY ST
City,State,Zip: BANNING, CA 92220
Site ID: 11464
CERS ID: 10325653
CERS Description: Hazardous Waste Generator

HAZNET:
Name: QUEST DIAGNOSTICS INC.
Address: 6109 W RAMSEY ST
City,State,Zip: BANNING, CA 922200000
Year: 2009
GEPAID: CAR000158725
Contact: AILEEN GENER/EHS MANAGER, CA
Telephone: 8187376037
Mailing Name: Not reported
Mailing Address: 8401 FALLBROOK AVE
Mailing City,St,Zip: WEST HILLS, CA 913040000
Gen County: Riverside
TSD EPA ID: CAD980884183
TSD County: Sacramento
Tons: 0.017
CA Waste Code: 343-Unspecified organic liquid mixture
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Riverside

Name: QUEST DIAGNOSTICS INC.
Address: 6109 W RAMSEY ST
City,State,Zip: BANNING, CA 922200000
Year: 2008
GEPAID: CAR000158725
Contact: AILEEN GENER/EHS MANAGER, CA
Telephone: 8187376037
Mailing Name: Not reported
Mailing Address: 8401 FALLBROOK AVE
Mailing City,St,Zip: WEST HILLS, CA 913040000
Gen County: Riverside
TSD EPA ID: CAD008252405
TSD County: Los Angeles

BEAVER MEDICAL GROUP/SPECIALTY CARE CLINIC (Continued) **S113177707**

Tons: 0.018
CA Waste Code: 214-Unspecified solvent mixture
Method: H061-Fuel Blending Prior To Energy Recovery At Another Site
Facility County: Riverside

Name: QUEST DIAGNOSTICS INC.
Address: 6109 W RAMSEY ST
City,State,Zip: BANNING, CA 922200000
Year: 2007
GEPAID: CAR000158725
Contact: AILEEN GENER/EHS MANAGER, CA
Telephone: 8187376037
Mailing Name: Not reported
Mailing Address: 8401 FALLBROOK AVE
Mailing City,St,Zip: WEST HILLS, CA 913040000
Gen County: Riverside
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Tons: 0.005
CA Waste Code: 133-Aqueous solution with total organic residues 10 percent or more
Method: H061-Fuel Blending Prior To Energy Recovery At Another Site
Facility County: Riverside

CERS:
Name: BEAVER MEDICAL GROUP/SPECIALTY CARE CLINIC
Address: 6109 W RAMSEY ST
City,State,Zip: BANNING, CA 92220
Site ID: 11464
CERS ID: 10325653
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 11464
Site Name: Beaver Medical Group/Specialty Care Clinic
Violation Date: 12-05-2014
Citation: HSC 6.95 25508.1(f) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(f)
Violation Description: Failure to electronically update the business plan within 30 days of a substantial change.
Violation Notes: Returned to compliance on 12/31/2014.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 11464
Site Name: Beaver Medical Group/Specialty Care Clinic
Violation Date: 07-26-2017
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes: Returned to compliance on 09/08/2017.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

BEAVER MEDICAL GROUP/SPECIALTY CARE CLINIC (Continued) **S113177707**

Site ID: 11464
Site Name: Beaver Medical Group/Specialty Care Clinic
Violation Date: 12-05-2014
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 12/31/2014.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 11464
Site Name: Beaver Medical Group/Specialty Care Clinic
Violation Date: 12-05-2014
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to establish and electronically submit an adequate training program in safety procedures in the event of a release or threatened release of a hazardous material.
Violation Notes: Returned to compliance on 12/31/2014.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 11464
Site Name: Beaver Medical Group/Specialty Care Clinic
Violation Date: 07-26-2017
Citation: Un-Specified
Violation Description: Business Plan Program - Operations/Maintenance - General Local Ordinance
Violation Notes: Returned to compliance on 09/08/2017.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 11464
Site Name: Beaver Medical Group/Specialty Care Clinic
Violation Date: 12-05-2014
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.
Violation Notes: Returned to compliance on 12/31/2014.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 11464
Site Name: Beaver Medical Group/Specialty Care Clinic
Violation Date: 12-05-2014
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a site map with all required content.

BEAVER MEDICAL GROUP/SPECIALTY CARE CLINIC (Continued) **S113177707**

Violation Notes:	Returned to compliance on 12/31/2014.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	11464
Site Name:	Beaver Medical Group/Specialty Care Clinic
Violation Date:	07-26-2017
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.
Violation Notes:	Returned to compliance on 09/08/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	11464
Site Name:	Beaver Medical Group/Specialty Care Clinic
Violation Date:	07-26-2017
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 09/08/2017.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	11464
Site Name:	Beaver Medical Group/Specialty Care Clinic
Violation Date:	12-05-2014
Citation:	HSC 6.95 25508(d) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(d)
Violation Description:	Failure to complete and/or electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes:	Returned to compliance on 12/31/2014.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	11464
Site Name:	Beaver Medical Group/Specialty Care Clinic
Violation Date:	12-05-2014
Citation:	19 CCR 6.95 25508(a)(1) - California Code of Regulations, Title 19, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page.
Violation Notes:	Returned to compliance on 12/31/2014.
Violation Division:	Riverside County Department of Env Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	11464

BEAVER MEDICAL GROUP/SPECIALTY CARE CLINIC (Continued) **S113177707**

Site Name: Beaver Medical Group/Specialty Care Clinic
Violation Date: 12-05-2014
Citation: HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95, Section(s) Multiple
Violation Description: Business Plan Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 12/31/2014. [LOCAL ORDINANCE VIOLATION 101C] Approved HMBP accessible on site and available for review.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 11464
Site Name: Beaver Medical Group/Specialty Care Clinic
Violation Date: 12-05-2014
Citation: HSC 6.95 25508.2 - California Health and Safety Code, Chapter 6.95, Section(s) 25508.2
Violation Description: Failure to annually review and electronically certify that the business plan is complete, accurate, and up-to-date.
Violation Notes: Returned to compliance on 12/31/2014.
Violation Division: Riverside County Department of Env Health
Violation Program: HMRRP
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-26-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Handler inspection
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 09-08-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Follow up inspection
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-05-2014
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Riverside County Department of Env Health
Eval Program: HMRRP
Eval Source: CERS

Enforcement Action:
Site ID: 11464
Site Name: Beaver Medical Group/Specialty Care Clinic
Site Address: 6109 W RAMSEY ST
Site City: BANNING

BEAVER MEDICAL GROUP/SPECIALTY CARE CLINIC (Continued) **S113177707**

Site Zip:	92220
Enf Action Date:	12-05-2014
Enf Action Type:	Notice of Violation (Unified Program)
Enf Action Description:	Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes:	Not reported
Enf Action Division:	Riverside County Department of Env Health
Enf Action Program:	HMRRP
Enf Action Source:	CERS

Coordinates:

Site ID:	11464
Facility Name:	Beaver Medical Group/Specialty Care Clinic
Env Int Type Code:	HWG
Program ID:	10325653
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.
Latitude:	33.930010
Longitude:	-116.943810

Affiliation:

Affiliation Type Desc:	Document Preparer
Entity Name:	BRANDT BAHLING
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	6109 W. Ramsey St
Affiliation City:	Banning
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92220
Affiliation Phone:	Not reported

Affiliation Type Desc:	Operator
Entity Name:	Nancy Parrish
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(951) 663-1609

Affiliation Type Desc:	Parent Corporation
Entity Name:	Beaver Medical Group/Specialty Care Clinic
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported

BEAVER MEDICAL GROUP/SPECIALTY CARE CLINIC (Continued) **S113177707**

Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	CUPA District
Entity Name:	Riverside Cnty Env Health
Entity Title:	Not reported
Affiliation Address:	4065 County Circle Drive, Room 104
Affiliation City:	Riverside
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92503
Affiliation Phone:	(951) 358-5055
Affiliation Type Desc:	Legal Owner
Entity Name:	Beaver Medical Group, L.P.
Entity Title:	Not reported
Affiliation Address:	1615 Orange Tree Lane
Affiliation City:	Redlands
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92374
Affiliation Phone:	(909) 793-3311
Affiliation Type Desc:	Environmental Contact
Entity Name:	Nancy Parrish
Entity Title:	Not reported
Affiliation Address:	6109 W Ramsey St
Affiliation City:	Banning
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92220
Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	Brandt Bahling
Entity Title:	Director of Risk Management
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

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47 **POMA AUTOMATED FUELING** **LUST** **S105022677**
SE **5840 FIFTH STREET** **SWEEPS UST** **N/A**
1/4-1/2 **BANNING, CA 92220** **HIST CORTESE**
0.413 mi. **CERS**
2180 ft.

Relative: **Lower**

Actual: **2568 ft.**

LUST REG 7:

Region:	7
Status:	9 - Case Closed
Case Num:	7T2220024
Substance:	Diesel fuel oil and additives
ID:	1082
Global ID:	T0606500737

POMA AUTOMATED FUELING (Continued) **S105022677**

Lead Agency: Local Agency
Case Worker: YO

LUST:
Name: POMA AUTOMATED FUELING
Address: 5840 FIFTH STREET
City,State,Zip: BANNING, CA 92220
Lead Agency: COLORADO RIVER BASIN RWQCB (REGION 7)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606500737
Global Id: T0606500737
Latitude: 33.927511
Longitude: -116.9409585
Status: Completed - Case Closed
Status Date: 04/04/2000
Case Worker: PL
RB Case Number: 7T2220024
Local Agency: RIVERSIDE COUNTY LOP
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:
Global Id: T0606500737
Contact Type: Regional Board Caseworker
Contact Name: Phan Le
Organization Name: COLORADO RIVER BASIN RWQCB (REGION 7)
Address: 73720 FRED WARING DRIVE SUITE #100
City: PALM DESERT
Email: phan.le@waterboards.ca.gov
Phone Number: 7607768974

Global Id: T0606500737
Contact Type: Local Agency Caseworker
Contact Name: Riverside County LOP
Organization Name: RIVERSIDE COUNTY LOP
Address: 3880 LEMON ST SUITE 200
City: RIVERSIDE
Email: Not reported
Phone Number: 9519558980

LUST:
Global Id: T0606500737
Action Type: Other
Date: 01/25/1999
Action: Leak Discovery

Global Id: T0606500737
Action Type: Other
Date: 06/18/1999
Action: Leak Reported

LUST:
Global Id: T0606500737

POMA AUTOMATED FUELING (Continued) **S105022677**

Status: Open - Case Begin Date
Status Date: 01/25/1999

Global Id: T0606500737
Status: Open - Site Assessment
Status Date: 06/18/1999

Global Id: T0606500737
Status: Completed - Case Closed
Status Date: 04/04/2000

SWEEPS UST:
Name: POMA AUTOMATED FUELING INC
Address: 5840 FIFTH ST
City: BANNING
Status: Active
Comp Number: 21546
Number: 1
Board Of Equalization: Not reported
Referral Date: 03-07-92
Action Date: 03-07-92
Created Date: 04-25-90
Owner Tank Id: Not reported
SWRCB Tank Id: 33-000-021546-000001
Tank Status: A
Capacity: 12000
Active Date: 03-07-92
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: 3

Name: POMA AUTOMATED FUELING INC
Address: 5840 FIFTH ST
City: BANNING
Status: Active
Comp Number: 21546
Number: 1
Board Of Equalization: Not reported
Referral Date: 03-07-92
Action Date: 03-07-92
Created Date: 04-25-90
Owner Tank Id: Not reported
SWRCB Tank Id: 33-000-021546-000002
Tank Status: A
Capacity: 12000
Active Date: 03-07-92
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

Name: POMA AUTOMATED FUELING INC
Address: 5840 FIFTH ST
City: BANNING
Status: Active

POMA AUTOMATED FUELING (Continued) **S105022677**

Comp Number: 21546
Number: 1
Board Of Equalization: Not reported
Referral Date: 03-07-92
Action Date: 03-07-92
Created Date: 04-25-90
Owner Tank Id: Not reported
SWRCB Tank Id: 33-000-021546-000003
Tank Status: A
Capacity: 6000
Active Date: 03-07-92
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

HIST CORTESE:
edr_fname: POMA AUTOMATED FUELING
edr_fadd1: 5840 5TH
City,State,Zip: BANNING, CA 92220
Region: CORTESE
Facility County Code: 33
Reg By: LTNKA
Reg Id: 7T2220024

CERS:
Name: POMA AUTOMATED FUELING
Address: 5840 FIFTH STREET
City,State,Zip: BANNING, CA 92220
Site ID: 207131
CERS ID: T0606500737
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: Phan Le - COLORADO RIVER BASIN RWQCB (REGION 7)
Entity Title: Not reported
Affiliation Address: 73720 FRED WARING DRIVE SUITE #100
Affiliation City: PALM DESERT
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 7607768974

Affiliation Type Desc: Local Agency Caseworker
Entity Name: Riverside County LOP - RIVERSIDE COUNTY LOP
Entity Title: Not reported
Affiliation Address: 3880 LEMON ST SUITE 200
Affiliation City: RIVERSIDE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 9519558980

H48 **GOLD ZONE ENTERPRISES (CAL D FUEL)** **LUST** **S106152917**
SE **5861 FIFTH STREET** **N/A**
1/4-1/2 **BANNING, CA**
0.461 mi.
2433 ft. **Site 1 of 4 in cluster H**

Relative: LUST REG 7:
Lower
Actual: Region: 7
2564 ft. Status: 9 - Case Closed
Case Num: 7T2220010
Substance: Diesel fuel oil and additives
ID: 800
Global ID: T0606500724
Lead Agency: Local Agency
Case Worker: RT

H49 **GOLD ZONE ENTERPRISES** **HIST CORTESE** **S105022678**
SE **5861 5TH** **N/A**
1/4-1/2 **BANNING, CA 92220**
0.461 mi.
2433 ft. **Site 2 of 4 in cluster H**

Relative: HIST CORTESE:
Lower
Actual: edr_fname: GOLD ZONE ENTERPRISES
2564 ft. edr_fadd1: 5861 5TH
City,State,Zip: BANNING, CA 92220
Region: CORTESE
Facility County Code: 33
Reg By: LTNKA
Reg Id: 7T2220010

H50 **CAL D FUEL** **LUST** **S106410431**
SE **5861 W FIFTH ST** **N/A**
1/4-1/2 **BANNING, CA**
0.461 mi.
2433 ft. **Site 3 of 4 in cluster H**

Relative: RIVERSIDE CO. LUST:
Lower
Actual: Name: CAL D FUEL
2564 ft. Address: 5861 W FIFTH ST
City,State,Zip: BANNING, CA
Region: RIVERSIDE
Facility ID: 911032
Employee: Brown
Site Closed: Yes
Case Type: Soil only
Facility Status: closed/action completed
Casetype Decode: Soil only is impacted
Fstatus Decode: Closed/Action completed

Name: BANNING TRUCK STOP
Address: 5861 W FIFTH ST
City,State,Zip: BANNING, CA
Region: RIVERSIDE
Facility ID: 200420452
Employee: Shurlow-LOP
Site Closed: Yes
Case Type: Soil only

CAL D FUEL (Continued) **S106410431**

Facility Status: closed/action completed
Casetype Decode: Soil only is impacted
Fstatus Decode: Closed/Action completed

H51 **BANNING TRUCK STOP** **LUST** **S106447509**
SE **5861 W 5TH STREET** **CERS** **N/A**
1/4-1/2 **BANNING, CA 92220**
0.461 mi.
2433 ft. **Site 4 of 4 in cluster H**

Relative:
Lower

Actual:
2564 ft.

LUST:
Name: BANNING TRUCK STOP
Address: 5861 W 5TH STREET
City,State,Zip: BANNING, CA 92220
Lead Agency: RIVERSIDE COUNTY LOP
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606544903
Global Id: T0606544903
Latitude: 33.927621
Longitude: -116.941289
Status: Completed - Case Closed
Status Date: 07/06/2004
Case Worker: Not reported
RB Case Number: Not reported
Local Agency: Not reported
File Location: Local Agency Warehouse
Local Case Number: 200420452
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

LUST:
Global Id: T0606544903
Contact Type: Regional Board Caseworker
Contact Name: Phan Le
Organization Name: COLORADO RIVER BASIN RWQCB (REGION 7)
Address: 73720 FRED WARING DRIVE SUITE #100
City: PALM DESERT
Email: phan.le@waterboards.ca.gov
Phone Number: 7607768974

LUST:
Global Id: T0606544903
Action Type: ENFORCEMENT
Date: 07/05/2004
Action: Technical Correspondence / Assistance / Other

Global Id: T0606544903
Action Type: Other
Date: 04/01/2004
Action: Leak Discovery

Global Id: T0606544903
Action Type: Other
Date: 01/29/2004
Action: Leak Stopped

Global Id: T0606544903

BANNING TRUCK STOP (Continued) **S106447509**

Action Type: RESPONSE
Date: 06/30/2004
Action: Request for Closure

Global Id: T0606544903
Action Type: REMEDIATION
Date: 04/01/2004
Action: Other (Use Description Field)

Global Id: T0606544903
Action Type: Other
Date: 04/01/2004
Action: Leak Reported

Global Id: T0606544903
Action Type: ENFORCEMENT
Date: 07/06/2004
Action: Closure/No Further Action Letter - #Riv Co Closure

Global Id: T0606544903
Action Type: ENFORCEMENT
Date: 07/05/2004
Action: File review - #RCDEH Upload Site File 4/8/2010

LUST:
Global Id: T0606544903
Status: Open - Case Begin Date
Status Date: 01/29/2004

Global Id: T0606544903
Status: Open - Site Assessment
Status Date: 04/01/2004

Global Id: T0606544903
Status: Completed - Case Closed
Status Date: 07/06/2004

Name: CAL D FUEL
Address: 5861 W 5TH STREET
City,State,Zip: BANNING, CA 92220
Lead Agency: RIVERSIDE COUNTY LOP
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606500724
Global Id: T0606500724
Latitude: 33.928972
Longitude: -116.9374934
Status: Completed - Case Closed
Status Date: 06/22/2004
Case Worker: RIV
RB Case Number: 7T2220010
Local Agency: RIVERSIDE COUNTY LOP
File Location: Local Agency Warehouse
Local Case Number: 911032
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

BANNING TRUCK STOP (Continued) **S106447509**

LUST:
Global Id: T0606500724
Contact Type: Regional Board Caseworker
Contact Name: Phan Le
Organization Name: COLORADO RIVER BASIN RWQCB (REGION 7)
Address: 73720 FRED WARING DRIVE SUITE #100
City: PALM DESERT
Email: phan.le@waterboards.ca.gov
Phone Number: 7607768974

Global Id: T0606500724
Contact Type: Local Agency Caseworker
Contact Name: Riverside County LOP
Organization Name: RIVERSIDE COUNTY LOP
Address: 3880 LEMON ST SUITE 200
City: RIVERSIDE
Email: Not reported
Phone Number: 9519558980

LUST:
Global Id: T0606500724
Action Type: ENFORCEMENT
Date: 11/30/2005
Action: Technical Correspondence / Assistance / Other

Global Id: T0606500724
Action Type: RESPONSE
Date: 06/30/2004
Action: Request for Closure

Global Id: T0606500724
Action Type: Other
Date: 02/14/1991
Action: Leak Reported

Global Id: T0606500724
Action Type: ENFORCEMENT
Date: 02/17/2009
Action: Closure/No Further Action Letter - #Site Closue

Global Id: T0606500724
Action Type: ENFORCEMENT
Date: 02/16/2009
Action: File review - #RCDEH Upload Site File 4/19/2010

LUST:
Global Id: T0606500724
Status: Open - Case Begin Date
Status Date: 02/14/1991

Global Id: T0606500724
Status: Open - Site Assessment
Status Date: 11/05/1991

Global Id: T0606500724
Status: Open - Site Assessment

BANNING TRUCK STOP (Continued) **S106447509**

Status Date: 08/07/1992

Global Id: T0606500724
Status: Open - Remediation
Status Date: 10/01/1992

Global Id: T0606500724
Status: Completed - Case Closed
Status Date: 06/22/2004

CERS:
Name: CAL D FUEL
Address: 5861 W 5TH STREET
City,State,Zip: BANNING, CA 92220
Site ID: 207561
CERS ID: T0606500724
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: Phan Le - COLORADO RIVER BASIN RWQCB (REGION 7)
Entity Title: Not reported
Affiliation Address: 73720 FRED WARING DRIVE SUITE #100
Affiliation City: PALM DESERT
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 7607768974

Affiliation Type Desc: Local Agency Caseworker
Entity Name: Riverside County LOP - RIVERSIDE COUNTY LOP
Entity Title: Not reported
Affiliation Address: 3880 LEMON ST SUITE 200
Affiliation City: RIVERSIDE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 9519558980

Name: BANNING TRUCK STOP
Address: 5861 W 5TH STREET
City,State,Zip: BANNING, CA 92220
Site ID: 233187
CERS ID: T0606544903
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: Phan Le - COLORADO RIVER BASIN RWQCB (REGION 7)
Entity Title: Not reported
Affiliation Address: 73720 FRED WARING DRIVE SUITE #100
Affiliation City: PALM DESERT
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 7607768974

52
WNW
1/2-1
0.953 mi.
5034 ft.

DEUTCH ELEMENTARY SCHOOL NO. 2
CHERRY AVENUE/10TH STREET
BEAUMONT, CA 92223

ENVIROSTOR SCH

S107736219
N/A

Relative: Higher

Actual: 2633 ft.

ENVIROSTOR:

Name:	DEUTCH ELEMENTARY SCHOOL NO. 2
Address:	CHERRY AVENUE/10TH STREET
City,State,Zip:	BEAUMONT, CA 92223
Facility ID:	33010033
Status:	No Further Action
Status Date:	12/18/2001
Site Code:	404215
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	12
NPL:	NO
Regulatory Agencies:	DTSC
Lead Agency:	DTSC
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	42
Senate:	23
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	33.9356
Longitude:	-116.9644
APN:	NONE SPECIFIED
Past Use:	AGRICULTURAL - ROW CROPS
Potential COC:	Arsenic Chromium III Copper and compounds Lead Mercury and compounds Nickel Total Chromium (1:6 ratio Cr VI:Cr III DDD DDE DDT
Confirmed COC:	30001-NO 30005-NO 30006-NO 30007-NO 30008-NO 30013-NO 30357-NO 30152-NO 30156-NO 30407-NO
Potential Description:	SOIL
Alias Name:	BEAUMONT UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	BEAUMONT USD-PROPOSED DEUTCH NO. 2
Alias Type:	Alternate Name
Alias Name:	DEUTCH ELEMENTARY NO. 2 (PROPOSED)
Alias Type:	Alternate Name
Alias Name:	404215
Alias Type:	Project Code (Site Code)
Alias Name:	33010033
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	12/18/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Workplan
Completed Date:	08/21/2001

DEUTCH ELEMENTARY SCHOOL NO. 2 (Continued) **S107736219**

Comments:	Field work completed 8/21/01, Project then moved to PEA. PEA comments issued 10/15/01.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	03/09/2001
Comments:	Phase 1
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	03/21/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	02/07/2002
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	DEUTCH ELEMENTARY SCHOOL NO. 2
Address:	CHERRY AVENUE/10TH STREET
City,State,Zip:	BEAUMONT, CA 92223
Facility ID:	33010033
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	12
National Priorities List:	NO
Cleanup Oversight Agencies:	DTSC
Lead Agency:	DTSC
Lead Agency Description:	* DTSC
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	404215
Assembly:	42
Senate:	23
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	12/18/2001
Restricted Use:	NO
Funding:	School District
Latitude:	33.9356

DEUTCH ELEMENTARY SCHOOL NO. 2 (Continued) **S107736219**

Longitude:	-116.9644
APN:	NONE SPECIFIED
Past Use:	AGRICULTURAL - ROW CROPS
Potential COC:	Arsenic, Chromium III, Copper and compounds, Lead, Mercury and compounds, Nickel, Total Chromium (1:6 ratio Cr VI:Cr III, DDD, DDE, DDT
Confirmed COC:	30001-NO, 30005-NO, 30006-NO, 30007-NO, 30008-NO, 30013-NO, 30357-NO, 30152-NO, 30156-NO, 30407-NO
Potential Description:	SOIL
Alias Name:	BEAUMONT UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	BEAUMONT USD-PROPOSED DEUTCH NO. 2
Alias Type:	Alternate Name
Alias Name:	DEUTCH ELEMENTARY NO. 2 (PROPOSED)
Alias Type:	Alternate Name
Alias Name:	404215
Alias Type:	Project Code (Site Code)
Alias Name:	33010033
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	12/18/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Workplan
Completed Date:	08/21/2001
Comments:	Field work completed 8/21/01, Project then moved to PEA. PEA comments issued 10/15/01.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	03/09/2001
Comments:	Phase 1
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	03/21/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	02/07/2002
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported

DEUTCH ELEMENTARY SCHOOL NO. 2 (Continued) **S107736219**

Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Count: 0 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
		NO SITES FOUND			

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/25/2019
Date Data Arrived at EDR: 11/07/2019
Date Made Active in Reports: 11/20/2019
Number of Days to Update: 13

Source: EPA
Telephone: N/A
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 10/25/2019
Date Data Arrived at EDR: 11/07/2019
Date Made Active in Reports: 11/20/2019
Number of Days to Update: 13

Source: EPA
Telephone: N/A
Last EDR Contact: 12/09/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 10/25/2019
Date Data Arrived at EDR: 11/07/2019
Date Made Active in Reports: 11/20/2019
Number of Days to Update: 13

Source: EPA
Telephone: N/A
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 04/03/2019
Date Data Arrived at EDR: 04/05/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 10/04/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/25/2019
Date Data Arrived at EDR: 11/07/2019
Date Made Active in Reports: 11/21/2019
Number of Days to Update: 14

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/09/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 10/25/2019
Date Data Arrived at EDR: 11/07/2019
Date Made Active in Reports: 11/21/2019
Number of Days to Update: 14

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/09/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/16/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/16/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/16/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/16/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/16/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 08/13/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/22/2019
Next Scheduled EDR Contact: 03/09/2020
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/22/2019
Next Scheduled EDR Contact: 03/09/2020
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 14

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 07/29/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 07/29/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 08/12/2019
Date Data Arrived at EDR: 08/13/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 57

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 11/12/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52
Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41
Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27
Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9
Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35
Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/08/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/16/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 07/02/2019
Date Data Arrived at EDR: 10/16/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 8
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 12/16/2020
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 04/12/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 12/03/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/08/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 79
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/02/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 20
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 58
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35
Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36
Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11
Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 08/27/2019
Date Data Arrived at EDR: 08/28/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 75
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52
Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Semi-Annually

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 09/06/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)

Military ust sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Varies

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 12/11/2019
Next Scheduled EDR Contact: 03/30/2020
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/08/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/02/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 20

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/08/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 04/12/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 12/03/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 05/02/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 79

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/16/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 79

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 07/29/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 12/17/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 09/23/2019
Date Data Arrived at EDR: 09/24/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/03/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 12/16/2019
Next Scheduled EDR Contact: 03/30/2020
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 59

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 03/26/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 34

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 11/01/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/13/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/20/2019
Next Scheduled EDR Contact: 03/09/2020
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 07/29/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/16/2019
Date Made Active in Reports: 09/24/2019
Number of Days to Update: 70

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 09/24/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 10/22/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/13/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/20/2019
Next Scheduled EDR Contact: 03/09/2020
Data Release Frequency: Quarterly

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Varies

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 08/20/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 11/20/2019
Next Scheduled EDR Contact: 03/09/2020
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing
Aboveground storage tank sites

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/02/2019
Date Made Active in Reports: 10/11/2019
Number of Days to Update: 70

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database
The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/22/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 08/29/2019
Date Data Arrived at EDR: 08/30/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 60

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 12/02/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 10/25/2019
Date Data Arrived at EDR: 11/07/2019
Date Made Active in Reports: 11/20/2019
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 89

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 12/06/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 05/15/2019
Date Data Arrived at EDR: 06/24/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 58

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/16/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 05/15/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 79

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 11/19/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 10/07/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63
Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 12/02/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 89
Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88
Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73
Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 11/08/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198
Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 09/19/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 11/16/2018
Date Made Active in Reports: 11/21/2019
Number of Days to Update: 370

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 11/22/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 09/30/2018
Date Data Arrived at EDR: 04/24/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 106

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 10/23/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 10/25/2019
Date Data Arrived at EDR: 11/07/2019
Date Made Active in Reports: 11/20/2019
Number of Days to Update: 13

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 12/09/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/25/2019
Date Data Arrived at EDR: 05/02/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 10/21/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2019
Date Data Arrived at EDR: 11/07/2019
Date Made Active in Reports: 11/21/2019
Number of Days to Update: 14
Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 12/09/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 03/20/2019
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 34
Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 10/07/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 06/20/2019
Date Data Arrived at EDR: 06/20/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 49
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 11/25/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 11/06/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 11/12/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 85

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 06/30/2019
Date Data Arrived at EDR: 07/16/2019
Date Made Active in Reports: 10/02/2019
Number of Days to Update: 78

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 12/16/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 10/06/2019
Next Scheduled EDR Contact: 01/19/2020
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 08/08/2017
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/21/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 82

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 11/15/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites
A listing of former lead smelter site locations.

Date of Government Version: 10/25/2019
Date Data Arrived at EDR: 11/07/2019
Date Made Active in Reports: 11/20/2019
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 12/09/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites
A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)
The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/27/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 76

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 08/27/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Semi-Annually

MINES VIOLATIONS: MSHA Violation Assessment Data
Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 09/17/2019
Date Data Arrived at EDR: 09/18/2019
Date Made Active in Reports: 12/03/2019
Number of Days to Update: 76

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 12/02/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Quarterly

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/22/2019
Next Scheduled EDR Contact: 03/09/2020
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/22/2019
Next Scheduled EDR Contact: 03/09/2020
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 09/10/2019
Date Data Arrived at EDR: 09/10/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 37

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 08/12/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 12/03/2019
Number of Days to Update: 90

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 07/06/2019
Date Data Arrived at EDR: 07/09/2019
Date Made Active in Reports: 10/02/2019
Number of Days to Update: 85

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 10/08/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites
A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 01/17/2019
Date Made Active in Reports: 04/01/2019
Number of Days to Update: 74
Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 10/10/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing
A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 07/26/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 71
Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 11/20/2019
Next Scheduled EDR Contact: 03/09/2020
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing
This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 83
Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 11/19/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6
Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 09/23/2019
Date Data Arrived at EDR: 09/24/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 43
Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 09/24/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

CUPA SAN FRANCISCO CO: CUPA Facility Listing
Cupa facilities

Date of Government Version: 10/31/2019
Date Data Arrived at EDR: 11/01/2019
Date Made Active in Reports: 12/11/2019
Number of Days to Update: 40
Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing
list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 64

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 09/27/2019
Date Data Arrived at EDR: 10/01/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 37

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 11/20/2019
Next Scheduled EDR Contact: 03/09/2020
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 08/28/2019
Date Data Arrived at EDR: 08/30/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 60

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 12/02/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 09/06/2019
Date Data Arrived at EDR: 10/11/2019
Date Made Active in Reports: 12/12/2019
Number of Days to Update: 62

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 12/02/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Annually

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/24/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 59

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 09/18/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Varies

ENF: Enforcement Action Listing
A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/22/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 66

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 10/30/2019
Next Scheduled EDR Contact: 02/02/2020
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/30/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 08/16/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 05/29/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 54

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 11/19/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/19/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 10/07/2019
Date Data Arrived at EDR: 10/08/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 30

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 10/08/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 08/12/2019
Date Data Arrived at EDR: 08/13/2019
Date Made Active in Reports: 10/16/2019
Number of Days to Update: 64

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/12/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 09/16/2019
Date Data Arrived at EDR: 09/18/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 49

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 12/11/2019
Next Scheduled EDR Contact: 03/30/2020
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 08/20/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 11/18/2019
Number of Days to Update: 90
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53
Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 07/11/2018
Date Made Active in Reports: 09/13/2018
Number of Days to Update: 64
Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9
Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13
Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 12/17/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing

In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 58

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/22/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Varies

MINES MRDS: Mineral Resources Data System
Mineral Resources Data System

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 10/21/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 3

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 11/22/2019
Next Scheduled EDR Contact: 03/09/2020
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations
EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks
Underground storage tank sites located in Alameda county.

Date of Government Version: 10/02/2019
Date Data Arrived at EDR: 10/03/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 34

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 09/06/2019
Date Data Arrived at EDR: 09/10/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 51

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 12/02/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 08/05/2019
Date Data Arrived at EDR: 08/07/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 63

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 12/03/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 08/20/2019
Date Data Arrived at EDR: 08/23/2019
Date Made Active in Reports: 10/22/2019
Number of Days to Update: 60

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 10/11/2019
Date Data Arrived at EDR: 10/29/2019
Date Made Active in Reports: 12/11/2019
Number of Days to Update: 43

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 09/06/2019
Date Data Arrived at EDR: 09/12/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 49

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 10/08/2019
Date Data Arrived at EDR: 10/10/2019
Date Made Active in Reports: 12/11/2019
Number of Days to Update: 62

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 10/09/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 07/08/2019
Date Data Arrived at EDR: 07/10/2019
Date Made Active in Reports: 09/20/2019
Number of Days to Update: 72

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 10/30/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 65

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Varies

KERN COUNTY:

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/06/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 63

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 11/25/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 08/16/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 10/15/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 07/22/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 65

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 12/11/2019
Next Scheduled EDR Contact: 03/30/2020
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 09/26/2019
Date Data Arrived at EDR: 10/04/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 34

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/15/2019
Date Data Arrived at EDR: 10/16/2019
Date Made Active in Reports: 12/12/2019
Number of Days to Update: 57

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 10/16/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 01/15/2019
Date Made Active in Reports: 03/07/2019
Number of Days to Update: 51

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 10/09/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LOS ANGELES AST: Active & Inactive AST Inventory
A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/27/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills
This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 04/30/2012
Date Data Arrived at EDR: 04/17/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 42

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 10/18/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory
A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/27/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory
A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/27/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 07/15/2019
Date Data Arrived at EDR: 07/17/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 19

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 10/09/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 06/27/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/02/2019
Number of Days to Update: 64

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/22/2019
Date Data Arrived at EDR: 08/26/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 64

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 05/29/2019
Date Data Arrived at EDR: 05/30/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 53

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 08/21/2019
Date Data Arrived at EDR: 09/03/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 58

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 11/20/2019
Next Scheduled EDR Contact: 03/09/2020
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 07/25/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/30/2019
Number of Days to Update: 62

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/20/2019
Next Scheduled EDR Contact: 03/09/2020
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/20/2019
Next Scheduled EDR Contact: 03/09/2020
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 10/30/2019
Date Data Arrived at EDR: 10/30/2019
Date Made Active in Reports: 12/11/2019
Number of Days to Update: 42

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 07/10/2019
Date Data Arrived at EDR: 08/07/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 63

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 07/10/2019
Date Data Arrived at EDR: 08/09/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 61

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 07/10/2019
Date Data Arrived at EDR: 08/06/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 64

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/05/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/05/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 61

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 12/02/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 10/17/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 12/13/2019
Number of Days to Update: 52

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/16/2019
Next Scheduled EDR Contact: 03/30/2020
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 07/10/2019
Date Data Arrived at EDR: 07/11/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 74

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/16/2019
Next Scheduled EDR Contact: 03/30/2020
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 08/06/2019
Date Data Arrived at EDR: 10/01/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 37

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 10/01/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 08/07/2019
Date Data Arrived at EDR: 10/01/2019
Date Made Active in Reports: 11/08/2019
Number of Days to Update: 38

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 10/01/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 07/16/2019
Date Data Arrived at EDR: 07/16/2019
Date Made Active in Reports: 09/24/2019
Number of Days to Update: 70

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 08/29/2019
Date Data Arrived at EDR: 08/30/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 60

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 12/04/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 56

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 10/16/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 12/13/2019
Number of Days to Update: 52

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 11/25/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

LUST SAN FRANCISCO: Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/02/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 67

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 12/11/2019
Next Scheduled EDR Contact: 03/30/2020
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 12/11/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/05/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 11/20/2019
Next Scheduled EDR Contact: 03/09/2020
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 07/30/2019
Date Data Arrived at EDR: 08/02/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 67

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 11/25/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 08/28/2019
Date Data Arrived at EDR: 08/30/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 60

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/02/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 06/18/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 29

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 12/17/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 10/01/2019
Date Data Arrived at EDR: 10/02/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 36

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 12/17/2019
Next Scheduled EDR Contact: 04/06/2020
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 07/18/2019
Date Data Arrived at EDR: 07/18/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 70

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 08/29/2019
Date Data Arrived at EDR: 09/03/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 64

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 12/02/2019
Next Scheduled EDR Contact: 03/16/2020
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 58

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 65

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 08/12/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 64

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 05/29/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 09/30/2019
Number of Days to Update: 63

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 10/21/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/26/2019
Date Data Arrived at EDR: 10/23/2019
Date Made Active in Reports: 12/13/2019
Number of Days to Update: 51

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 10/21/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 07/26/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/10/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 09/25/2019
Date Data Arrived at EDR: 10/01/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 30

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 12/19/2019
Next Scheduled EDR Contact: 04/13/2020
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 07/26/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 05/14/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 83

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/11/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 05/01/2019
Date Made Active in Reports: 06/21/2019
Number of Days to Update: 51

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 10/09/2019
Next Scheduled EDR Contact: 12/07/2020
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 10/02/2019
Date Made Active in Reports: 12/10/2019
Number of Days to Update: 69

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 12/18/2019
Next Scheduled EDR Contact: 03/23/2020
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

PROPOSED FUEL STATION
SWC 8TH STREET/HIGHLAND SPRINGS AVENUE
BEAUMONT, CA 92223

TARGET PROPERTY COORDINATES

Latitude (North):	33.932317 - 33° 55' 56.34''
Longitude (West):	116.947606 - 116° 56' 51.38''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	504842.4
UTM Y (Meters):	3754458.5
Elevation:	2605 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5629739 BEAUMONT, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

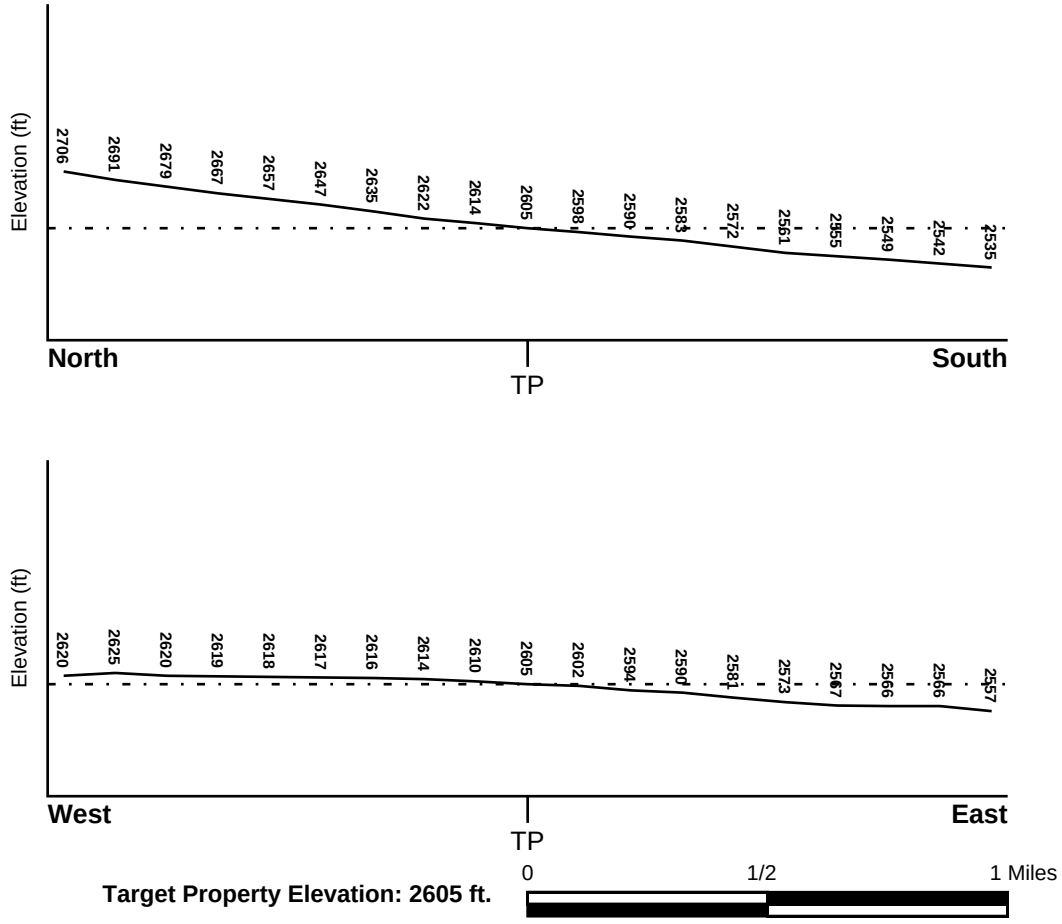
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SSE

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Target Property Elevation: 2605 ft.

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06065C0812G	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06065C0805G	FEMA FIRM Flood data
06065C0808G	FEMA FIRM Flood data
06065C0816G	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
BEAUMONT	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

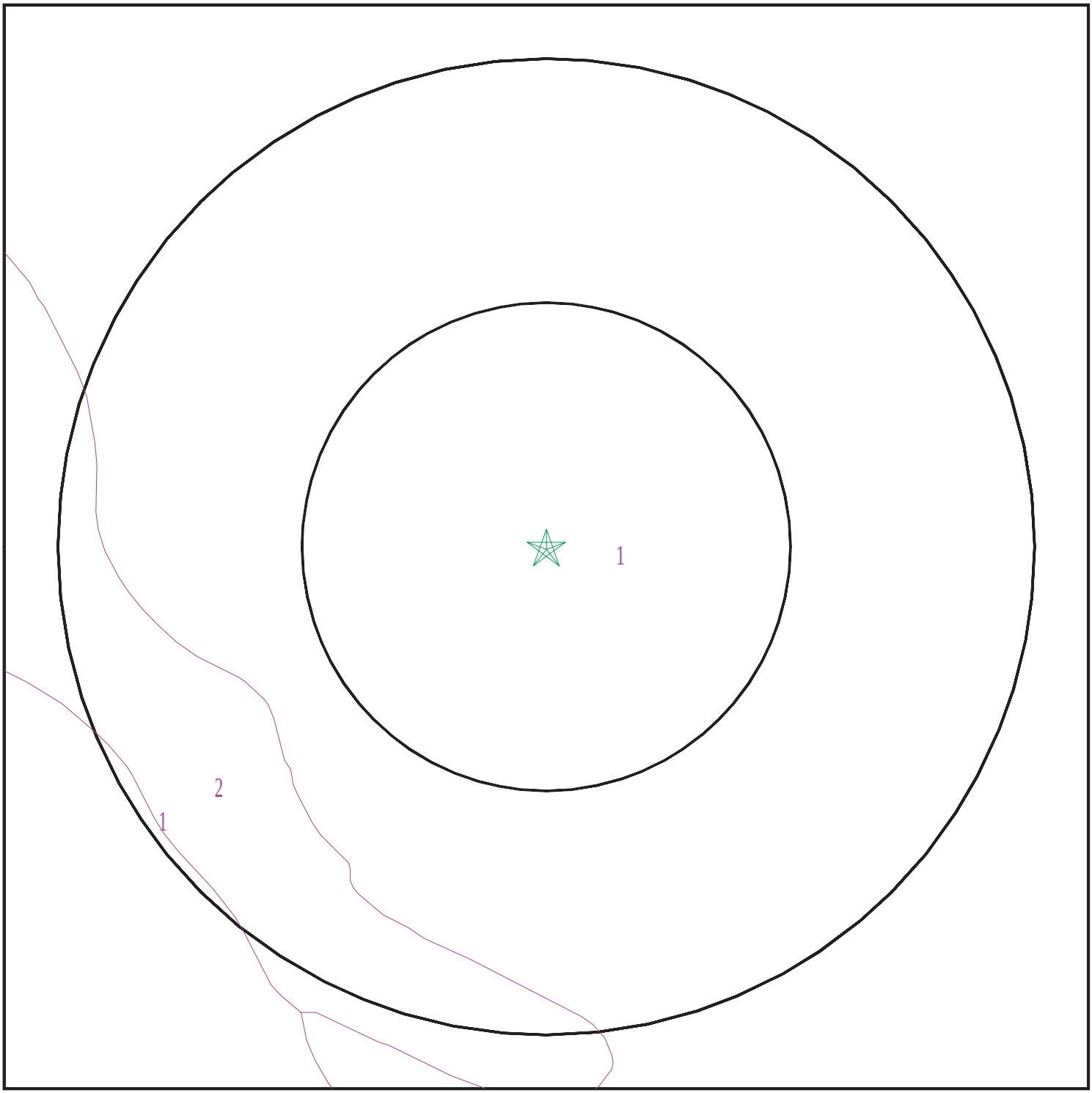
Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 5914075.2s



Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

N

SITE NAME:	Proposed Fuel Station	CLIENT:	Salem Engineering Group
ADDRESS:	SWC 8th Street/Highland Springs Avenue Beaumont CA 92223	CONTACT:	Reily Rivera
		INQUIRY #:	5914075.2s
LAT/LONG:	33.932317 / 116.947606	DATE:	December 20, 2019 6:58 pm

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: RAMONA

Soil Surface Texture: sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	14 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 4 Min: 1.4	Max: 8.4 Min: 6.6
2	14 inches	22 inches	fine sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 4 Min: 1.4	Max: 8.4 Min: 6.6
3	22 inches	68 inches	sandy clay loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 4 Min: 1.4	Max: 8.4 Min: 6.6

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
4	68 inches	74 inches	gravelly sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 4 Min: 1.4	Max: 8.4 Min: 6.6

Soil Map ID: 2

Soil Component Name: GREENFIELD

Soil Surface Texture: sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	25 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 8.4 Min: 6.6

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
2	25 inches	42 inches	fine sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 8.4 Min: 6.6
3	42 inches	59 inches	loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 8.4 Min: 6.6
4	59 inches	72 inches	stratified loamy sand to sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 8.4 Min: 6.6

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A2	USGS40000139131	0 - 1/8 Mile NE
3	USGS40000139108	1/8 - 1/4 Mile SE

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
B5	USGS40000139093	1/4 - 1/2 Mile SSE
6	USGS40000139087	1/4 - 1/2 Mile SSE
C7	USGS40000139132	1/2 - 1 Mile East
D9	USGS40000139128	1/2 - 1 Mile East
D10	USGS40000139123	1/2 - 1 Mile East
11	USGS40000139086	1/2 - 1 Mile ESE
13	USGS40000139115	1/2 - 1 Mile East
E14	USGS40000139034	1/2 - 1 Mile SE
15	USGS40000139066	1/2 - 1 Mile ESE

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

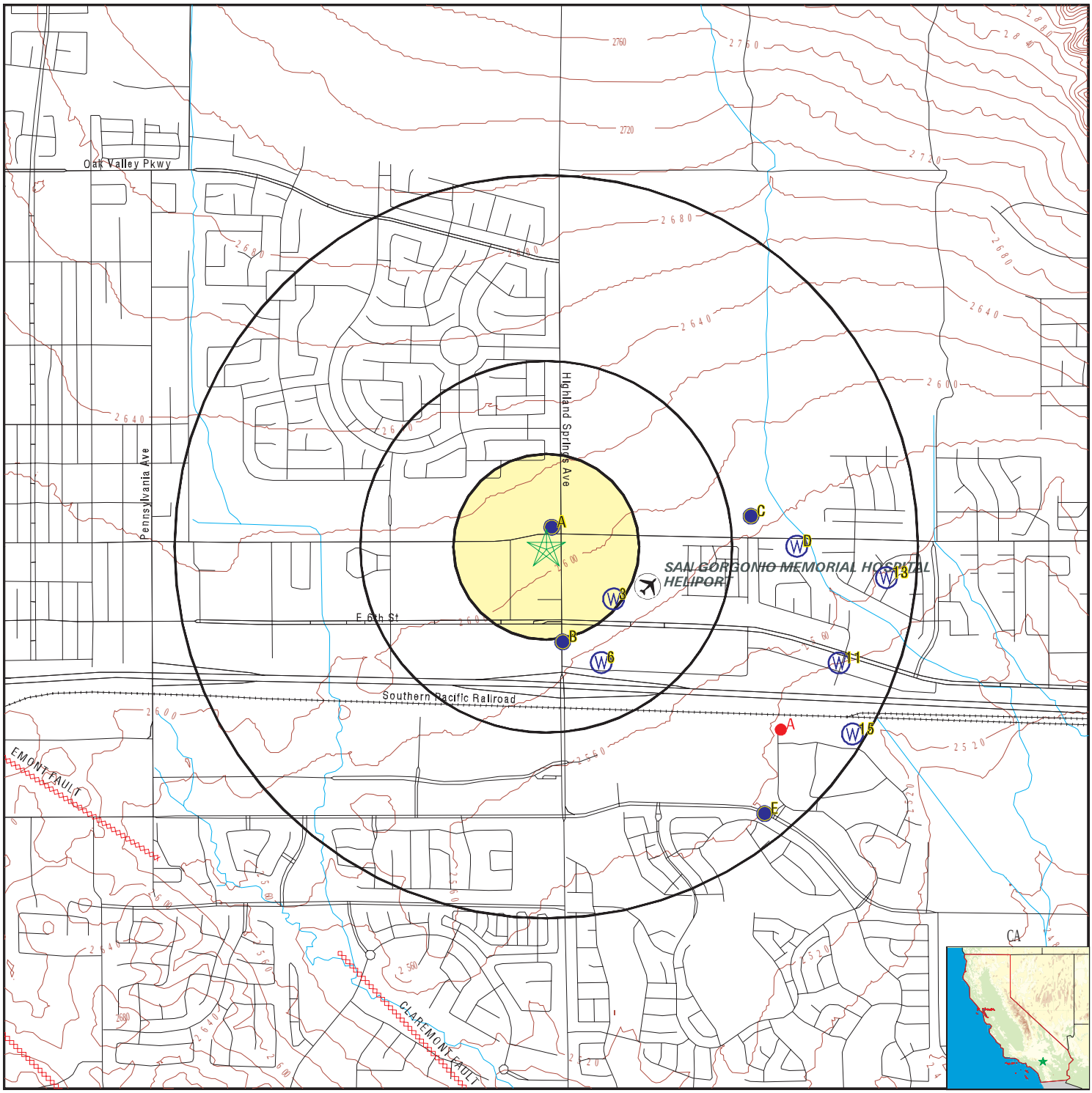
MAP ID	WELL ID	LOCATION FROM TP
A1	CADWR8000006161	0 - 1/8 Mile NNW
B4	CADWR8000006143	1/4 - 1/2 Mile South
C8	CADWR8000006162	1/2 - 1 Mile East
E12	CADWR8000006114	1/2 - 1 Mile SE

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	CAOG13000006348	1/2 - 1 Mile SE
A2	CAOG13000006405	1/2 - 1 Mile SE

PHYSICAL SETTING SOURCE MAP - 5914075.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Proposed Fuel Station	CLIENT:	Salem Engineering Group
ADDRESS:	SWC 8th Street/Highland Springs Avenue Beaumont CA 92223	CONTACT:	Reily Rivera
		INQUIRY #:	5914075.2s
LAT/LONG:	33.932317 / 116.947606	DATE:	December 20, 2019 6:58 pm

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

A1
NNW
0 - 1/8 Mile
Higher

CA WELLS **CADWR8000006161**

State Well #:	03S01W01N001S	Station ID:	4318
Well Name:	Not Reported	Well Use:	Unknown
Well Type:	Unknown	Well Depth:	0
Basin Name:	San Timoteo	Well Completion Rpt #:	Not Reported

A2
NE
0 - 1/8 Mile
Higher

FED USGS **USGS40000139131**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S001W01N001S	Type:	Well
Description:	ROCKWELL GPS FOR LAT/LONG., NAD27		
HUC:	18070202	Drainage Area:	Not Reported
Drainage Area Units:	Not Reported	Contrib Drainage Area:	Not Reported
Contrib Drainage Area Unts:	Not Reported	Aquifer:	Basin and Range basin-fill aquifers
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	1931	Well Depth:	368
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	191	Level reading date:	2001-06-05
Feet below surface:	Not Reported	Feet to sea level:	Not Reported
Note:	The site was dry (no water level recorded).		
Level reading date:	2000-04-25	Feet below surface:	Not Reported
Feet to sea level:	Not Reported		
Note:	The site was dry (no water level recorded).		
Level reading date:	1999-10-26	Feet below surface:	Not Reported
Feet to sea level:	Not Reported		
Note:	The site was dry (no water level recorded).		
Level reading date:	1999-04-26	Feet below surface:	367.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1998-06-04	Feet below surface:	367.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1997-10-22	Feet below surface:	Not Reported
Feet to sea level:	2234	Note:	Not Reported
Level reading date:	1997-05-14	Feet below surface:	Not Reported
Feet to sea level:	2235	Note:	Not Reported
Level reading date:	1996-11-12	Feet below surface:	Not Reported
Feet to sea level:	2234	Note:	Not Reported
Level reading date:	1996-05-07	Feet below surface:	Not Reported
Feet to sea level:	2235	Note:	Not Reported

Level reading date:	1995-05-12	Feet below surface:	Not Reported
Feet to sea level:	2234	Note:	Not Reported
Level reading date:	1994-11-07	Feet below surface:	370.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1994-05-09	Feet below surface:	368.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1993-10-13	Feet below surface:	368
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1993-06-07	Feet below surface:	Not Reported
Feet to sea level:	2237	Note:	Not Reported
Level reading date:	1993-06-06	Feet below surface:	Not Reported
Feet to sea level:	2237	Note:	Not Reported
Level reading date:	1993-06-04	Feet below surface:	Not Reported
Feet to sea level:	2237	Note:	Not Reported
Level reading date:	1993-05-31	Feet below surface:	366.4
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1993-05-30	Feet below surface:	366.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1993-05-29	Feet below surface:	366.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1993-05-28	Feet below surface:	366.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1993-04-29	Feet below surface:	365
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1991-11-01	Feet below surface:	361.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-07-18	Feet below surface:	365.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-06-27	Feet below surface:	364.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-05-26	Feet below surface:	363.9
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-04-26	Feet below surface:	363.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-03-27	Feet below surface:	363.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-02-23	Feet below surface:	363.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1978-01-26	Feet below surface:	363.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-12-22	Feet below surface:	363.6
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1977-11-22	Feet below surface:	363.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-10-24	Feet below surface:	363.4
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-09-23	Feet below surface:	363.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-08-26	Feet below surface:	362.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-07-27	Feet below surface:	362.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-07-05	Feet below surface:	362.4
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-06-01	Feet below surface:	362.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-04-01	Feet below surface:	361.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-03-02	Feet below surface:	361.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1977-02-02	Feet below surface:	361.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-12-04	Feet below surface:	361.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-11-03	Feet below surface:	362.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-10-04	Feet below surface:	361.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-09-04	Feet below surface:	361.9
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-07-31	Feet below surface:	361.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-07-02	Feet below surface:	360.4
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-06-02	Feet below surface:	360.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-05-01	Feet below surface:	360.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-04-01	Feet below surface:	360.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-03-31	Feet below surface:	361.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1976-02-29	Feet below surface:	361.3
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1976-02-12	Feet below surface:	361
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-09-28	Feet below surface:	359
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-07-06	Feet below surface:	375.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-04-27	Feet below surface:	372.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1973-02-23	Feet below surface:	357
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1972-12-14	Feet below surface:	357.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1972-07-07	Feet below surface:	356.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1972-04-07	Feet below surface:	355.4
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1972-01-28	Feet below surface:	355.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-11-24	Feet below surface:	355.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-11-03	Feet below surface:	355.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-09-03	Feet below surface:	354.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-07-30	Feet below surface:	354.4
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-04-23	Feet below surface:	353.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-04-03	Feet below surface:	353.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-04-01	Feet below surface:	353.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-03-01	Feet below surface:	353.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-02-24	Feet below surface:	353.9
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-02-01	Feet below surface:	353.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-01-18	Feet below surface:	353.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1971-01-01	Feet below surface:	353.2
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1970-12-01	Feet below surface:	353.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-11-01	Feet below surface:	353.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-10-19	Feet below surface:	353.9
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-10-01	Feet below surface:	353.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-09-01	Feet below surface:	353
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-08-07	Feet below surface:	353.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-08-01	Feet below surface:	352.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-07-01	Feet below surface:	352.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-06-01	Feet below surface:	352.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-05-01	Feet below surface:	352.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-04-01	Feet below surface:	352.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-03-01	Feet below surface:	351.9
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-02-01	Feet below surface:	352
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1970-01-01	Feet below surface:	352.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-12-01	Feet below surface:	352.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-11-01	Feet below surface:	352
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-10-01	Feet below surface:	351.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-09-01	Feet below surface:	351.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-08-22	Feet below surface:	351.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-08-01	Feet below surface:	351.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-07-11	Feet below surface:	351.7
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1969-07-01	Feet below surface:	351.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-06-19	Feet below surface:	351.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-06-06	Feet below surface:	351
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1969-03-28	Feet below surface:	350.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1968-11-22	Feet below surface:	350.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1968-02-09	Feet below surface:	347.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1967-10-20	Feet below surface:	347.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1967-07-28	Feet below surface:	345.9
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1967-05-12	Feet below surface:	344.4
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1966-08-26	Feet below surface:	343.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1966-05-06	Feet below surface:	342.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1966-01-07	Feet below surface:	342
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1965-09-17	Feet below surface:	340.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1965-06-25	Feet below surface:	340.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1965-04-23	Feet below surface:	339.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1965-01-20	Feet below surface:	339.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1964-12-11	Feet below surface:	339.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1964-10-12	Feet below surface:	339.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1964-08-21	Feet below surface:	339
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1964-06-19	Feet below surface:	338.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1964-04-10	Feet below surface:	337.2
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1964-02-06	Feet below surface:	337.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1963-12-06	Feet below surface:	336.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1963-09-27	Feet below surface:	336.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1963-08-01	Feet below surface:	335.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1963-06-07	Feet below surface:	335.4
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1963-03-29	Feet below surface:	334.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1963-01-24	Feet below surface:	334.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1962-12-12	Feet below surface:	333.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1962-10-05	Feet below surface:	333.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1962-08-03	Feet below surface:	332.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1962-05-25	Feet below surface:	332.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1962-04-06	Feet below surface:	332.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1962-01-26	Feet below surface:	332.4
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1961-12-01	Feet below surface:	332.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1961-10-13	Feet below surface:	331.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1961-08-04	Feet below surface:	330.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1961-06-02	Feet below surface:	329.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1961-04-07	Feet below surface:	328.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1961-02-10	Feet below surface:	329.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1960-12-02	Feet below surface:	326.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1960-10-07	Feet below surface:	327.7
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1960-08-11	Feet below surface:	326.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1960-05-27	Feet below surface:	325.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1960-04-08	Feet below surface:	325.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1960-02-05	Feet below surface:	325.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1959-12-11	Feet below surface:	325.4
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1959-09-04	Feet below surface:	323.9
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1959-06-11	Feet below surface:	322.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1959-04-17	Feet below surface:	321.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1959-02-20	Feet below surface:	321.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1958-11-28	Feet below surface:	321.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1958-10-02	Feet below surface:	321.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1958-08-08	Feet below surface:	320
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1958-06-11	Feet below surface:	319.4
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1958-04-11	Feet below surface:	318.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1958-02-07	Feet below surface:	318.9
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1957-12-13	Feet below surface:	318.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1957-10-02	Feet below surface:	317.9
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1957-08-01	Feet below surface:	317.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1957-06-24	Feet below surface:	318.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1957-03-29	Feet below surface:	315.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1957-01-25	Feet below surface:	315.6
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1956-11-30	Feet below surface:	315.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1956-09-28	Feet below surface:	314.9
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1956-07-27	Feet below surface:	313.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1956-05-25	Feet below surface:	312.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1956-03-30	Feet below surface:	312.4
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1956-02-03	Feet below surface:	312.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1955-12-09	Feet below surface:	312.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1955-10-05	Feet below surface:	311.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1955-08-08	Feet below surface:	310.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1955-05-27	Feet below surface:	309.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1955-03-31	Feet below surface:	308
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1955-01-29	Feet below surface:	308.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1954-10-01	Feet below surface:	307.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1954-07-30	Feet below surface:	306.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1954-05-28	Feet below surface:	305.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1954-04-02	Feet below surface:	305
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1954-01-29	Feet below surface:	305
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1953-11-28	Feet below surface:	304.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1953-10-16	Feet below surface:	304.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1953-07-31	Feet below surface:	303.4
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1953-06-05	Feet below surface:	302.2
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	1953-03-27	Feet below surface:	301.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1953-01-30	Feet below surface:	301.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1952-12-05	Feet below surface:	301.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1952-10-03	Feet below surface:	301.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1952-08-08	Feet below surface:	300.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1952-05-29	Feet below surface:	299.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1952-03-24	Feet below surface:	298.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1952-02-01	Feet below surface:	299
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1951-11-30	Feet below surface:	289.8
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1951-10-01	Feet below surface:	298.4
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1951-09-04	Feet below surface:	289
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1951-08-03	Feet below surface:	297.5
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1951-07-09	Feet below surface:	297.2
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1930-12-03	Feet below surface:	308.3
Feet to sea level:	Not Reported	Note:	Not Reported

3
SE **FED USGS** **USGS40000139108**
1/8 - 1/4 Mile
Lower

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S001W12D001S	Type:	Well
Description:	Not Reported	HUC:	Not Reported
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Basin and Range basin-fill aquifers		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	316
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	125	Level reading date:	1955-12-09

Feet below surface:	Not Reported	Feet to sea level:	2290
Note:	Not Reported		
Level reading date:	1955-10-05	Feet below surface:	Not Reported
Feet to sea level:	2290	Note:	Not Reported
Level reading date:	1955-08-08	Feet below surface:	Not Reported
Feet to sea level:	2291	Note:	Not Reported
Level reading date:	1955-05-27	Feet below surface:	Not Reported
Feet to sea level:	2292	Note:	Not Reported
Level reading date:	1955-03-31	Feet below surface:	Not Reported
Feet to sea level:	2293	Note:	Not Reported
Level reading date:	1955-01-29	Feet below surface:	Not Reported
Feet to sea level:	2292	Note:	Not Reported
Level reading date:	1954-12-03	Feet below surface:	Not Reported
Feet to sea level:	2292	Note:	Not Reported
Level reading date:	1954-10-01	Feet below surface:	Not Reported
Feet to sea level:	2293	Note:	Not Reported
Level reading date:	1954-07-30	Feet below surface:	Not Reported
Feet to sea level:	2294	Note:	Not Reported
Level reading date:	1954-05-28	Feet below surface:	Not Reported
Feet to sea level:	2295	Note:	Not Reported
Level reading date:	1954-04-02	Feet below surface:	Not Reported
Feet to sea level:	2295	Note:	Not Reported
Level reading date:	1954-01-29	Feet below surface:	Not Reported
Feet to sea level:	2296	Note:	Not Reported
Level reading date:	1953-11-27	Feet below surface:	Not Reported
Feet to sea level:	2296	Note:	Not Reported
Level reading date:	1953-10-16	Feet below surface:	Not Reported
Feet to sea level:	2296	Note:	Not Reported
Level reading date:	1953-07-31	Feet below surface:	Not Reported
Feet to sea level:	2297	Note:	Not Reported
Level reading date:	1953-06-05	Feet below surface:	Not Reported
Feet to sea level:	2298	Note:	Not Reported
Level reading date:	1953-03-27	Feet below surface:	Not Reported
Feet to sea level:	2299	Note:	Not Reported
Level reading date:	1953-01-30	Feet below surface:	Not Reported
Feet to sea level:	2299	Note:	Not Reported
Level reading date:	1952-12-05	Feet below surface:	Not Reported
Feet to sea level:	2299	Note:	Not Reported
Level reading date:	1952-10-03	Feet below surface:	Not Reported
Feet to sea level:	2300	Note:	Not Reported
Level reading date:	1952-08-08	Feet below surface:	Not Reported
Feet to sea level:	2300	Note:	Not Reported

Level reading date:	1952-05-29	Feet below surface:	Not Reported
Feet to sea level:	2301	Note:	Not Reported
Level reading date:	1952-03-24	Feet below surface:	Not Reported
Feet to sea level:	2301	Note:	Not Reported
Level reading date:	1952-02-01	Feet below surface:	Not Reported
Feet to sea level:	2301	Note:	Not Reported
Level reading date:	1951-11-03	Feet below surface:	Not Reported
Feet to sea level:	2302	Note:	Not Reported
Level reading date:	1951-10-01	Feet below surface:	Not Reported
Feet to sea level:	2302	Note:	Not Reported
Level reading date:	1951-09-04	Feet below surface:	Not Reported
Feet to sea level:	2303	Note:	Not Reported
Level reading date:	1951-08-03	Feet below surface:	Not Reported
Feet to sea level:	2303	Note:	Not Reported
Level reading date:	1951-07-09	Feet below surface:	Not Reported
Feet to sea level:	2303	Note:	Not Reported
Level reading date:	1949-10-01	Feet below surface:	Not Reported
Feet to sea level:	2307	Note:	Not Reported
Level reading date:	1949-07-02	Feet below surface:	Not Reported
Feet to sea level:	2308	Note:	Not Reported
Level reading date:	1949-04-05	Feet below surface:	Not Reported
Feet to sea level:	2308	Note:	Not Reported
Level reading date:	1949-01-03	Feet below surface:	Not Reported
Feet to sea level:	2309	Note:	Not Reported
Level reading date:	1948-10-05	Feet below surface:	Not Reported
Feet to sea level:	2310	Note:	Not Reported
Level reading date:	1948-07-06	Feet below surface:	Not Reported
Feet to sea level:	2310	Note:	Not Reported
Level reading date:	1948-04-15	Feet below surface:	Not Reported
Feet to sea level:	2311	Note:	Not Reported
Level reading date:	1947-10-07	Feet below surface:	Not Reported
Feet to sea level:	2311	Note:	Not Reported
Level reading date:	1947-07-03	Feet below surface:	Not Reported
Feet to sea level:	2308	Note:	Not Reported
Level reading date:	1946-10-05	Feet below surface:	Not Reported
Feet to sea level:	2310	Note:	Not Reported
Level reading date:	1946-04-12	Feet below surface:	Not Reported
Feet to sea level:	2312	Note:	Not Reported
Level reading date:	1946-01-07	Feet below surface:	Not Reported
Feet to sea level:	2311	Note:	Not Reported
Level reading date:	1945-10-11	Feet below surface:	Not Reported
Feet to sea level:	2311	Note:	Not Reported

Level reading date:	1945-07-08	Feet below surface:	Not Reported
Feet to sea level:	2312	Note:	Not Reported
Level reading date:	1945-04-04	Feet below surface:	Not Reported
Feet to sea level:	2313	Note:	Not Reported
Level reading date:	1945-01-03	Feet below surface:	Not Reported
Feet to sea level:	2314	Note:	Not Reported
Level reading date:	1944-10-03	Feet below surface:	Not Reported
Feet to sea level:	2314	Note:	Not Reported
Level reading date:	1944-07-05	Feet below surface:	Not Reported
Feet to sea level:	2314	Note:	Not Reported
Level reading date:	1944-04-08	Feet below surface:	Not Reported
Feet to sea level:	2315	Note:	Not Reported
Level reading date:	1944-01-08	Feet below surface:	Not Reported
Feet to sea level:	2315	Note:	Not Reported
Level reading date:	1943-10-05	Feet below surface:	Not Reported
Feet to sea level:	2315	Note:	Not Reported
Level reading date:	1943-07-05	Feet below surface:	Not Reported
Feet to sea level:	2314	Note:	Not Reported
Level reading date:	1943-01-05	Feet below surface:	Not Reported
Feet to sea level:	2316	Note:	Not Reported
Level reading date:	1942-10-02	Feet below surface:	Not Reported
Feet to sea level:	2316	Note:	Not Reported
Level reading date:	1942-04-07	Feet below surface:	Not Reported
Feet to sea level:	2314	Note:	Not Reported
Level reading date:	1942-01-06	Feet below surface:	Not Reported
Feet to sea level:	2315	Note:	Not Reported
Level reading date:	1941-10-04	Feet below surface:	Not Reported
Feet to sea level:	2316	Note:	Not Reported
Level reading date:	1941-07-09	Feet below surface:	Not Reported
Feet to sea level:	2317	Note:	Not Reported
Level reading date:	1941-04-09	Feet below surface:	Not Reported
Feet to sea level:	2318	Note:	Not Reported
Level reading date:	1941-01-04	Feet below surface:	Not Reported
Feet to sea level:	2316	Note:	Not Reported
Level reading date:	1940-10-02	Feet below surface:	Not Reported
Feet to sea level:	2318	Note:	Not Reported
Level reading date:	1940-07-03	Feet below surface:	Not Reported
Feet to sea level:	2318	Note:	Not Reported
Level reading date:	1940-04-02	Feet below surface:	Not Reported
Feet to sea level:	2319	Note:	Not Reported
Level reading date:	1940-01-05	Feet below surface:	Not Reported
Feet to sea level:	2319	Note:	Not Reported

Level reading date:	1939-10-05	Feet below surface:	Not Reported
Feet to sea level:	2319	Note:	Not Reported
Level reading date:	1939-07-03	Feet below surface:	Not Reported
Feet to sea level:	2320	Note:	Not Reported
Level reading date:	1939-04-05	Feet below surface:	Not Reported
Feet to sea level:	2320	Note:	Not Reported
Level reading date:	1939-01-03	Feet below surface:	Not Reported
Feet to sea level:	2320	Note:	Not Reported
Level reading date:	1938-10-03	Feet below surface:	Not Reported
Feet to sea level:	2320	Note:	Not Reported
Level reading date:	1938-07-01	Feet below surface:	Not Reported
Feet to sea level:	2320	Note:	Not Reported
Level reading date:	1938-04-30	Feet below surface:	Not Reported
Feet to sea level:	2371	Note:	Not Reported
Level reading date:	1938-01-10	Feet below surface:	Not Reported
Feet to sea level:	2322	Note:	Not Reported
Level reading date:	1937-10-06	Feet below surface:	Not Reported
Feet to sea level:	2322	Note:	Not Reported
Level reading date:	1937-07-25	Feet below surface:	Not Reported
Feet to sea level:	2318	Note:	Not Reported
Level reading date:	1937-04-06	Feet below surface:	Not Reported
Feet to sea level:	2322	Note:	Not Reported
Level reading date:	1937-01-08	Feet below surface:	Not Reported
Feet to sea level:	2323	Note:	Not Reported
Level reading date:	1936-10-08	Feet below surface:	Not Reported
Feet to sea level:	2323	Note:	Not Reported
Level reading date:	1936-07-07	Feet below surface:	Not Reported
Feet to sea level:	2324	Note:	Not Reported
Level reading date:	1936-04-02	Feet below surface:	Not Reported
Feet to sea level:	2324	Note:	Not Reported
Level reading date:	1935-10-15	Feet below surface:	Not Reported
Feet to sea level:	2325	Note:	Not Reported
Level reading date:	1935-01-18	Feet below surface:	Not Reported
Feet to sea level:	2327	Note:	Not Reported
Level reading date:	1934-10-11	Feet below surface:	Not Reported
Feet to sea level:	2327	Note:	Not Reported
Level reading date:	1934-07-12	Feet below surface:	Not Reported
Feet to sea level:	2327	Note:	Not Reported
Level reading date:	1934-04-04	Feet below surface:	Not Reported
Feet to sea level:	2328	Note:	Not Reported
Level reading date:	1933-12-07	Feet below surface:	Not Reported
Feet to sea level:	2328	Note:	Not Reported

Level reading date:	1933-10-12	Feet below surface:	Not Reported
Feet to sea level:	2328	Note:	Not Reported
Level reading date:	1933-06-08	Feet below surface:	Not Reported
Feet to sea level:	2329	Note:	Not Reported
Level reading date:	1932-12-06	Feet below surface:	Not Reported
Feet to sea level:	2329	Note:	Not Reported
Level reading date:	1932-10-11	Feet below surface:	Not Reported
Feet to sea level:	2330	Note:	Not Reported
Level reading date:	1932-07-07	Feet below surface:	Not Reported
Feet to sea level:	2330	Note:	Not Reported
Level reading date:	1932-04-09	Feet below surface:	Not Reported
Feet to sea level:	2330	Note:	Not Reported
Level reading date:	1931-10-08	Feet below surface:	Not Reported
Feet to sea level:	2330	Note:	Not Reported
Level reading date:	1931-06-08	Feet below surface:	Not Reported
Feet to sea level:	2331	Note:	Not Reported
Level reading date:	1931-03-05	Feet below surface:	Not Reported
Feet to sea level:	2331	Note:	Not Reported
Level reading date:	1930-10-01	Feet below surface:	Not Reported
Feet to sea level:	2331	Note:	Not Reported
Level reading date:	1930-06-04	Feet below surface:	Not Reported
Feet to sea level:	2332	Note:	Not Reported
Level reading date:	1930-03-19	Feet below surface:	Not Reported
Feet to sea level:	2332	Note:	Not Reported
Level reading date:	1930-02-04	Feet below surface:	Not Reported
Feet to sea level:	2332	Note:	Not Reported
Level reading date:	1929-10-12	Feet below surface:	Not Reported
Feet to sea level:	2332	Note:	Not Reported
Level reading date:	1929-08-03	Feet below surface:	Not Reported
Feet to sea level:	2332	Note:	Not Reported
Level reading date:	1929-06-11	Feet below surface:	Not Reported
Feet to sea level:	2332	Note:	Not Reported
Level reading date:	1929-04-12	Feet below surface:	Not Reported
Feet to sea level:	2332	Note:	Not Reported
Level reading date:	1929-03-04	Feet below surface:	Not Reported
Feet to sea level:	2332	Note:	Not Reported
Level reading date:	1929-02-04	Feet below surface:	Not Reported
Feet to sea level:	2332	Note:	Not Reported
Level reading date:	1929-01-03	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1928-12-04	Feet below surface:	Not Reported
Feet to sea level:	2332	Note:	Not Reported

Level reading date:	1928-11-01	Feet below surface:	Not Reported
Feet to sea level:	2332	Note:	Not Reported
Level reading date:	1928-10-05	Feet below surface:	Not Reported
Feet to sea level:	2327	Note:	Not Reported
Level reading date:	1928-09-05	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1928-08-02	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1928-07-02	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1928-06-02	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1928-04-20	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1928-04-03	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1928-03-02	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1928-02-02	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1928-01-10	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1927-12-05	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1927-11-01	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1927-10-07	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1927-09-02	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1927-08-04	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1927-07-06	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1927-06-04	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1927-04-30	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported
Level reading date:	1927-04-14	Feet below surface:	Not Reported
Feet to sea level:	2333	Note:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

B4
South
1/4 - 1/2 Mile
Lower

CA WELLS **CADWR8000006143**

State Well #:	03S01W12E001S	Station ID:	25354
Well Name:	335543116564801	Well Use:	Observation
Well Type:	Single Well	Well Depth:	480
Basin Name:	San Timoteo	Well Completion Rpt #:	Not Reported

B5
SSE
1/4 - 1/2 Mile
Lower

FED USGS **USGS40000139093**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S001W12E001S	Type:	Well
Description:	Not Reported	HUC:	Not Reported
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Basin and Range basin-fill aquifers		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	480
Well Depth Units:	ft	Well Hole Depth:	529
Well Hole Depth Units:	ft		

6
SSE
1/4 - 1/2 Mile
Lower

FED USGS **USGS40000139087**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S001W12E002S	Type:	Well
Description:	Not Reported	HUC:	18070202
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Basin and Range basin-fill aquifers		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	390
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	252	Level reading date:	1993-10-14
Feet below surface:	Not Reported	Feet to sea level:	2232
Note:	Not Reported		
Level reading date:	1992-01-29	Feet below surface:	Not Reported
Feet to sea level:	2239	Note:	Not Reported
Level reading date:	1981-09-15	Feet below surface:	Not Reported
Feet to sea level:	2226	Note:	Not Reported
Level reading date:	1980-07-16	Feet below surface:	Not Reported

Feet to sea level:	2221	Note:	Not Reported
Level reading date:	1980-06-16	Feet below surface:	Not Reported
Feet to sea level:	2220	Note:	Not Reported
Level reading date:	1980-01-30	Feet below surface:	Not Reported
Feet to sea level:	2218	Note:	Not Reported
Level reading date:	1979-12-30	Feet below surface:	Not Reported
Feet to sea level:	2220	Note:	Not Reported
Level reading date:	1979-11-30	Feet below surface:	Not Reported
Feet to sea level:	2229	Note:	Not Reported
Level reading date:	1979-10-30	Feet below surface:	Not Reported
Feet to sea level:	2230	Note:	Not Reported
Level reading date:	1979-10-10	Feet below surface:	Not Reported
Feet to sea level:	2229	Note:	Not Reported
Level reading date:	1979-09-26	Feet below surface:	Not Reported
Feet to sea level:	2230	Note:	Not Reported
Level reading date:	1979-03-15	Feet below surface:	Not Reported
Feet to sea level:	2250	Note:	Not Reported
Level reading date:	1979-02-15	Feet below surface:	Not Reported
Feet to sea level:	2252	Note:	Not Reported
Level reading date:	1979-01-15	Feet below surface:	Not Reported
Feet to sea level:	2250	Note:	Not Reported
Level reading date:	1978-12-15	Feet below surface:	Not Reported
Feet to sea level:	2248	Note:	Not Reported
Level reading date:	1975-07-21	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1975-05-25	Feet below surface:	Not Reported
Feet to sea level:	2238	Note:	Not Reported
Level reading date:	1975-05-06	Feet below surface:	Not Reported
Feet to sea level:	2239	Note:	Not Reported
Level reading date:	1975-04-15	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1975-03-28	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1975-02-28	Feet below surface:	Not Reported
Feet to sea level:	2249	Note:	Not Reported
Level reading date:	1975-01-30	Feet below surface:	Not Reported
Feet to sea level:	2243	Note:	Not Reported
Level reading date:	1975-01-12	Feet below surface:	Not Reported
Feet to sea level:	2244	Note:	Not Reported
Level reading date:	1974-12-16	Feet below surface:	Not Reported
Feet to sea level:	2244	Note:	Not Reported

Level reading date:	1974-11-11	Feet below surface:	Not Reported
Feet to sea level:	2244	Note:	Not Reported
Level reading date:	1974-10-10	Feet below surface:	Not Reported
Feet to sea level:	2242	Note:	Not Reported
Level reading date:	1974-09-24	Feet below surface:	Not Reported
Feet to sea level:	2237	Note:	Not Reported
Level reading date:	1974-09-03	Feet below surface:	Not Reported
Feet to sea level:	2236	Note:	Not Reported
Level reading date:	1974-08-19	Feet below surface:	Not Reported
Feet to sea level:	2238	Note:	Not Reported
Level reading date:	1974-08-05	Feet below surface:	Not Reported
Feet to sea level:	2242	Note:	Not Reported
Level reading date:	1974-07-15	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1974-06-24	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1974-06-05	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1974-05-18	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1974-05-01	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1974-04-15	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1974-03-27	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1974-02-25	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1974-01-28	Feet below surface:	Not Reported
Feet to sea level:	2246	Note:	Not Reported
Level reading date:	1973-12-28	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1973-11-22	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1973-10-22	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1973-10-10	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1973-09-28	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1973-09-14	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported

Level reading date:	1973-08-06	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1973-07-17	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1973-07-06	Feet below surface:	Not Reported
Feet to sea level:	2245	Note:	Not Reported
Level reading date:	1973-06-30	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1973-06-14	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1973-05-23	Feet below surface:	Not Reported
Feet to sea level:	2248	Note:	Not Reported
Level reading date:	1973-05-09	Feet below surface:	Not Reported
Feet to sea level:	2249	Note:	Not Reported
Level reading date:	1973-04-15	Feet below surface:	Not Reported
Feet to sea level:	2248	Note:	Not Reported
Level reading date:	1973-03-15	Feet below surface:	Not Reported
Feet to sea level:	2248	Note:	Not Reported
Level reading date:	1973-02-23	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1973-02-15	Feet below surface:	Not Reported
Feet to sea level:	2248	Note:	Not Reported
Level reading date:	1973-01-15	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1972-12-14	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1972-11-12	Feet below surface:	Not Reported
Feet to sea level:	2249	Note:	Not Reported
Level reading date:	1972-10-30	Feet below surface:	Not Reported
Feet to sea level:	2250	Note:	Not Reported
Level reading date:	1972-10-12	Feet below surface:	Not Reported
Feet to sea level:	2250	Note:	Not Reported
Level reading date:	1972-04-07	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1972-01-28	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1971-09-03	Feet below surface:	Not Reported
Feet to sea level:	2248	Note:	Not Reported
Level reading date:	1971-09-01	Feet below surface:	Not Reported
Feet to sea level:	2250	Note:	Not Reported
Level reading date:	1971-08-16	Feet below surface:	Not Reported
Feet to sea level:	2250	Note:	Not Reported

Level reading date:	1971-07-01	Feet below surface:	Not Reported
Feet to sea level:	2250	Note:	Not Reported
Level reading date:	1971-06-01	Feet below surface:	Not Reported
Feet to sea level:	2250	Note:	Not Reported
Level reading date:	1971-05-10	Feet below surface:	Not Reported
Feet to sea level:	2250	Note:	Not Reported
Level reading date:	1971-04-05	Feet below surface:	Not Reported
Feet to sea level:	2250	Note:	Not Reported
Level reading date:	1971-03-24	Feet below surface:	Not Reported
Feet to sea level:	2251	Note:	Not Reported
Level reading date:	1971-02-24	Feet below surface:	Not Reported
Feet to sea level:	2248	Note:	Not Reported
Level reading date:	1971-02-10	Feet below surface:	Not Reported
Feet to sea level:	2250	Note:	Not Reported
Level reading date:	1971-01-22	Feet below surface:	Not Reported
Feet to sea level:	2251	Note:	Not Reported
Level reading date:	1971-01-18	Feet below surface:	Not Reported
Feet to sea level:	2249	Note:	Not Reported
Level reading date:	1970-12-07	Feet below surface:	Not Reported
Feet to sea level:	2251	Note:	Not Reported
Level reading date:	1970-11-05	Feet below surface:	Not Reported
Feet to sea level:	2251	Note:	Not Reported
Level reading date:	1970-10-20	Feet below surface:	Not Reported
Feet to sea level:	2251	Note:	Not Reported
Level reading date:	1970-10-17	Feet below surface:	Not Reported
Feet to sea level:	2248	Note:	Not Reported
Level reading date:	1970-09-23	Feet below surface:	Not Reported
Feet to sea level:	2251	Note:	Not Reported
Level reading date:	1970-09-02	Feet below surface:	Not Reported
Feet to sea level:	2251	Note:	Not Reported
Level reading date:	1970-08-18	Feet below surface:	Not Reported
Feet to sea level:	2251	Note:	Not Reported
Level reading date:	1970-08-07	Feet below surface:	Not Reported
Feet to sea level:	2249	Note:	Not Reported
Level reading date:	1970-08-03	Feet below surface:	Not Reported
Feet to sea level:	2251	Note:	Not Reported
Level reading date:	1970-07-13	Feet below surface:	Not Reported
Feet to sea level:	2250	Note:	Not Reported
Level reading date:	1970-06-26	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1970-06-08	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported

Level reading date:	1970-05-18	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1970-05-03	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1970-04-16	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1970-03-23	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1970-02-23	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1970-01-21	Feet below surface:	Not Reported
Feet to sea level:	2247	Note:	Not Reported
Level reading date:	1969-12-31	Feet below surface:	Not Reported
Feet to sea level:	2248	Note:	Not Reported
Level reading date:	1969-12-28	Feet below surface:	Not Reported
Feet to sea level:	2250	Note:	Not Reported
Level reading date:	1969-12-01	Feet below surface:	Not Reported
Feet to sea level:	2252	Note:	Not Reported
Level reading date:	1969-11-12	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1969-10-24	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1969-09-24	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1969-09-08	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1969-08-22	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1969-08-13	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1969-07-22	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1969-07-05	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1969-06-18	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1969-06-02	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1969-05-07	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1969-04-07	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported

Level reading date:	1969-03-28	Feet below surface:	Not Reported
Feet to sea level:	2251	Note:	Not Reported
Level reading date:	1969-03-10	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1969-02-04	Feet below surface:	Not Reported
Feet to sea level:	2252	Note:	Not Reported
Level reading date:	1969-01-23	Feet below surface:	Not Reported
Feet to sea level:	2252	Note:	Not Reported
Level reading date:	1968-12-30	Feet below surface:	Not Reported
Feet to sea level:	2252	Note:	Not Reported
Level reading date:	1968-11-22	Feet below surface:	Not Reported
Feet to sea level:	2251	Note:	Not Reported
Level reading date:	1968-11-19	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1968-10-21	Feet below surface:	Not Reported
Feet to sea level:	2252	Note:	Not Reported
Level reading date:	1968-10-08	Feet below surface:	Not Reported
Feet to sea level:	2248	Note:	Not Reported
Level reading date:	1968-02-09	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1967-10-20	Feet below surface:	Not Reported
Feet to sea level:	2255	Note:	Not Reported
Level reading date:	1967-07-29	Feet below surface:	Not Reported
Feet to sea level:	2256	Note:	Not Reported
Level reading date:	1966-09-11	Feet below surface:	Not Reported
Feet to sea level:	2262	Note:	Not Reported
Level reading date:	1966-09-05	Feet below surface:	Not Reported
Feet to sea level:	2266	Note:	Not Reported
Level reading date:	1966-08-26	Feet below surface:	Not Reported
Feet to sea level:	2258	Note:	Not Reported
Level reading date:	1966-08-14	Feet below surface:	Not Reported
Feet to sea level:	2262	Note:	Not Reported
Level reading date:	1966-07-28	Feet below surface:	Not Reported
Feet to sea level:	2267	Note:	Not Reported
Level reading date:	1966-07-12	Feet below surface:	Not Reported
Feet to sea level:	2263	Note:	Not Reported
Level reading date:	1966-06-13	Feet below surface:	Not Reported
Feet to sea level:	2266	Note:	Not Reported
Level reading date:	1966-06-01	Feet below surface:	Not Reported
Feet to sea level:	2264	Note:	Not Reported
Level reading date:	1966-05-16	Feet below surface:	Not Reported
Feet to sea level:	2266	Note:	Not Reported

Level reading date:	1966-05-06	Feet below surface:	Not Reported
Feet to sea level:	2259	Note:	Not Reported
Level reading date:	1966-05-01	Feet below surface:	Not Reported
Feet to sea level:	2271	Note:	Not Reported
Level reading date:	1966-04-18	Feet below surface:	Not Reported
Feet to sea level:	2258	Note:	Not Reported
Level reading date:	1966-03-22	Feet below surface:	Not Reported
Feet to sea level:	2268	Note:	Not Reported
Level reading date:	1966-02-21	Feet below surface:	Not Reported
Feet to sea level:	2264	Note:	Not Reported
Level reading date:	1966-01-25	Feet below surface:	Not Reported
Feet to sea level:	2259	Note:	Not Reported
Level reading date:	1966-01-07	Feet below surface:	Not Reported
Feet to sea level:	2260	Note:	Not Reported
Level reading date:	1965-12-31	Feet below surface:	Not Reported
Feet to sea level:	2262	Note:	Not Reported
Level reading date:	1965-12-01	Feet below surface:	Not Reported
Feet to sea level:	2266	Note:	Not Reported
Level reading date:	1965-11-08	Feet below surface:	Not Reported
Feet to sea level:	2262	Note:	Not Reported
Level reading date:	1965-10-05	Feet below surface:	Not Reported
Feet to sea level:	2262	Note:	Not Reported
Level reading date:	1965-09-07	Feet below surface:	Not Reported
Feet to sea level:	2263	Note:	Not Reported
Level reading date:	1965-08-04	Feet below surface:	Not Reported
Feet to sea level:	2263	Note:	Not Reported
Level reading date:	1965-07-01	Feet below surface:	Not Reported
Feet to sea level:	2263	Note:	Not Reported
Level reading date:	1965-06-03	Feet below surface:	Not Reported
Feet to sea level:	2265	Note:	Not Reported
Level reading date:	1965-05-05	Feet below surface:	Not Reported
Feet to sea level:	2261	Note:	Not Reported
Level reading date:	1965-04-23	Feet below surface:	Not Reported
Feet to sea level:	2262	Note:	Not Reported
Level reading date:	1965-04-14	Feet below surface:	Not Reported
Feet to sea level:	2262	Note:	Not Reported
Level reading date:	1965-03-03	Feet below surface:	Not Reported
Feet to sea level:	2264	Note:	Not Reported
Level reading date:	1965-02-05	Feet below surface:	Not Reported
Feet to sea level:	2264	Note:	Not Reported
Level reading date:	1965-01-20	Feet below surface:	Not Reported
Feet to sea level:	2262	Note:	Not Reported

Level reading date:	1965-01-05	Feet below surface:	Not Reported
Feet to sea level:	2264	Note:	Not Reported
Level reading date:	1964-12-11	Feet below surface:	Not Reported
Feet to sea level:	2263	Note:	Not Reported
Level reading date:	1964-12-01	Feet below surface:	Not Reported
Feet to sea level:	2278	Note:	Not Reported
Level reading date:	1964-10-28	Feet below surface:	Not Reported
Feet to sea level:	2265	Note:	Not Reported
Level reading date:	1964-09-28	Feet below surface:	Not Reported
Feet to sea level:	2265	Note:	Not Reported
Level reading date:	1964-08-28	Feet below surface:	Not Reported
Feet to sea level:	2266	Note:	Not Reported
Level reading date:	1964-08-21	Feet below surface:	Not Reported
Feet to sea level:	2263	Note:	Not Reported
Level reading date:	1964-07-28	Feet below surface:	Not Reported
Feet to sea level:	2263	Note:	Not Reported
Level reading date:	1964-06-28	Feet below surface:	Not Reported
Feet to sea level:	2267	Note:	Not Reported
Level reading date:	1964-06-19	Feet below surface:	Not Reported
Feet to sea level:	2264	Note:	Not Reported
Level reading date:	1964-05-22	Feet below surface:	Not Reported
Feet to sea level:	2268	Note:	Not Reported
Level reading date:	1964-04-23	Feet below surface:	Not Reported
Feet to sea level:	2277	Note:	Not Reported
Level reading date:	1964-04-10	Feet below surface:	Not Reported
Feet to sea level:	2264	Note:	Not Reported
Level reading date:	1964-03-19	Feet below surface:	Not Reported
Feet to sea level:	2273	Note:	Not Reported
Level reading date:	1964-02-25	Feet below surface:	Not Reported
Feet to sea level:	2274	Note:	Not Reported
Level reading date:	1964-02-06	Feet below surface:	Not Reported
Feet to sea level:	2265	Note:	Not Reported
Level reading date:	1964-01-20	Feet below surface:	Not Reported
Feet to sea level:	2290	Note:	Not Reported
Level reading date:	1963-12-16	Feet below surface:	Not Reported
Feet to sea level:	2283	Note:	Not Reported
Level reading date:	1963-12-06	Feet below surface:	Not Reported
Feet to sea level:	2265	Note:	Not Reported
Level reading date:	1963-11-12	Feet below surface:	Not Reported
Feet to sea level:	2268	Note:	Not Reported
Level reading date:	1963-10-14	Feet below surface:	Not Reported
Feet to sea level:	2268	Note:	Not Reported

Level reading date:	1963-09-27	Feet below surface:	Not Reported
Feet to sea level:	2266	Note:	Not Reported
Level reading date:	1963-08-30	Feet below surface:	Not Reported
Feet to sea level:	2267	Note:	Not Reported
Level reading date:	1963-07-11	Feet below surface:	Not Reported
Feet to sea level:	2269	Note:	Not Reported
Level reading date:	1963-06-07	Feet below surface:	Not Reported
Feet to sea level:	2266	Note:	Not Reported
Level reading date:	1963-05-14	Feet below surface:	Not Reported
Feet to sea level:	2269	Note:	Not Reported
Level reading date:	1963-04-11	Feet below surface:	Not Reported
Feet to sea level:	2270	Note:	Not Reported
Level reading date:	1963-03-27	Feet below surface:	Not Reported
Feet to sea level:	2266	Note:	Not Reported
Level reading date:	1963-03-14	Feet below surface:	Not Reported
Feet to sea level:	2269	Note:	Not Reported
Level reading date:	1963-02-13	Feet below surface:	Not Reported
Feet to sea level:	2268	Note:	Not Reported
Level reading date:	1963-01-24	Feet below surface:	Not Reported
Feet to sea level:	2267	Note:	Not Reported
Level reading date:	1963-01-16	Feet below surface:	Not Reported
Feet to sea level:	2272	Note:	Not Reported
Level reading date:	1962-12-12	Feet below surface:	Not Reported
Feet to sea level:	2268	Note:	Not Reported
Level reading date:	1962-12-08	Feet below surface:	Not Reported
Feet to sea level:	2270	Note:	Not Reported
Level reading date:	1962-11-09	Feet below surface:	Not Reported
Feet to sea level:	2270	Note:	Not Reported
Level reading date:	1962-10-23	Feet below surface:	Not Reported
Feet to sea level:	2269	Note:	Not Reported
Level reading date:	1962-10-05	Feet below surface:	Not Reported
Feet to sea level:	2268	Note:	Not Reported
Level reading date:	1962-09-20	Feet below surface:	Not Reported
Feet to sea level:	2271	Note:	Not Reported
Level reading date:	1962-09-04	Feet below surface:	Not Reported
Feet to sea level:	2270	Note:	Not Reported
Level reading date:	1962-08-22	Feet below surface:	Not Reported
Feet to sea level:	2268	Note:	Not Reported
Level reading date:	1962-08-03	Feet below surface:	Not Reported
Feet to sea level:	2271	Note:	Not Reported
Level reading date:	1962-06-08	Feet below surface:	Not Reported
Feet to sea level:	2269	Note:	Not Reported

Level reading date:	1962-05-04	Feet below surface:	Not Reported
Feet to sea level:	2271	Note:	Not Reported
Level reading date:	1962-04-06	Feet below surface:	Not Reported
Feet to sea level:	2270	Note:	Not Reported
Level reading date:	1962-03-16	Feet below surface:	Not Reported
Feet to sea level:	2268	Note:	Not Reported
Level reading date:	1962-02-16	Feet below surface:	Not Reported
Feet to sea level:	2276	Note:	Not Reported
Level reading date:	1962-01-26	Feet below surface:	Not Reported
Feet to sea level:	2270	Note:	Not Reported
Level reading date:	1962-01-16	Feet below surface:	Not Reported
Feet to sea level:	2269	Note:	Not Reported
Level reading date:	1961-12-27	Feet below surface:	Not Reported
Feet to sea level:	2268	Note:	Not Reported
Level reading date:	1961-12-06	Feet below surface:	Not Reported
Feet to sea level:	2273	Note:	Not Reported
Level reading date:	1961-12-01	Feet below surface:	Not Reported
Feet to sea level:	2270	Note:	Not Reported
Level reading date:	1961-10-13	Feet below surface:	Not Reported
Feet to sea level:	2270	Note:	Not Reported
Level reading date:	1961-10-06	Feet below surface:	Not Reported
Feet to sea level:	2268	Note:	Not Reported
Level reading date:	1961-09-25	Feet below surface:	Not Reported
Feet to sea level:	2268	Note:	Not Reported
Level reading date:	1961-09-12	Feet below surface:	Not Reported
Feet to sea level:	2269	Note:	Not Reported
Level reading date:	1961-08-29	Feet below surface:	Not Reported
Feet to sea level:	2267	Note:	Not Reported
Level reading date:	1961-08-14	Feet below surface:	Not Reported
Feet to sea level:	2266	Note:	Not Reported
Level reading date:	1961-08-03	Feet below surface:	Not Reported
Feet to sea level:	2270	Note:	Not Reported
Level reading date:	1961-07-18	Feet below surface:	Not Reported
Feet to sea level:	2269	Note:	Not Reported
Level reading date:	1961-07-05	Feet below surface:	Not Reported
Feet to sea level:	2270	Note:	Not Reported
Level reading date:	1961-06-21	Feet below surface:	Not Reported
Feet to sea level:	2266	Note:	Not Reported
Level reading date:	1961-06-08	Feet below surface:	Not Reported
Feet to sea level:	2268	Note:	Not Reported
Level reading date:	1961-05-23	Feet below surface:	Not Reported
Feet to sea level:	2256	Note:	Not Reported

Level reading date:	1961-05-03	Feet below surface:	Not Reported
Feet to sea level:	2271	Note:	Not Reported
Level reading date:	1961-04-17	Feet below surface:	Not Reported
Feet to sea level:	2255	Note:	Not Reported
Level reading date:	1961-03-31	Feet below surface:	Not Reported
Feet to sea level:	2267	Note:	Not Reported
Level reading date:	1961-03-24	Feet below surface:	Not Reported
Feet to sea level:	2268	Note:	Not Reported
Level reading date:	1961-02-25	Feet below surface:	Not Reported
Feet to sea level:	2276	Note:	Not Reported
Level reading date:	1960-02-05	Feet below surface:	Not Reported
Feet to sea level:	2277	Note:	Not Reported
Level reading date:	1959-12-11	Feet below surface:	Not Reported
Feet to sea level:	2277	Note:	Not Reported
Level reading date:	1959-04-15	Feet below surface:	Not Reported
Feet to sea level:	2286	Note:	Not Reported
Level reading date:	1959-04-06	Feet below surface:	Not Reported
Feet to sea level:	2282	Note:	Not Reported
Level reading date:	1959-03-25	Feet below surface:	Not Reported
Feet to sea level:	2274	Note:	Not Reported
Level reading date:	1959-03-16	Feet below surface:	Not Reported
Feet to sea level:	2276	Note:	Not Reported
Level reading date:	1959-03-04	Feet below surface:	Not Reported
Feet to sea level:	2282	Note:	Not Reported
Level reading date:	1959-02-25	Feet below surface:	Not Reported
Feet to sea level:	2281	Note:	Not Reported
Level reading date:	1959-02-18	Feet below surface:	Not Reported
Feet to sea level:	2282	Note:	Not Reported
Level reading date:	1959-02-14	Feet below surface:	Not Reported
Feet to sea level:	2282	Note:	Not Reported
Level reading date:	1959-02-04	Feet below surface:	Not Reported
Feet to sea level:	2282	Note:	Not Reported
Level reading date:	1959-01-28	Feet below surface:	Not Reported
Feet to sea level:	2282	Note:	Not Reported
Level reading date:	1959-01-20	Feet below surface:	Not Reported
Feet to sea level:	2279	Note:	Not Reported
Level reading date:	1958-12-31	Feet below surface:	Not Reported
Feet to sea level:	2282	Note:	Not Reported
Level reading date:	1958-12-15	Feet below surface:	Not Reported
Feet to sea level:	2282	Note:	Not Reported
Level reading date:	1958-12-01	Feet below surface:	Not Reported
Feet to sea level:	2283	Note:	Not Reported

Level reading date:	1958-11-15	Feet below surface:	Not Reported
Feet to sea level:	2283	Note:	Not Reported
Level reading date:	1958-10-01	Feet below surface:	Not Reported
Feet to sea level:	2284	Note:	Not Reported
Level reading date:	1958-09-15	Feet below surface:	Not Reported
Feet to sea level:	2270	Note:	Not Reported
Level reading date:	1958-08-30	Feet below surface:	Not Reported
Feet to sea level:	2284	Note:	Not Reported
Level reading date:	1958-08-08	Feet below surface:	Not Reported
Feet to sea level:	2286	Note:	Not Reported
Level reading date:	1958-06-11	Feet below surface:	Not Reported
Feet to sea level:	2287	Note:	Not Reported
Level reading date:	1958-04-11	Feet below surface:	Not Reported
Feet to sea level:	2285	Note:	Not Reported
Level reading date:	1958-02-07	Feet below surface:	Not Reported
Feet to sea level:	2288	Note:	Not Reported
Level reading date:	1957-12-13	Feet below surface:	Not Reported
Feet to sea level:	2286	Note:	Not Reported
Level reading date:	1957-02-14	Feet below surface:	Not Reported
Feet to sea level:	2291	Note:	Not Reported
Level reading date:	1957-02-04	Feet below surface:	Not Reported
Feet to sea level:	2291	Note:	Not Reported
Level reading date:	1957-01-22	Feet below surface:	Not Reported
Feet to sea level:	2289	Note:	Not Reported
Level reading date:	1957-01-17	Feet below surface:	Not Reported
Feet to sea level:	2288	Note:	Not Reported
Level reading date:	1957-01-11	Feet below surface:	Not Reported
Feet to sea level:	2288	Note:	Not Reported
Level reading date:	1957-01-03	Feet below surface:	Not Reported
Feet to sea level:	2288	Note:	Not Reported
Level reading date:	1956-12-28	Feet below surface:	Not Reported
Feet to sea level:	2287	Note:	Not Reported
Level reading date:	1956-09-28	Feet below surface:	Not Reported
Feet to sea level:	2288	Note:	Not Reported
Level reading date:	1956-08-08	Feet below surface:	Not Reported
Feet to sea level:	2250	Note:	Not Reported

C7
East
1/2 - 1 Mile
Lower

FED USGS **USGS40000139132**

Organization ID:	USGS-CA
Organization Name:	USGS California Water Science Center

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Monitor Location:	003S001W01Q001S	Type:	Well
Description:	Not Reported	HUC:	Not Reported
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Basin and Range basin-fill aquifers		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19611210	Well Depth:	1152
Well Depth Units:	ft	Well Hole Depth:	1210
Well Hole Depth Units:	ft		

Ground water levels,Number of Measurements:	29	Level reading date:	1993-04-28
Feet below surface:	Not Reported	Feet to sea level:	2223
Note:	Not Reported		

Level reading date:	1993-04-13	Feet below surface:	Not Reported
Feet to sea level:	2224	Note:	Not Reported
Level reading date:	1993-03-16	Feet below surface:	Not Reported
Feet to sea level:	2223	Note:	Not Reported
Level reading date:	1991-11-06	Feet below surface:	Not Reported
Feet to sea level:	2227	Note:	Not Reported
Level reading date:	1969-08-22	Feet below surface:	Not Reported
Feet to sea level:	2242	Note:	Not Reported
Level reading date:	1969-06-06	Feet below surface:	Not Reported
Feet to sea level:	2242	Note:	Not Reported
Level reading date:	1969-03-28	Feet below surface:	Not Reported
Feet to sea level:	2242	Note:	Not Reported
Level reading date:	1968-11-22	Feet below surface:	Not Reported
Feet to sea level:	2238	Note:	Not Reported
Level reading date:	1968-02-09	Feet below surface:	Not Reported
Feet to sea level:	2246	Note:	Not Reported
Level reading date:	1967-05-12	Feet below surface:	Not Reported
Feet to sea level:	2249	Note:	Not Reported
Level reading date:	1965-04-23	Feet below surface:	Not Reported
Feet to sea level:	2253	Note:	Not Reported
Level reading date:	1965-02-12	Feet below surface:	Not Reported
Feet to sea level:	2253	Note:	Not Reported
Level reading date:	1964-12-11	Feet below surface:	Not Reported
Feet to sea level:	2253	Note:	Not Reported
Level reading date:	1964-10-12	Feet below surface:	Not Reported
Feet to sea level:	2253	Note:	Not Reported
Level reading date:	1964-08-21	Feet below surface:	Not Reported
Feet to sea level:	2253	Note:	Not Reported
Level reading date:	1964-06-19	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1964-04-10	Feet below surface:	Not Reported
Feet to sea level:	2255	Note:	Not Reported

Level reading date:	1964-02-06	Feet below surface:	Not Reported
Feet to sea level:	2254	Note:	Not Reported
Level reading date:	1963-12-06	Feet below surface:	Not Reported
Feet to sea level:	2256	Note:	Not Reported
Level reading date:	1963-09-27	Feet below surface:	Not Reported
Feet to sea level:	2246	Note:	Not Reported
Level reading date:	1963-08-01	Feet below surface:	Not Reported
Feet to sea level:	2257	Note:	Not Reported
Level reading date:	1963-06-07	Feet below surface:	Not Reported
Feet to sea level:	2258	Note:	Not Reported
Level reading date:	1963-03-29	Feet below surface:	Not Reported
Feet to sea level:	2258	Note:	Not Reported
Level reading date:	1963-01-24	Feet below surface:	Not Reported
Feet to sea level:	2258	Note:	Not Reported
Level reading date:	1962-12-14	Feet below surface:	Not Reported
Feet to sea level:	2258	Note:	Not Reported
Level reading date:	1962-10-05	Feet below surface:	Not Reported
Feet to sea level:	2259	Note:	Not Reported
Level reading date:	1962-08-03	Feet below surface:	Not Reported
Feet to sea level:	2260	Note:	Not Reported
Level reading date:	1962-05-25	Feet below surface:	Not Reported
Feet to sea level:	2260	Note:	Not Reported
Level reading date:	1962-04-06	Feet below surface:	Not Reported
Feet to sea level:	2261	Note:	Not Reported

C8
East
1/2 - 1 Mile
Lower

CA WELLS **CADWR8000006162**

State Well #:	03S01W01Q001S	Station ID:	25353
Well Name:	335601116561701	Well Use:	Observation
Well Type:	Single Well	Well Depth:	1152
Basin Name:	San Gorgonio Pass	Well Completion Rpt #:	100212

D9
East
1/2 - 1 Mile
Lower

FED USGS **USGS40000139128**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S001W12B001S	Type:	Well
Description:	Not Reported	HUC:	Not Reported
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Basin and Range basin-fill aquifers		
Formation Type:	Not Reported	Aquifer Type:	Not Reported

Construction Date:	Not Reported	Well Depth:	480
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	18	Level reading date:	1951-07-09
Feet below surface:	Not Reported	Feet to sea level:	2428
Note:	Not Reported		

Level reading date:	1941-06-24	Feet below surface:	Not Reported
Feet to sea level:	2307	Note:	Not Reported
Level reading date:	1941-02-03	Feet below surface:	Not Reported
Feet to sea level:	2307	Note:	Not Reported
Level reading date:	1940-06-13	Feet below surface:	Not Reported
Feet to sea level:	2308	Note:	Not Reported
Level reading date:	1940-03-26	Feet below surface:	Not Reported
Feet to sea level:	2309	Note:	Not Reported
Level reading date:	1939-06-21	Feet below surface:	Not Reported
Feet to sea level:	2309	Note:	Not Reported
Level reading date:	1939-03-09	Feet below surface:	Not Reported
Feet to sea level:	2310	Note:	Not Reported
Level reading date:	1938-11-18	Feet below surface:	Not Reported
Feet to sea level:	2300	Note:	Not Reported
Level reading date:	1938-08-12	Feet below surface:	Not Reported
Feet to sea level:	2305	Note:	Not Reported
Level reading date:	1938-05-11	Feet below surface:	Not Reported
Feet to sea level:	2310	Note:	Not Reported
Level reading date:	1937-12-16	Feet below surface:	Not Reported
Feet to sea level:	2310	Note:	Not Reported
Level reading date:	1929-04-12	Feet below surface:	Not Reported
Feet to sea level:	2321	Note:	Not Reported
Level reading date:	1928-10-05	Feet below surface:	Not Reported
Feet to sea level:	2321	Note:	Not Reported
Level reading date:	1928-08-02	Feet below surface:	Not Reported
Feet to sea level:	2321	Note:	Not Reported
Level reading date:	1927-10-07	Feet below surface:	Not Reported
Feet to sea level:	2321	Note:	Not Reported
Level reading date:	1927-08-04	Feet below surface:	Not Reported
Feet to sea level:	2321	Note:	Not Reported
Level reading date:	1927-04-30	Feet below surface:	Not Reported
Feet to sea level:	2321	Note:	Not Reported
Level reading date:	1926-12-13	Feet below surface:	Not Reported
Feet to sea level:	2321	Note:	Not Reported

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

D10
East
1/2 - 1 Mile
Lower | **FED USGS** | **USGS40000139123**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S001W12B002S	Type:	Well
Description:	Not Reported	HUC:	18100200
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Basin and Range basin-fill aquifers		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19900914	Well Depth:	1030
Well Depth Units:	ft	Well Hole Depth:	1065
Well Hole Depth Units:	ft		

Ground water levels,Number of Measurements:	14	Level reading date:	1999-04-01
Feet below surface:	385	Feet to sea level:	Not Reported
Note:	The site was being pumped.		
Level reading date:	1998-11-01	Feet below surface:	386
Feet to sea level:	Not Reported	Note:	The site was being pumped.
Level reading date:	1998-06-14	Feet below surface:	388
Feet to sea level:	Not Reported	Note:	The site was being pumped.
Level reading date:	1997-10-20	Feet below surface:	Not Reported
Feet to sea level:	2148	Note:	Not Reported
Level reading date:	1997-05-15	Feet below surface:	Not Reported
Feet to sea level:	2232	Note:	Not Reported
Level reading date:	1996-09-17	Feet below surface:	351.83
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1996-05-15	Feet below surface:	Not Reported
Feet to sea level:	2234	Note:	Not Reported
Level reading date:	1995-11-17	Feet below surface:	Not Reported
Feet to sea level:	2212	Note:	Not Reported
Level reading date:	1995-05-12	Feet below surface:	Not Reported
Feet to sea level:	2180	Note:	Not Reported
Level reading date:	1994-11-09	Feet below surface:	Not Reported
Feet to sea level:	2186	Note:	Not Reported
Level reading date:	1993-06-07	Feet below surface:	Not Reported
Feet to sea level:	2222	Note:	Not Reported
Level reading date:	1993-06-06	Feet below surface:	Not Reported
Feet to sea level:	2222	Note:	Not Reported
Level reading date:	1993-06-05	Feet below surface:	Not Reported
Feet to sea level:	2222	Note:	Not Reported
Level reading date:	1993-04-29	Feet below surface:	Not Reported
Feet to sea level:	2214	Note:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

11
ESE
1/2 - 1 Mile
Lower

FED USGS **USGS40000139086**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S001W12G001S	Type:	Well
Description:	Not Reported	HUC:	Not Reported
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Basin and Range basin-fill aquifers		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	Not Reported
Well Depth Units:	Not Reported	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

E12
SE
1/2 - 1 Mile
Lower

CA WELLS **CADWR8000006114**

State Well #:	03S01W12L001S	Station ID:	29155
Well Name:	335519116561701	Well Use:	Observation
Well Type:	Single Well	Well Depth:	0
Basin Name:	San Timoteo	Well Completion Rpt #:	Not Reported

13
East
1/2 - 1 Mile
Lower

FED USGS **USGS40000139115**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S001W12A002S	Type:	Well
Description:	Not Reported	HUC:	Not Reported
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Basin and Range basin-fill aquifers		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19220101	Well Depth:	Not Reported
Well Depth Units:	Not Reported	Well Hole Depth:	2236
Well Hole Depth Units:	ft		

Ground water levels,Number of Measurements:	12	Level reading date:	1929-04-12
Feet below surface:	Not Reported	Feet to sea level:	2301
Note:	Not Reported		
Level reading date:	1928-10-05	Feet below surface:	Not Reported
Feet to sea level:	2301	Note:	Not Reported
Level reading date:	1928-07-02	Feet below surface:	Not Reported
Feet to sea level:	2301	Note:	Not Reported
Level reading date:	1928-03-02	Feet below surface:	Not Reported

Feet to sea level:	2301	Note:	Not Reported
Level reading date:	1928-01-10	Feet below surface:	Not Reported
Feet to sea level:	2301	Note:	Not Reported
Level reading date:	1927-10-07	Feet below surface:	Not Reported
Feet to sea level:	2301	Note:	Not Reported
Level reading date:	1927-09-02	Feet below surface:	Not Reported
Feet to sea level:	2301	Note:	Not Reported
Level reading date:	1927-08-04	Feet below surface:	Not Reported
Feet to sea level:	2301	Note:	Not Reported
Level reading date:	1927-07-06	Feet below surface:	Not Reported
Feet to sea level:	2301	Note:	Not Reported
Level reading date:	1927-06-04	Feet below surface:	Not Reported
Feet to sea level:	2301	Note:	Not Reported
Level reading date:	1927-04-30	Feet below surface:	Not Reported
Feet to sea level:	2301	Note:	Not Reported
Level reading date:	1926-12-13	Feet below surface:	Not Reported
Feet to sea level:	2302	Note:	Not Reported

E14
SE
1/2 - 1 Mile
Lower

FED USGS **USGS40000139034**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S001W12L001S	Type:	Well
Description:	Not Reported	HUC:	18100200
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Other aquifers	Formation Type:	Not Reported
Aquifer Type:	Not Reported	Construction Date:	Not Reported
Well Depth:	Not Reported	Well Depth Units:	Not Reported
Well Hole Depth:	Not Reported	Well Hole Depth Units:	Not Reported

Ground water levels,Number of Measurements:	12	Level reading date:	2004-10-26
Feet below surface:	140.1	Feet to sea level:	Not Reported
Note:	Not Reported		
Level reading date:	2004-04-22	Feet below surface:	135.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	2003-11-19	Feet below surface:	135.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	2003-04-29	Feet below surface:	133.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	2002-11-07	Feet below surface:	131.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	2002-04-23	Feet below surface:	124.5
Feet to sea level:	Not Reported	Note:	Not Reported

Level reading date:	2001-11-06	Feet below surface:	124.3
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	2001-05-15	Feet below surface:	125.1
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	2000-10-24	Feet below surface:	126.6
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	2000-04-25	Feet below surface:	127.7
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1999-10-27	Feet below surface:	127.0
Feet to sea level:	Not Reported	Note:	Not Reported
Level reading date:	1996-09-18	Feet below surface:	136.56
Feet to sea level:	Not Reported	Note:	Not Reported

15
ESE **FED USGS** **USGS40000139066**
1/2 - 1 Mile
Lower

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	003S001W12K001S	Type:	Well
Description:	Not Reported	HUC:	18100200
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Basin and Range basin-fill aquifers		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	Not Reported
Well Depth Units:	Not Reported	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	83	Level reading date:	1997-10-20
Feet below surface:	Not Reported	Feet to sea level:	2225
Note:	Not Reported		
Level reading date:	1997-05-15	Feet below surface:	Not Reported
Feet to sea level:	2215	Note:	Not Reported
Level reading date:	1995-11-17	Feet below surface:	Not Reported
Feet to sea level:	2206	Note:	Not Reported
Level reading date:	1995-05-12	Feet below surface:	Not Reported
Feet to sea level:	2211	Note:	Not Reported
Level reading date:	1994-11-09	Feet below surface:	Not Reported
Feet to sea level:	2105	Note:	Not Reported
Level reading date:	1993-06-05	Feet below surface:	Not Reported
Feet to sea level:	2189	Note:	Not Reported
Level reading date:	1993-06-04	Feet below surface:	Not Reported
Feet to sea level:	2190	Note:	Not Reported
Level reading date:	1993-05-04	Feet below surface:	Not Reported
Feet to sea level:	2189	Note:	Not Reported

Level reading date:	1991-12-31	Feet below surface:	Not Reported
Feet to sea level:	2164	Note:	Not Reported
Level reading date:	1991-11-22	Feet below surface:	Not Reported
Feet to sea level:	2157	Note:	Not Reported
Level reading date:	1991-11-01	Feet below surface:	Not Reported
Feet to sea level:	2152	Note:	Not Reported
Level reading date:	1991-10-25	Feet below surface:	Not Reported
Feet to sea level:	2153	Note:	Not Reported
Level reading date:	1991-09-27	Feet below surface:	Not Reported
Feet to sea level:	2153	Note:	Not Reported
Level reading date:	1991-08-31	Feet below surface:	Not Reported
Feet to sea level:	2148	Note:	Not Reported
Level reading date:	1991-07-26	Feet below surface:	Not Reported
Feet to sea level:	2173	Note:	Not Reported
Level reading date:	1991-06-28	Feet below surface:	Not Reported
Feet to sea level:	2160	Note:	Not Reported
Level reading date:	1991-06-02	Feet below surface:	Not Reported
Feet to sea level:	2139	Note:	Not Reported
Level reading date:	1991-05-02	Feet below surface:	Not Reported
Feet to sea level:	2111	Note:	Not Reported
Level reading date:	1991-03-29	Feet below surface:	Not Reported
Feet to sea level:	2123	Note:	Not Reported
Level reading date:	1991-02-14	Feet below surface:	Not Reported
Feet to sea level:	2147	Note:	Not Reported
Level reading date:	1991-01-31	Feet below surface:	Not Reported
Feet to sea level:	2140	Note:	Not Reported
Level reading date:	1990-12-31	Feet below surface:	Not Reported
Feet to sea level:	2159	Note:	Not Reported
Level reading date:	1990-11-30	Feet below surface:	Not Reported
Feet to sea level:	2140	Note:	Not Reported
Level reading date:	1990-10-27	Feet below surface:	Not Reported
Feet to sea level:	2114	Note:	Not Reported
Level reading date:	1990-09-28	Feet below surface:	Not Reported
Feet to sea level:	2100	Note:	Not Reported
Level reading date:	1990-08-17	Feet below surface:	Not Reported
Feet to sea level:	2070	Note:	Not Reported
Level reading date:	1990-07-30	Feet below surface:	Not Reported
Feet to sea level:	2070	Note:	Not Reported
Level reading date:	1990-07-18	Feet below surface:	Not Reported
Feet to sea level:	2067	Note:	Not Reported
Level reading date:	1990-06-08	Feet below surface:	Not Reported
Feet to sea level:	2090	Note:	Not Reported

Level reading date:	1990-06-04	Feet below surface:	Not Reported
Feet to sea level:	2155	Note:	Not Reported
Level reading date:	1990-05-15	Feet below surface:	Not Reported
Feet to sea level:	2125	Note:	Not Reported
Level reading date:	1990-05-11	Feet below surface:	Not Reported
Feet to sea level:	2145	Note:	Not Reported
Level reading date:	1990-04-20	Feet below surface:	Not Reported
Feet to sea level:	2155	Note:	Not Reported
Level reading date:	1990-04-12	Feet below surface:	Not Reported
Feet to sea level:	2140	Note:	Not Reported
Level reading date:	1990-03-23	Feet below surface:	Not Reported
Feet to sea level:	2190	Note:	Not Reported
Level reading date:	1990-02-23	Feet below surface:	Not Reported
Feet to sea level:	2195	Note:	Not Reported
Level reading date:	1990-02-09	Feet below surface:	Not Reported
Feet to sea level:	2183	Note:	Not Reported
Level reading date:	1990-01-05	Feet below surface:	Not Reported
Feet to sea level:	2183	Note:	Not Reported
Level reading date:	1989-12-29	Feet below surface:	Not Reported
Feet to sea level:	2183	Note:	Not Reported
Level reading date:	1989-12-15	Feet below surface:	Not Reported
Feet to sea level:	2183	Note:	Not Reported
Level reading date:	1989-12-12	Feet below surface:	Not Reported
Feet to sea level:	2183	Note:	Not Reported
Level reading date:	1989-11-19	Feet below surface:	Not Reported
Feet to sea level:	2184	Note:	Not Reported
Level reading date:	1989-11-03	Feet below surface:	Not Reported
Feet to sea level:	2183	Note:	Not Reported
Level reading date:	1989-10-27	Feet below surface:	Not Reported
Feet to sea level:	2130	Note:	Not Reported
Level reading date:	1989-09-29	Feet below surface:	Not Reported
Feet to sea level:	2148	Note:	Not Reported
Level reading date:	1989-09-15	Feet below surface:	Not Reported
Feet to sea level:	2182	Note:	Not Reported
Level reading date:	1989-08-25	Feet below surface:	Not Reported
Feet to sea level:	2183	Note:	Not Reported
Level reading date:	1989-08-17	Feet below surface:	Not Reported
Feet to sea level:	2171	Note:	Not Reported
Level reading date:	1989-08-11	Feet below surface:	Not Reported
Feet to sea level:	2183	Note:	Not Reported
Level reading date:	1989-07-28	Feet below surface:	Not Reported
Feet to sea level:	2183	Note:	Not Reported

Level reading date:	1989-07-07	Feet below surface:	Not Reported
Feet to sea level:	2153	Note:	Not Reported
Level reading date:	1989-06-02	Feet below surface:	Not Reported
Feet to sea level:	2171	Note:	Not Reported
Level reading date:	1989-05-19	Feet below surface:	Not Reported
Feet to sea level:	2195	Note:	Not Reported
Level reading date:	1989-05-15	Feet below surface:	Not Reported
Feet to sea level:	2175	Note:	Not Reported
Level reading date:	1989-04-28	Feet below surface:	Not Reported
Feet to sea level:	2190	Note:	Not Reported
Level reading date:	1989-04-14	Feet below surface:	Not Reported
Feet to sea level:	2143	Note:	Not Reported
Level reading date:	1989-03-24	Feet below surface:	Not Reported
Feet to sea level:	2162	Note:	Not Reported
Level reading date:	1989-03-17	Feet below surface:	Not Reported
Feet to sea level:	2125	Note:	Not Reported
Level reading date:	1989-02-10	Feet below surface:	Not Reported
Feet to sea level:	2137	Note:	Not Reported
Level reading date:	1988-12-16	Feet below surface:	Not Reported
Feet to sea level:	2205	Note:	Not Reported
Level reading date:	1988-11-04	Feet below surface:	Not Reported
Feet to sea level:	2148	Note:	Not Reported
Level reading date:	1988-10-28	Feet below surface:	Not Reported
Feet to sea level:	2114	Note:	Not Reported
Level reading date:	1988-10-14	Feet below surface:	Not Reported
Feet to sea level:	2079	Note:	Not Reported
Level reading date:	1988-09-30	Feet below surface:	Not Reported
Feet to sea level:	2079	Note:	Not Reported
Level reading date:	1988-09-23	Feet below surface:	Not Reported
Feet to sea level:	2079	Note:	Not Reported
Level reading date:	1988-09-16	Feet below surface:	Not Reported
Feet to sea level:	2072	Note:	Not Reported
Level reading date:	1988-09-02	Feet below surface:	Not Reported
Feet to sea level:	2097	Note:	Not Reported
Level reading date:	1988-08-26	Feet below surface:	Not Reported
Feet to sea level:	2079	Note:	Not Reported
Level reading date:	1988-08-19	Feet below surface:	Not Reported
Feet to sea level:	2079	Note:	Not Reported
Level reading date:	1988-08-12	Feet below surface:	Not Reported
Feet to sea level:	2090	Note:	Not Reported
Level reading date:	1988-08-05	Feet below surface:	Not Reported
Feet to sea level:	2091	Note:	Not Reported

Level reading date:	1988-07-29	Feet below surface:	Not Reported
Feet to sea level:	2078	Note:	Not Reported
Level reading date:	1988-07-15	Feet below surface:	Not Reported
Feet to sea level:	2091	Note:	Not Reported
Level reading date:	1988-07-08	Feet below surface:	Not Reported
Feet to sea level:	2110	Note:	Not Reported
Level reading date:	1988-06-17	Feet below surface:	Not Reported
Feet to sea level:	2079	Note:	Not Reported
Level reading date:	1988-04-21	Feet below surface:	Not Reported
Feet to sea level:	2124	Note:	Not Reported
Level reading date:	1988-04-07	Feet below surface:	Not Reported
Feet to sea level:	2123	Note:	Not Reported
Level reading date:	1987-10-30	Feet below surface:	Not Reported
Feet to sea level:	2136	Note:	Not Reported
Level reading date:	1987-10-23	Feet below surface:	Not Reported
Feet to sea level:	2106	Note:	Not Reported
Level reading date:	1987-10-16	Feet below surface:	Not Reported
Feet to sea level:	2094	Note:	Not Reported
Level reading date:	1987-09-04	Feet below surface:	Not Reported
Feet to sea level:	2047	Note:	Not Reported
Level reading date:	1987-08-14	Feet below surface:	Not Reported
Feet to sea level:	2056	Note:	Not Reported
Level reading date:	1987-08-07	Feet below surface:	Not Reported
Feet to sea level:	2060	Note:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

A1
SE
1/2 - 1 Mile

OIL_GAS **CAOG13000006348**

API #:	0406500066	Well #:	1
Well Status:	Plugged	Well Type:	DH
Operator Name:	Beaumont Expl. Co.	Lease Name:	John Drew
Field Name:	Any Field	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

A2
SE
1/2 - 1 Mile

OIL_GAS **CAOG13000006405**

API #:	0406500130	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Riverside County Oil Co.	Lease Name:	Lease by Riverside County Oil Co.
Field Name:	Any Field	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
92223	13	0

Federal EPA Radon Zone for RIVERSIDE County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for RIVERSIDE COUNTY, CA

Number of sites tested: 12

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.117 pCi/L	100%	0%	0%
Living Area - 2nd Floor	0.450 pCi/L	100%	0%	0%
Basement	1.700 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

APPENDIX

H

REILY RIVERA

Environmental Project Manager

EDUCATION

Bachelor of Science – Environmental Science – University of California, Riverside

EXPERIENCE

2019 to Present – Environmental Project Manager – Salem Engineering Group, Inc. – Rancho Cucamonga, CA

2017 to 2019 – Engineering Technician – Adkan Engineers – Riverside, CA

2015 to 2016 – Research Associate – Lyons Biogeochemistry Laboratory at UCR – Riverside, CA

PROFESSIONAL BACKGROUND

Environmental Engineering: Manage and conduct Phase I Environmental Site Assessments of commercial and multi-tenant properties. Manage of Phase II Environmental Site Assessments, including: oversight of installation of groundwater and soil vapor monitoring wells; groundwater, soil vapor, and ambient air sampling; report preparation for ongoing monitoring. Special knowledge includes environmental laws and regulations, technical writing, independent research, and environmental impact analysis.

Civil Engineering: Write full Initial Studies and manage associated technical studies; use AutoCAD Civil 3D for civil design, including sewer lines, water lines, storm drain lines, housing tracts, grading, topographic maps, and tract maps. Special knowledge includes AutoCAD Civil 3D, civil design, and technical writing.

Biogeochemical Research: Responsible for laboratory work involving sequential and total iron extractions, total organic/inorganic carbon analysis, chromium reductions, and sample preparation for ICP-MS analysis. Special knowledge includes soil sampling and classification; soil water content analysis; operation and troubleshooting of field equipment including dissolved oxygen meters, electrical conductivity/TDS meters, and iron, magnesium, and nitrogen test strips; and operation and troubleshooting of laboratory equipment including ELTRA Furnace and Carbon Sulfur Determinator, inductively coupled plasma mass spectrometer, pipettes, pH probes, and microscopes.

CLARENCE JIANG

Senior Geotechnical Engineer

REGISTRATION

Registered Geotechnical Engineer – California
Registered Civil Engineer - California
Registered Grading Inspector – Los Angeles

CERTIFICATION

OSHA 40-Hour Hazardous Waste Operations and Emergency Response Training (29 CFR 110.120) (HAZWOPER)
Certified Hazardous Materials Manager

EDUCATION

Masters of Science in Geotechnical Engineering, Utah State University, Logan, Utah
Bachelor of Science in Civil Engineering, Chung-Yuan University, Chung-Li, Taiwan

EXPERIENCE

2007 to Present – Senior Geotechnical Engineer, Salem Engineering Group, Inc., Rancho Cucamonga, California
2003 to 2007 – Senior Engineer, Krazan & Associates, Inc., Ontario, California
1994 to 2003 – Senior Engineer/Vice President, Morhol, Inc., Anaheim, California
1988 to 1994 – Project Engineer, Leighton & Associates, Inc., Irvine, California

PROFESSIONAL BACKGROUND

Geotechnical Investigations: Responsible for staff supervision, client relations, technical review, budget preparations, and profit/loss statements. Provided project management for geotechnical engineering projects for industrial plants, school and hospital sites, wastewater treatment plants, bridges and culverts, sewer lines, stadiums, embankments, service stations, commercial developments, industrial facilities, and landfills. Experienced in a broad range of geotechnical engineering applications such as shallow and deep foundation investigation, slope stability, pavement design, liquefaction potential, ground improvement, soil suitability and availability assessment, soil-cement treatment, soil-lime stabilization, erosion control, landfill construction, septic system design, as well as field and laboratory soil testing.

Construction Testing & Inspection Services: Responsible for overseeing Special Inspectors, testing laboratory personnel and procedures, client relations, technical review of reports, and insure conscientious cost management. Oversee the testing of concrete, post-tension cables, soil, welding, and construction materials to insure conformance to current building standards and codes. Report the results of materials tested to the appropriate agencies and companies.

Environmental Engineering: Provide detailed Phase I investigative site reports. Conduct environmental audits and provide recommendations for corrective measures. Extensive experience in lithologic logging and sampling in consolidated and unconsolidated material for environmental exploration. Provide recommendations for the management of underground storage tanks and hazardous waste.

PROFESSIONAL ORGANIZATIONS

American Society of Civil Engineers (ASCE)

SALEM

APPENDIX B
AIR QUALITY AND GREENHOUSE GAS ASSESSMENT WITH CALEEMOD OUTPUT
MAY 2020

AIR QUALITY AND GREENHOUSE GAS ASSESSMENT
FOR
SWC 8TH STREET & NORTH HIGHLAND SPRINGS AVE
CITY OF BEAUMONT, CALIFORNIA

Prepared For:

Evergreen Devco, Inc.,
2390 East Camelback Road, Suite 410
Phoenix, AZ 85016

Prepared By:

Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408

May 2020

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APPENDICES

1.0 INTRODUCTION

The Project Proponent has submitted an application to the City of Beaumont for a Tentative Parcel Map and Conditional Use Permit to develop a 3,500 square-foot quick service restaurant (QSR), a gas station with six fuel pumps with 12 dispensers, and a 4,088 square-foot convenience store on a 2.08-acre parcel in the City of Beaumont, Riverside County. The Project Site is located on the southwest corner of Highland Springs Avenue and East 8th Street. The site is described as Assessor's Parcel Number 419-150-034. and is currently vacant and undeveloped. Refer to Figures 1, 2, and 3 for a regional location map, project vicinity map, and site plan, respectively.

This report is a study of the potential impacts the Proposed Project may have on the local and regional air quality in the vicinity during construction and ultimate operational use. Air quality emissions modeling data output is included in Appendix A.

2.0 GENERAL SETTING

2.1 CLIMATE

The Proposed Project is located in western Riverside County. The study area has a Mediterranean climate with warm dry summers, mild winters and moderate rainfall. The climate is modified by the cold California Current in the Pacific Ocean, the mountain ranges that outline the Los Angeles Basin and San Bernardino Valley, and the deserts to the north and east.

The California Current causes a cold layer of air to form close to the surface. As the air above this layer is warm, air within it cannot rise normally, a phenomenon known as an inversion. The inversion traps pollutants close to the surface causing higher than usual concentrations of ozone, suspended particles and other ingredients of smog. The mountains prevent cooler marine air from traveling very far inland, making the deserts drier and hotter than the coastal regions. The hot desert air rises and cooler marine air from the west moves inland in the form of a sea breeze. A sea breeze is normal in all coastal regions, but in southern California it is exceptionally strong due to the great contrasts in temperature and the funneling effects of the mountains. In this region, the sea breeze brings higher quantities of pollutants from the Los Angeles metropolitan area to the inland valleys, exacerbating problems caused by local pollution sources.

The topographic and climatologic regional effects summarized above cause numerous days when air pollutants exceed federal and/or State air quality standards. This has led to aggressive air quality management measures being required by the federal, State, and local governments.

2.2 APPLICABLE POLICES, PLANS, AND REGULATIONS

A combination of climatic and geographic factors, and urbanization cause the interior valleys of Southern California to have higher air pollution levels than the coastal areas. The South Coast Air Quality Management District (SCAQMD) monitors and enforces the federal and state air quality standards in association with federal, state, local, and regional governmental agencies.

N

0 1

Mile

Source: Lilburn Corp., March, 2020.

LILBURN CORPORATION

REGIONAL LOCATION

Convenience Store and Gas Station

Beaumont, California

FIGURE 1

N

0 110

Feet

Source: Lilburn Corp., March, 2020.

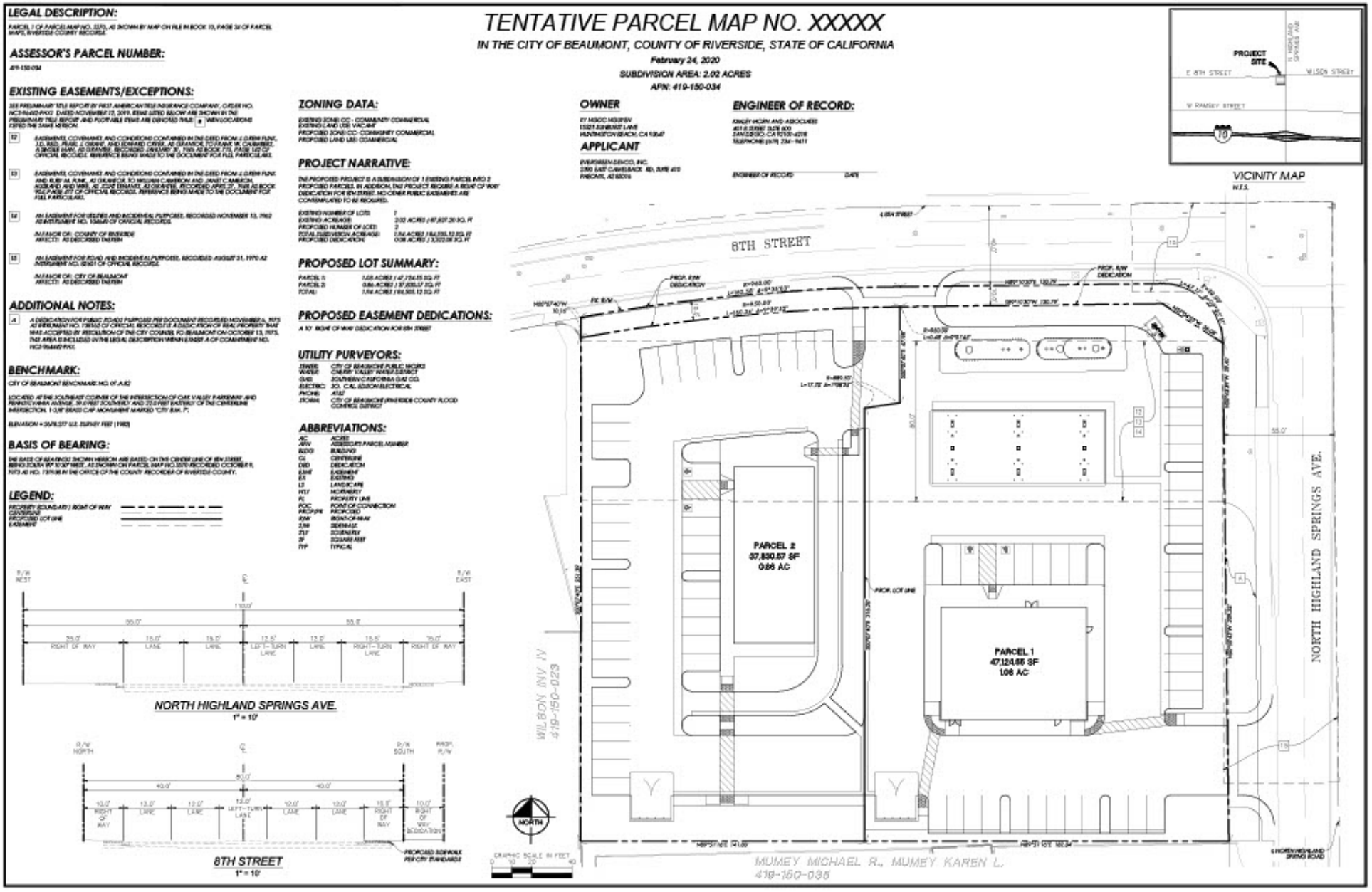
LILBURN CORPORATION

PROJECT VICINITY

Convenience Store and Gas Station

Beaumont, California

FIGURE 2



SITE PLAN

Convenience Store and Gas Station

Beaumont, California

FIGURE 3

LILBURN CORPORATION

These agencies work jointly as well as individually to reduce air pollution through legislation, regulation, policy making, education, and a variety of programs. These agencies include:

Environmental Protection Agency (EPA) - Responsible for setting and enforcing the national standards for atmospheric pollutants, including the Clean Air Act (CAA), as amended.

California Air Resources Board (CARB) - Part of the California Environmental Protection Agency (Cal-EPA) and responsible for assuring implementation of the California Clean Air Act (CCAA), responding to federal regulations, and regulating emission standards.

SCAQMD - Primarily responsible for comprehensive air pollution control in the South Coast Air Basin (SCAB), and the Riverside County portions of the Salton Sea Air Basin (SSAB) and Mojave Desert Air Basin (MDAB). SCAQMD implements the CAA and CCAA and works directly with federal, state, and local agencies.

Local Governments - Have the authority and responsibility to reduce air pollution through their local land use decision-making authority and the California Environmental Quality Act.

Air emissions from the Proposed Project are subject to federal, state, and local rules and regulations as implemented through provisions of the federal Clean Air Act, California Clean Air Act, and the 2016 Air Quality Management Plan (AQMP) adopted and updated regularly by SCAQMD. The following is an overview of current rules and regulations.

Federal Clean Air Act. The federal Clean Air Act was established in an effort to assure that acceptable levels of air quality are maintained in all areas of the United States. These levels are based upon health-related exposure limits and are referred to as National Ambient Air Quality Standards (NAAQS). The NAAQS establish maximum allowable concentrations of specific pollutants in the atmosphere and characterize the amount of exposure deemed safe of the public. The NAAQS set standards for the following pollutants:

Nitrogen dioxide (NO_2)
Sulfur dioxide (SO_2)
Particulate matter less than 10 microns, aerodynamic diameter (PM_{10})
Particulate matter less than 2.5 microns, aerodynamic diameter ($PM_{2.5}$)
Ozone (O_3)
Lead (Pb)
Carbon Monoxide (CO)

Primary and secondary NAAQS have been established and are shown in Table 1. Primary standards reflect levels of air quality deemed necessary by the EPA to provide an adequate margin of safety to protect public health. Areas found to be in violation of primary standards are termed “nonattainment areas”. Secondary standards reflect levels of air quality necessary to protect public welfare from the known or anticipated adverse effects of a pollutant.

Table 1
State and Federal
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		Federal Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O_3)[8]	1-Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	---	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.07 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM_{10})[9]	24-Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetic Analysis
	Annual Arithmetic Mean	20 µg/m^3		---		
Fine Particulate Matter ($PM_{2.5}$)[9]	24-Hour	---		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetic Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1-Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	---	Non-Dispersive Infrared Photometry (NDIR)
	8-Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)		
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		–		
Nitrogen Dioxide (NO_2)[10]	1-Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	---	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppb (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1-Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppd (196 µg/m^3)	–	Ultraviolet Flourescence, Spectrophotometry (Pararosaniline Method)
	3-Hour	---		--	0.5 ppm (1300 µg/m^3)	
	24-Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[10]	---	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[10]	–	
Lead[12,13]	30-day average	1.5 µg/m^3	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m^3		
Visibility-Reducing Particles[14]	8-Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No Federal Standards**		
Sulfates	24-Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24-Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

Source: ARB, May 4, 2016.

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m3 to 12.0 µg/m3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m3, as was the annual secondary standard of 15 µg/m3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm
11. On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

California Clean Air Act. Under the federal Clean Air Act, state and local authorities have primary responsibility for assuring that their respective regions are in attainment of, or have a verifiable plan to attain, the NAAQS. The federal Clean Air Act also provides state and local agencies authority to promulgate more stringent ambient air quality standards. The California Ambient Air Quality Standards (CAAQS) for the following pollutants are also included in Table 1.

Hydrogen sulfide (H_2S)
Vinyl chloride
Sulfates (SO_4)
Visibility-reducing particles

Under the provisions of the federal and California Clean Air Acts, air quality districts in areas not in attainment of the NAAQS or CAAQS are required to prepare an AQMP. An AQMP

establishes an area-specific program to control existing and proposed sources of air emissions so that the NAAQS or CAAQS may be attained by the applicable target date. CARB and EPA are required to designate areas of the state as “attainment”, “nonattainment”, or "unclassified" for state and federal ambient air quality standards. An attainment designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant. A nonattainment designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an extraordinary event. An unclassified designation indicates a lack of adequate air quality data or other information on which to base an attainment or nonattainment designation.

2.3 EXISTING AIR QUALITY

Air quality is determined primarily by the types and amounts of contaminants emitted into the atmosphere, the size and topography of the local air basin, and the pollutant-dispersing properties of local weather patterns. When airborne pollutants are produced in such volume that they are not dispersed by local meteorological conditions, air quality problems result. Dispersion of pollutants in the SCAB is influenced by periodic temperature inversions, persistent meteorological conditions and the local topography. As pollutants become more concentrated in the atmosphere, photochemical reactions occur, producing ozone and other oxidants.

The federal Clean Air Act was established in an effort to assure that acceptable levels of air quality are maintained in all areas of the United States. These levels are based upon health-related exposure limits and are referred to as NAAQS. The NAAQS establish maximum allowable concentrations of specific pollutants in the atmosphere and characterize the amount of exposure deemed safe for the public.

NAAQS have been set for a number of criteria pollutants. The following is a brief description of health effects and whether the SCAB is or is not in attainment for these pollutants:

Ozone (O_3) is a toxic gas that irritates the lungs and damages materials and vegetation. Ozone is a secondary pollutant; it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO_2, which occur only in the presence of bright sunlight. Pollutants emitted from areas cities react during transport downwind to produce the oxidant concentrations experienced in the area. Pollutants emitted in the Los Angeles area contribute to the ozone levels experienced in the SCAB.

Data summarized in Table 2 shows that the 1-hour State ozone standard was exceeded between 16 to 50 days per year between 2014 and 2018 at the Banning Airport air monitoring site, the closest monitoring station to the Project Site. The SCAB is designated as a nonattainment basin for ozone. The 8-hour Ozone standard has been exceeded between 46 to 82 days per year between 2014 and 2018.

Carbon Monoxide (CO) is a gas produced almost entirely from automobiles that interferes with the transfer of oxygen to the brain. Peak levels of CO occur in winter and are highest where there is very heavy and concentrated traffic (major cities and transportation congestion). CO levels are not a concern in the project area due to the low traffic volumes and are therefore not monitored.

Table 2
Ozone Data: Banning Airport Air Monitoring Site
2014 – 2018

Year	Days Exceeding 1-Hour State Standard	Days Exceeding 8-Hour State Standard	Maximum 1-Hour Reading (ppm)	Maximum 8-Hour Reading (ppm)
2014	22	58	0.114	0.097
2015	16	46	0.124	0.097
2016	26	52	0.128	0.106
2017	50	82	0.128	0.105
2018	33	69	0.119	0.106

Source: CARB, 2020

Nitrogen dioxide (NO_2) is a gas that can cause breathing difficulties at high levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries and other industrial operations). AAQS for NO_2 have not been exceeded since 2006.

Particulate Matter (PM_{10}) consists of extremely small-suspended particles or droplets 10 microns or smaller in diameter that can lodge in lungs contributing to respiratory problems. PM_{10} arises from such sources as road dust, diesel soot, combustion products, abrasion of tires and brakes, construction operations and windstorms. PM_{10} scatters light and significantly reduces visibility. PM_{10} poses a health hazard, alone or in combination with other pollutants.

Data summarized in Table 3 shows that PM_{10} levels at the Banning Airport air monitoring site did not exceed the Federal Standard between 2014 and 2018, while the State standard was exceeded between zero and six days per year during the same time period.

Table 3
PM_{10} Data: Banning Airport Air Monitoring Site
2014 – 2018

Year	Days Exceeding State Standard	Days Exceeding Federal Standard	Maximum 24-Hour Reading ($\mu g/m^3$)
2014	*	0	45.0
2015	6	0	139.0
2016	*	0	65.0
2017	6	0	97.9
2018	0	0	39.3

Source: CARB, 2020
State Standard – 50 $\mu g/m^3$ based on 24-hour average
Federal Standard – 150 $\mu g/m^3$ based on 24-hour average
$\mu g/m^3$ = micrograms per cubic meter
Measurements usually taken every 6 days.
* Insufficient Data

Fine Particulate Matter ($PM_{2.5}$) consists of extremely small suspended particles 2.5 microns in diameter and arise primarily from combustion sources. The Banning Airport air monitoring station contains insufficient data regarding $PM_{2.5}$ between 2014 and 2018 as demonstrated in Table 4, below.

Table 4
$PM_{2.5}$ Data: Banning Airport Air Monitoring Site
2014 – 2018

Year	Maximum 24-Hour Reading ($\mu g/m^3$)	Days Exceeding Federal Standard
2014	38.8	*
2015	27.9	*
2016	110.5	*
2017	34.9	*
2018	32.0	*

Source: CARB, 2020
Federal Standard – lowered to 35 $\mu g/m^3$ in 2006; based on 24 hour average.
$\mu g/m^3$ = micrograms per cubic meter
* Insufficient Data

Sulfur dioxide (SO_2) is a gas produced when fossil fuels are burned. SO_2 is the main pollutant contributing to the formation of acid rain. No exceedances of this pollutant have occurred for decades and concentrations are well under Federal and State standards.

Lead (Pb) is a heavy metal used in industry and for years was a component in gasoline. Since the elimination of lead as a gasoline additive, lead in the atmosphere in southern California has been virtually eliminated.

Hydrogen Sulfide (H_2S) This pollutant is not commonly found in the ambient atmosphere but can originate from natural sources such as volcanoes, sulfur hot springs, or mineral brine associated with dry lakebeds. The CAAQS for H_2S is not health-based but rather an aesthetic one, because the compound smells like rotten eggs. This pollutant is not an issue in the project area.

Sulfates are produced by the reaction in the air of sulfur dioxide (SO_2), which is a component of acid rain. Sources for sulfur dioxide include coal burning power plants and diesel engines. California does not have any coal burning power plants and all diesel fuels sold in the state are now lower in sulfur. Sulfates are not an issue in the area.

Visibility-reducing particles are common in the SCAB due to the vast open desert area, especially during windy conditions. Particles reduce visibility, obscuring the desert scenery, including views of the mountains. Dust control measures reduce particulates in the area.

Reactive Organic Gases (ROG) is also considered in the air quality analysis of projects in the State. Ozone is a secondary pollutant that is the result of chemical reactions between other pollutants, most importantly reactive hydrocarbons (also referred to as ROG), and NO_2, which

occurs only in the presence of bright sunlight. The result is the formation of smog. There are no federal or state air quality standards for hydrocarbons or ROG as there are for other pollutants, however the SCAQMD does have thresholds for determining the severity of emissions of several criteria pollutants including ROG.

Air Quality Attainment Plans

The project area is under the jurisdiction of the SCAQMD, which implements and enforces the applicable AQMP. The 2016 AQMP was adopted by the SCAQMD on March 3, 2017. The Plan recognized the critical importance of working with other agencies to develop new regulations, as well as secure funding and other incentives that encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. The 2016 AQMP also includes transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/ Sustainable Communities Strategy. The 2016 AQMP includes the integrated strategies and measures needed to meet the NAAQS. The 2016 AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS as well as the latest 24-hour and annual $PM_{2.5}$ standards.

The 2016 AQMP is a comprehensive and integrated Plan primarily focused on addressing the ozone standards. The Plan is a regional and multi-agency effort (AQMD, California Air Resources Board, Southern California Association of Governments (SCAG) and U.S. EPA). State and federal planning requirements include developing control strategies, attainment demonstrations, reasonable further progress, and maintenance plans. The 2016 AQMP incorporate the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

The primary guidance for implementing the air quality standards in relation to the California Environmental Quality Act (CEQA) is the 1993 SCAQMD CEQA Air Quality Handbook. This handbook is being revised and updated, but until the new edition is published, the 1993 version as updated, is still the current reference and directive.

Climate Change and Greenhouse Gases

Gases that trap heat in the atmosphere are often called Greenhouse Gases (GHG); analogous to a greenhouse. GHGs are emitted by natural processes and human activities. The accumulation of GHGs in the atmosphere helps regulate the earth's temperature. Without these natural GHGs, the Earth's surface would be approximately 60°F cooler (EPA 2017). Emissions from human activities such as electricity production and vehicles have elevated the concentration of these gases in the atmosphere.

GHGs have varying global warming potential (GWP). A GWP is a "quantified measure of the globally averaged relative radiative forcing impacts of a particular greenhouse gas, defined as the accumulated radiative forcing within a specific time horizon caused by emitting one kilogram of

the gas, relative to that of the reference gas" (EPA 2017). The reference gas for GWP is carbon dioxide; carbon dioxide has a GWP of one. For example, methane has a GWP of 21, which means that it has a greater global warming effect than carbon dioxide on a molecule per molecule basis. One teragram of carbon dioxide equivalent (Tg CO2 Eq.) is the emissions of the gas multiplied by the GWP. One teragram is equal to one million metric tons. The carbon dioxide equivalent is a good way to assess emissions because it gives weight to the GWP of the gas. The lifetime and GWP of selected GHG are summarized in Table 5. As shown in the table, GWP for a 100-year time horizon ranges from one (carbon dioxide) to 23,500 (sulfur hexafluoride).

Table 5
Global Warming Potentials and Atmospheric Lifetimes of Select Greenhouse Gases

Gas	Lifetime (years)	Global Warming Potential (100-year time horizon)
Carbon Dioxide	*	1
Methane	12.4†	28
Nitrous Oxide	121†	265
HFC-23	222	12,400
HFC-134a	13.4	1,300
HFC-152a	1.5	138
PFC-14: Tetrafluoromethane (CF4)	50,000	6,630
PFC-116: Hexafluoroethane (C2F6)	10,000	11,100
Sulfur Hexafluoride (SF6)	3,200	23,500

Source: IPCC 2013
* No single lifetime can be given.
† Perturbation lifetime is used in calculation of metrics, not the lifetime of the atmospheric burden.

Water vapor is the most abundant, important, and variable GHG in the atmosphere. It is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. The main source of water vapor is evaporation from the oceans (approximately 85 percent). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from ice and snow, and transpiration from plant leaves.

Carbon dioxide (CO_2) is an odorless, colorless natural GHG. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Carbon dioxide is the primary greenhouse gas emitted through human activities and anthropogenic sources of carbon dioxide are from burning coal, oil, natural gas, and wood. Concentrations are currently around 400 ppm; some say that concentrations may increase to 540 ppm by 2100 as a direct result of anthropogenic sources (IPCC 2001). Some predict that this will result in an average global temperature rise of at least 2° Celsius (IPCC 2001).

Methane is a flammable gas and is the main component of natural gas. When one molecule of methane is burned in the presence of oxygen, one molecule of carbon dioxide and two molecules of water are released. There are no health effects from methane. A natural source of methane is from the anaerobic decay of organic matter. Geological deposits known as natural gas fields contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.

Nitrous oxide (N_2O), also known as laughing gas, is a colorless GHG. Higher concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, as an aerosol spray propellant, and in race cars.

Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone; therefore, their production was stopped as required by the Montreal Protocol.

Hydrofluorocarbons (HFCs) are synthetic man-made chemicals that are used as a substitute for CFCs for automobile air conditioners and refrigerants.

Perfluorocarbons (PFCs) have stable molecular structures and do not break down though the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. Concentrations of tetrafluoromethane in the atmosphere are over 79 ppt (IPCC 2013). The two main sources of PFCs are primary aluminum production and semiconductor manufacture.

Sulfur hexafluoride (SF6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated, 23,500. Concentrations in the 2011 were about 7.3 ppt, while concentrations in 2005 were about 5.6 ppt (EPA 2013). Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Ozone found in the troposphere is considered a GHG; however, unlike the other GHG, ozone in the troposphere is relatively short-lived and therefore is not global in nature. Ozone is not directly emitted into the air but is formed through chemical reactions between precursor emissions of reactive organic gases (ROG) and nitrogen oxides (NO_X) in the presence of sunlight. It is difficult to make an accurate determination of the contribution of ozone precursors (nitrogen oxides and volatile organic compounds) to climate change (CARB 2004).

Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel with sulfur in it is burned. Black carbon (or soot) is emitted during biomass burning incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

Assembly Bill 32

In 2006, the California State Legislature adopted Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which was phased in starting in 2012. On January 1, 2017 AB 32 was revised to include a statewide GHG emission reduction of 40 percent below the state GHG emissions limit no later than December 31, 2020.

Senate Bill 32

The California Global Warming Solutions Act of 2006: emissions limit, or SB-32, is a California Senate bill expanding upon AB-32 to reduce greenhouse gas (GHG) emissions. SB-32 sets into law the mandated reduction target in GHG emissions as written into Executive Order B-30-15.

The Senate bill requires that there be a reduction in GHG emissions to 40% below the 1990 levels by 2030. Greenhouse gas emissions include carbon dioxide, methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbons, and perfluorocarbons. CARB is responsible for ensuring that California meets this goal. AB-32 required California to reduce greenhouse gas emissions to 1990 levels by 2020 and SB-32 continues that timeline to reach the targets set in Executive Order B-30-15. SB-32 provides another intermediate target between the 2020 and 2050 targets set in Executive Order S-3-05. SB-32 was contingent on the passing of AB-197, which increases legislative oversight of CARB and is intended to ensure CARB must report to the Legislature. AB-197 also passed and was signed into law on September 8, 2016.

Assembly Bill 197

California Assembly Bill 197 (AB 197). AB-197 was signed into law on September 8, 2016. It increases legislative oversight of the CARB and is intended to ensure CARB must report to the Legislature. AB-197 is directly related to SB-32 in that AB-197 contains language stating AB-197 is only operative if SB-32 is enacted and becomes law on or before January 1, 2017.

The provisions of AB-197 are intended to provide more legislative oversight of CARB by adding two new legislatively appointed non-voting members to the CARB Board, increasing the Legislature's role in the ARB Board's decisions. Additionally, AB-197 limits the term length of CARB Board members to six years. AB-197 also requires that CARB "protect the state's most impacted and disadvantaged communities … consider the social costs of the emissions of greenhouse gases" in preparing plans to meet GHG reduction goals.

AB-197 requires a committee to be formed and called the Joint Legislative Committee on Climate Change Policies (JLCCCP), which will be responsible, among other duties, for addressing and prioritizing the disadvantaged communities in California. Additionally, as part of AB-197, reports of emissions inventories for GHGs, criteria pollutants, and toxic air contaminants are required to be made public and updated at least once a year.

Title 24, Part 6 California Energy Code

Title 24, part 6 California Energy Code is the Energy Efficiency Standards for residential and nonresidential buildings, new construction, remodels and additions.

Title 24, Part 11 CALGreen

CALGreen is California's first green building code and first in the nation state-mandated green building code. It is formally known as the California Green Building Standards Code, Title 24, Part 11, of the California Code of Regulations.

The purpose of CALGreen is to improve public health, safety, and general welfare through enhanced design and construction of buildings using concepts which reduce negative impacts and promote those principles which have a positive environmental impact and encourage sustainable construction practices.

CALGreen was adopted to address the five divisions of building construction: Planning and design, Energy efficiency, Water efficiency and conservation, Material conservation and resource efficiency, and Environmental quality.

SB 100

On September 10, 2018, Governor Jerry Brown signed California's most ambitious energy bill into law: Senate Bill 100 (SB 100). This environmental measure sets a world-leading precedent by committing to 100% clean energy in California by 2045, speeding up the state's timeline for moving to carbon-free power sources.

AB 2127

Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), on a biennial basis, to adopt an integrated energy policy report containing an overview of major energy trends and issues facing the state. Existing law requires the Energy Commission, as a part of the report, to conduct transportation forecasting and assessment activities that include, among other things, an assessment of trends in transportation fuels, technologies, and infrastructure supply and demand.

Existing law requires the Public Utilities Commission (PUC) , in consultation with the State Air Resources Board and the Energy Commission, to direct the electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to achieve certain state goals.

This bill would require the Energy Commission, working with the State Air Resources Board and the PUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. The bill would require the Energy Commission to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure.

SB 375

The Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill 375 or SB 375, is a State of California law targeting greenhouse gas emissions from passenger vehicles. The Global Warming Solutions Act of 2006 (AB 32) sets goals for the reduction of statewide greenhouse gas emissions. Passenger vehicles are the single largest source of greenhouse gas emissions statewide, accounting for 30% of total emissions. SB 375 therefore provides key support to achieve the goals of AB 32.

SB 375 instructs the California Air Resources Board (CARB) to set regional emissions' reduction targets from passenger vehicles. The Metropolitan Planning Organization for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use and housing policies to plan for achievement of the emissions target for their region.

EPA Safe Vehicles Rule

The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, issued today by NHTSA and EPA, sets tough but feasible fuel economy and carbon dioxide standards that increase 1.5% in stringency each year from model years 2021 through 2026.

City of Beaumont General Plan

On November 3rd, 2015, the City of Beaumont adopted a “Sustainable Beaumont”, the City’s Roadmap to Greenhouse Gas Reduction. This Plan outlines the goal of preserving and enhancing local regional air quality for the protection of the health and welfare of the community through adherence of programs in accordance with the following goals:

- Goal 1: Increase Energy Efficiency in Existing Residential Units
- Goal 2: Increase Energy Efficiency in New Residential Development
- Goal 3: Increase Energy Efficiency in Existing Commercial Units
- Goal 4: Increase Energy Efficiency in New Commercial Development
- Goal 5: Increase Energy Efficiency through Water Efficiency
- Goal 6: Decrease Energy Demand through Reducing Urban Heat Island Effect
- Goal 7: Decrease GHG Emissions through Reducing Vehicle Miles Traveled
- Goal 8: Decrease GHG Emissions through Reducing Solid Waste Generation

- Goal 9: Decrease GHG Emissions through Increasing Clean Energy Use
- Goal 10: Decrease GHG Emissions from New Development through Performance Standards
- Goal M-1: Participate in Education, Outreach, and Planning Efforts for Energy Efficiency
- Goal M-2: Increase Energy Efficiency in Municipal Buildings
- Goal M-3: Increase Energy Efficiency in Community Buildings and Infrastructure
- Goal M-4: On-Road Energy Efficiency Enhancements; Employee Commute and Vehicle Fleet
- Goal M-5: Reduce Energy Consumption in the Long Term

Health and Other Effects

The potential health effects from global climate change may arise from temperature increases, climate-sensitive diseases, extreme events, and air quality. There may be direct temperature effects through increases in average temperature leading to more extreme heat waves and less extreme cold spells. Those living in warmer climates are likely to experience more stress and heat-related problems (i.e., heat rash and heat stroke). In addition, climate sensitive diseases may increase, such as those spread by mosquitoes and other disease carrying insects. Those diseases include malaria, dengue fever, yellow fever, and encephalitis. Extreme events such as flooding and hurricanes can displace people and agriculture, which would have negative consequences. Drought in some areas may increase, which would decrease water and food availability. Global climate change may also contribute to air quality problems from increased frequency of smog and particulate air pollution (EPA 2006).

3.0 AIR QUALITY IMPACT EVALUATION

3.1 STANDARDS OF SIGNIFICANCE

Air quality analyses for the Proposed Project have been conducted in accordance with the CEQA Air Quality Handbook prepared by the SCAQMD (1993 as updated). SCAQMD has established the following emissions criteria (found at http://www.aqmd.gov/ceqa/hdbk.html) for determining whether the impacts from a project would be considered significant under CEQA:

Thresholds of Significance for Construction:

- 75 pounds per day of ROG
- 100 pounds per day of NO_x
- 550 pounds per day of CO
- 150 pounds per day of SO_X
- 150 pounds per day of PM_{10}
- 55 pounds per day of $PM_{2.5}$

Thresholds of Significance for Operations:

- 55 pounds per day of ROG
- 55 pounds per day of NO_x
- 550 pounds per day of CO
- 150 pounds per day of SO_X
- 150 pounds per day of PM_{10}
- 55 pounds per day of $PM_{2.5}$

Greenhouse Gas Emissions

- 3,000 metric tons of CO_2 equivalent (MTCO2e)

Toxic Air Contaminants

Maximum Incremental Cancer Risk ≥ 10 in 1 million

3.2 CONSTRUCTION AIR QUALITY EVALUATION

The Proposed Commercial Development is on approximately 2.08 acres of vacant land. Construction-related emissions generated by the Proposed Project would be from short-term construction activities. The Proposed Project was screened using CalEEMod version 2016.3.2. The criteria pollutants and Greenhouse Gas (GHGs) analyzed include reactive organic gases (ROG), nitrous oxides (NO_x), carbon monoxide (CO), particulates (PM_{10} and $PM_{2.5}$), carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Construction emissions are screened and quantified to document the effectiveness of control measures.

The CalEEMod model allows the user to set certain defaults and run the model to incorporate SCAQMD required rules and regulations. Therefore, per SCAQMD Rules 403, the mitigation requiring that exposed surfaces during construction be watered twice per day was "turned on". The developer and its contractor will be required to comply with mandated SCAQMD rules and regulations, including but not limited to Rule 403. Therefore, the following dust control conditions applicable to the site activities as recommended by Rule 403 shall also be implemented:

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.

    (a) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site at least twice daily. Portions of the site that are actively being graded shall be watered regularly to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.

    (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.

    (c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.

(d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO_X and PM_{10} levels in the area. The following Best Management Practices shall be implemented to reduce emissions.

2. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel. Site development will be limited to one acre disturbed per day.
3. The contractor shall utilize (as much as possible) pre-coated building materials and coating transfer or spray equipment with high transfer efficiency, such as high volume, low pressure (HVLP) spray method, or manual coatings application such as paint brush, hand roller, trowel, dauber, rag, or sponge.
4. The contractor shall utilize water-based or low VOC coating per SCAQMD Rule 1113. The following measures shall also be implemented:
    - Use Super-Compliant VOC paints whenever possible.
    - If feasible, avoid painting during peak smog season: July, August, and September.
    - Recycle leftover paint. Take any left-over paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints.
    - Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
    - For water-based paints, clean up with water only. Whenever possible, do not rinse the clean-up water down the drain or pour it directly into the ground or the storm drain. Set aside the can of clean-up water and take it to a hazardous waste center (www.cleanup.org).
    - Recycle the empty paint can.
    - Look for non-solvent containing stripping products.
    - Use Compliant Low-VOC cleaning solvents to clean paint application equipment.
    - Keep all paint and solvent laden rags in sealed containers to prevent VOC emissions.
5. The Project Proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site diesel power generation.
6. The Project Proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
7. All buildings on the project site shall conform to energy use guidelines in Title 24 of the California Administrative Code as updated to reduce energy consumption and reduce GHG emissions.

8. The operator shall maintain and effectively utilize and schedule on site equipment and delivery trucks in order to minimize exhaust emissions from truck idling.

Modeled Analysis

The emissions calculations for the construction phase of the Proposed Project includes fugitive dust from grading and exhaust emissions from on-site equipment and worker travel and are summarized in Table 6 and Table 7, which represent summer and winter construction emissions, respectively. The fugitive dust emissions are based on earthwork activities per day. The proposed construction activities will include implementation of the "best available fugitive dust control requirements" listed above and the developer will comply with SCAQMD rules and regulations (particularly Rule 403) that require controls for fugitive dust. These standard conditions will reduce emissions to the lowest amounts feasible. Construction emissions were screened and quantified to document the effectiveness of control measures. For additional information, refer to Appendix A for the CalEEMod emissions model output data.

Table 6
Summer Construction Emissions
(Pounds Per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	1.9	17.5	8.0	0.0	3.5	2.1
Grading	1.6	24.6	7.9	0.0	3.8	2.0
Building Construction	2.0	15.0	14.4	0.0	1.1	0.8
Paving	1.2	7.8	9.3	0.0	0.5	0.5
Architectural Coating	9.5	1.5	2.1	0.0	0.1	0.1
Highest Value (lbs/day)	**9.5**	**24.6**	**14.4**	**0.0**	**3.8**	**2.1**
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod 2016.3.2, Summer Emissions
Phases don't overlap and represent the highest concentration.

Table 7
Winter Construction Emissions
(Pounds Per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	1.6	17.4	7.8	0.0	3.4	2.1
Grading	1.6	24.6	7.9	0.0	3.8	2.0
Building Construction	2.0	15.0	14.2	0.0	1.1	0.8
Paving	1.2	7.8	9.4	0.0	0.5	0.5
Architectural Coating	9.5	1.5	2.0	0.0	0.1	0.1
Highest Value (lbs/day)	**9.5**	**24.6**	**14.4**	**0.0**	**3.8**	**2.1**
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod 2016.3.2, Winter Emissions
Phases don't overlap and represent the highest concentration.

As shown in Table 6 and Table 7, construction emissions during either summer or winter seasonal conditions would not exceed SCAQMD thresholds. Impacts would be less than significant, and no mitigation measures are required.

Greenhouse Gas Emissions

Greenhouse gas (GHG) emissions are cumulative in nature, in that, no one single project can measurably contribute to climate change and its affects (global average change in temperature, rising sea levels etc.). The direct or indirect GHG impacts are therefore not evaluated on a local level, but whether or not the GHG emissions resulting from the project are cumulative; that is, they add considerably to an increase in GHGs as compared to the existing environmental setting based on: 1) an established significance threshold(s); or 2) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

AB 32 defines seven (7) major GHGs that are emitted into the atmosphere, the first three are both biogenic (occur naturally in the environment) and anthropogenic (are man-made), through the burning of fossil fuels, the decay of organic waste in landfills etc. and they include carbon dioxide (CO_2), methane (CH_4) and nitrous oxide (N_2O). The other four, known as Fluorinated gases (Hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride) are synthetic (made artificially by chemical processes). The Proposed Project would not generate Fluorinated gases as defined by AB 32, only the GHGs (CO_2, CH_4, and N_2O) that are emitted by construction equipment. Therefore, GHG emissions from CO_2, CH_4, and N_2O are modeled. Results for GHG emissions related to construction of the Proposed Project are shown in Table 8.

Table 8
Greenhouse Gas Construction Emissions
(MT Per Year)

Source/Phase	CO_2	CH_4	N_20
Site Preparation	1.6	0.0	0.0
Grading	9.4	0.0	0.0
Building Construction	249.5	0.0	0.0
Paving	6.5	0.0	0.0
Architectural Coating	1.6	0.0	0.0
Total (CO2e)	**268.6**		
SCAQMD Threshold	3,000		
Significant	**No**		

Source: CalEEMod 2016.3.2, Annual Emissions

Model results for GHG emissions related to construction of the Proposed Project as shown in Table 8 do not exceed the SCAQMD yearly threshold of 3,000 $MTCO_2e$ and therefore would not result in a significant impact. No mitigation measures are required.

Toxic Air Contaminants

Temporary TAC emissions associated with DPM emissions from heavy construction equipment would occur during the construction phase of the Project. According to the Office of Environmental Health Hazard Assessment (OEHHA) and the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003), health effects from TACs are described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year lifetime will contract cancer based on the use of standard risk assessment methodology. The SCAQMD CEQA guidance does not require a health risk screening for short-term construction emissions. Construction activities associated with the project would be sporadic, transitory, and short-term in nature.

3.3 OPERATIONAL AIR QUALITY EVALUATION

Operational emissions are categorized as energy (generation and distribution of energy to the end use), area (operational use of the project), mobile (vehicle trips), water (generation and distribution of water to the land use), and waste (collecting and hauling waste to the landfill). The proposed project will not include the manufacture or production of any products on-site; therefore, no industrial type emissions will be generated. The operational mobile source emissions were calculated in accordance with the Traffic Impact Analysis (TIA) prepared for the Proposed Project by Urban Crossroads in March 2020. The Proposed Project is anticipated to generate approximatively 1,100 daily trips. The Trip Generation rates from the TIA were input into the CalEEMod Version 2016.3.2 model. Additionally, in accordance with the site plan, CalEEMod operational emissions include the following design features: a) Improve Destination Accessibility with a two-mile distance to a downtown job center, b) Increase Transit Accessibility with a two-mile distance to the nearest transit station, and c) Improve Pedestrian Network by including improvements of the adjacent intersection, curb, gutter, and sidewalks. Fuel dispensing emissions were calculated using SCAQMD guidelines (RULE 461-Gasoline Transfer and Dispensing). The VOC emissions can be calculated using 0.53 pounds per 1,000 gallons of gasoline (0.15 pounds of VOC per 1,000 gallons from the loading of gasoline into storage tanks (Phase I) and 0.38 pounds of VOC per 1,000 gallons from the dispensing of gasoline into vehicle fuel tanks (Phase II)). Emissions associated with the operational activities are listed in Tables 9 through 11.

Table 9
Summer Operational Emissions
(Pounds Per Day)

Source	ROG	NO_X/VOC[1]	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.2	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.3	0.2	0.0	0.0	0.0
Mobile	1.6	10.1	8.9	0.0	1.9	0.5
Fuel Dispensing	---	1.5	---	---	---	---
Total Value (lbs/day)	**3.3**	**11.9**	**9.1**	**0.0**	**1.9**	**0.5**
SCAQMD Threshold	55	55	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod 2016.3.2, Summer Emissions
[1] VOC emissions, SCAQMD guidelines (RULE 461-Gasoline Transfer and Dispensing).

Table 10
Winter Operational Emissions
(Pounds Per Day)

Source	ROG	NO_X/VOC[1]	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.2	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.3	0.2	0.0	0.0	0.0
Mobile	1.3	9.9	8.7	0.0	1.9	0.5
Fuel Dispensing	---	1.5	---	---	---	---
Total Value (lbs/day)	**3.0**	**11.7**	**8.9**	**0.0**	**1.9**	**0.5**
SCAQMD Threshold	55	55	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod 2016.3.2, Winter Emissions
[1] VOC emissions, SCAQMD guidelines (RULE 461-Gasoline Transfer and Dispensing).

Table 11
Greenhouse Gas Operational Emissions
(MT Per Year)

Source	CO_2	CH_4	N_2O
Area	0.0	0.0	0.0
Energy	121.0	0.0	0.0
Mobile	566.2	0.0	0.0
Waste	8.2	0.5	0.0
Water	5.8	0.0	0.0
Construction Amortized over 30 years	8.9		
Total CO2e Per Year	**725.3**		
SCAQMD Threshold (tons)	3,000		
Significant	**No**		

Source: CalEEMod 2016.3.2, Annual Emissions

As shown in Tables 9 through 11, operational emissions produced from the Proposed Project would not exceed the SCAQMD yearly threshold of 3,000 $MTCO_2e$ and therefore would not result in a significant impact. No mitigation measures are required. However, would be required to comply with the following but limited to SCAQMD Rules:

- Rule 201-Permit to Construct: A person shall not build, erect, install, alter or replace any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants without first obtaining written authorization for such construction from the Executive Officer. A permit to construct shall remain in effect until the permit to operate the equipment or agricultural permit unit for which the application was filed is granted or denied, or the application is canceled.

- Rule 203-Permit to Operate: A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202.

- Rule 461-Gasoline Transfer and Dispensing Facilities: Applicability This rule applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank or mobile fueler, and from any stationary storage tank or mobile fueler into any mobile fueler or motor vehicle fuel tank.

- Rule 1138- Control of Emissions from Restaurants: (a) Applicability This rule applies to owners and operators of commercial cooking operations, preparing food for human consumption. The rule requirements currently apply to chain-driven charbroilers used to cook meat. All other commercial restaurant cooking equipment including, but not limited to, under-fired charbroilers, may be subject to future rule provisions.

- Rule 1401- New Source Review of Toxic Air Contaminants: This rule specifies limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants listed in Table I. The rule establishes allowable risks for permit units requiring new permits pursuant to Rules 201 or 203.

Toxic Air Contaminant Impacts

Emissions resulting from gasoline service station operations may include toxic air contaminants (TACs) (e.g., benzene, hexane, MTBE, toluene, xylene) and have the potential to contribute to health risk in the Project vicinity. Standard regulatory controls such as the SCAQMD's Rule 461 (Gasoline Transfer and Dispensing) would apply to the Project in addition to any permits required that demonstrate appropriate operational controls. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase I EVR have an average efficiency of 98 percent and Phase II EVR have an average efficiency of 95.1 percent. Therefore, the potential for fugitive VOC or TAC emissions from the gasoline pumps is negligible. Prior to issuance of a Permit to Operate, each individual gasoline dispensing station would be required to obtain the required permits from SCAQMD which would identify the maximum annual throughput allowed based on specific fuel storage and dispensing equipment that is proposed by the operator.

The analysis reflects a maximum annual throughput on approximately 1,000,000 gallons as the actual value is unknown. However, ultimate fuel throughput allowances/requirements would be established by SCAQMD through the fueling station permitting processes. For purposes of this evaluation, cancer risk estimates have been made consistent with the methodology presented in SCAQMD's Risk Assessment Procedures for Rules 1401 & 212 which provide screening-level risk estimates for gasoline dispensing operations. The Project site is located within Source Receptor Area (SRA) 29.

The nearest residential receptor and worker receptor is located immediately adjacent to the proposed gasoline canopy.

Based on the established SCAQMD procedure outlined in the SCAQMD Permit Application Package "N" it is estimated that the maximum risk attributable to the gasoline dispensing would be 5.46 in one million for the nearest sensitive receptor and the maximum risk to workers would

be 0.45 in one million both of which are below the threshold of 10 in one million. SCAQMD Permit Application Package "N" identifies the potential risk per one million gallons of gasoline dispensed at the defined downwind distances and Gasoline Dispensing Service Station. The further the distance from the source the lower the risk. Refer to Table 12 for a linear regression risk estimate.

Table 12
Linear Regression Risk Estimate

Residential	
Distance	**Risk**
25	**5.46**
50	**2.17**
Worker	
25	**0.45**
50	**0.17**

Source: Risk Tool V1.103

As shown, no sensitive receptors in the Project vicinity would be exposed to a cancer risk of greater than 10 in one million. The maximum risk estimate at any sensitive land use in the vicinity of the Project would be 5.46 in one million. The Project gas station operations would therefore not generate emissions that would cause or result in an exceedance of the applicable SCAQMD cancer threshold of 10 in one million. As such, the Project would not have a significant impact with respect to health risks from the gasoline dispensing stations. No significant impacts would occur.

3.4 LOCALIZED SIGNIFICANCE THRESHOLD

SCAQMD has developed a methodology to assess the localized impacts of emissions from a proposed project as outlined within the Final Localized Significance Threshold (LST) Methodology report; completed in June 2003 and revised in July 2008. The use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs apply to projects that must undergo CEQA or the National Environmental Policy Act (NEPA) and are five acres or less. LST methodology is incorporated to represent worst-case scenario emissions thresholds. CalEEMod version 2016.3.2 was used to estimate the on-site and off-site construction emissions. The LSTs were developed to analyze the significance of potential local air quality impacts of proposed projects to sensitive receptors and provide screening tables for small projects (one, two, or five acres). Projects are evaluated based on geographic location and distance from the sensitive receptor (25, 50, 100, 200, or 500 meters from the site).

For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, convalescent facility or anywhere that it is possible for an individual to remain for 24 hours. Additionally, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. Commercial and industrial facilities are not included in the definition of a sensitive receptor because employees do not

typically remain on-site for a full 24 hours, but are usually present for shorter periods of time, such as eight hours.

The Project Site is approximately 2.08 acres, however, the "2 acres scenario" was used to represent a worst-case scenario as larger sites are typically granted a larger emission allowance. The nearest sensitive receptor land use is an assisted care facility located immediately to the west of the Project Site and therefore LSTs are based on 25-meter distance. The resulting Proposed Project's construction and operational emissions with the appropriate LST are presented in Table 13.

Table 13
Localized Significance Thresholds
(Pounds Per Day)

	NO_x/VOC	**CO**	**PM_{10}**		**$PM_{2.5}$**	
Construction Emissions (Max. from Table 6 and Table 7)	9.5	14.4	3.8		2.1	
Operational Emissions (Max. Total from Table 3 and Table 4)[1]	11.9	9.1	0.10		0.025	
Highest Value (lbs./day)	**11.9**	**14.2**	**3.8**	**0.10**	**2.1**	**0.025**
LST Thresholds	149	1,541	10*	3†	6*	2†
Greater Than Threshold	**No**	**No**	**No**	**No**	**No**	**No**

Sources: CalEEMod.2016.3.2 Summer and Winter Emissions; SCAQMD Final Localized Significance Threshold Methodology; SCAQMD Mass Rate Look-up Tables for 2-acre site in SRA No. 29, distance of 25 meters.
Note: PM10 and PM2.5 emissions are separated into construction and operational thresholds in accordance with the SCAQMD Mass Rate LST Look-up Tables.
* Construction emissions LST
† Operational emissions LST
[1] Per LST Methodology, mobile source emissions do not need to be included except for land use emissions and on-site vehicle emissions. It is estimated that approximately 10 percent of mobile emissions will occur on the Project Site.

As shown in Table 12, the Proposed Project's emissions are not anticipated to exceed the LSTs. Therefore, the Proposed Project is not anticipated to expose sensitive receptors to substantial pollutant concentrations. No mitigation measures are required.

3.5 PROJECT CUMULATIVE IMPACTS

Development of the Proposed Project will be conditioned to comply with current SCAQMD rules and regulations to minimize impacts to air quality as discussed herein. Development of the QSR, gas station, and convenience store on a 2.08-acre is not anticipated to generate significant impacts or generate significant operational mobile emissions. The Proposed Project is anticipated to generate approximately 1,100 daily trips. Approval of the project does not require a zone change nor a general plan amendment and is consistent with the 2007 Beaumont General Plan. Therefore, cumulative impacts are anticipated to be less than significant.

4.0 REPORT SUMMARY

Construction emissions from the Proposed Project will not exceed the CEQA thresholds of significance. Construction emissions are considered short-term. Potential dust emissions would be further reduced by implementation of standard dust control measures (water exposed surfaces twice per day, etc.) as required for all projects within the SCAB. Therefore, potential impacts from construction activities are determined to be less than significant and no further analysis is required.

The operational emissions from the Proposed Project would not exceed SCAQMD thresholds of significance. No impacts to local or regional air quality are anticipated during project operations. The Proposed Project as well as all projects within the SCAB will be required to comply with current SCAQMD rules and regulations as applicable. Therefore, potential impacts from operational activities are determined to be less than significant and no further analysis is required.

5.0 REFERENCES

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APPENDIX A
MODELING RESULTS

Evergreen C-Store Beaumont

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	60.30	1000sqft	1.50	60,300.00	0
Other Non-Asphalt Surfaces	20.00	1000sqft	0.46	20,000.00	0
Fast Food Restaurant with Drive Thru	3.50	1000sqft	0.08	3,500.00	0
Convenience Market With Gas Pumps	12.00	Pump	0.04	4,088.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Site Plan

Construction Phase -

Grading -

Vehicle Trips - Per TIA

Construction Off-road Equipment Mitigation -

Evergreen C-Store Beaumont - Riverside-South Coast County, Annual

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	1,694.10	4,088.00
tblLandUse	LotAcreage	1.38	1.50
tblTripsAndVMT	HaulingTripNumber	0.00	189.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	PB_TP	65.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PR_TP	14.00	100.00
tblVehicleTrips	PR_TP	29.00	100.00
tblVehicleTrips	ST_TR	204.47	47.16
tblVehicleTrips	ST_TR	722.03	152.57
tblVehicleTrips	SU_TR	166.88	47.16
tblVehicleTrips	SU_TR	542.72	152.57
tblVehicleTrips	WD_TR	542.60	47.16
tblVehicleTrips	WD_TR	496.12	152.57

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.3097	2.0888	1.8787	3.8300e-003	0.0798	0.0977	0.1775	0.0259	0.0934	0.1193	0.0000	327.9820	327.9820	0.0544	0.0000	329.3430
Maximum	**0.3097**	**2.0888**	**1.8787**	**3.8300e-003**	**0.0798**	**0.0977**	**0.1775**	**0.0259**	**0.0934**	**0.1193**	**0.0000**	**327.9820**	**327.9820**	**0.0544**	**0.0000**	**329.3430**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.3097	2.0888	1.8787	3.8300e-003	0.0677	0.0977	0.1654	0.0202	0.0934	0.1136	0.0000	327.9817	327.9817	0.0544	0.0000	329.3427
Maximum	**0.3097**	**2.0888**	**1.8787**	**3.8300e-003**	**0.0677**	**0.0977**	**0.1654**	**0.0202**	**0.0934**	**0.1136**	**0.0000**	**327.9817**	**327.9817**	**0.0544**	**0.0000**	**329.3427**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**15.19**	**0.00**	**6.83**	**21.97**	**0.00**	**4.78**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-11-2021	4-10-2021	0.6596	0.6596
2	4-11-2021	7-10-2021	0.6395	0.6395
3	7-11-2021	9-30-2021	0.5762	0.5762
		Highest	0.6596	0.6596

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0374	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5300e-003
Energy	5.2100e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	120.9550	120.9550	3.8500e-003	1.5400e-003	121.5096
Mobile	0.3049	2.6050	3.6070	0.0165	1.2590	0.0114	1.2703	0.3373	0.0106	0.3479	0.0000	1,526.8561	1,526.8561	0.0794	0.0000	1,528.8399
Waste						0.0000	0.0000		0.0000	0.0000	8.1846	0.0000	8.1846	0.4837	0.0000	20.2770
Water						0.0000	0.0000		0.0000	0.0000	0.3769	5.4404	5.8173	0.0389	9.6000e-004	7.0768
Total	**0.3474**	**2.6523**	**3.6480**	**0.0167**	**1.2590**	**0.0150**	**1.2739**	**0.3373**	**0.0142**	**0.3515**	**8.5615**	**1,653.2539**	**1,661.8154**	**0.6058**	**2.5000e-003**	**1,677.7058**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0374	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5300e-003
Energy	5.2100e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	120.9550	120.9550	3.8500e-003	1.5400e-003	121.5096
Mobile	0.3049	2.6050	3.6070	0.0165	1.2590	0.0114	1.2703	0.3373	0.0106	0.3479	0.0000	1,526.8561	1,526.8561	0.0794	0.0000	1,528.8399
Waste						0.0000	0.0000		0.0000	0.0000	8.1846	0.0000	8.1846	0.4837	0.0000	20.2770
Water						0.0000	0.0000		0.0000	0.0000	0.3769	5.4404	5.8173	0.0389	9.6000e-004	7.0768
Total	**0.3474**	**2.6523**	**3.6480**	**0.0167**	**1.2590**	**0.0150**	**1.2739**	**0.3373**	**0.0142**	**0.3515**	**8.5615**	**1,653.2539**	**1,661.8154**	**0.6058**	**2.5000e-003**	**1,677.7058**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/11/2021	1/13/2021	5	3	
2	Grading	Grading	1/14/2021	1/21/2021	5	6	
3	Building Construction	Building Construction	1/22/2021	11/25/2021	5	220	
4	Paving	Paving	11/26/2021	12/9/2021	5	10	
5	Architectural Coating	Architectural Coating	12/10/2021	12/23/2021	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 1.96

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 11,382; Non-Residential Outdoor: 3,794; Striped Parking Area: 4,818 (Architectural Coating – sqft)

OffRoad Equipment

Evergreen C-Store Beaumont - Riverside-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	189.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	37.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3200e-003	0.0274	0.0161	4.0000e-005		1.0500e-003	1.0500e-003		9.7000e-004	9.7000e-004	0.0000	3.2290	3.2290	1.0400e-003	0.0000	3.2551
Total	**2.3200e-003**	**0.0274**	**0.0161**	**4.0000e-005**	**2.3900e-003**	**1.0500e-003**	**3.4400e-003**	**2.6000e-004**	**9.7000e-004**	**1.2300e-003**	**0.0000**	**3.2290**	**3.2290**	**1.0400e-003**	**0.0000**	**3.2551**

3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.8000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1067	0.1067	0.0000	0.0000	0.1067
Total	**5.0000e-005**	**3.0000e-005**	**3.8000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1067**	**0.1067**	**0.0000**	**0.0000**	**0.1067**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0700e-003	0.0000	1.0700e-003	1.2000e-004	0.0000	1.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3200e-003	0.0274	0.0161	4.0000e-005		1.0500e-003	1.0500e-003		9.7000e-004	9.7000e-004	0.0000	3.2290	3.2290	1.0400e-003	0.0000	3.2551
Total	**2.3200e-003**	**0.0274**	**0.0161**	**4.0000e-005**	**1.0700e-003**	**1.0500e-003**	**2.1200e-003**	**1.2000e-004**	**9.7000e-004**	**1.0900e-003**	**0.0000**	**3.2290**	**3.2290**	**1.0400e-003**	**0.0000**	**3.2551**

3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.8000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1067	0.1067	0.0000	0.0000	0.1067
Total	**5.0000e-005**	**3.0000e-005**	**3.8000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1067**	**0.1067**	**0.0000**	**0.0000**	**0.1067**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.4800e-003	0.0606	0.0293	6.0000e-005		2.7500e-003	2.7500e-003		2.5300e-003	2.5300e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	**5.4800e-003**	**0.0606**	**0.0293**	**6.0000e-005**	**0.0197**	**2.7500e-003**	**0.0224**	**0.0101**	**2.5300e-003**	**0.0126**	**0.0000**	**5.4312**	**5.4312**	**1.7600e-003**	**0.0000**	**5.4751**

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.7000e-004	0.0210	2.9000e-003	7.0000e-005	1.6300e-003	6.0000e-005	1.6900e-003	4.5000e-004	6.0000e-005	5.1000e-004	0.0000	6.7803	6.7803	4.1000e-004	0.0000	6.7907
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	9.0000e-005	9.4000e-004	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2667	0.2667	1.0000e-005	0.0000	0.2668
Total	**6.0000e-004**	**0.0211**	**3.8400e-003**	**7.0000e-005**	**1.9600e-003**	**6.0000e-005**	**2.0200e-003**	**5.4000e-004**	**6.0000e-005**	**6.0000e-004**	**0.0000**	**7.0470**	**7.0470**	**4.2000e-004**	**0.0000**	**7.0575**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.8500e-003	0.0000	8.8500e-003	4.5500e-003	0.0000	4.5500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.4800e-003	0.0606	0.0293	6.0000e-005		2.7500e-003	2.7500e-003		2.5300e-003	2.5300e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	**5.4800e-003**	**0.0606**	**0.0293**	**6.0000e-005**	**8.8500e-003**	**2.7500e-003**	**0.0116**	**4.5500e-003**	**2.5300e-003**	**7.0800e-003**	**0.0000**	**5.4312**	**5.4312**	**1.7600e-003**	**0.0000**	**5.4751**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.7000e-004	0.0210	2.9000e-003	7.0000e-005	1.6300e-003	6.0000e-005	1.6900e-003	4.5000e-004	6.0000e-005	5.1000e-004	0.0000	6.7803	6.7803	4.1000e-004	0.0000	6.7907
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	9.0000e-005	9.4000e-004	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2667	0.2667	1.0000e-005	0.0000	0.2668
Total	**6.0000e-004**	**0.0211**	**3.8400e-003**	**7.0000e-005**	**1.9600e-003**	**6.0000e-005**	**2.0200e-003**	**5.4000e-004**	**6.0000e-005**	**6.0000e-004**	**0.0000**	**7.0470**	**7.0470**	**4.2000e-004**	**0.0000**	**7.0575**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2250	1.7630	1.6019	2.7500e-003		0.0899	0.0899		0.0861	0.0861	0.0000	228.4136	228.4136	0.0449	0.0000	229.5371
Total	**0.2250**	**1.7630**	**1.6019**	**2.7500e-003**		**0.0899**	**0.0899**		**0.0861**	**0.0861**	**0.0000**	**228.4136**	**228.4136**	**0.0449**	**0.0000**	**229.5371**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6700e-003	0.1436	0.0276	3.9000e-004	9.7300e-003	2.7000e-004	0.0100	2.8100e-003	2.6000e-004	3.0700e-003	0.0000	37.5719	37.5719	2.8700e-003	0.0000	37.6435
Worker	0.0175	0.0118	0.1281	4.0000e-004	0.0447	2.7000e-004	0.0450	0.0119	2.5000e-004	0.0121	0.0000	36.1761	36.1761	8.4000e-004	0.0000	36.1971
Total	**0.0211**	**0.1554**	**0.1558**	**7.9000e-004**	**0.0545**	**5.4000e-004**	**0.0550**	**0.0147**	**5.1000e-004**	**0.0152**	**0.0000**	**73.7479**	**73.7479**	**3.7100e-003**	**0.0000**	**73.8406**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2250	1.7630	1.6019	2.7500e-003		0.0899	0.0899		0.0861	0.0861	0.0000	228.4133	228.4133	0.0449	0.0000	229.5368
Total	**0.2250**	**1.7630**	**1.6019**	**2.7500e-003**		**0.0899**	**0.0899**		**0.0861**	**0.0861**	**0.0000**	**228.4133**	**228.4133**	**0.0449**	**0.0000**	**229.5368**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6700e-003	0.1436	0.0276	3.9000e-004	9.7300e-003	2.7000e-004	0.0100	2.8100e-003	2.6000e-004	3.0700e-003	0.0000	37.5719	37.5719	2.8700e-003	0.0000	37.6435
Worker	0.0175	0.0118	0.1281	4.0000e-004	0.0447	2.7000e-004	0.0450	0.0119	2.5000e-004	0.0121	0.0000	36.1761	36.1761	8.4000e-004	0.0000	36.1971
Total	**0.0211**	**0.1554**	**0.1558**	**7.9000e-004**	**0.0545**	**5.4000e-004**	**0.0550**	**0.0147**	**5.1000e-004**	**0.0152**	**0.0000**	**73.7479**	**73.7479**	**3.7100e-003**	**0.0000**	**73.8406**

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.3200e-003	0.0532	0.0589	9.0000e-005		2.9100e-003	2.9100e-003		2.6900e-003	2.6900e-003	0.0000	7.7524	7.7524	2.4600e-003	0.0000	7.8138
Paving	1.9700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.2900e-003**	**0.0532**	**0.0589**	**9.0000e-005**		**2.9100e-003**	**2.9100e-003**		**2.6900e-003**	**2.6900e-003**	**0.0000**	**7.7524**	**7.7524**	**2.4600e-003**	**0.0000**	**7.8138**

3.5 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	2.2000e-004	2.3600e-003	1.0000e-005	8.2000e-004	0.0000	8.3000e-004	2.2000e-004	0.0000	2.2000e-004	0.0000	0.6666	0.6666	2.0000e-005	0.0000	0.6670
Total	**3.2000e-004**	**2.2000e-004**	**2.3600e-003**	**1.0000e-005**	**8.2000e-004**	**0.0000**	**8.3000e-004**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6666**	**0.6666**	**2.0000e-005**	**0.0000**	**0.6670**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.3200e-003	0.0532	0.0589	9.0000e-005		2.9100e-003	2.9100e-003		2.6900e-003	2.6900e-003	0.0000	7.7524	7.7524	2.4600e-003	0.0000	7.8138
Paving	1.9700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.2900e-003**	**0.0532**	**0.0589**	**9.0000e-005**		**2.9100e-003**	**2.9100e-003**		**2.6900e-003**	**2.6900e-003**	**0.0000**	**7.7524**	**7.7524**	**2.4600e-003**	**0.0000**	**7.8138**

3.5 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	2.2000e-004	2.3600e-003	1.0000e-005	8.2000e-004	0.0000	8.3000e-004	2.2000e-004	0.0000	2.2000e-004	0.0000	0.6666	0.6666	2.0000e-005	0.0000	0.6670
Total	**3.2000e-004**	**2.2000e-004**	**2.3600e-003**	**1.0000e-005**	**8.2000e-004**	**0.0000**	**8.3000e-004**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6666**	**0.6666**	**2.0000e-005**	**0.0000**	**0.6670**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0463					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	**0.0474**	**7.6300e-003**	**9.0900e-003**	**1.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.7000e-004**	**4.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**9.0000e-005**	**0.0000**	**1.2788**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.1000e-003	0.0000	3.8000e-004	0.0000	3.9000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3111	0.3111	1.0000e-005	0.0000	0.3113
Total	**1.5000e-004**	**1.0000e-004**	**1.1000e-003**	**0.0000**	**3.8000e-004**	**0.0000**	**3.9000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3111**	**0.3111**	**1.0000e-005**	**0.0000**	**0.3113**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0463					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	**0.0474**	**7.6300e-003**	**9.0900e-003**	**1.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.7000e-004**	**4.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**9.0000e-005**	**0.0000**	**1.2788**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.1000e-003	0.0000	3.8000e-004	0.0000	3.9000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3111	0.3111	1.0000e-005	0.0000	0.3113
Total	**1.5000e-004**	**1.0000e-004**	**1.1000e-003**	**0.0000**	**3.8000e-004**	**0.0000**	**3.9000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3111**	**0.3111**	**1.0000e-005**	**0.0000**	**0.3113**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3049	2.6050	3.6070	0.0165	1.2590	0.0114	1.2703	0.3373	0.0106	0.3479	0.0000	1,526.8561	1,526.8561	0.0794	0.0000	1,528.8399
Unmitigated	0.3049	2.6050	3.6070	0.0165	1.2590	0.0114	1.2703	0.3373	0.0106	0.3479	0.0000	1,526.8561	1,526.8561	0.0794	0.0000	1,528.8399

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	565.92	565.92	565.92	1,685,162	1,685,162
Fast Food Restaurant with Drive Thru	534.00	534.00	534.00	1,612,412	1,612,412
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	1,099.92	1,099.92	1,099.92	3,297,573	3,297,573

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	100	0	0
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	100	0	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Fast Food Restaurant with Drive Thru	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Other Asphalt Surfaces	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Other Non-Asphalt Surfaces	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	69.3994	69.3994	2.8700e-003	5.9000e-004	69.6477
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	69.3994	69.3994	2.8700e-003	5.9000e-004	69.6477
NaturalGas Mitigated	5.2100e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	51.5556	51.5556	9.9000e-004	9.5000e-004	51.8620
NaturalGas Unmitigated	5.2100e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	51.5556	51.5556	9.9000e-004	9.5000e-004	51.8620

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market With Gas Pumps	9075.36	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4843	0.4843	1.0000e-005	1.0000e-005	0.4872
Fast Food Restaurant with Drive Thru	957040	5.1600e-003	0.0469	0.0394	2.8000e-004		3.5700e-003	3.5700e-003		3.5700e-003	3.5700e-003	0.0000	51.0713	51.0713	9.8000e-004	9.4000e-004	51.3748
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.2100e-003**	**0.0474**	**0.0398**	**2.8000e-004**		**3.6000e-003**	**3.6000e-003**		**3.6000e-003**	**3.6000e-003**	**0.0000**	**51.5556**	**51.5556**	**9.9000e-004**	**9.5000e-004**	**51.8620**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market With Gas Pumps	9075.36	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4843	0.4843	1.0000e-005	1.0000e-005	0.4872
Fast Food Restaurant with Drive Thru	957040	5.1600e-003	0.0469	0.0394	2.8000e-004		3.5700e-003	3.5700e-003		3.5700e-003	3.5700e-003	0.0000	51.0713	51.0713	9.8000e-004	9.4000e-004	51.3748
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.2100e-003**	**0.0474**	**0.0398**	**2.8000e-004**		**3.6000e-003**	**3.6000e-003**		**3.6000e-003**	**3.6000e-003**	**0.0000**	**51.5556**	**51.5556**	**9.9000e-004**	**9.5000e-004**	**51.8620**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	51631.4	16.4509	6.8000e-004	1.4000e-004	16.5097
Fast Food Restaurant with Drive Thru	166180	52.9485	2.1900e-003	4.5000e-004	53.1379
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**69.3994**	**2.8700e-003**	**5.9000e-004**	**69.6477**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	51631.4	16.4509	6.8000e-004	1.4000e-004	16.5097
Fast Food Restaurant with Drive Thru	166180	52.9485	2.1900e-003	4.5000e-004	53.1379
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**69.3994**	**2.8700e-003**	**5.9000e-004**	**69.6477**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0374	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5300e-003
Unmitigated	0.0374	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5300e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.6300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0326					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5300e-003
Total	**0.0374**	**1.0000e-005**	**1.2200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.3800e-003**	**2.3800e-003**	**1.0000e-005**	**0.0000**	**2.5300e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.6300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0326					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5300e-003
Total	**0.0374**	**1.0000e-005**	**1.2200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.3800e-003**	**2.3800e-003**	**1.0000e-005**	**0.0000**	**2.5300e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5.8173	0.0389	9.6000e-004	7.0768
Unmitigated	5.8173	0.0389	9.6000e-004	7.0768

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.125486 / 0.0769109	0.8327	4.1200e-003	1.0000e-004	0.9665
Fast Food Restaurant with Drive Thru	1.06237 / 0.0678107	4.9846	0.0348	8.6000e-004	6.1102
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**5.8173**	**0.0389**	**9.6000e-004**	**7.0768**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.125486 / 0.0769109	0.8327	4.1200e-003	1.0000e-004	0.9665
Fast Food Restaurant with Drive Thru	1.06237 / 0.0678107	4.9846	0.0348	8.6000e-004	6.1102
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**5.8173**	**0.0389**	**9.6000e-004**	**7.0768**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.1846	0.4837	0.0000	20.2770
Unmitigated	8.1846	0.4837	0.0000	20.2770

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	40.32	8.1846	0.4837	0.0000	20.2770
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**8.1846**	**0.4837**	**0.0000**	**20.2770**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	40.32	8.1846	0.4837	0.0000	20.2770
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**8.1846**	**0.4837**	**0.0000**	**20.2770**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Evergreen C-Store Beaumont

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	60.30	1000sqft	1.50	60,300.00	0
Other Non-Asphalt Surfaces	20.00	1000sqft	0.46	20,000.00	0
Fast Food Restaurant with Drive Thru	3.50	1000sqft	0.08	3,500.00	0
Convenience Market With Gas Pumps	12.00	Pump	0.04	4,088.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Site Plan

Construction Phase -

Grading -

Vehicle Trips - Per TIA

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	1,694.10	4,088.00
tblLandUse	LotAcreage	1.38	1.50
tblTripsAndVMT	HaulingTripNumber	0.00	189.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	PB_TP	65.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PR_TP	14.00	100.00
tblVehicleTrips	PR_TP	29.00	100.00
tblVehicleTrips	ST_TR	204.47	47.16
tblVehicleTrips	ST_TR	722.03	152.57
tblVehicleTrips	SU_TR	166.88	47.16
tblVehicleTrips	SU_TR	542.72	152.57
tblVehicleTrips	WD_TR	542.60	47.16
tblVehicleTrips	WD_TR	496.12	152.57

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	9.5193	27.0873	16.1620	0.0454	7.2151	0.9373	8.1524	3.5482	0.8631	4.4112	0.0000	4,619.9919	4,619.9919	0.7942	0.0000	4,639.8471
Maximum	**9.5193**	**27.0873**	**16.1620**	**0.0454**	**7.2151**	**0.9373**	**8.1524**	**3.5482**	**0.8631**	**4.4112**	**0.0000**	**4,619.9919**	**4,619.9919**	**0.7942**	**0.0000**	**4,639.8471**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	9.5193	27.0873	16.1620	0.0454	3.6113	0.9373	4.5486	1.6961	0.8631	2.5591	0.0000	4,619.9919	4,619.9919	0.7942	0.0000	4,639.8471
Maximum	**9.5193**	**27.0873**	**16.1620**	**0.0454**	**3.6113**	**0.9373**	**4.5486**	**1.6961**	**0.8631**	**2.5591**	**0.0000**	**4,619.9919**	**4,619.9919**	**0.7942**	**0.0000**	**4,639.8471**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.95**	**0.00**	**44.21**	**52.20**	**0.00**	**41.99**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2050	9.0000e-005	9.8000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	0.0285	0.2595	0.2180	1.5600e-003		0.0197	0.0197		0.0197	0.0197		311.3990	311.3990	5.9700e-003	5.7100e-003	313.2495
Mobile	1.9805	14.1040	22.1241	0.0958	7.0323	0.0622	7.0945	1.8815	0.0583	1.9397		9,786.6121	9,786.6121	0.4775		9,798.5494
Total	**2.2140**	**14.3636**	**22.3519**	**0.0974**	**7.0323**	**0.0819**	**7.1142**	**1.8815**	**0.0780**	**1.9595**		**10,098.0321**	**10,098.0321**	**0.4835**	**5.7100e-003**	**10,111.8212**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2050	9.0000e-005	9.8000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	0.0285	0.2595	0.2180	1.5600e-003		0.0197	0.0197		0.0197	0.0197		311.3990	311.3990	5.9700e-003	5.7100e-003	313.2495
Mobile	1.9805	14.1040	22.1241	0.0958	7.0323	0.0622	7.0945	1.8815	0.0583	1.9397		9,786.6121	9,786.6121	0.4775		9,798.5494
Total	**2.2140**	**14.3636**	**22.3519**	**0.0974**	**7.0323**	**0.0819**	**7.1142**	**1.8815**	**0.0780**	**1.9595**		**10,098.0321**	**10,098.0321**	**0.4835**	**5.7100e-003**	**10,111.8212**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/11/2021	1/13/2021	5	3	
2	Grading	Grading	1/14/2021	1/21/2021	5	6	
3	Building Construction	Building Construction	1/22/2021	11/25/2021	5	220	
4	Paving	Paving	11/26/2021	12/9/2021	5	10	
5	Architectural Coating	Architectural Coating	12/10/2021	12/23/2021	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 1.96

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 11,382; Non-Residential Outdoor: 3,794; Striped Parking Area: 4,818 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	189.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	37.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.5463	18.2862	10.7496	0.0245		0.7019	0.7019		0.6457	0.6457		2,372.8832	2,372.8832	0.7674		2,392.0692
Total	**1.5463**	**18.2862**	**10.7496**	**0.0245**	**1.5908**	**0.7019**	**2.2926**	**0.1718**	**0.6457**	**0.8175**		**2,372.8832**	**2,372.8832**	**0.7674**		**2,392.0692**

3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0379	0.0216	0.2958	8.5000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		85.1801	85.1801	2.0300e-003		85.2309
Total	**0.0379**	**0.0216**	**0.2958**	**8.5000e-004**	**0.0894**	**5.3000e-004**	**0.0900**	**0.0237**	**4.9000e-004**	**0.0242**		**85.1801**	**85.1801**	**2.0300e-003**		**85.2309**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7158	0.0000	0.7158	0.0773	0.0000	0.0773			0.0000			0.0000
Off-Road	1.5463	18.2862	10.7496	0.0245		0.7019	0.7019		0.6457	0.6457	0.0000	2,372.8832	2,372.8832	0.7674		2,392.0692
Total	**1.5463**	**18.2862**	**10.7496**	**0.0245**	**0.7158**	**0.7019**	**1.4177**	**0.0773**	**0.6457**	**0.7230**	**0.0000**	**2,372.8832**	**2,372.8832**	**0.7674**		**2,392.0692**

3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0379	0.0216	0.2958	8.5000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		85.1801	85.1801	2.0300e-003		85.2309
Total	**0.0379**	**0.0216**	**0.2958**	**8.5000e-004**	**0.0894**	**5.3000e-004**	**0.0900**	**0.0237**	**4.9000e-004**	**0.0242**		**85.1801**	**85.1801**	**2.0300e-003**		**85.2309**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.8271	20.2135	9.7604	0.0206		0.9158	0.9158		0.8425	0.8425		1,995.6114	1,995.6114	0.6454		2,011.7470
Total	**1.8271**	**20.2135**	**9.7604**	**0.0206**	**6.5523**	**0.9158**	**7.4681**	**3.3675**	**0.8425**	**4.2100**		**1,995.6114**	**1,995.6114**	**0.6454**		**2,011.7470**

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1533	6.8467	0.9003	0.0237	0.5510	0.0209	0.5719	0.1510	0.0199	0.1710		2,517.9054	2,517.9054	0.1463		2,521.5616
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0474	0.0270	0.3697	1.0700e-003	0.1118	6.6000e-004	0.1124	0.0296	6.1000e-004	0.0303		106.4751	106.4751	2.5400e-003		106.5386
Total	**0.2007**	**6.8737**	**1.2701**	**0.0248**	**0.6628**	**0.0215**	**0.6843**	**0.1807**	**0.0206**	**0.2012**		**2,624.3805**	**2,624.3805**	**0.1488**		**2,628.1002**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	1.8271	20.2135	9.7604	0.0206		0.9158	0.9158		0.8425	0.8425	0.0000	1,995.6114	1,995.6114	0.6454		2,011.7470
Total	**1.8271**	**20.2135**	**9.7604**	**0.0206**	**2.9486**	**0.9158**	**3.8643**	**1.5154**	**0.8425**	**2.3579**	**0.0000**	**1,995.6114**	**1,995.6114**	**0.6454**		**2,011.7470**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1533	6.8467	0.9003	0.0237	0.5510	0.0209	0.5719	0.1510	0.0199	0.1710		2,517.9054	2,517.9054	0.1463		2,521.5616
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0474	0.0270	0.3697	1.0700e-003	0.1118	6.6000e-004	0.1124	0.0296	6.1000e-004	0.0303		106.4751	106.4751	2.5400e-003		106.5386
Total	**0.2007**	**6.8737**	**1.2701**	**0.0248**	**0.6628**	**0.0215**	**0.6843**	**0.1807**	**0.0206**	**0.2012**		**2,624.3805**	**2,624.3805**	**0.1488**		**2,628.1002**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831		2,288.9355	2,288.9355	0.4503		2,300.1935
Total	**2.0451**	**16.0275**	**14.5629**	**0.0250**		**0.8173**	**0.8173**		**0.7831**	**0.7831**		**2,288.9355**	**2,288.9355**	**0.4503**		**2,300.1935**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0327	1.2956	0.2312	3.6300e-003	0.0897	2.4600e-003	0.0921	0.0258	2.3600e-003	0.0282		382.5514	382.5514	0.0274		383.2356
Worker	0.1754	0.0999	1.3679	3.9500e-003	0.4136	2.4400e-003	0.4160	0.1097	2.2400e-003	0.1119		393.9578	393.9578	9.3900e-003		394.1927
Total	**0.2081**	**1.3955**	**1.5991**	**7.5800e-003**	**0.5032**	**4.9000e-003**	**0.5081**	**0.1355**	**4.6000e-003**	**0.1401**		**776.5093**	**776.5093**	**0.0368**		**777.4283**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831	0.0000	2,288.9355	2,288.9355	0.4503		2,300.1935
Total	**2.0451**	**16.0275**	**14.5629**	**0.0250**		**0.8173**	**0.8173**		**0.7831**	**0.7831**	**0.0000**	**2,288.9355**	**2,288.9355**	**0.4503**		**2,300.1935**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0327	1.2956	0.2312	3.6300e-003	0.0897	2.4600e-003	0.0921	0.0258	2.3600e-003	0.0282		382.5514	382.5514	0.0274		383.2356
Worker	0.1754	0.0999	1.3679	3.9500e-003	0.4136	2.4400e-003	0.4160	0.1097	2.2400e-003	0.1119		393.9578	393.9578	9.3900e-003		394.1927
Total	**0.2081**	**1.3955**	**1.5991**	**7.5800e-003**	**0.5032**	**4.9000e-003**	**0.5081**	**0.1355**	**4.6000e-003**	**0.1401**		**776.5093**	**776.5093**	**0.0368**		**777.4283**

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371		1,709.1107	1,709.1107	0.5417		1,722.6524
Paving	0.3930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4563**	**10.6478**	**11.7756**	**0.0178**		**0.5826**	**0.5826**		**0.5371**	**0.5371**		**1,709.1107**	**1,709.1107**	**0.5417**		**1,722.6524**

3.5 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0711	0.0405	0.5546	1.6000e-003	0.1677	9.9000e-004	0.1687	0.0445	9.1000e-004	0.0454		159.7126	159.7126	3.8100e-003		159.8078
Total	**0.0711**	**0.0405**	**0.5546**	**1.6000e-003**	**0.1677**	**9.9000e-004**	**0.1687**	**0.0445**	**9.1000e-004**	**0.0454**		**159.7126**	**159.7126**	**3.8100e-003**		**159.8078**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371	0.0000	1,709.1107	1,709.1107	0.5417		1,722.6524
Paving	0.3930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4563**	**10.6478**	**11.7756**	**0.0178**		**0.5826**	**0.5826**		**0.5371**	**0.5371**	**0.0000**	**1,709.1107**	**1,709.1107**	**0.5417**		**1,722.6524**

3.5 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0711	0.0405	0.5546	1.6000e-003	0.1677	9.9000e-004	0.1687	0.0445	9.1000e-004	0.0454		159.7126	159.7126	3.8100e-003		159.8078
Total	**0.0711**	**0.0405**	**0.5546**	**1.6000e-003**	**0.1677**	**9.9000e-004**	**0.1687**	**0.0445**	**9.1000e-004**	**0.0454**		**159.7126**	**159.7126**	**3.8100e-003**		**159.8078**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.2672					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**9.4861**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0332	0.0189	0.2588	7.5000e-004	0.0782	4.6000e-004	0.0787	0.0208	4.2000e-004	0.0212		74.5326	74.5326	1.7800e-003		74.5770
Total	**0.0332**	**0.0189**	**0.2588**	**7.5000e-004**	**0.0782**	**4.6000e-004**	**0.0787**	**0.0208**	**4.2000e-004**	**0.0212**		**74.5326**	**74.5326**	**1.7800e-003**		**74.5770**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.2672					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**9.4861**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0332	0.0189	0.2588	7.5000e-004	0.0782	4.6000e-004	0.0787	0.0208	4.2000e-004	0.0212		74.5326	74.5326	1.7800e-003		74.5770
Total	**0.0332**	**0.0189**	**0.2588**	**7.5000e-004**	**0.0782**	**4.6000e-004**	**0.0787**	**0.0208**	**4.2000e-004**	**0.0212**		**74.5326**	**74.5326**	**1.7800e-003**		**74.5770**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.9805	14.1040	22.1241	0.0958	7.0323	0.0622	7.0945	1.8815	0.0583	1.9397		9,786.6121	9,786.6121	0.4775		9,798.5494
Unmitigated	1.9805	14.1040	22.1241	0.0958	7.0323	0.0622	7.0945	1.8815	0.0583	1.9397		9,786.6121	9,786.6121	0.4775		9,798.5494

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	565.92	565.92	565.92	1,685,162	1,685,162
Fast Food Restaurant with Drive Thru	534.00	534.00	534.00	1,612,412	1,612,412
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	1,099.92	1,099.92	1,099.92	3,297,573	3,297,573

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	100	0	0
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	100	0	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Fast Food Restaurant with Drive Thru	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Other Asphalt Surfaces	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Other Non-Asphalt Surfaces	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0285	0.2595	0.2180	1.5600e-003		0.0197	0.0197		0.0197	0.0197		311.3990	311.3990	5.9700e-003	5.7100e-003	313.2495
NaturalGas Unmitigated	0.0285	0.2595	0.2180	1.5600e-003		0.0197	0.0197		0.0197	0.0197		311.3990	311.3990	5.9700e-003	5.7100e-003	313.2495

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	24.864	2.7000e-004	2.4400e-003	2.0500e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9252	2.9252	6.0000e-005	5.0000e-005	2.9426
Fast Food Restaurant with Drive Thru	2622.03	0.0283	0.2571	0.2159	1.5400e-003		0.0195	0.0195		0.0195	0.0195		308.4738	308.4738	5.9100e-003	5.6600e-003	310.3069
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0286**	**0.2595**	**0.2180**	**1.5500e-003**		**0.0197**	**0.0197**		**0.0197**	**0.0197**		**311.3990**	**311.3990**	**5.9700e-003**	**5.7100e-003**	**313.2495**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	0.024864	2.7000e-004	2.4400e-003	2.0500e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9252	2.9252	6.0000e-005	5.0000e-005	2.9426
Fast Food Restaurant with Drive Thru	2.62203	0.0283	0.2571	0.2159	1.5400e-003		0.0195	0.0195		0.0195	0.0195		308.4738	308.4738	5.9100e-003	5.6600e-003	310.3069
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0286**	**0.2595**	**0.2180**	**1.5500e-003**		**0.0197**	**0.0197**		**0.0197**	**0.0197**		**311.3990**	**311.3990**	**5.9700e-003**	**5.7100e-003**	**313.2495**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2050	9.0000e-005	9.8000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Unmitigated	0.2050	9.0000e-005	9.8000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0210	0.0210	6.0000e-005		0.0224

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0254					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1787					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.1000e-004	9.0000e-005	9.8000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Total	**0.2050**	**9.0000e-005**	**9.8000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0210**	**0.0210**	**6.0000e-005**		**0.0224**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0254					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1787					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.1000e-004	9.0000e-005	9.8000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Total	**0.2050**	**9.0000e-005**	**9.8000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0210**	**0.0210**	**6.0000e-005**		**0.0224**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Evergreen C-Store Beaumont

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	60.30	1000sqft	1.50	60,300.00	0
Other Non-Asphalt Surfaces	20.00	1000sqft	0.46	20,000.00	0
Fast Food Restaurant with Drive Thru	3.50	1000sqft	0.08	3,500.00	0
Convenience Market With Gas Pumps	12.00	Pump	0.04	4,088.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per Site Plan

Construction Phase -

Grading -

Vehicle Trips - Per TIA

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	1,694.10	4,088.00
tblLandUse	LotAcreage	1.38	1.50
tblTripsAndVMT	HaulingTripNumber	0.00	189.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	PB_TP	65.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PR_TP	14.00	100.00
tblVehicleTrips	PR_TP	29.00	100.00
tblVehicleTrips	ST_TR	204.47	47.16
tblVehicleTrips	ST_TR	722.03	152.57
tblVehicleTrips	SU_TR	166.88	47.16
tblVehicleTrips	SU_TR	542.72	152.57
tblVehicleTrips	WD_TR	542.60	47.16
tblVehicleTrips	WD_TR	496.12	152.57

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	9.5187	27.1346	15.9406	0.0447	7.2151	0.9376	8.1527	3.5482	0.8633	4.4115	0.0000	4,545.7747	4,545.7747	0.8076	0.0000	4,565.9653
Maximum	**9.5187**	**27.1346**	**15.9406**	**0.0447**	**7.2151**	**0.9376**	**8.1527**	**3.5482**	**0.8633**	**4.4115**	**0.0000**	**4,545.7747**	**4,545.7747**	**0.8076**	**0.0000**	**4,565.9653**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	9.5187	27.1346	15.9406	0.0447	3.6113	0.9376	4.5489	1.6961	0.8633	2.5594	0.0000	4,545.7747	4,545.7747	0.8076	0.0000	4,565.9653
Maximum	**9.5187**	**27.1346**	**15.9406**	**0.0447**	**3.6113**	**0.9376**	**4.5489**	**1.6961**	**0.8633**	**2.5594**	**0.0000**	**4,545.7747**	**4,545.7747**	**0.8076**	**0.0000**	**4,565.9653**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.95**	**0.00**	**44.20**	**52.20**	**0.00**	**41.98**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2050	9.0000e-005	9.8000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	0.0285	0.2595	0.2180	1.5600e-003		0.0197	0.0197		0.0197	0.0197		311.3990	311.3990	5.9700e-003	5.7100e-003	313.2495
Mobile	1.6732	14.0620	19.2859	0.0884	7.0323	0.0629	7.0952	1.8815	0.0589	1.9404		9,035.7434	9,035.7434	0.4964		9,048.1530
Total	**1.9068**	**14.3216**	**19.5137**	**0.0899**	**7.0323**	**0.0826**	**7.1149**	**1.8815**	**0.0787**	**1.9601**		**9,347.1634**	**9,347.1634**	**0.5024**	**5.7100e-003**	**9,361.4248**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2050	9.0000e-005	9.8000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	0.0285	0.2595	0.2180	1.5600e-003		0.0197	0.0197		0.0197	0.0197		311.3990	311.3990	5.9700e-003	5.7100e-003	313.2495
Mobile	1.6732	14.0620	19.2859	0.0884	7.0323	0.0629	7.0952	1.8815	0.0589	1.9404		9,035.7434	9,035.7434	0.4964		9,048.1530
Total	**1.9068**	**14.3216**	**19.5137**	**0.0899**	**7.0323**	**0.0826**	**7.1149**	**1.8815**	**0.0787**	**1.9601**		**9,347.1634**	**9,347.1634**	**0.5024**	**5.7100e-003**	**9,361.4248**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/11/2021	1/13/2021	5	3	
2	Grading	Grading	1/14/2021	1/21/2021	5	6	
3	Building Construction	Building Construction	1/22/2021	11/25/2021	5	220	
4	Paving	Paving	11/26/2021	12/9/2021	5	10	
5	Architectural Coating	Architectural Coating	12/10/2021	12/23/2021	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 1.96

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 11,382; Non-Residential Outdoor: 3,794; Striped Parking Area: 4,818 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	189.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	37.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.5463	18.2862	10.7496	0.0245		0.7019	0.7019		0.6457	0.6457		2,372.8832	2,372.8832	0.7674		2,392.0692
Total	**1.5463**	**18.2862**	**10.7496**	**0.0245**	**1.5908**	**0.7019**	**2.2926**	**0.1718**	**0.6457**	**0.8175**		**2,372.8832**	**2,372.8832**	**0.7674**		**2,392.0692**

3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0372	0.0224	0.2387	7.7000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		76.4155	76.4155	1.7700e-003		76.4596
Total	**0.0372**	**0.0224**	**0.2387**	**7.7000e-004**	**0.0894**	**5.3000e-004**	**0.0900**	**0.0237**	**4.9000e-004**	**0.0242**		**76.4155**	**76.4155**	**1.7700e-003**		**76.4596**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7158	0.0000	0.7158	0.0773	0.0000	0.0773			0.0000			0.0000
Off-Road	1.5463	18.2862	10.7496	0.0245		0.7019	0.7019		0.6457	0.6457	0.0000	2,372.8832	2,372.8832	0.7674		2,392.0692
Total	**1.5463**	**18.2862**	**10.7496**	**0.0245**	**0.7158**	**0.7019**	**1.4177**	**0.0773**	**0.6457**	**0.7230**	**0.0000**	**2,372.8832**	**2,372.8832**	**0.7674**		**2,392.0692**

3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0372	0.0224	0.2387	7.7000e-004	0.0894	5.3000e-004	0.0900	0.0237	4.9000e-004	0.0242		76.4155	76.4155	1.7700e-003		76.4596
Total	**0.0372**	**0.0224**	**0.2387**	**7.7000e-004**	**0.0894**	**5.3000e-004**	**0.0900**	**0.0237**	**4.9000e-004**	**0.0242**		**76.4155**	**76.4155**	**1.7700e-003**		**76.4596**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.8271	20.2135	9.7604	0.0206		0.9158	0.9158		0.8425	0.8425		1,995.6114	1,995.6114	0.6454		2,011.7470
Total	**1.8271**	**20.2135**	**9.7604**	**0.0206**	**6.5523**	**0.9158**	**7.4681**	**3.3675**	**0.8425**	**4.2100**		**1,995.6114**	**1,995.6114**	**0.6454**		**2,011.7470**

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1614	6.8931	1.0503	0.0231	0.5510	0.0212	0.5722	0.1510	0.0202	0.1713		2,454.6439	2,454.6439	0.1600		2,458.6438
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0279	0.2984	9.6000e-004	0.1118	6.6000e-004	0.1124	0.0296	6.1000e-004	0.0303		95.5194	95.5194	2.2100e-003		95.5745
Total	**0.2079**	**6.9210**	**1.3487**	**0.0241**	**0.6628**	**0.0218**	**0.6846**	**0.1807**	**0.0209**	**0.2015**		**2,550.1632**	**2,550.1632**	**0.1622**		**2,554.2183**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9486	0.0000	2.9486	1.5154	0.0000	1.5154			0.0000			0.0000
Off-Road	1.8271	20.2135	9.7604	0.0206		0.9158	0.9158		0.8425	0.8425	0.0000	1,995.6114	1,995.6114	0.6454		2,011.7470
Total	**1.8271**	**20.2135**	**9.7604**	**0.0206**	**2.9486**	**0.9158**	**3.8643**	**1.5154**	**0.8425**	**2.3579**	**0.0000**	**1,995.6114**	**1,995.6114**	**0.6454**		**2,011.7470**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1614	6.8931	1.0503	0.0231	0.5510	0.0212	0.5722	0.1510	0.0202	0.1713		2,454.6439	2,454.6439	0.1600		2,458.6438
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0279	0.2984	9.6000e-004	0.1118	6.6000e-004	0.1124	0.0296	6.1000e-004	0.0303		95.5194	95.5194	2.2100e-003		95.5745
Total	**0.2079**	**6.9210**	**1.3487**	**0.0241**	**0.6628**	**0.0218**	**0.6846**	**0.1807**	**0.0209**	**0.2015**		**2,550.1632**	**2,550.1632**	**0.1622**		**2,554.2183**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831		2,288.9355	2,288.9355	0.4503		2,300.1935
Total	**2.0451**	**16.0275**	**14.5629**	**0.0250**		**0.8173**	**0.8173**		**0.7831**	**0.7831**		**2,288.9355**	**2,288.9355**	**0.4503**		**2,300.1935**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0347	1.2844	0.2734	3.4900e-003	0.0897	2.5400e-003	0.0922	0.0258	2.4300e-003	0.0282		368.1625	368.1625	0.0305		368.9249
Worker	0.1721	0.1034	1.1042	3.5500e-003	0.4136	2.4400e-003	0.4160	0.1097	2.2400e-003	0.1119		353.4216	353.4216	8.1700e-003		353.6258
Total	**0.2069**	**1.3877**	**1.3776**	**7.0400e-003**	**0.5032**	**4.9800e-003**	**0.5082**	**0.1355**	**4.6700e-003**	**0.1402**		**721.5841**	**721.5841**	**0.0387**		**722.5507**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831	0.0000	2,288.9355	2,288.9355	0.4503		2,300.1935
Total	**2.0451**	**16.0275**	**14.5629**	**0.0250**		**0.8173**	**0.8173**		**0.7831**	**0.7831**	**0.0000**	**2,288.9355**	**2,288.9355**	**0.4503**		**2,300.1935**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0347	1.2844	0.2734	3.4900e-003	0.0897	2.5400e-003	0.0922	0.0258	2.4300e-003	0.0282		368.1625	368.1625	0.0305		368.9249
Worker	0.1721	0.1034	1.1042	3.5500e-003	0.4136	2.4400e-003	0.4160	0.1097	2.2400e-003	0.1119		353.4216	353.4216	8.1700e-003		353.6258
Total	**0.2069**	**1.3877**	**1.3776**	**7.0400e-003**	**0.5032**	**4.9800e-003**	**0.5082**	**0.1355**	**4.6700e-003**	**0.1402**		**721.5841**	**721.5841**	**0.0387**		**722.5507**

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371		1,709.1107	1,709.1107	0.5417		1,722.6524
Paving	0.3930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4563**	**10.6478**	**11.7756**	**0.0178**		**0.5826**	**0.5826**		**0.5371**	**0.5371**		**1,709.1107**	**1,709.1107**	**0.5417**		**1,722.6524**

3.5 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0698	0.0419	0.4476	1.4400e-003	0.1677	9.9000e-004	0.1687	0.0445	9.1000e-004	0.0454		143.2790	143.2790	3.3100e-003		143.3618
Total	**0.0698**	**0.0419**	**0.4476**	**1.4400e-003**	**0.1677**	**9.9000e-004**	**0.1687**	**0.0445**	**9.1000e-004**	**0.0454**		**143.2790**	**143.2790**	**3.3100e-003**		**143.3618**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371	0.0000	1,709.1107	1,709.1107	0.5417		1,722.6524
Paving	0.3930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4563**	**10.6478**	**11.7756**	**0.0178**		**0.5826**	**0.5826**		**0.5371**	**0.5371**	**0.0000**	**1,709.1107**	**1,709.1107**	**0.5417**		**1,722.6524**

3.5 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0698	0.0419	0.4476	1.4400e-003	0.1677	9.9000e-004	0.1687	0.0445	9.1000e-004	0.0454		143.2790	143.2790	3.3100e-003		143.3618
Total	**0.0698**	**0.0419**	**0.4476**	**1.4400e-003**	**0.1677**	**9.9000e-004**	**0.1687**	**0.0445**	**9.1000e-004**	**0.0454**		**143.2790**	**143.2790**	**3.3100e-003**		**143.3618**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.2672					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**9.4861**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0326	0.0196	0.2089	6.7000e-004	0.0782	4.6000e-004	0.0787	0.0208	4.2000e-004	0.0212		66.8636	66.8636	1.5500e-003		66.9022
Total	**0.0326**	**0.0196**	**0.2089**	**6.7000e-004**	**0.0782**	**4.6000e-004**	**0.0787**	**0.0208**	**4.2000e-004**	**0.0212**		**66.8636**	**66.8636**	**1.5500e-003**		**66.9022**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.2672					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**9.4861**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0326	0.0196	0.2089	6.7000e-004	0.0782	4.6000e-004	0.0787	0.0208	4.2000e-004	0.0212		66.8636	66.8636	1.5500e-003		66.9022
Total	**0.0326**	**0.0196**	**0.2089**	**6.7000e-004**	**0.0782**	**4.6000e-004**	**0.0787**	**0.0208**	**4.2000e-004**	**0.0212**		**66.8636**	**66.8636**	**1.5500e-003**		**66.9022**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6732	14.0620	19.2859	0.0884	7.0323	0.0629	7.0952	1.8815	0.0589	1.9404		9,035.7434	9,035.7434	0.4964		9,048.1530
Unmitigated	1.6732	14.0620	19.2859	0.0884	7.0323	0.0629	7.0952	1.8815	0.0589	1.9404		9,035.7434	9,035.7434	0.4964		9,048.1530

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	565.92	565.92	565.92	1,685,162	1,685,162
Fast Food Restaurant with Drive Thru	534.00	534.00	534.00	1,612,412	1,612,412
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Total	1,099.92	1,099.92	1,099.92	3,297,573	3,297,573

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	100	0	0
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	100	0	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Fast Food Restaurant with Drive Thru	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Other Asphalt Surfaces	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965
Other Non-Asphalt Surfaces	0.545527	0.036856	0.186032	0.115338	0.015222	0.004970	0.017525	0.069528	0.001397	0.001160	0.004547	0.000932	0.000965

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0285	0.2595	0.2180	1.5600e-003		0.0197	0.0197		0.0197	0.0197		311.3990	311.3990	5.9700e-003	5.7100e-003	313.2495
NaturalGas Unmitigated	0.0285	0.2595	0.2180	1.5600e-003		0.0197	0.0197		0.0197	0.0197		311.3990	311.3990	5.9700e-003	5.7100e-003	313.2495

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	24.864	2.7000e-004	2.4400e-003	2.0500e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9252	2.9252	6.0000e-005	5.0000e-005	2.9426
Fast Food Restaurant with Drive Thru	2622.03	0.0283	0.2571	0.2159	1.5400e-003		0.0195	0.0195		0.0195	0.0195		308.4738	308.4738	5.9100e-003	5.6600e-003	310.3069
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0286**	**0.2595**	**0.2180**	**1.5500e-003**		**0.0197**	**0.0197**		**0.0197**	**0.0197**		**311.3990**	**311.3990**	**5.9700e-003**	**5.7100e-003**	**313.2495**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	0.024864	2.7000e-004	2.4400e-003	2.0500e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9252	2.9252	6.0000e-005	5.0000e-005	2.9426
Fast Food Restaurant with Drive Thru	2.62203	0.0283	0.2571	0.2159	1.5400e-003		0.0195	0.0195		0.0195	0.0195		308.4738	308.4738	5.9100e-003	5.6600e-003	310.3069
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0286**	**0.2595**	**0.2180**	**1.5500e-003**		**0.0197**	**0.0197**		**0.0197**	**0.0197**		**311.3990**	**311.3990**	**5.9700e-003**	**5.7100e-003**	**313.2495**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2050	9.0000e-005	9.8000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Unmitigated	0.2050	9.0000e-005	9.8000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0210	0.0210	6.0000e-005		0.0224

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0254					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1787					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.1000e-004	9.0000e-005	9.8000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Total	**0.2050**	**9.0000e-005**	**9.8000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0210**	**0.0210**	**6.0000e-005**		**0.0224**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0254					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1787					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.1000e-004	9.0000e-005	9.8000e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Total	**0.2050**	**9.0000e-005**	**9.8000e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**		**0.0210**	**0.0210**	**6.0000e-005**		**0.0224**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX C
BIOLOGICAL RESOURCES ASSESSMENT
JUNE 23, 2020

NATURAL RESOURCES ASSESSMENT, INC.

Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis

General Biological Assessment Beaumont Commercial Center Beaumont, California

Prepared for:

Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408

Prepared by:

Natural Resources Assessment, Inc.
3415 Valencia Hill Drive
Riverside, California 92507

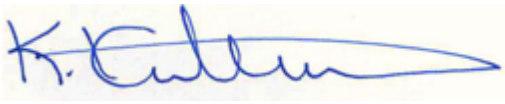
June 23, 2020

Project Number: LIL19-124

3415 Valencia Hill Drive
Riverside, California 92507
Telephone: 951 686 4483
Fax: 951 686 8418
www.naturalresourcesassessment.com

CERTIFICATION

I hereby certify that the statements furnished below and in the attached exhibits present data and information required for this biological evaluation, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.



Karen Kirtland

NATURAL RESOURCES ASSESSMENT, INC.

June 23, 2020

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Figures

Photos

Appendices

1.0 Executive Summary

Natural Resources Assessment, Inc. (NRAI) was contracted by Lilburn Corporation to provide biological services for a proposed commercial center in Beaumont (Assessor's Parcel Numbers 419-150-034). The assessment was completed consistent with the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSCHP).

The property is located in eastern Beaumont, Riverside County, California and consists of a single parcel covering 2.08 acres on the southwest corner of East 8th Street and Highland Springs Avenue.

NRAI requested a report from the MSHCP website for this APN. No biological resources of concern were identified in the report for the recorded APN. The APN is not in or adjacent to any Criteria Cells. No Covered Roads, Covered Public Access Activities, Public Quasi-Public Lands, or Urban/Wildlands Interface were identified to be of concern for the parcel or the project.

The MSHCP identifies vernal pools, fairy shrimp habitat, and riparian/riverine as resources of concern for all the parcels within the MSHCP Conservation Area. The property does not have any of these additional resources.

The U.S. Army Corps (Corps), under the authority of the Clean Water Act, requires an assessment of the property for waters of the U.S. There are no federal jurisdictional waters.

The State Water Resources Control Board regulations require an assessment of the property for drainages and Corps jurisdictional waters for which a 404 permit may be required. There are no drainages or federal jurisdictional waters.

The California Department of Fish and Wildlife requires an assessment of the property for State waters. There are no State Waters.

The Migratory Bird Treaty Act requires an evaluation of the site for nesting birds and their habitat.

2.0 Introduction

Natural Resources Assessment, Inc. (NRAI) was contracted by Lilburn Corporation to provide biological services for a proposed commercial center in Beaumont (Assessor's Parcel Numbers 419-150-034). The assessment was completed consistent with the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSCHP).

2.1 Project Area

The project consists of a single parcel covering 2.08 acres north of Interstate 10 on the southwest corner of East 8th Street and Highland Springs Avenue.

2.2 Project Description

The Applicant is requesting the approval of a Conditional Use Permit (CUP) for a proposed commercial store, quick-serve restaurant, and a gasoline station (Figure 1).

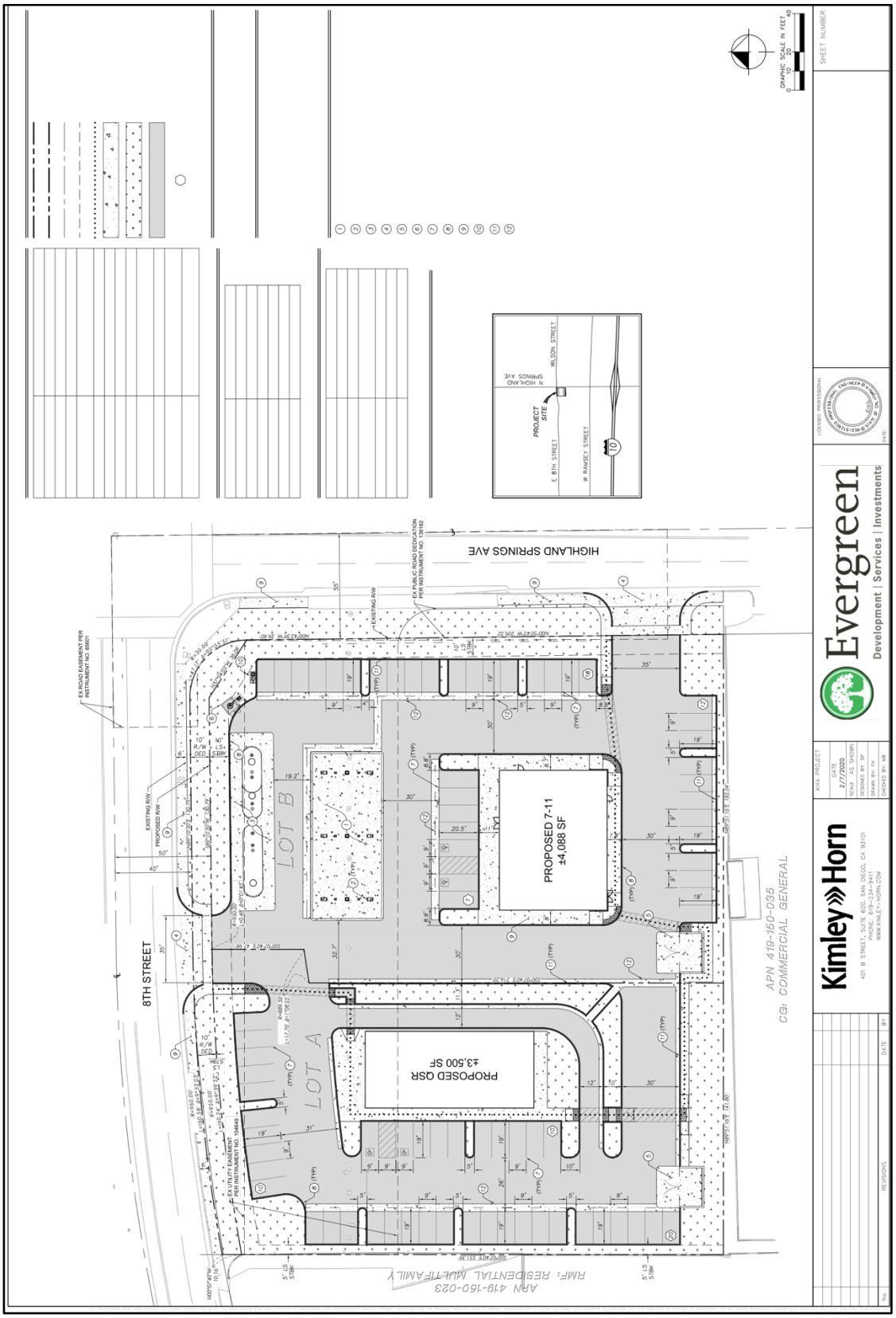

Figure 1. Project Layout.

2.3 Covered Roads

Highland Springs Avenue and East 8th Street are Covered Roads. No improvements to these roads is proposed.

2.4 Covered Public Access Activities

The MSHCP did not identify covered public access activities as an issue for the project.

2.5 General Setting

The property is located in eastern Beaumont, Riverside County, California (Figures 2 and 3). Existing development is along the western, eastern, southern and northern borders (Figure 4, Photo 1).

The parcel is located in Section 11, Township 3 south, Range 1 west on the Beaumont USGS 7.5-minute quadrangle, San Bernardino Base and Meridian (Figure 3).

3.0 Reserve Assembly Analysis

The MSHCP does not identify the parcel as within or adjacent to a Criteria Cell.

3.1 Public Quasi-Public Lands in Reserve Assembly Analysis

The parcel is not within Public Quasi-Public land, as would be consistent with the RCA MSHCP Information Map.

4.0 Vegetation Mapping

The MSHCP mapped the property as disturbed/developed in 1994 and it still identified as disturbed/developed in the 2016 mapping.

In our mapping of the property, we identified barren and disturbed areas and ruderal plant community present on site (Figure 6, Photos 2 and 3).

4.1 Barren or Disturbed Soil

This condition is represented by mostly bare ground, part or all of which has been disked for weed abatement.

4.2 Ruderal Vegetation

The ruderal plant community found on the property is comprised of a mix of mostly native weeds such as telegraph weed (*Heterotheca grandiflora*), Canada horseweed (*Erigeron canadensis*) and doveweed (*Croton setiger*). Non-native weeds such as foxtail brome (*Bromus madritensis* ssp. *rubens*), Russian thistle (*Salsola tragus*), short-pod mustard (*Hirschfeldia incana*) and red-stemmed filaree (*Erodium cicutarium*) also occur in this plant community.

The ruderal plant community is found throughout the property. A list of all plant species observed is provided in Appendix A.

Figure 2. Regional Location of the Project Site.

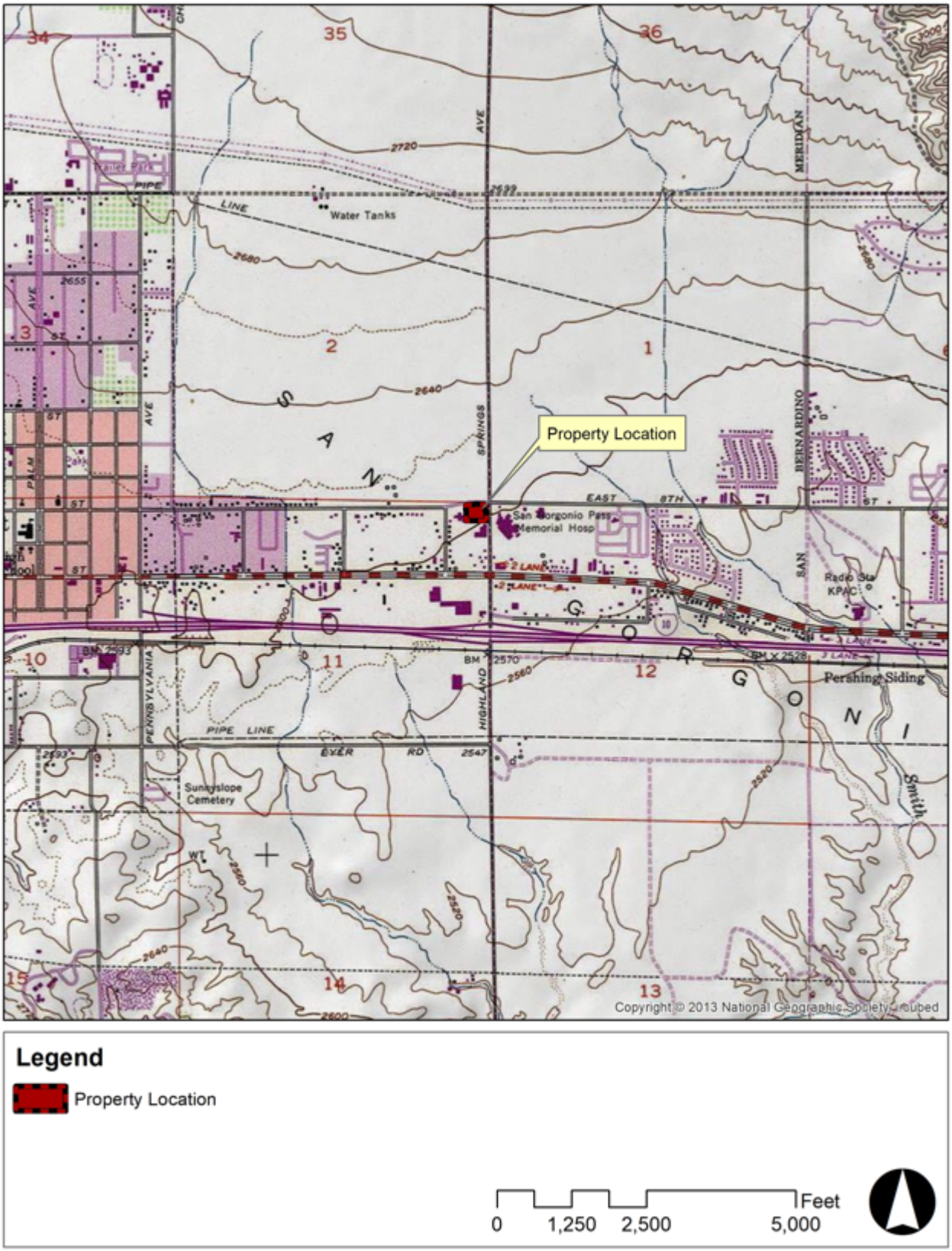

Figure 3. Project Topographic Location.

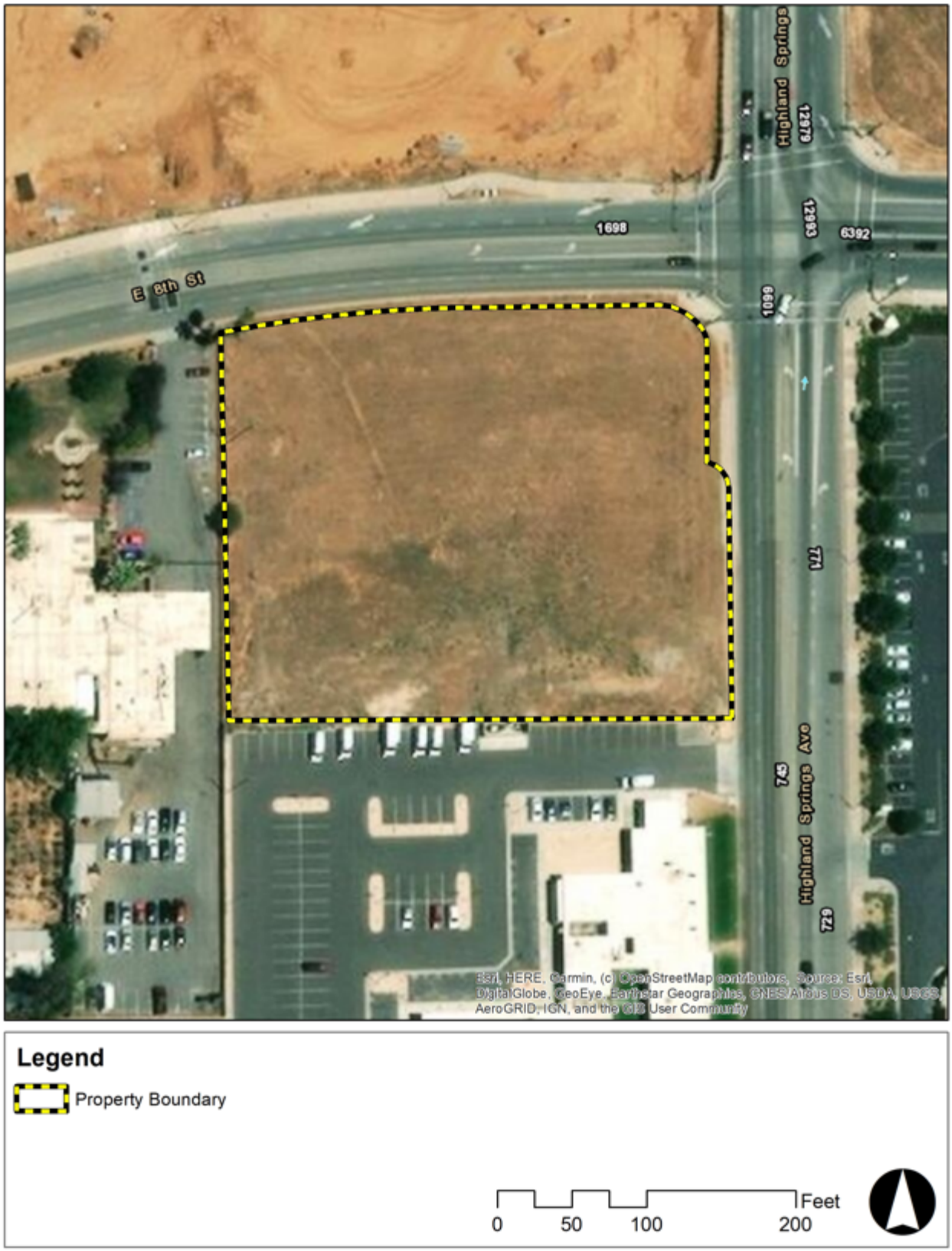

Figure 4. Aerial Showing Project site Conditions as of 2019.

Photo 1. New development along the northern border.

5.0 Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2)

5.1 Riparian/Riverine

There are no riparian/riverine habitats on site. No riparian/riverine species will be impacted by project development. The project is consistent with MSHCP Section 6.1.2.

5.2 Vernal Pools

There are no vernal pools on the property. No vernal pools or vernal pools species will be impacted by project development. The project is consistent with MSHCP Section 6.1.2.

5.3 Fairy Shrimp

There are no pools on the property. There is no potential for pools to form based on the soils and site conditions. No shrimp species will be impacted by project development. The project is consistent with MSHCP Section 6.1.2.

5.4 Riparian Birds

As stated under Section 5.1, there is no riverine/riparian habitat on the property. Therefore, no riverine/riparian bird species are present or will use the site, and no impacts to these species or their habitat will occur. The project is consistent with MSHCP Section 6.1.2.

Figure 5. Vegetation Designation under the MSHCP, 2016.

Photo 2. Ruderal habitat. Looking northwest from the southeastern corner.

Photo 3. Ruderal habitat, Looking southeast from the northwestern corner.

6.0 Narrow Endemic Plant Species (Section 6.1.3)

The MSHCP did not identify any Narrow Endemic Plant Species as potentially present on the parcel. The project is consistent with MSHCP Section 6.1.3.

7.0 Additional Survey Needs and Procedures (Section 6.3.2)

7.1 Criteria Area Plant Species

The MSHCP did not identify any Criteria Area Species as potentially present on the parcel. The project is consistent with MSHCP Section 6.3.2.

7.2 Amphibians

The MSHCP did not identify any amphibian species as potentially present on the parcel. The project is consistent with MSHCP Section 6.3.2.

7.3 Burrowing Owl

The MSHCP did not identify burrowing owl as potentially present on the parcel. The property is not in the mapped survey area for burrowing owl. The project is consistent with MSHCP Section 6.3.2.

7.4 Mammals

The MSHCP did not identify mammal species as potentially present on the parcel. The property is not in the mapped survey area for protected mammals. The project is consistent with MSHCP Section 6.3.2.

8.0 Information on Other Species

8.1 Delhi Sands Flower-loving Fly

The MSHCP did not identify Delhi sands flower-loving fly as potentially present on the parcel. The property is not in the mapped survey area for Delhi sands flower-loving fly. There are no Delhi sands within the parcel boundaries.

8.2 Species Not Adequately Conserved

There is no suitable habitat on the property for the species identified as not adequately conserved in the MSHCP.

9.0 Guidelines Pertaining to the Urban/Wildland Interface (Section 6.1.4)

The Urban/Wildland Interface guidelines of the MSHCP address indirect effects associated with locating development in the MSHCP Conservation Area near wildlands or other open space areas.

The property is not near or in the vicinity of MSHCP Conservation Area. There will be no impacts to the Urban/Wildland Interface. The project is consistent with MSHCP Section 6.1.4.

10.0 Best Management Practices

The MSHCP has included a list of Best Management Practices (BMPs) for projects in the MSHCP Conservation Area. NRAI has included only those BMP measures that are relevant for this project.

1. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.

2. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.

3. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.

4. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

5. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

6. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

7. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions including these BMPs.

11.0 Raptors, Migratory Birds, and Habitat

Most of the raptor species (eagles, hawks, falcons and owls) are experiencing population declines because of habitat loss. Some, such as the peregrine falcon, have also experienced population losses because of environmental toxins affecting reproductive success, animals destroyed as pests or collected for falconry, and other direct impacts on individuals. Only a few species, such as the red-tailed hawk and barn owl, have expanded their range despite or a result of human modifications to the environment. As a group, raptors are of concern to state and federal agencies.

Raptors and all migratory bird species, whether listed or not, also receive protection under the Migratory Bird Treaty Act (MBTA) of 1918[1]. The MBTA prohibits individuals to kill, take, possess or sell any migratory bird, bird parts (including nests and eggs) except per regulations prescribed by the Secretary of the Department (16 U. S. Code 7032).

Additional protection is provided to all bald and golden eagles under the Bald and Golden Eagle Protection Act of 1940, as amended3. State protection is extended to all birds of prey by the California Fish and Game

[1] https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php
[2] https://www.fws.gov/le/USStatutes/MBTA.pdf
[3] https://www.fws.gov/le/USStatutes/BEPA.pdf

Code, Section 2503.54. No take is allowed under these provisions except through the approval of the agencies or their designated representatives.

No take is allowed under these provisions except through the approval of the agencies or their designated representatives.

Findings

At the time of the survey, the parcel had very limited marginal nesting habitat for ground-nesting bird species. There is no shrub habitat. Adjacent properties had trees and shrubs that may provide nesting habitat for species using these habitats (Photo 4).

Photo 5. Trees and shrubs on the adjacent property.

If construction is scheduled to occur between February 1 and August 31, a breeding bird survey following the recommended guidelines of the MBTA may be required to determine if nesting is occurring. A qualified biologist shall conduct a breeding bird survey no more than 30 days prior to the start of construction.

If occupied nests are found, they shall not be disturbed unless the qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are capable of independent survival.

If the biologist is not able to verify one of the above conditions, then no disturbance shall occur within a distance specified by the qualified biologist for each nest or nesting site. The qualified biologist will

[4]https://law.justia.com/codes/california/2015/code-fgc/division-4/part-2/chapter-1/section-3513

determine the appropriate distance in consultation with the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service.

"Construction" includes selection of staging areas, demolition, tree, trash and debris removal, placement of equipment and machinery on to the site preparatory to grading, and any other project-related activity that increases noise and human activity on the project site beyond existing levels. Emergency measures are exempt from this definition.

12.0 References

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Appendix A - Plant and Animal Species Observed

Plants

Scientific Name	Common Name	Status
	EUDICOTS	
ADOXACEAE	**MOSCHATEL FAMILY**	
Sambucus nigra ssp. *caerulea*	Black elderberry	native
AMARANTHACEAE	**AMARANTHUS FAMILY**	
Amaranthus albus	Tumbleweed	non-native
ANACARDIACEAE	**CASHEW FAMILY**	
Malosma laurina	Laurel sumac	native
Rhus ovata	Sugar bush	native
ASTERACEAE	**SUNFLOWER FAMILY**	
Ambrosia acanthicarpa	Flat-spined Bur Ragweed	Native
Artemisia californica	Coastal sage brush	native
Corethrogyne filaginifolia var. *filaginifolia*	Common sandaster	native
Erigeron canadensis	Canadian Horseweed	Native
Eriophyllum confertiflorum var. *confertiflorum*	Golden yarrow	native
Heterotheca grandiflora	Telegraph weed	native
Senecio vulgaris	Common groundsel	non-native
BRASSICACEAE	**MUSTARD FAMILY**	
Hirschfeldia incana	Mustard	invasive non-native
CHENOPODIACEAE	**GOOSEFOOT FAMILY**	
Chenopodium album	Lamb's Quarters	Non-native
Salsola tragus	Russian thistle	invasive non-native
EUPHORBIACEAE	**SPURGE FAMILY**	
Croton californicus	Desert croton	native
Croton setiger	Turkey-mullein	native
FABACEAE	**PEA FAMILY**	
Acmispon glaber var. *brevialatus*	Short winged deerweed	native
GERANIACEAE	**GERANIUM FAMILY**	
Erodium cicutarium	Coastal heron's bill	invasive non-native
SOLANACEAE	**NIGHTSHADE FAMILY**	
Datura wrightii	Jimsonweed	native
Nicotiana glauca	Tree tobacco	invasive non-native
	MONOCOTS	
POACEAE	**GRASS FAMILY**	
Bromus diandrus	Ripgut brome	invasive non-native
Bromus madritensis ssp. *rubens*	Foxtail brome	invasive non-native
Schismus barbatus	Old han schismus	invasive non-native

Animals

BIRDS	**CLASS AVES**
Common Name	**Scientific Name**
Doves and Pigeons	**Family Columbidae**
Mourning Dove	*Zenaida macroura*
Crows, Ravens, and Jays	**Family Corvidae**
American Crow	*Corvus brachyrhynchos*
Common Raven	*Corvus corax*
Sparrows Buntings and Relatives	**Family Emberizidae**
Savannah Sparrow	*Passerculus sandwichensis*
White-crowned Sparrow	*Zonotrichia leucophrys*
Finches	**Family Fringillidae**
House Finch	*Haemorhous mexicanus*
New World Warblers	**Family Parulidae**
Yellow-rumped Warbler	*Setophaga coronata*
Old World Sparrows	**Family Passeridae**
House Sparrow	*Passer domesticus*
MAMMALS	**CLASS MAMMALIA**
Common Name	**Scientific Name**
Gophers	**Family Geomyidae**
California Pocket Gopher	*Thomomys bottae*
Squirrels	**Family Sciuridae**
California Ground Squirrel	*Otospermophilus beecheyi*

Appendix B – Survey Approach and Findings

Methods

Data Review

NRAI conducted a data search for information on plant and wildlife species known occurrences within the vicinity of the project. This review included biological texts on general and specific biological resources, and those resources considered to be sensitive by various wildlife agencies, local governmental agencies and interest groups. Information sources included but are not limited to the following:

- Information provided by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) for the project site, Assessor's Parcel Number (APN) 419-150-034.
- U.S. Army Corps 404 requirements, State Water Resources Control Board requirements and California Department of Fish and Wildlife 1602 requirements.
- General texts and other documents regarding potential resources on the project.

NRAI used the information to focus our survey efforts in the field. Please see Section 5.0 for a complete listing of documents reviewed.

Field Assessment

Ms. Karen Kirtland of NRAI and Mr. Ricardo Montijo conducted a biological assessment of the development area on December 18, 2019. The field team evaluated the property habitats, making notes on the general and sensitive biological resources present and taking representative photographs. The survey included habitat assessment surveys for resources covered under the MSHCP survey requirements.

Weather, Topography and Soils

Weather at the beginning of the survey was 50 degrees Fahrenheit, with partly cloudy skies (stratus) and no wind. By the end of the survey, the temperature was 52 degrees Fahrenheit, with partly cloudy skies (stratus) and winds of one to two miles per hour.

The property has a flat topography (Figure B1 in Appendix B).

One soil type is found within the property boundaries (Figure 5, Natural Resources Conservation Service 2019). Ramona sandy loam, 2 to 5 percent slopes, eroded (RaB2) is a non-hydric sandy loam that occurs on alluvial fans and terraces. It is a well-drained soil that does not flood or pond and is developed from alluvium derived from granite. This soil occupies the entire property; the property has been impacted by disking for weed abatement.

Land Uses

A review of aerial imagery from Google Earth indicates that the property has been an empty lot since at least 1996. Other disturbances include foot traffic, off-road driving, and minor trash dumping. The disturbances have continued up to the time of our survey.

Figure B1. Soil Type Mapped on the Property.

Wildlife

No amphibian or reptile species were observed. No water sources are found on the property that would be used by amphibians, and the relative lack of ground cover, rocks or shrub makes the site unsuitable for most reptile species.

Bird species seen or hear included mourning dove (*Zenaida macroura*), house finch (*Haemorhous mexicanus*), savannah sparrow (*Passerculus sandwichensis*) and house sparrow (*Passer domesticus*).

California ground squirrel (*Otospermophilus beecheyi*) and Botta's gopher (*Thomomys bottae*) burrows were observed. No other sign of native mammal species was observed.

APPENDIX D
PHASE I CULTURAL RESOURCES INVESTIGATION
MAY 20, 2020

CULTURAL RESOURCES INVESTIGATIONS: A PHASE I CULTURAL RESOURCES INVESTIGATION FOR THE EVERGREEN DEVCO, INC. COMMERCIAL DEVELOPMENT AT 8TH STREET AND HIGHLAND SPRINGS AVENUE IN BEAUMONT, RIVERSIDE COUNTY, CALIFORNIA

(APN 419-18-034)

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(APN 419-18-034)

by,

Jeanette A. McKenna
McKenna et al., Whittier CA

INTRODUCTION

McKenna et al. (Appendix A) initiated this Phase I cultural resources survey for the project area on the southwestern corner of 8th Street and Highland Springs Avenue (APN 419-15-034), Beaumont, Riverside County, California, at the request of Lilburn Corporation, San Bernardino, representing the Evergreen Devco., Inc. This investigation was prepared for the City of Beaumont for compliance with the California Environmental Quality Act (CEQA), as amended, and City policies and guidelines. This project/undertaking has been required by the City, the Lead Agency responsible for reviewing and approving the project. As such, any identified cultural resources have been subjected to an evaluation in accordance with applicable policies, guidelines, and defined criteria for the assessment of cultural resources.

PROJECT LOCATION AND DESCRIPTION

The proposed project area is located on the southwestern corner of 8th Street and Highland Springs Avenue, Beaumont; Assessor Parcel No. 419-15-034, a property of approximately 2.8 acres (Figures 1 and 2). More specifically, the project area is located in the northeastern corner of Section 11 (Township 3 South, Range 1 West). This vacant lot is located north and east of modern improvements (post-1966; Figures 3 and 4) and a significant development is currently ongoing north of 8th Street (Sundance Corporate Center). The UTM coordinates for the project area are presented in Table 1. There is no street address.

Table 1. UTM Coordinates of the Current Project Area.				
Location	NAD 83 Coordinates		NAD 27 Coordinates	
NE	504900E	3754705N	504980E	3754510N
NW	504810E	3754701N	504889E	3754505N
SE	504903E	3754619N	504982E	3754423N
SW	504810E	3754619N	504889E	3754423N

Figure 1. General Location of the Proposed Project Area.

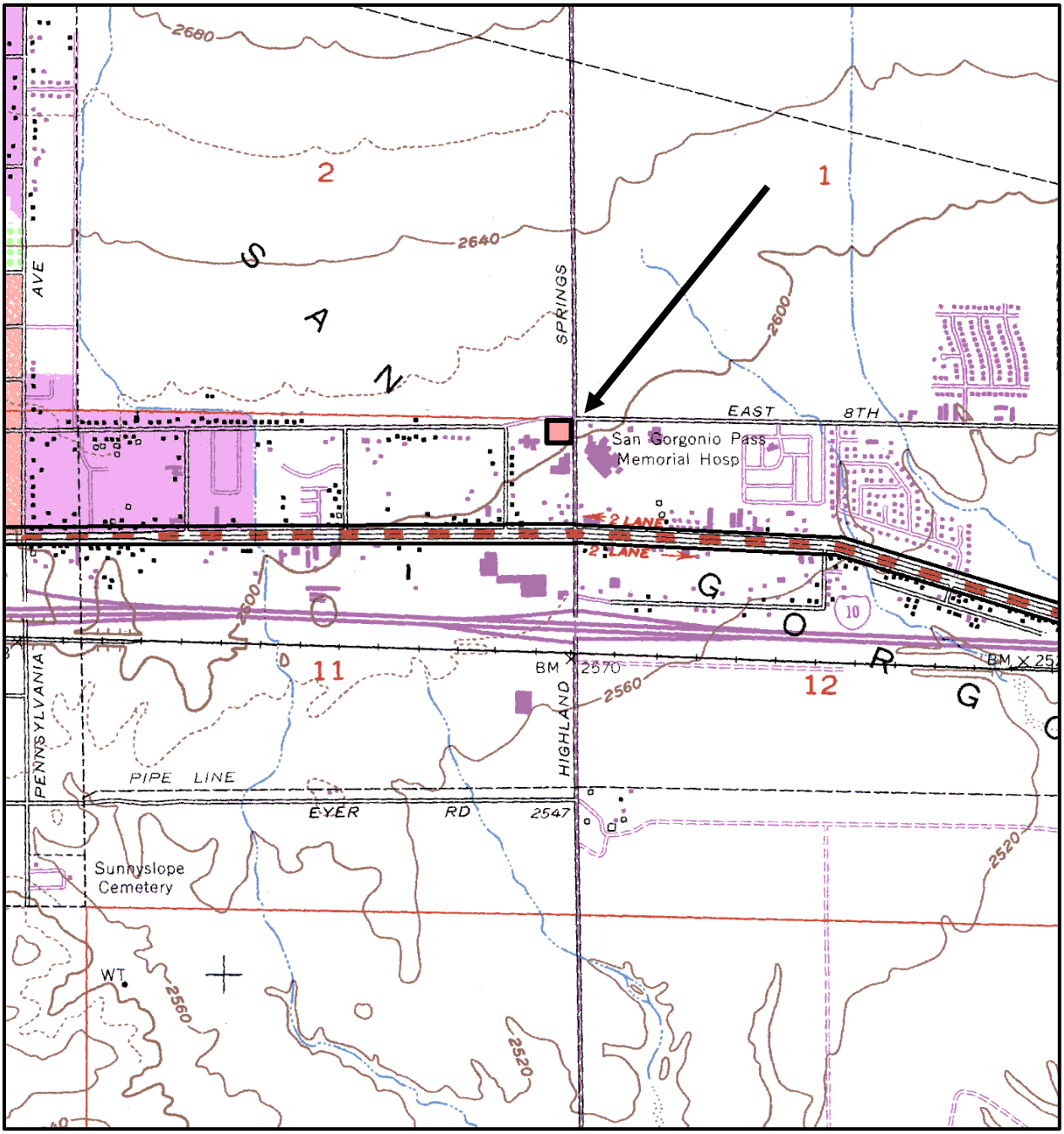

Figure 2. Specific Location of the Project Area (USGS Beaumont Quadrangle (rev. 1988).

The proposed project involves the development of a commercial complex tentatively planned to include a fuel station, quick service restaurant, and convenience store on a property consisting of 2.8 acres. The project will involve a subdivision of the property into two commercial lots:

Figure 3. Aerial Photograph Illustrating the Project Area and Surrounding Properties.

Figure 4. Street View of the Project Area.

Lot A: .85 acre property for the development of the tire store or restaurant;

Lot B: A 1.1 acre property for the development of the gas station and convenience store.

ENVIRONMENTAL SETTING

The proposed project is within the City of Beaumont, north of Interstate 10, south of 8th Street, and west of Highland Springs Avenue. This general area is associated with the San Gorgonio Pass, a relatively narrow valley located between the San Bernardino Mountains (north) and the San Jacinto Mountains (south). As a portion of the southern extent of the Mojave Desert and western extent of the Colorado Desert, this area is characterized by the presence of decomposing granite derived from the nearby hillsides and windborne or water-borne alluvial deposits. Native vegetation in the area is generally limited to desert sage scrub, but riparian zones can be found along washes and intermittent streams.

Citing McLeod (2003), the general area of the San Gorgonio Pass is characterized as having "… exposures of some Mesozoic age granitics and metasedimentary rocks that, of course, will not contain recognizable vertebrate fossils ... Quaternary Alluvium that are unlikely to contain significant vertebrate fossils, at least in the uppermost layers." More recently, however, McLeod (2018), with respect to the current project area, stated:

> "Surficial deposits in the entire proposed project area consists of older Quaternary Alluvium, derived as alluvial fan deposits from the San Jacinto Mountains to the south. These deposits usually do not contain significant fossil vertebrates in the uppermost layers in the vicinity, but at relatively shallow depth there may be older Quaternary deposits with finer-grained pockets. Our closest vertebrate fossil locality from older Quaternary deposits is LACM 4540, situated west-southwest of the proposed project area along Jackrabbit Trail near the east side of the San Jacinto Valley, that produced a specimen of fossil horse, *Equus ...*. Shallow excavations in the older Quaternary alluvial fan deposits exposed throughout the proposed project area are unlikely to uncover significant fossil vertebrate remains. Deeper excavations in those Quaternary deposits, however, may well encounter significant vertebrate fossils similar to those found at the Rancho La Brea asphalt deposits in Los Angeles."

A geotechnical report was completed for this property (Salem Engineering Group, Inc. 2020:3) described the general area as being dominated by northwest-trending faults and anticlinal uplifts with "… intervening deep synclinal troughs filled with poorly consolidated Upper Pleistocene and unconsolidated Holocene sediments." The Upper Pleistocene and Holocene deposits are subsets of the larger Quaternary period and the most recent.

In Southern California, the Upper Pleistocene is generally associated with a pre-human presence, although research is now showing humans were present in the later years of the Upper Pleistocene. Fossil specimens are also associated with the Pleistocene, particularly in area where deposits are referred to as “older Alluvium” (McLeod 2020; Lowe and Walker 1997). The Holocene is considered to be the most recent geologic period and one that is directly associated with human activity. The Holocene is also generally associated with “younger Alluvium” and not fossil bearing, except in instances where fossils have been redeposited.

Currently, non-native grasses dominate the project area and there is no evidence of the native Desert Sage Scrub biotic community.

CULTURE HISTORY BACKGROUND

The project area is geographically associated with both the Serrano and Cahuilla of Southern California (Kroeber 1925:615-619 and 692-708). Though near the territorial boundary separating these two populations, the area is more generally considered part of the “Pass Cahuilla” territory, a reference to the San Gorgonio Pass (Strong 1929:88-143). Cahuilla culture has been described by a number of scholars, but most thoroughly by Bean (1972 and 1978). The name “Cahuilla” translates as “master” or “powerful one.”

The “Pass Cahuilla” are one of the three main Cahuilla populations associated with western Riverside County (with the Desert Cahuilla and Mountain Cahuilla). Wilke’s studies have shown that the local population exploited almost every available food resource in the area.

The Cahuilla were hunter-gatherers of Shoshonean heritage who lived in small villages of 100 to 200 persons and who were organized into clans and lineages owning village areas and associate gathering tracts (James 1969; Kroeber 1976; Bean 1978; and Emanuels 1991). The Cahuilla produced skillfully manufactured pottery (believed to have been introduced by Colorado River tribes) and basketry. They constructed brush dwellings and ritual structures; conducted trade between the eastern desert and coastal populations, enjoyed games, music, and a rich ceremonial life.

The Cahuilla had relatively extensive exchanges and interactions with neighboring populations and maintained a wide range of cultural traditions represented in the material remains recovered in archaeological sites throughout the area.

In the mid-1800s (ca. 1849-50), the United States took possession of the State of California and immediately initiated the completion of surveys and property identifications. Government surveyors documented the presence of twenty-two Cahuilla villages in the San Gorgonio Pass and larger Coachella Valley (to the east), with most of the populations in these villages exceeded 100 individuals (Wilke 1978:120; Wilke and Lawton 1975). Many of these villages were located in areas of fresh water – as springs, streams, or well sites. Smaller, limited use areas have been identified in areas where “walk-in wells” were exca-

vated and maintained (Strong 1929:38), hence the references to “Indians Wells” in the Coachella Valley.

Population estimates for the prehistoric Cahuilla range from 2600 to 10,000 individuals. These individuals maintained extensive networks for trade, including contacts along the Colorado River and the Pacific Coast. Trails, small camp sites, and other limited use areas have been recorded throughout the area and attest to the wide-spread use of the Valley and Pass. Additional evidence of long-term occupation has been identified along the various shorelines of prehistoric Lake Cahuilla. Trade routes (e.g. the Coco-Maricopa Trail) and encampments between known freshwater sites have been identified through archaeological evidence and some have been recorded in historic records or on historic period maps.

Wilke (1986:9) also emphasized that the Cahuilla did not rely heavily on stone tools, but manufactured numerous tools and utility items of wood (even projectile points, at times) and ceramic goods. Nets and traps were also used in hunting and fishing. Ceramics, mainly Tizon Brown and Salton Buff wares, have been found throughout the area, represented by a wide variety of vessel types. Basketry was used, but few examples have survived. Likewise, few examples of wooden implements have survived. Recent archaeological investigations have suggested some Cahuilla practiced limited agriculture (von Worloff n.d.; see Wilke 1986:9).

The Cahuilla are also associated with a relatively complex social organization based on lineages and clans. Individual clans occupied village sites and exploited specific clan-related territories. Interactions between clans provided exchange in the form of trade, marriages, and ceremonial contacts (e.g. funerary practices). The Cahuilla practiced cremation and often burned the residences of the deceased. Extensive grave goods have also been identified and associated with the cremation practices. New residences were built some distance from the burned residence and the families reestablished themselves at the new locale. Analysis of ethnographic and archaeological data has resulted in the development of various chronologies for the Cahuilla (Wallace 1962; Warren and Orr 1978; Weide and Barker 1975; Hall and Barker 1976; and Gallegos et al. 1979). Jertberg (1982:5-7) synthesized this data and proposed the following chronology for comparative purposes:

10,000 - 6,000 B.C.: The Lake Mojave/San Dieguito Complex and/or Western Lithic Co-Tradition). Characterized by the presence of projectile points, large knives, scrapers, chopping tools, and scraper planes (Bettinger and Taylor 1974; Campbell and Campbell 1937; Rogers 1939; Davis et al. 1969). Items associated with vegetal food processing and hunting and the presence of a coniferous woodland and pluvial lakes. (This tradition is not known to be represented in the Indio area).

6,000 B.C. - A.D. 500: Archaic or Pinto Armagosa periods (Wallace 1962: Bettinger and Taylor 1974; Weide and Barker 1974). Characterized by diagnostic projectile points, leaf shaped blades, choppers, and scraper planes. Some sites exhibit a small assemblage of milling stones. A shift in climate and vegetation les to a shift in exploitation with an emphasis on vegetal resources. (Likewise, these periods are not represented in the immediate area, but associated with other desert populations to the north).

A.D. 500 to Contact: (unnamed). Characterized by the presence of the bow and arrow (as opposed to darts), ceramics, and cremations. Milling tools increase, including mortars and pestles. There is evidence of limited agriculture and the appearance of Shoshonean-speakers displacing local Hokan-speaking populations (Wallace 1962:176). Sites are associated with the presence of Lake Cahuilla and the exploitation of resources directly associated with fresh water sources. This unnamed period is more directly associated with the presence of Native Americans in the Indio/La Quinta area and surrounding Cahuilla territories.

Initial contact with the Cahuilla occurred in the early 1800s (ca. 1823) with the Jose Romero Expedition through the Colorado Desert (Bean and Mason 1962). This expedition noted some agricultural activities conducted by the Cahuilla and including corn, beans, and squash. Wilke and Lawton (1975) suggest the presence of agriculture was a trait derived from contact with populations in Mexico (or the Greater Southwest).

U.S. Government surveys were completed in the 1850s and led to the identification of occupied Cahuilla villages. Shortly thereafter, Blake completed surveys for railroad development in 1856, which also resulted in the identification of village sites. By 1862, the Homestead Act opened government-owned lands for settlement through purchase, land trades, or homesteading. With respect to the San Gorgonio Pass, Gunther (1984:457-458) states:

> **"SAN GORGONIO PASS.** Named for San Gorgonio Rancho (see), which occupied the entire pass areas. The pass as known to the Spaniards and Mexicans at least as early as 1815. When the first *jornada para sal*, of "journey for salt," set out from Los Angeles to secure a salt supply from what is now Salton Sea, but no name was recorded for it at the time (Guinn 1907-08, p. 169). Although existence of the pass and its name were undoubtedly known to American at an early date, the first mention of the pass by name in print has yet been found was in Lieut. E.O.C. Ord's November 6, 1849, report in which he called it "San Gorgona [sic] Pass … Long before the Spanish name was applied to the pass, the Indians had their name for it.

> According to legend, when the Indian tribes first came into this desert area from the west, so many people were trying to get through the pass, some of the smaller tribes decided to settle where they were. The Indians called this great gap (which measures 21 miles between two high peaks of San Gorgonio and San Jacinto) *Ha much cha visba*, meaning "the place where there were so many people trying to get through" (Patencio 1943, p. 100)."

The San Gorgonio Rancho is described by Gunter (1984:458) as "… one of the 24 principal cattle ranchos or rancherias, as well as the most distant, belonging to San Gabriel Mission …". After several disputes over the ownership of the rancho, sales were recorded in the early 1850s and into the 1860s. Subdivision and continued sales were recorded into the early 1900s. Lamb Canyon was named for Elijah Weston Lamb, who settled in the area in 1866. He and an associate, Mr. Snyder, are credited with establishing the road through the canyon, permitted access between "San Gorgonia" (as the area was called) and San Jacinto. The Lamb family was in the Beaumont area until the 1940s.

Nearby Laborda Canyon (and creek), also referred to as Necochea – for Jose Maria de Necochea, an 1890 homesteader, was named for Jacques LaBorde, a Frenchman who arrived in the United States in 1874 and eventually married Necochea's daughter (ca. 1883). The road through Laborda Canyon reportedly follows an old Indian trail through the hills. Eyer (1974) prepared a brief history of the Beaumont area and states:

> "Beaumont, originally called Summit, later named San Gorgonio, and finally renamed Beaumont, was in the earliest date, 1800 and prior to that date solely occupied by three tribes of Indians, known as the Cahuillas, Kawais and Shoshone.
>
> "They roamed the country from San Bernardino territory, Mt. San Gorgonio, Mt. San Jacinto, Palm Springs, Coachella Valley, Banning and San Timoteo Canyon … In deciding who came thru the Pass first, it is noted that the Mexican Army trraveled [sic] thru in 1820 … 1843 marks the data wherin [sic] Governor Pio Pico granted Rancho San Gorgonio to a Santiago Johnson. He failed to develop it.
>
> "July 2, 1845 Paulino Weaver, a Mexican citizen, acquired Rancho San Gorgonio and settled down to live with the Indians … In 1846 A Dr. Isaac Smith came from San Bernardino and lived with Paulino Weaver. Later he bought the ranch from Weaver.
>
> "Smith raised cattle, sheep, vegetables and planted a fruit orchard and a small vineyard … In 1862 Smith's Ranch was named Smith's Station and was made the stage coach stop on the way to Yuma, Arizona …The route followed San Timoteo Canyon past Brookside, Siding and Edgar's ranch to Smith's Station (Highland Home) thence one half mile north of Banning,

> north of Cabazon and to White Water which was the last stop before entering the desert … Beaumont was not to see a railroad until 1876 when the first passenger train come chugging up to Summit (Beaumont) stopping at Cabazon and continued as far as Indian Wells (Indio) …

The origin of the City of Beaumont has been reported by Gunther (1984), who relates that it began modestly in 1866 as a mail stop called "Summit Station", the highest point on the passenger stage route through San Gorgonio Pass. The Summit Station mail stop became a railroad telegraph office for the Southern Pacific Company in 1876 and the name was changed to "San Gorgonio" in 1884 to coincide with the newly named town site (established by George C. Egan in 1884). The Southern California Investment Company purchased Egan's town site in 1886 and, headed by H.C. Sigler from Beaumont, Texas, renamed the station "Beaumont" (beautiful mountain" in French).

The Beaumont town site was officially surveyed in 1886 by John Goldworthy and filed in San Bernardino County on March 15, 1887. When the county of Riverside was established in 1893, Beaumont was included within the Riverside County boundaries and, therefore, records prior to 1893 would be in the San Bernardino County Archives and records following 1893 would be in the Riverside County Archives.

In this case, the Bureau of Land Management, General Land Office records confirmed all of Township 3 North, Range 1 West, Section 11 was granted to the Southern Pacific Railroad in 1885. Although the Southern Pacific Railroad was granted all of Section 11, it was not unusual for the railroad to establish their right-of-way (in this case at the east/west midsection line) and allow settlement in the remainder of the Section (selling unused lands that would, with settlement, further support the railroad enterprises). Here, in Beaumont, the settlement was concentrated to the north of the railroad, with 6th Street representing to original roadway through the area. The 8th Street alignment was established much later and the eastern extension of 8th Street even later.

The area south of the railroad was sold as agricultural land (e.g. the Stewart Ranch). While the core area of Beaumont was to the west (north half of Section 10). Improvements or occupation in Section 11 were initiated slowly. As late as 1952, the USGS topographic quadrangle identified structures between Pennsylvania Avenue and Highland Springs Avenue (and between 6th Street and 8th Street), but the 8th Street alignment did not formally extend to the current alignment of Highland Springs Avenue.

A review of historic Sanborn Fire Insurance Maps confirmed this particular project area was outside the core area of Beaumont, east of the community of Beaumont and west of the community of Banning and, therefore, not mapped. The alignment of 8th Street was a dirt road until the late 1960s, when the alignment was shifted slightly to the north and the intersection was formally defined. At this same time, the modern improvements to the west and south of the project area were completed and the realignment of 8th Street resulted in the current definition of the project area.

Aerial photographs provided by Salem Engineering Group, Inc. (2020; and as part of the larger EDR documentation) was summarized in the AAI Phase I Environmental Site Assessment. This data, with additional data compiled by McKenna et al., has resulted in the following summary:

- **1938** Subject property is undeveloped, but appears to be under cultivation (grain). The subject property is also depicted as part of a larger property bounded by 6th Street (south); 8th Street (north); Highland Springs Avenue (east) and Allegeheny Avenue (west). The larger property was approximately 20 acres. A modest improvements appears to be present in the southwestern area of the larger property and a residence appears to the west of this property.

  Highland Springs Avenue is present, but unpaved, as is the early alignment for 8th Street (unpaved). The 8th Street alignment to the west of Highland Springs Avenue is slightly south of the alignment to the east of Highland Springs Avenue. It is noted, Highland Springs Avenue is the boundary between Beaumont (west) and Banning (east).

- **1949** The larger property was significantly changed by 1949, with various subdivision and improvements – primarily along the 6th Street and Highland Springs Avenue frontages. The northeastern corner (approximately 7-8 acres was held as a single property with improvements along the western boundary. The alignment of 8th Street runs due east/west and these improvements were relatively close to the street frontage. The remainder of the property appears to be under cultivation – likely row crops, as illustrated.

- **1953** The scant improvements on the western boundary of the property appears to be the same, but there is a larger structure to the east, centrally located along the 8th Street frontage. The relative size of the eastern structure suggests it is a residence with a short drive off 8th Street and to the west of this structure. There is no address associated with this improvement (per directories), so no specific owner has been identified.

- **1961** The improvements appear to be the same, with some additional vegetation around the structures. The cultivated plots are still identified to the south of the improvements. The large development on the east side of Highland Springs Avenue has been established (medical center), but there are no improvements to the north of 8th Street.

- **1966** Aerial photograph from NETR Historical Aerial Photographs show the improvements have already been cleared from the property.

- **1967** Major changes have occurred by 1967. All structural improvements have been cleared from the property; the alignment of 8th Street has shifted to the north to intersect with the alignment to the east of Highland Springs Avenue, defining the northern and eastern boundaries of the current project area; and the southern portion of the 7-8 acre property is under development (dental offices). There is evidence of a single tree along the western boundary of the property.

- **1975** No changes were noted. However, there appears to be a small tree springing up in the center of the property. A foot path is also evidence, cutting across the property towards Highland Springs Avenue.

- **1985** No significant changes, but the southeastern corner of the property appears to have been impacted by some minor vegetation clearing (possibly related to nearby construction). Two centralized trees have erupted.

- **1989** No significant changes.

- **1990** No significant changes.

- **1996** No significant changes; only one tree in center of property.

- **2002** No significant changes.

- **2006** No significant changes; property covered in dense grass cover, except in southeastern corner where area has been cleared an apparently used as a staging area for unspecified activity.

- **2009** No significant changes; grasses are dry and brown.

- **2012** No significant changes.

- **2016** No significant changes; southeastern corner overgrown with grasses.

Based on the data compiled BLM-GLO, County, City, historic research, and aerial photographs, the current project area was originally granted to the railroad (all of Section 11) and later sold in smaller lots to individuals settling in the Beaumont area. In this case, the project area was peripheral to the core area of historic Beaumont and, being on the west side of Highland Springs Avenue, was on the very eastern extent of Beaumont and in an are considered rural.

The property was not covered by the Sanborn maps (not within the incorporated City when occupied) and the City was not responsible for or issuing building or use permits. This property was not assigned a street address, but early photographs suggest the owner may have been located in a residence on 6th Street rather than 8th Street. The County Archives is currently closed to research (COVID-19) and, therefore, McKenna et al. could not confirm the property ownership in the 1940s to 1960s.

METHODOLOGY

To adequately investigate and address this project area for compliance with the California Environmental Quality Act, as amended, McKenna et al. completed the following tasks:

1. Archaeological Records Search: McKenna et al. completed a standard archaeological records search through the University of California, Riverside, Eastern Information Center, Riverside, California (Appendix B). This research was conducted as an in-house search and included a review of previously completed projects within one mile of the project area; a review of the recorded cultural resources within one mile of the project area; a review of listings for the National Register of Historic Places, the California Register of Historical Resources, California Landmarks, and California Points of Historical Interest. Historic maps were also reviewed. The results are documented later in this report (see Previous Research).

2. Native American Consultation: McKenna et al. consulted with the Native American Heritage Commission as to the presence/absence of sacred or religious sites in the vicinity of the project area (Appendix C). McKenna et al. also sent letters to those Native American representatives identified by the Commission, requesting information on any issues, concerns, or resources they may be aware of and requested written responses. McKenna et al. identified the City as the Lead Agency for this project and recommended the individuals contact the city for formal consultation, if wanted.

3. Paleontological Overview: A paleontological overview was prepared by the Natural History Museum of Los Angeles County for the project area (Appendix D). Data compiled by the Museum and supplemental data from the Riverside County GIS system were used to assess the potential for the project area to yield evidence of fossil specimens.

4. Historic Background Research: Historic background research was completed through a review of the Bureau of Land Management, General Land Office Records; San Bernardino County Archives; Riverside County Archives, Riverside County Assessor data; local research; and research through the McKenna et al. in-house library. Additional research was completed through the University of California, Riverside, Historic Map Library,

and aerials photographs available on-line. McKenna et al. reviewed histories of the City of Beaumont and the San Gorgonio Pass. Some resources were found on-line, while others were found in published references. Supplemental data is presented in Appendix E of this report. (NOTE: as noted above, McKenna et al. could not complete the research at the County Archives, although research was attempted).

5. Field Survey: The field survey for this undertaking was completed in Saturday, November 23, 2019. This fieldwork was completed by Jeanette A McKenna, Principal Investigator for McKenna et al. Prior to the completion of the field survey, McKenna et al. reviewed the Archaeological Records Search data and visited the Beaumont City Hall, Department of Community Planning to compile additional data on the project area. To insure adequate coverage, the project area was subjected to an intensive level of survey with paralleling swaths averaging fifteen meters apart. The surveyor carried a Garmin GPS unit to record any identified resources and the survey was supplemented by field notes (on file, McKenna et al.) and a detailed photographic record (Appendix E).

6. Analysis: The analysis was dependent upon the nature of the resources, if any, were identified within the project area and accordance with state guidelines and criteria (CEQA) for assessing the significance of the resources.

7. Report Preparation: This report was prepared in a format and with the data requirements consistent with the Office of Historic Preservation Archaeological Resource Management Report guidelines and the data requested by the University of California, Riverside, Eastern Information Center.

EVALUATION CRITERIA

The approach to the current research was designed to address the potential eligibility of any identified cultural resource for eligibility for the California Register of Historic Resources (CEQA, as amended). The state (CEQA, Section 15064.5) criteria for evaluation mirror the federal guidelines and read as follows:

a) For purposes of this section, the term “historical resources” shall include the following:

   1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.).

   2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified

as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code§5024.1, Title 14 CCR, Section 4852) including the following:

   A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

   B) Is associated with the lives of persons important in our past;

   C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

   D) Has yielded, or may be likely to yield, information important in prehistory or history.

PREVIOUS RESEARCH

McKenna et al. completed a standard archaeological records search through the University of California, Riverside, Eastern Information Center, Riverside (Appendix B). This research confirmed the project APE was not previously surveyed for cultural resources, but identified a minimum of 29 studies within one mile of the project area (Table 2).

As a result of the studies identified above, only six cultural resources have been recorded within one mile of the project area (Table 3). Both prehistoric and historic resources have been identified. None of these resources is within the project area, but the three resources recorded by Harris (2004) are located due north of the current project area and within Section 2 (north of 8th Street).

Table 2. Cultural Resources Investigations Completed within One Mile of the Current Project Area.			
Report	Citation	Description	Resources
RI-01432	SRS 1986	Stewart Ranch Monitoring	
RI-01433	SRS 1985	Stewart Ranch Project	
RI-01434	SRS 1981	900 Acres Stewart Ranch	Yes
RI-01830	Sutton 1984	Parcel 18132	
RI-02210	Underwood et al. 1986	US Telecom Fiber Optic Cable	Yes
RI-02917	McMillan 1989	Sewer System, Beaumont	Yes
RI-03421	Brown & Shinn 1989	1162 Deutsch Specific Plan	
RI-03852	Whitney-Desautels 1993	Water Importation Project	
RI-04840	Demcak 2002	23 Acres	
RI-04841	Demcak 2002	23 Acres Addendum	
RI-06722	Brunzell 2006	Deutsch Prop. Specific Plan	Yes
RI-07055	Tang & Hogan 2007	APN 419-170-031	
RI-03997	Shepard & McKenna 1996	3 Acres and Pipeline	Yes
RI-04421	LSA Associates 1990	Measure A Program	Yes
RI-04815	York & Wooley 1987	Oak Valley Evaluation	Yes
RI-07364	Crews & Sander 2007	29.7 Acres	
RI-08027	Allred 2009	Cell Tower Site	
RI-08409	Eckhardt et al. 2004	Transmission Alignment	Yes
RI-08449	Tang et al. 2004	Beaumont General Plan	
RI-08980	Justus et al. 2010	DPV2 Construction Yards	Yes
RI-09167	McLean et al. 2013	Devers Project	Yes
RI-09230	Puckett 2014	Transmission Alignment	Yes
RI-09460	Tang & Hogan 2015	Beaumont Project	
RI-10157	Williams and Belcourt 2014	Transmission Alignment	Yes
RI-10219	Puckett 2015	Cell Tower Site	
RI-10461	Eckhardt et al. 2015	Transmission Alignment	Yes
RI-10478	McKenna 2018	6th and Maple Septic Project	Yes
RI-10754	Garrison and Smith 2018	Atwell Project	Yes
RI-10766	Garrison and Smith 2018	Atwell Project Phase II	Yes

Resources that were identified included properties included in the Office of Historic Preservation Historic Property Data File, including 130 properties (P-33-006093 through P-33-006233) within the core area of Beaumont. Of these, only thirteen (13) were determined "potentially eligible for National Register listing. A total of 109 of the 130 structures were specifically identified as **NOT** eligible for National register listing, but may be of local interest. The remaining resources have not been evaluated. None of the resources are within one mile of the current project area.

Table 3. Cultural Resources Identified within One Mile of the Current Project Area.			
Primary No.	Trinomial	Citation	Description
---	CA-RIV-4038	Drover and Smith1990	Lithic Scatter
33-013827	---	Harris 2004	Historic Refuse
33-013828	---	Harris 2004	Historic Refuse
33-013829	---	Harris 2004	Historic Complex
33-015033	CA-RIV-7997	Decarlo and Mengers 2018; Williams 2014; Miller et al 2013; Wilson and Giacinto 2010; Brunzell 2006	Smith Creek Ditch
33-015034	CA-RIV-7998	Brunzell 2006	Modern and Historic Refuse

The paleontological overview for this undertaking identified the project area as consisting entirely of "… Quaternary Alluvium, derived as alluvial fan deposits from the San Jacinto Mountains." Despite these deposits of Quaternary Alluvium (Upper Pleistocene and Holocene deposits), the shallow deposits are not considered sensitive for paleontological specimens. However, deeper deposits of older Quaternary Alluvium (Late Pleistocene), likely present in pockets, have been associated with paleontological specimens. McLeod (2018 and 2020) concluded shallow excavations are not likely to impact fossil bearing deposits, but deeper excavations may impact Older Quaternary Alluvium (fossil bearing deposits) and, therefore, should be subjected to paleontological monitoring – specifically in areas of undisturbed substrate.

Summary

As noted above, the project area has not been associated with any recorded prehistoric archaeological resources, historic archaeological resources, built environments, or paleontological resources. Numerous historic structures have been recorded in the core area of Beaumont (west of Pennsylvania Avenue), but not in or near the current project area. Nonetheless, since the San Gorgonio Pass is known to have been a major trade route during both prehistoric and historic times, there is still a potential to identify prehistoric and/or historic archaeological resource. The area should be considered moderately sensitive for both archaeological resources and paleontological resources.

RESULTS OF THE INVESTIGATION

At the time of the recent field investigations, the weather was clear, following a recent rain. The property was covered in dry grass and tumbleweeds, but otherwise accessible. Ground visibility ranged from 25% to 75%. The survey was determined to be consistent with an intensive level of coverage (transects at 15 meter intervals).

Native American Consultation

The Native American Heritage Commission responded to the McKenna et al. request for data pertaining to the project area and was informed the Commission's files have not identified any sacred or religious sites in the area. To date, McKenna et al. has received no responses to the letters sent to local Native American representatives. The project area is relatively close to the Morongo Band of Mission Indians reservation and the Morongo are likely to contact the City, directly. As a general rule, the Morongo request copies of technical reports for review and to insure no Native American resources will be adverse impacted by any proposed project.

Paleontological Resources

The paleontological overview for this undertaking identified the project area as consisting entirely of "… Quaternary Alluvium, derived as alluvial fan deposits from the San Jacinto Mountains." Shallow deposits (Holocene) are not considered sensitive for paleontological specimens, but deeper deposits of older Quaternary Alluvium (Late Pleistocene) may yield paleontological specimens. McLeod (2018 and 2020) concluded shallow excavations are not likely to impact fossil bearing deposits, but deeper excavation may and, therefore, should be subjected to paleontological monitoring – specifically in areas of undisturbed substrate. A monitoring program consistent with the policies and guidelines of the County Geologist should be considered, should project-related grading and site preparation impact the older Quaternary deposits.

Archaeological Resources

No evidence of prehistoric or historic archaeological resources were identified within the project area. The project area was dominated by grass and tumble weeds with no evidence of any prior development or occupation. The native soils have been disturbed by disking, weed abatement, peripheral road development, and minor impacts from adjacent modern developments. The survey did identify a single (and partially buried) expanse of poured concrete (Figures 5 and 6). This pad is consistent with the concrete pad referenced by Salem Engineering Group, Inc. 2020: Photo 10; Page 5 of 7). At the time of their recording, Salem Engineering Group, Inc. estimated the ad measured 10 by 15 feet (2020:5).

As illustrated, this pad is located along the western property boundary and, prior to the realignment of 8th Street, was nearer the northwestern boundary of the property. In inspecting the small exposed portion of this pad, it was apparent the concrete was poured and smoothly finished. It was not a rough pad or an early pad. The complex illustrated on the historic aerial photographs showed this particular area of the property was in use prior to the construction of the large residence to the east of the pad, indicating the pad dates between 1938 and 1949 and likely post-dates WWII. There is no physical evidence defining the use of the pad, but it was likely associated with the agricultural activities (e.g.

Figure 5. The Exposed Portion of the Concrete Pad, Western Property Boundary.

Figure 6. Aerial Photo Illustrating Location of the Concrete Pad.

harvesting, transporting, etc.). There were no anchor bolts evident, suggesting the pad was associated with open-air use and not a structural pad. It is not considered a significant element to any potential historical significance. Despite the lack of physical evidence, the property is still considered moderately sensitive for prehistoric and/or late historic archaeological resources. The prehistoric sensitivity is based on the general use of the area by the Cahuilla. The historic sensitivity is based on the research and the identification of a 1930s to 1970s use of the property for agricultural and residential purposes. While the historic uses are not necessarily significant, archaeological evidence may assist in filling gaps in the historic record. There is always a potential for buried resources not evident during a surface survey.

Built Environment

There are no standing structures on the property. All evidence of the post-1949 improvements (save the small concrete pad) have been removed from the property. There is no evidence of foundations or structural debris. Impacts to the southeastern corner of the property area modern (based on aerials) and of no historic significance. No physical evidence of prior developments was evidence and no such identification is anticipated.

Summary

In summary, McKenna et al. found no physical evidence of archaeological or paleontological resources within the project area. This finding is based primarily on a visual examination of the native soils per a surface survey. McLeod, in assessing the potential for paleontological resources, recommended paleontological monitoring during excavations, as shallow deposits of fossil bearing deposits are likely to be impacted by the undertaking. Similarly, while no surficial evidence of prehistoric or historic archaeological resources were identified, but the Native American community identifies the area of the San Gorgonio Pass as highly sensitive for Native American resources and, as an area associated with early Beaumont (and Banning) development, has the potential to yield late historic archaeological evidence - likely in a shallow context. The built environment is not applicable to this analysis.

Overall, the subsurface within the project area is still considered sensitive for buried archaeological and/or paleontological resources. McKenna et al. concurs with McLeod and the local Native American community – the project area should be deemed sensitive for buried resources.

FINDING OF FACT

No surficial evidence of cultural or paleontological resources was found during the recent investigations. The project area is considered clear of any surface resources, but McKenna et al. acknowledges there is still a relative level of sensitivity for buried resources. To avoid any adverse impacts to previously unidentified finds (paleontological

or archaeological), McKenna et al. has developed recommendations consistent with CEQA to lessen any impacts to a level of insignificance.

RECOMMENDATIONS

Based on the relative sensitivity for the project area to be associated with prehistoric archaeological resources, historic archaeological resources, and/or paleontological resources, McKenna et al. is recommending the following:

Mitigation Measure CR-1: Should older Quaternary Alluvial deposits be encountered during site preparation activities, a qualified paleontologist shall oversee the excavations to insure any paleontological specimens are identified, recovered, analyzed, reported, and curated in accordance wit CEQA and the County of Riverside policies and guidelines. This program should be conducted while these older deposits are impacted and while the paleontological consultant deems the program necessary..

Mitigation Measure CR-2: A qualified archaeologist shall oversee excavations in the younger alluvial deposits (Holocene) during the first two days of ground disturbance. If the archaeologist determines it necessary, an archaeological monitoring program shall be implemented. The monitoring program shall be conducted in accordance with current professional guidelines and protocols. The program should be designed to be flexible and account for changes in findings through the management of the resources in a professional manner and via evaluation in accordance with the current CEQA criteria.

Mitigation Measure CR-3: If, at any time, human remains or suspected human remains are identified within the project area, the Contractor will halt work in the immediate vicinity of the find and establish a buffer zone around the find. If the archaeological consultant is on-site, the archaeological consultant will oversee this level of protection. The City will be immediately notified and the City will contact the County Coroner (within 24 hours). The Coroner has the authority to examine the find in situ and make a determination as to the nature of the find:

a) If the remains are determined to be human, the Coroner will determine whether or not they are likely of Native American origin. If so, the Coroner will contact the Na-

tive American Heritage Commission and the Commission will name the Most Likely Descendent (MLD). In consultation between the City, Property Owner, MLD, and consulting archaeologist, the disposition of the remains will be defined. If there is a conflict, the Native American Heritage Commission with act as an mediator.

b) If the remains are determined to be archaeological, but not of Native American origin, the City, Property Owner and archaeological consultant will determine the management of the find and the removal from the site. The Property Owner would be responsible for any costs related to the removal, analysis, and reburial.

c) If the remains are determined to be of forensic value, the Coroner will arrange for the removal of the remains and oversee the analysis and disposition.

CERTIFICATION

CERTIFICATION. I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this archaeological/cultural resources report, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Jeanette A. McKenna — May 20, 2020

Jeanette A. McKenna, Principal Investigator, McKenna et al. — Date (of revisions)
Certified Riverside County Cultural Resources Consultant #62

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APPENDIX E
ENERGY CALCULATIONS

Evergreen in Beaumont

Compression-Ignition Engine Brake-Specific Fuel Consumption (BSFC) Factors **[1]**:

HP: 0 to 100	0.059	HP: Greater than 100	0.0529

Values above are expressed in gallons per horsepower-hour/BSFC.

CONSTRUCTION EQUIPMENT

Construction Equipment	#	Hours per Day	Horsepower	Load Factor	Construction Phas	Fuel Used (gallons)	Total Gallons
Graders	1	8	89	0.2	Site Prep	15.07	15.07
Other Material Handling Eqp.	0	0	168	0.4	Site Prep	0.00	0.00
Rubber Tired Dozer	1	7	247	0.4	Site Prep	73.17	73.17
Tractors/Loaders/Backhoes	1	8	97	0.37	Site Prep	33.77	33.77
Concrete/Industrial Saws	0	0	81	0.73	Grading	0.00	0.00
Graders	1	6	187	0.41	Grading	97.34	97.34
Excavators	0	0	158	0.38	Grading	0.00	0.00
Rubber Tired Dozer	1	6	247	0.4	Grading	125.44	125.44
Tractors/Loaders/Backhoes	1	7	97	0.37	Grading	59.09	59.09
Bore/Drill Rig	0	0	221	0.5	Building Con.	0.00	0.00
Cranes	1	6	231	0.29	Building Con.	4252.53	4252.53
Forklifts	1	6	89	0.2	Building Con.	1255.97	1255.97
Generator Sets	1	8	84	0.74	Building Con.	5848.01	5848.01
Other Construction Eqp.	0	0	172	0.42	Building Con.	0.00	0.00
Rubber Tired Dozer	0	0	247	0.4	Building Con.	0.00	0.00
Tractors/Loaders/Backhoes	1	6	97	0.37	Building Con.	2532.40	2532.40
Welders	3	8	46	0.45	Building Con.	1947.46	5842.37
Cement and Motor Mixers	1	6	9	0.56	Paving	17.78	17.78
Concrete/Industiral Saws	0	0	81	0.73	Paving	0.00	0.00
Dumpers/Tenders	0	0	16	0.38	Paving	0.00	0.00
Graders	0	0	187	0.41	Paving	0.00	0.00
Pavers	1	6	130	0.42	Paving	173.30	173.30
Paving Equipment	1	8	132	0.36	Paving	201.10	201.10
Rollers	1	7	80	0.38	Paving	125.13	125.13
Tractors/Loaders/Backhoes	1	8	97	0.37	Paving	168.83	168.83
Air Compressors	1	6	78	0.48	Architectual Coat.	132.09	132.09
					Total Fuel Used	17058.46	**20953.37 (Gallons)**

Construction Phase	Days of Operation
Site Preparation	2
Grading	4
Building Construction	200
Paving	10
Architectual Coating	10

WORKER TRIPS

Construction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)	Total Gallons
Site Prepration Phase	24.0	8	15	5.00	10
Grading	24.0	8	15	5.00	20
Building Construction Phase	24.0	37	15	23.13	4625
Paving Phase	24.0	13	15	8.13	81.25
Architectural Coating	24.0	7	15	4.38	43.75
			Total	45.63	**4780**

VENDOR TRIPS

Construction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)	Total Gallons
Site Preparation Phase	7.4	0	7	0.00	0.00
Grading	7.4	0	7	0.00	0.00
Building Construction Phase	7.4	14	7	13.24	2648.65
Paving Phase	7.4	0	7	0.00	0.00
			Total	13.24	**2648.65**

Construction Phase	Days of Operation
Site Preparation	2
Grading	4
Building Construction	200
Paving	10
Architectural Coating	10

Total Gasoline Consumption (gallons)	**7428.65**
Total Diesel Consumption (gallons)	**20953.37**

Sources:

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Operational Trips

Use	Annual Miles	MPG	Total Gallons (50%)
Con. Market with Gas Pumps	338070.0	24	7043.1
Fast Food Rest. With Drive Thru	562080.0	24	11710.0
Other Asphalt Surface	0.0	0	0.0
Parking Lot	0.0	0	0.0
		Total	18753.1

Use	Annual Miles	MPG	Total Gallons (50%)
Con. Market with Gas Pumps	338070.0	7	24147.9
Fast Food Rest. With Drive Thru	562080.0	7	40148.6
Other Asphalt Surface	0.0	0	0.0
Parking Lot	0.0	0	0.0
		Total	64296.4
		Grand Tota	**83049.6**

APPENDIX F
GEOTECHNICAL ENGINEERING REPORT
JANUARY 31, 2020

GEOTECHNICAL • ENVIRONMENTAL • GEOLOGY • MATERIALS TESTING & INSPECTION • FORENSIC • LABORATORY

SALEM
engineering group, inc.

GEOTECHNICAL ENGINEERING INVESTIGATION

PROPOSED MULTI-TENANT DEVELOPMENT
8TH STREET AND HIGHLAND SPRINGS AVENUE
BEAUMONT, CALIFORNIA

SALEM PROJECT NO. 3-220-0008
JANUARY 31, 2020

PREPARED FOR:

MS. KAYTLIN FOX
EVERGREEN DEVCO, INC.
2390 EAST CAMELBACK ROAD, SUITE 410
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January 31, 2020 Project No. 3-220-0008

Ms. Kaytlin Fox
Development Manager
Evergreen Devco, Inc.
2390 East Camelback Road, Suite 410
Phoenix, AZ 85016

SUBJECT: **GEOTECHNICAL ENGINEERING INVESTIGATION**
PROPOSED MULTI-TENANT DEVELOPMENT
8TH STREET AND HIGHLAND SPRINGS AVENUE
BEAUMONT, CALIFORNIA

Dear Ms. Fox:

At your request and authorization, SALEM Engineering Group, Inc. (SALEM) has prepared this Geotechnical Engineering Investigation report for the Proposed Multi-Tenant Development to be located at the subject site.

The accompanying report presents our findings, conclusions, and recommendations regarding the geotechnical aspects of designing and constructing the project as presently proposed. In our opinion, the proposed project is feasible from a geotechnical viewpoint provided our recommendations are incorporated into the design and construction of the project.

We appreciate the opportunity to assist you with this project. Should you have questions regarding this report or need additional information, please contact the undersigned at (909) 980-6455.

Respectfully Submitted,

SALEM ENGINEERING GROUP, INC.

Clarence Jiang, GE
Geotechnical Division Manager
RGE 2477

R. Sammy Salem, MS, PE, GE
Principal Engineer
RCE 52762 / RGE 2549

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GEOTECHNICAL ENGINEERING INVESTIGATION
PROPSOED MULTI-TENANT DEVELOPMENT
8TH STREET AND HIGHLAND SPRINGS AVENUE
BEAUMONT, CALIFORNIA

1. PURPOSE AND SCOPE

This report presents the results of our Geotechnical Engineering Investigation for the site of the Proposed Multi-Tenant Development to be located at the southwest corner of 8th Street and Highland Springs Avenue in Beaumont, California (see Figure 1, Vicinity Map).

The purpose of our geotechnical engineering investigation was to observe and sample the subsurface conditions encountered at the site, and provide conclusions and recommendations relative to the geotechnical aspects of constructing the project as presently proposed.

The scope of this investigation included a field exploration, percolation testing, laboratory testing, engineering analysis and the preparation of this report. Our field exploration was performed on January 17, 2020 and included the drilling of eleven (11) small-diameter soil borings to a maximum depth of 50 feet at the site. Additionally, two (2) percolation tests were performed at depths of approximately 5 and 10 feet below existing grade for the determination of the infiltration rate. The locations of the soil borings and percolation tests are depicted on Figure 2, Site Plan. A detailed discussion of our field investigation, percolation tests, and exploratory boring logs are presented in Appendix A.

Laboratory tests were performed on selected soil samples obtained during the investigation to evaluate pertinent physical properties for engineering analyses. Appendix B presents the laboratory test results in tabular and graphic format.

The recommendations presented herein are based on analysis of the data obtained during the investigation and our experience with similar soil and geologic conditions. If project details vary significantly from those described herein, SALEM should be contacted to determine the necessity for review and possible revision of this report. Earthwork and Pavement Specifications are presented in Appendix C. If text of the report conflict with the specifications in Appendix C, the recommendations in the text of the report have precedence.

2. PROJECT DESCRIPTION

Based on the Site Plan provided to us, we understand that the proposed development will include construction of a 3,500 square-foot quick service restaurant (QSR) with a drive-thru, a 4,088 square-foot convenience store (7-Eleven), a 6-MPD canopy, and underground storage tanks. Parking, trash enclosures, and landscaping are planned to be associated with the proposed development. Maximum wall

load is expected to be on the order of 5 kips per linear foot. Maximum column load is expected to be on the order of 100 kips. Floor slab soil bearing pressure is expected to be on the order of 150 psf.

A site grading plan was not available at the time of preparation of this report. As the existing project area is essentially level, we anticipate that cuts and fills during earthwork will be minimal and limited to providing a level pad and positive site drainage. In the event that changes occur in the nature or design of the project, the conclusions and recommendations contained in this report will not be considered valid unless the changes are reviewed and the conclusions of our report are modified. The site configuration and locations of proposed improvements are shown on the Site Plan, Figure 2.

3. SITE LOCATION AND DESCRIPTION

The subject site is rectangular in shape and encompasses approximately 2.07 acres. The site is located on the southwest corner of 8th Street and Highland Springs Avenue in the City of Beaumont, California (see Vicinity Map, Figure 1).

The site is currently a vacant lot with miscellaneous grasses and weeds throughout the site. Overhead power lines run along the western portion of the site and are grounded at the power line pole in the northwest corner of the site. The site is relatively flat with no major changes in grade. The average elevation of the site is approximately 2,600 feet above mean sea level based on Google Earth imagery.

4. FIELD EXPLORATION

Our field exploration consisted of site surface reconnaissance and subsurface exploration. The exploratory test borings (B-1 through B-11) were drilled on January 17, 2020 in the area shown on the Site Plan, Figure 2. The test borings were advanced with 4-inch diameter solid flight augers rotated by a truck-mounted CME 45 drill rig. The test borings were extended to a maximum depth of 50 feet below existing grade.

The materials encountered in the test borings were visually classified in the field, and logs were recorded by a field engineer and stratification lines were approximated on the basis of observations made at the time of drilling. Visual classification of the materials encountered in the test borings were generally made in accordance with the Unified Soil Classification System (ASTM D2487). A soil classification chart and key to sampling is presented on the Unified Soil Classification Chart, in Appendix "A." The logs of the test borings are presented in Appendix "A." The Boring Logs include the soil type, color, moisture content, dry density, and the applicable Unified Soil Classification System symbol.

The location of the test borings were determined by measuring from features shown on the Site Plan, provided to us. Hence, accuracy can be implied only to the degree that this method warrants. The actual boundaries between different soil types may be gradual and soil conditions may vary. For a more detailed description of the materials encountered, the Boring Logs in Appendix "A" should be consulted.

Soil samples were obtained from the test borings at the depths shown on the logs of borings. The MCS samples were recovered and capped at both ends to preserve the samples at their natural moisture content; SPT samples were recovered and placed in a sealed bag to preserve their natural moisture content. The borings were backfilled with soil cuttings after completion of the drilling.

5. LABORATORY TESTING

Laboratory tests were performed on selected soil samples to evaluate their physical characteristics and engineering properties. The laboratory-testing program was formulated with emphasis on the evaluation of natural moisture, in-situ density, shear strength, consolidation potential, expansion index, maximum density and optimum moisture determination, R-Value and gradation of the materials encountered.

In addition, chemical tests were performed to evaluate the corrosivity of the soils to buried concrete and metal. Details of the laboratory test program and the results of laboratory test are summarized in Appendix "B." This information, along with the field observations, was used to prepare the final boring logs in Appendix "A."

6. GEOLOGIC SETTING

The subject site is located near the eastern portion of the Inland Valley, within the Peninsular Ranges Geomorphic Province of California. The Inland Valley is situated between the San Bernardino Mountains to the northeast, the San Gabriel Mountains to the north, the Chino Hills to the southwest, and to the southeast by the hilly uplands that separate it from the San Jacinto Basin. These mountain ranges are part of the Transverse Ranges Geomorphic Province of California.

The Inland Valley is dominated by northwest-trending faults and adjacent anticlinal uplifts. The intervening deep synclinal troughs are filled with poorly consolidated Upper Pleistocene and unconsolidated Holocene sediments. Tectonism of the region is dominated by the interaction of the East Pacific Plate and the North American Plate along a transform boundary. The Inland Valley has been filled with a variable thickness of relatively young, heterogeneous alluvial deposits. The Inland Valley, in the vicinity of the project site, is drained by minor tributaries toward the Santa Ana River. This drainage system trends towards the southwest in the vicinity of the subject site. Soil deposits encountered on the subject site during exploratory drilling are discussed in detail in this report

7. GEOLOGIC HAZARDS

7.1 Faulting and Seismicity

The Peninsular Range has historically been a province of relatively high seismic activity. The nearest faults to the project site are associated with the San Andreas Fault system located approximately 6.8 miles from the site. There are no known active fault traces in the project vicinity. Based on mapping and historical seismicity, the seismicity of the Peninsular Range has been generally considered high by the scientific community.

The project area is not within an Alquist-Priolo Earthquake Fault (Special Studies) Zone and will not require a special site investigation by an Engineering Geologist. Soils on site are classified as Site Class D in accordance with Chapter 16 of the California Building Code. The proposed structures are determined to be in Seismic Design Category D.

To determine the distance of known active faults within 100 miles of the site, we used the United States Geological Survey (USGS) web-based application *2008 National Seismic Hazard Maps - Fault Parameters*.

Site latitude is 33.9322° North; site longitude is 116.9475° West. The ten closest active faults are summarized below in Table 7.1.

TABLE 7.1
REGIONAL FAULT SUMMARY

Fault Name	Distance to Site (miles)	Max. Earthquake Magnitude, M_w
S. San Andreas; PK+CH+CC+BB+NM+SM+NSB+SSB+BG+CO	6.8	8.2
San Jacinto; SBV+SJV	6.8	7.4
San Jacinto; SBV+SJV+A+CC+B+SM	7.5	7.9
S. San Andreas; BG+CO	8.5	7.4
San Jacinto; A+CC+B	8.7	7.6
Pinto Mtn	15.5	7.3
San Jacinto; SBV	17.7	7.1
S. San Andreas; PK+CH+CC+BB+NM+SM+NSB	21.8	8.0
Helendale-So Lockhart	28.1	7.4
Elsinore; W+GI	28.3	7.3

The faults tabulated above and numerous other faults in the region are sources of potential ground motion. However, earthquakes that might occur on other faults throughout California are also potential generators of significant ground motion and could subject the site to intense ground shaking.

7.2 Surface Fault Rupture

The site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards. No active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low.

7.3 Ground Shaking

Seismic coefficients and spectral response acceleration values were developed based on the 2019 California Building Code (CBC). The CBC methodology for determining design ground motion values is based on the Office of Statewide Health Planning and Development (OSHPD) Seismic Design Maps, which incorporate both probabilistic and deterministic seismic ground motion.

Based on the 2019 CBC, a Site Class D represents the on-site soil conditions with standard penetration resistance, N-values, averaging between 15 and 50 blows per foot in the upper 100 feet below site grade. A table providing the recommended design acceleration parameters for the project site, based on the Site Class D designation, is included in Section 9.2.1 of this report.

Based on Office of Health Planning and Development (OSHPD) Seismic Design Maps, the estimated design peak ground acceleration adjusted for site class effects (PGA_M) was determined to be 0.926g (based on both probabilistic and deterministic seismic ground motion).

7.4 Liquefaction

Soil liquefaction is a state of soil particles suspension caused by a complete loss of strength when the effective stress drops to zero. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. Primary factors that trigger liquefaction are: moderate to strong ground shaking (seismic source), relatively clean, loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater). Due to the increasing overburden pressure with depth, liquefaction of granular soils is generally limited to the upper 50 feet of a soil profile. However, liquefaction has occurred in soils other than clean sand.

The soils encountered within the depth of 50 feet on the project site consisted predominately of medium dense to dense silty sand. The historically highest groundwater is estimated to be at a depth of more than 50 feet below ground surface according regional groundwater well data. Low to very low cohesion strength is associated with the sandy soil. A seismic hazard, which could cause damage to the proposed development during seismic shaking, is the post-liquefaction settlement of the liquefied sands. The liquefaction potential of the site is considered to be low due the absence of shallow groundwater. The Riverside County Office of Information Technology GIS website shows the subject site to be in a low liquefaction potential area. Therefore, no mitigation measures are warranted.

7.5 Lateral Spreading

Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. Due to the relatively flat site topography and low liquefaction potential, we judge the likelihood of lateral spreading to be low.

7.6 Landslides

There are no known landslides at the site, nor is the site in the path of any known or potential landslides. We do not consider the potential for a landslide to be a hazard to this project.

7.7 Tsunamis and Seiches

The site is not located within a coastal area. Therefore, tsunamis (seismic sea waves) are not considered a significant hazard at the site. Seiches are large waves generated in enclosed bodies of water in response to ground shaking. No major water-retaining structures are located immediately up gradient from the project site. Flooding from a seismically-induced seiche is considered unlikely.

8. SOIL AND GROUNDWATER CONDITIONS

8.1 Subsurface Conditions

The subsurface conditions encountered appear typical of those found in the geologic region of the site. In general, the soils within the depth of exploration consisted of loose to dense silty sand with lenses of sandy silt and sand.

Fill soils may be present on site between our boring locations. Verification of the extent of fill should be determined during site grading. Field and laboratory tests suggest that the deeper native soils are

moderately strong and slightly compressible. These soils extended to the termination depth of our borings.

The soils were classified in the field during the drilling and sampling operations. The stratification lines were approximated by the field engineer on the basis of observations made at the time of drilling. The actual boundaries between different soil types may be gradual and soil conditions may vary. For a more detailed description of the materials encountered, the Boring Logs in Appendix "A" should be consulted.

The Boring Logs include the soil type, color, moisture content, dry density, and the applicable Unified Soil Classification System symbol. The locations of the test borings were determined by measuring from feature shown on the Site Plan, provided to us. Hence, accuracy can be implied only to the degree that this method warrants.

8.2 Groundwater

The test boring locations were checked for the presence of groundwater during and after the drilling operations. Free groundwater was not encountered during this investigation. The historically highest groundwater is estimated to be at a depth of more than 50 feet below ground surface according to regional groundwater well data.

It should be recognized that water table elevations may fluctuate with time, being dependent upon seasonal precipitation, irrigation, land use, localized pumping, and climatic conditions as well as other factors. Therefore, water level observations at the time of the field investigation may vary from those encountered during the construction phase of the project. The evaluation of such factors is beyond the scope of this report.

8.3 Soil Corrosion Screening

Excessive sulfate in either the soil or native water may result in an adverse reaction between the cement in concrete and the soil. The 2014 Edition of ACI 318 (ACI 318) has established criteria for evaluation of sulfate and chloride levels and how they relate to cement reactivity with soil and/or water.

A soil sample was obtained from the project site and was tested for the evaluation of the potential for concrete deterioration or steel corrosion due to attack by soil-borne soluble salts and soluble chloride. The water-soluble sulfate concentration in the saturation extract from the soil sample was detected to be 113 mg/kg. ACI 318 Tables 19.3.1.1 and 19.3.2.1 outline exposure categories, classes, and concrete requirements by exposure class. ACI 318 requirements for site concrete based upon soluble sulfate are summarized in Table 8.3 below.

TABLE 8.3
WATER SOLUBLE SULFATE EXPOSURE REQUIREMENTS

Water Soluble Sulfate (SO_4) in Soil, Percentage by Weight	Exposure Severity	Exposure Class	Maximum w/cm Ratio	Minimum Concrete Compressive Strength	Cementitious Materials Type
0.0113	Not Applicable	S0	N/A	2,500 psi	No Restriction

The water-soluble chloride concentration detected in saturation extract from the soil samples was 58 mg/kg. This level of chloride concentration is considered to be mildly corrosive.

It is recommended that a qualified corrosion engineer be consulted regarding protection of buried steel or ductile iron piping and conduit or, at a minimum, applicable manufacturer's recommendations for corrosion protection of buried metal pipe be closely followed.

8.4 Percolation Testing

Two percolation tests (P-1 and P-2) were performed within assumed infiltration areas and were conducted in accordance with in accordance with the guidelines established by the County of Riverside. The approximate locations of the percolation tests are shown on the attached Site Plan, Figure 2. The boreholes were advanced to the depths shown on the percolation test worksheets. The holes were pre-saturated before percolation testing commenced.

Percolation rates were measured by filling the test holes with clean water and measuring the water drops at a certain time interval. The percolation rate data are presented in tabular format at the end of this Report. The difference in the percolation rates are reflected by the varied type of soil materials at the bottom of the test holes. The test results are shown on the table below.

PERCOLATION TEST RESULTS

Test No.	Depth (feet)	Measured Percolation Rate (min/inch)	Infiltration Rate* (inch/hour)	Soil Type
P-1	10	19.2	**0.35**	Silty SAND (SM)
P-2	5	250.0	**0.02**	Clayey SAND (SC)

*** Tested infiltration Rate = $(\Delta H\ 60\ r) / (\Delta t(r + 2H_{avg}))$**

The soil infiltration or percolation rates are based on tests conducted with clear water. The infiltration/percolation rates may vary with time as a result of soil clogging from water impurities. The infiltration/percolation rates will deteriorate over time due to the soil conditions.

The soils may also become less permeable to impermeable if the soil is compacted. Thus, periodic maintenance consisting of clearing the bottom of the drainage system of clogged soils should be expected. The infiltration/percolation rate may become slower if the surrounding soil is wet or saturated due to prolonged rainfalls. Additional percolation tests should be conducted at bottom of the infiltration system during construction to verify the infiltration/percolation rate. Groundwater, if closer to the bottom of the drainage system, will also reduce the infiltration/percolation rate.

The scope of our services did not include a groundwater study and was limited to the performance of percolation testing and soil profile description, and the submitted data only. Our services did not include those associated with septic system design. Neither did services include an Environmental Site Assessment for the presence or absence of hazardous and/or toxic materials in the soil, groundwater, or atmosphere; or the presence of wetlands.

Any statements, or absence of statements, in this report or on any boring logs regarding odors, unusual or suspicious items, or conditions observed, are strictly for descriptive purposes and are not intended to convey engineering judgment regarding potential hazardous and/or toxic assessment.

The geotechnical engineering information presented herein is based upon professional interpretation utilizing standard engineering practices. The work conducted through the course of this investigation, including the preparation of this report, has been performed in accordance with the generally accepted standards of geotechnical engineering practice, which existed in the geographic area at the time the report was written. No other warranty, express or implied, is made.

Please be advised that when performing percolation testing services in relatively small diameter borings, that the testing may not fully model the actual full scale long term performance of a given site. This is particularly true where percolation test data is to be used in the design of large infiltration system such as may be proposed for the site. The measured percolation rate includes dispersion of the water at the sidewalls of the boring as well as into the underlying soils. Subsurface conditions, including percolation rates, can change over time as fine-grained soils migrate. It is not warranted that such information and interpretation cannot be superseded by future geotechnical engineering developments. We emphasize that this report is valid for the project outlined above and should not be used for any other sites.

9. CONCLUSIONS AND RECOMMENDATIONS

9.1 General

9.1.1 Based upon the data collected during this investigation, and from a geotechnical engineering standpoint, it is our opinion that the site is suitable for the proposed construction of improvements at the site as planned, provided the recommendations contained in this report are incorporated into the project design and construction. Conclusions and recommendations provided in this report are based on our review of available literature, analysis of data obtained from our field exploration and laboratory testing program, and our understanding of the proposed development at this time.

9.1.2 The primary geotechnical constraints identified in our investigation is the presence of upper loose and potentially compressible material at the site. Recommendations to mitigate the effects of these soils are provided in this report.

9.1.3 Fill soils may be present on-site between our test boring locations. Undocumented fill materials are not suitable to support any future structures and should be replaced with Engineered Fill. Prior to fill placement, Salem Engineering Group, Inc. should inspect the bottom of the excavation to verify the fill condition.

9.1.4 Site demolition activities shall include removal of all surface obstructions not intended to be incorporated into final site design. In addition, underground buried structures and/or utility lines encountered during demolition and construction should be properly removed and the resulting excavations backfilled with Engineered Fill. It is suspected that possible demolition activities of the existing structures may disturb the upper soils. After demolition activities, it is recommended that disturbed soils be removed and/or recompacted.

9.1.5 The near-surface onsite soils are moisture-sensitive and are moderately to highly compressible (collapsible soil) under saturated conditions. Structures within the project vicinity have experienced excessive post-construction settlement, when the foundation soils become near saturated. The collapsible or weak soils should be removed and recompacted according to the recommendations in the Grading section of this report (Section 9.5).

9.1.6 Surface vegetation consisting of grasses and other similar vegetation should be removed by stripping to a sufficient depth to remove organic-rich topsoil. The upper 2 to 4 inches of the soils containing, vegetation, roots and other objectionable organic matter encountered at the time of grading should be stripped and removed from the surface. Deeper stripping may be required in localized areas. The stripped vegetation, will not be suitable for use as Engineered Fill or within 5 feet of building pads or within pavement areas. However, stripped topsoil may be stockpiled and reused in landscape or non-structural areas or exported from the site.

9.1.7 Based on the subsurface conditions at the site and the anticipated structural loading, we anticipate that the proposed building may be supported using conventional shallow foundations provided that the recommendations presented herein are incorporated in the design and construction of the project.

9.1.8 Provided the site is graded in accordance with the recommendations of this report and foundations constructed as described herein, we estimate that total settlement due to static loads utilizing conventional shallow foundations for the proposed building will be within 1 inch and corresponding differential settlement will be less than ½ inch.

9.1.9 All references to relative compaction and optimum moisture content in this report are based on ASTM D 1557 (latest edition).

9.1.10 SALEM shall review the project grading and foundation plans prior to final design submittal to assess whether our recommendations have been properly implemented and evaluate if additional analysis and/or recommendations are required. If SALEM is not provided plans and specifications for review, we cannot assume any responsibility for the future performance of the project.

9.1.11 SALEM shall be present at the site during site demolition and preparation to observe site clearing/demolition, preparation of exposed surfaces after clearing, and placement, treatment and compaction of fill material.

9.1.12 SALEM's observations should be supplemented with periodic compaction tests to establish substantial conformance with these recommendations. Moisture content of footings and slab subgrade should be tested immediately prior to concrete placement. SALEM should observe foundation excavations prior to placement of reinforcing steel or concrete to assess whether the actual bearing conditions are compatible with the conditions anticipated during the preparation of this report.

9.2 Seismic Design Criteria

9.2.1 For seismic design of the structures, and in accordance with the seismic provisions of the 2019 CBC, our recommended parameters are shown below. These parameters were determined using California's Office of Statewide Health Planning and Development (OSHPD) Seismic Design Map Tool Website (https://seismicmaps.org/) in accordance with the 2019 CBC. The Site Class was determined based on the soils encountered during our field exploration.

TABLE 9.2.1
SEISMIC DESIGN PARAMETERS

Seismic Item	Symbol	Value	2016 ASCE 7 or 2019 CBC Reference
Site Coordinates (Datum = NAD 83)		33.9322 Lat -116.9475 Lon	
Site Class	--	D	ASCE 7 Table 20.3-1
Soil Profile Name	--	Stiff Soil	ASCE 7 Table 20.3-1
Risk Category	--	II	Table 1604.5
Site Coefficient for PGA	F_{PGA}	1.1	ASCE 7 Table 11.8-1
Peak Ground Acceleration (adjusted for Site Class effects)	PGA_M	0.926	ASCE 7 Equation 11.8-1
Seismic Design Category	SDC	D	CBC Table 1613.2.5
Mapped Spectral Acceleration (Short period - 0.2 sec)	S_S	2.064 g	CBC Figure 1613.2.1(1-8)
Mapped Spectral Acceleration (1.0 sec. period)	S_1	0.708 g	CBC Figure 1613.2.1(1-8)
Site Class Modified Site Coefficient	F_a	1.000	CBC Figure 1613.2.3(1)
Site Class Modified Site Coefficient	F_v	* 1.700	CBC Figure 1613.2.3(2)
MCE Spectral Response Acceleration (Short period - 0.2 sec) $S_{MS} = F_a S_S$	S_{MS}	2.064 g	CBC Equation 16-36
MCE Spectral Response Acceleration (1.0 sec. period) $S_{M1} = F_v S_1$	S_{M1}	* 1.204 g	CBC Equation 16-37
Design Spectral Response Acceleration $S_{DS}=⅔S_{MS}$ (short period - 0.2 sec)	S_{DS}	1.376 g	CBC Equation 16-38
Design Spectral Response Acceleration $S_{D1}=⅔S_{M1}$ (1.0 sec. period)	S_{D1}	* 0.802 g	CBC Equation 16-39
Short Term Transition Period (S_{D1}/S_{DS}), Seconds	T_S	0.583	ASCE 7-16, Section 11.4.6
Long Period Transition Period (seconds)	T_L	8	ASCE 7-16, Figure 22-14

Note: * Determined per ASCE Table 11.4-2 for use in calculating T_S only

Site Specific Ground Motion Analysis was not included in the scope of this investigation. Per ASCE 11.4.8, structures on Site Class D with S_1 greater than or equal to 0.2 may require Site Specific Ground Motion Analysis. However, a site specific motion analysis may not be required based on Exceptions listed in ASCE 11.4.8. The Structural Engineer should verify whether Exception No. 2 of ASCE 7-16, Section 11.4.8, is valid for the site. In the event that a site specific ground motion analysis is required, SALEM should be contacted for these services.

9.2.2 Conformance to the criteria in the above table for seismic design does not constitute any kind of guarantee or assurance that significant structural damage or ground failure will not occur if a large earthquake occurs. The primary goal of seismic design is to protect life, not to avoid all damage, since such design may be economically prohibitive.

9.3 Soil and Excavation Characteristics

9.3.1 Based on the soil conditions encountered in our soil borings, the onsite soils can be excavated with moderate effort using conventional earthmoving equipment.

9.3.2 It is the responsibility of the contractor to ensure that all excavations and trenches are properly shored and maintained in accordance with applicable Occupational Safety and Health Administration (OSHA) rules and regulations to maintain safety and maintain the stability of adjacent existing improvements. Temporary excavations are further discussed in a later Section of this report.

9.3.3 The upper soils are moisture-sensitive and moderately collapsible under saturated conditions. These soils, in their present condition, possess moderate risk to construction in terms of possible post-construction movement of the foundations and floor systems if no mitigation measures are employed. Accordingly, measures are considered necessary to reduce anticipated expansion and collapse potential. As recommended in Section 9.5, the collapsible soils should be overexcavated and recompacted. Mitigation measures will not eliminate post-construction soil movement, but will reduce the soil movement. Success of the mitigation measures will depend on the thoroughness of the contractor in dealing with the soil conditions.

9.3.4 The near surface soils identified as part of our investigation are, generally, slightly moist to moist due to the absorption characteristics of the soil. Earthwork operations may encounter very moist unstable soils which may require removal to a stable bottom. Exposed native soils exposed as part of site grading operations shall not be allowed to dry out and should be kept continuously moist prior to placement of subsequent fill.

9.4 Materials for Fill

9.4.1 Excavated soils generated from cut operations at the site are suitable for use as general Engineered Fill in structural areas, provided they do not contain deleterious matter, organic material, or rock material larger than 3 inches in maximum dimension.

9.4.2 The preferred materials specified for Engineered Fill are suitable for most applications with the exception of exposure to erosion. Project site winterization and protection of exposed soils during the construction phase should be the sole responsibility of the Contractor, since they have complete control of the project site.

9.4.3 Import soil shall be well-graded, slightly cohesive silty fine sand or sandy silt, with relatively impervious characteristics when compacted. A clean sand or very sandy soil is not acceptable for this purpose. This material should be approved by the Engineer prior to use and should typically possess the soil characteristics summarized below in Table 9.4.3.

TABLE 9.4.3
IMPORT FILL REQUIREMENTS

Minimum Percent Passing No. 200 Sieve	20
Maximum Percent Passing No. 200 Sieve	50
Minimum Percent Passing No. 4 Sieve	80
Maximum Particle Size	3"
Maximum Plasticity Index	12
Maximum CBC Expansion Index	20

9.4.4 Environmental characteristics and corrosion potential of import soil materials should also be considered.

9.4.5 Proposed import materials should be sampled, tested, and approved by SALEM prior to its transportation to the site.

9.5 Grading

9.5.1 A representative of our firm should be present during all site clearing and grading operations to test and observe earthwork construction. This testing and observation is an integral part of our service as acceptance of earthwork construction is dependent upon compaction of the material and the stability of the material. The Geotechnical Engineer may reject any material that does not meet compaction and stability requirements. Further recommendations of this report are predicated upon the assumption that earthwork construction will conform to recommendations set forth in this section as well as other portions of this report.

9.5.2 A preconstruction conference should be held at the site prior to the beginning of grading operations with the owner, contractor, civil engineer and geotechnical engineer in attendance.

9.5.3 Site preparation should begin with removal of existing surface/subsurface structures, underground utilities (as required), any existing uncertified fill, and debris. Excavations or depressions resulting from site clearing operations, or other existing excavations or depressions, should be restored with Engineered Fill in accordance with the recommendations of this report.

9.5.4 Surface vegetation consisting of grasses and other similar vegetation should be removed by stripping to a sufficient depth to remove organic-rich topsoil. The upper 2 to 4 inches of the soils containing, vegetation, roots and other objectionable organic matter encountered at the time of grading should be stripped and removed from the surface. Deeper stripping may be required in localized areas. In addition, existing concrete and asphalt materials shall be removed from areas of proposed improvements and stockpiled separately from excavated soil material. The stripped vegetation, asphalt and concrete materials will not be suitable for use as Engineered Fill or within 5 feet of building pads or within pavement areas. However, stripped topsoil may be stockpiled and reused in landscape or non-structural areas or exported from the site.

9.5.5 Any undocumented fill materials encountered during grading should be removed and replaced with engineered fill. The actual depth of the overexcavation and recompaction should be determined by our field representative during construction.

9.5.6 Structural building pad areas should be considered as areas extending a minimum of 5 feet horizontally beyond the outside dimensions of building, including footings and non-cantilevered overhangs carrying structural loads.

9.5.7 To minimize post-construction soil movement and provide uniform support for the proposed building, overexcavation and recompaction within the proposed building areas should be performed to a minimum depth of **four (4) feet** below existing grade or **two (2) feet** below proposed shallow footing bottom, whichever is deeper. The overexcavation and recompaction should also extend laterally to a minimum of 5 feet beyond the outer edges of the proposed footings.

9.5.8 Within pavement and canopy areas, it is recommended that the overexcavation and recompaction be performed to a minimum depth of **one (1) foot** below existing grade or proposed grade, whichever is deeper. The overexcavation and recompaction should also extend laterally to a minimum of 2 feet beyond the pavement area.

9.5.9 Prior to placement of fill soils, the upper 10 to 12 inches of native subgrade soils should be scarified, moisture-conditioned to no less than the optimum moisture content and recompacted to a minimum of 95% (90% for fine grained, cohesive soils) of the maximum dry density based on ASTM D1557 Test Method.

9.5.10 All Engineered Fill (including scarified ground surfaces and backfill) should be placed in thin lifts which will allow for adequate bonding and compaction (typically 6 to 8 inches in loose thickness).

9.5.11 Engineered Fill soils should be moisture conditioned to near optimum moisture content and compacted to at least 95% (90% for fine grained, cohesive soils) of the maximum dry density based on ASTM D1557-07 Test Method.

9.5.12 An integral part of satisfactory fill placement is the stability of the placed lift of soil. If placed materials exhibit excessive instability as determined by a SALEM field representative, the lift will be considered unacceptable and shall be remedied prior to placement of additional fill material. Additional lifts should not be placed if the previous lift did not meet the required dry density or if soil conditions are not stable.

9.5.13 Final pavement subgrade should be finished to a smooth, unyielding surface. We further recommend proof-rolling the subgrade with a loaded water truck (or similar equipment with high contact pressure) to verify the stability of the subgrade prior to placing aggregate base.

9.5.14 The most effective site preparation alternatives will depend on site conditions prior to grading. We should evaluate site conditions and provide supplemental recommendations immediately prior to grading, if necessary.

9.5.15 We do not anticipate groundwater or seepage to adversely affect construction if conducted during the drier moths of the year (typically summer and fall). However, groundwater and soil moisture conditions could be significantly different during the wet season (typically winter and spring) as surface soil becomes wet; perched groundwater conditions may develop. Grading during this time period will likely encounter wet materials resulting in possible excavation and fill placement difficulties.

Project site winterization consisting of placement of aggregate base and protecting exposed soils during construction should be performed. If the construction schedule requires grading operations during the wet season, we can provide additional recommendations as conditions warrant.

9.5.16 The wet soils may become non conducive to site grading as the upper soils yield under the weight of the construction equipment. Therefore, mitigation measures should be performed for stabilization.

Typical remedial measures include: discing and aerating the soil during dry weather; mixing the soil with dryer materials; removing and replacing the soil with an approved fill material or placement of slurry, crushed rocks or aggregate base material; or mixing the soil with an approved lime or cement product.

The most common remedial measure of stabilizing the bottom of the excavation due to wet soil condition is to reduce the moisture of the soil to near the optimum moisture content by having the subgrade soils scarified and aerated or mixed with drier soils prior to compacting. However, the drying process may require an extended period of time and delay the construction operation.

To expedite the stabilizing process, slurry or crushed rock may be utilized for stabilization provided this method is approved by the owner for the cost purpose. If the use of slurry or crushed rock is considered, it is recommended that the upper soft and wet soils be replaced by 6 to 24 inches of 2-sack slurry or ¾-inch to 1-inch crushed rocks. The thickness of the slurry or rock layer depends on the severity of the soil instability.

The recommended 6 to 24 inches of slurry or crushed rock material will provide a stable platform. It is further recommended that lighter compaction equipment be utilized for compacting the crushed rock. A layer of geofabric is recommended to be placed on top of the compacted crushed rock to minimize migration of soil particles into the voids of the crushed rock, resulting in soil movement. Although it is not required, the use of geogrid (e.g. Tensar TX7) below the crushed rock will enhance stability and reduce the required thickness of crushed rock necessary for stabilization.

Our firm should be consulted prior to implementing remedial measures to provide appropriate recommendations.

9.6 Shallow Foundations

9.6.1 The site is suitable for use of conventional shallow foundations consisting of continuous footings and isolated pad footings bearing in properly compacted Engineered Fill.

9.6.2 The bearing wall footings considered for the structure should be continuous with a minimum width of 18 inches and extend to a minimum depth of 18 inches below the lowest adjacent grade. Isolated column footings should have a minimum width of 24 inches and extend a minimum depth of 18 inches below the lowest adjacent grade.

9.6.3 The bottom of footing excavations should be maintained free of loose and disturbed soil. Footing concrete should be placed into a neat excavation.

9.6.4 Footings proportioned as recommended above may be designed for the maximum allowable soil bearing pressures shown in the table below.

Loading Condition	Allowable Bearing
Dead Load Only	2,000 psf
Dead-Plus-Live Load	2,500 psf
Total Load, Including Wind or Seismic Loads	3,325 psf

9.6.5 For design purposes, total settlement due to static loadings on the order of 1 inch may be assumed for shallow footings. Differential settlement due to static loadings, along a 20-foot exterior wall footing or between adjoining column footings, should be ½ inch, producing an angular distortion of 0.002. Most of the settlement is expected to occur during construction as the loads are applied. However, additional post-construction settlement may occur if the foundation soils are flooded or saturated. The footing excavations should not be allowed to dry out any time prior to pouring concrete.

9.6.6 Resistance to lateral footing displacement can be computed using an allowable coefficient of friction factor of 0.40 acting between the base of foundations and the supporting native subgrade.

9.6.7 Lateral resistance for footings can alternatively be developed using an equivalent fluid passive pressure of 350 pounds per cubic foot acting against the appropriate vertical native footing faces. The frictional and passive resistance of the soil may be combined without reduction in determining the total lateral resistance. An increase of one-third is permitted when using the alternate load combination that includes wind or earthquake loads.

9.6.8 Minimum reinforcement for continuous footings should consist of four No. 5 steel reinforcing bars; two placed near the top of the footing and two near the bottom. Reinforcement for spread footings should be designed by the project structural engineer.

9.6.9 Underground utilities running parallel to footings should not be constructed in the zone of influence of footings. The zone of influence may be taken to be the area beneath the footing and within a 1:1 plane extending out and down from the bottom edge of the footing.

9.6.10 The foundation subgrade should be sprinkled as necessary to maintain a moist condition without significant shrinkage cracks as would be expected in any concrete placement. Prior to placing rebar reinforcement, foundation excavations should be evaluated by a representative of SALEM for appropriate support characteristics and moisture content. Moisture conditioning may be required for the materials exposed at footing bottom, particularly if foundation excavations are left open for an extended period.

9.7 Caisson Foundations

9.7.1 It is recommended that the caisson foundation should have a minimum depth of 10 feet below the lowest adjacent grade.

9.7.2 The caissons may be designed using an allowable sidewall friction of 200 psf. This value is for dead-plus-live loads. An allowable end bearing capacity of 4,500 psf may be used provided that the bottom of the caisson is cleaned with the use of a clean-out bucket or equivalent and inspected by our representative prior to placement of reinforcement and concrete. An increase of one-third is permitted when using the alternate load combination that includes wind or earthquake loads.

9.7.3 Uplift loads can be resisted by caissons using an allowable sidewall friction of 150 psf of the surface area and the weight of the caisson.

9.7.4 The total static settlement of the caisson footing is not expected to exceed 1 inch. Differential settlement should be less than ½ inch. Most of the settlement is expected to occur during construction as the loads are applied.

9.7.5 The drilled caissons may be designed for a lateral capacity of 350 pounds per square foot per foot of depth below the lowest adjacent grade to a maximum of 5,250 psf.

9.7.6 These values may be increased by one-third when using the alternative load combinations that include wind or earthquake loads. The lateral loading criteria is based on the assumption that the load application is applied at the ground level, flexible cap connections applied and a minimum embedment depth of 10 feet.

9.7.7 Sandy soils were encountered at the site. Casing of the drilled caisson will be required if seepage is encountered or the drilled hole has to be left open for an extended period of time.

9.8 Concrete Slabs-on-Grade

9.8.1 Slab thickness and reinforcement should be determined by the structural engineer based on the anticipated loading. We recommend that non-structural slabs-on-grade be at least 4 inches thick and underlain by six (6) inches of compacted granular aggregate subbase material compacted to at least 95% relative compaction.

9.8.2 Granular aggregate subbase material shall conform to ASTM D-2940, Latest Edition (Table 1, bases) with at least 95 percent passing a 1½-inch sieve and not more than 8% passing a No. 200 sieve or its approved equivalent to prevent capillary moisture rise.

9.8.3 The use of processed asphalt in the granular aggregate subbase material (i.e. recycled or miscellaneous base) will have to be approved by the owner. Asphalt is a petroleum hydrocarbon with numerous components, including naphthalene and other semi-volatile constituents that are regulated by California. This material in the subsurface could become a potential vapor intrusion risk (naphthalene is a recent risk-driver that DTSC is actively pursuing).

9.8.4 We recommend reinforcing slabs, at a minimum, with No. 4 reinforcing bars placed 18 inches on center, each way.

9.8.5 Slabs subject to structural loading may be designed utilizing a modulus of subgrade reaction K of 150 pounds per square inch per inch. The K value was approximated based on inter-relationship of soil classification and bearing values (Portland Cement Association, Rocky Mountain Northwest).

9.8.6 The spacing of crack control joints should be designed by the project structural engineer. In order to regulate cracking of the slabs, we recommend that construction joints or control joints be provided at a maximum spacing of 15 feet in each direction for 5-inch thick slabs and 12 feet for 4-inch thick slabs.

9.8.7 Crack control joints should extend a minimum depth of one-fourth the slab thickness and should be constructed using saw-cuts or other methods as soon as practical after concrete placement. The exterior floors should be poured separately in order to act independently of the walls and foundation system.

9.8.8 It is recommended that the utility trenches within the structure be compacted, as specified in our report, to minimize the transmission of moisture through the utility trench backfill. Special attention to the immediate drainage and irrigation around the structures is recommended.

9.8.9 Moisture within the structure may be derived from water vapors, which were transformed from the moisture within the soils. This moisture vapor penetration can affect floor coverings and produce mold and mildew in the structure. To minimize moisture vapor intrusion, it is recommended that a vapor retarder be installed in accordance with manufacturer's recommendations and/or ASTM guidelines, whichever is more stringent. In addition, ventilation of the structure is recommended to reduce the accumulation of interior moisture.

9.8.10 In areas where it is desired to reduce floor dampness where moisture-sensitive coverings are anticipated, construction should have a suitable waterproof vapor retarder (a minimum of 15 mils thick polyethylene vapor retarder sheeting, Raven Industries "VaporBlock 15, Stego Industries 15 mil "StegoWrap" or W.R. Meadows Sealtight 15 mil "Perminator") incorporated into the floor slab design. The water vapor retarder should be decay resistant material complying with ASTM E96 not exceeding 0.04 perms, ASTM E154 and ASTM E1745 Class A. The vapor barrier should be placed between the concrete slab and the compacted granular aggregate subbase material. The water vapor retarder (vapor barrier) should be installed in accordance with ASTM Specification E 1643-94.

9.8.11 The concrete may be placed directly on vapor retarder. The vapor retarder should be inspected prior to concrete placement. Cut or punctured retarder should be repaired using vapor retarder material lapped 6 inches beyond damaged areas and taped.

9.8.12 The recommendations of this report are intended to reduce the potential for cracking of slabs due to soil movement. However, even with the incorporation of the recommendations presented herein, foundations, stucco walls, and slabs-on-grade may exhibit some cracking due to soil movement. This is common for project areas that contain expansive soils since designing to eliminate potential soil movement is cost prohibitive. The occurrence of concrete shrinkage cracks is independent of the supporting soil characteristics. Their occurrence may be reduced and/or controlled by limiting the slump of the concrete, proper concrete placement and curing, and by the placement of crack control joints at periodic intervals, in particular, where re-entrant slab corners occur.

9.8.13 Proper finishing and curing should be performed in accordance with the latest guidelines provided by the American Concrete Institute, Portland Cement Association, and ASTM.

9.9 Lateral Earth Pressures and Frictional Resistance

9.9.1 Active, at-rest and passive unit lateral earth pressures against footings and walls are summarized in the table below:

Lateral Pressure Level Backfill and Drained Conditions	**Equivalent Fluid Pressure, pcf**
Active Pressure	37
At-Rest Pressure	57
Passive Pressure	350
Related Parameters	
Allowable Coefficient of Friction	0.40
In-Place Soil Density (lbs/ft^3)	120

9.9.2 Active pressure applies to walls, which are free to rotate. At-rest pressure applies to walls, which are restrained against rotation. The preceding lateral earth pressures assume sufficient drainage behind retaining walls to prevent the build-up of hydrostatic pressure.

9.9.3 The top one-foot of adjacent subgrade should be deleted from the passive pressure computation.

9.9.4 A safety factor consistent with the design conditions should be included when using the values in the above table.

9.9.5 For stability against lateral sliding, which is resisted solely by the passive pressure, we recommend a minimum safety factor of 1.5.

9.9.6 For stability against lateral sliding, which is resisted by the combined passive and frictional resistance, a minimum safety factor of 2.0 is recommended.

9.9.7 For lateral stability against seismic loading conditions, we recommend a minimum safety factor of 1.1.

9.9.8 For dynamic seismic lateral loading the following equation shall be used:

Dynamic Seismic Lateral Loading Equation
Dynamic Seismic Lateral Load = $\frac{3}{8}\gamma K_h H^2$
Where: γ = In-Place Soil Density
K_h = Horizontal Acceleration = $\frac{2}{3}PGA_M$
H = Wall Height

9.10 Retaining Walls

9.10.1 Retaining and/or below grade walls should be drained with either perforated pipe encased in free-draining gravel or a prefabricated drainage system. The gravel zone should have a minimum width of 12 inches wide and should extend upward to within 12 inches of the top of the wall. The upper 12 inches of backfill should consist of native soils, concrete, asphaltic-concrete or other suitable backfill to minimize surface drainage into the wall drain system. The gravel should conform to Class II permeable materials graded in accordance with the current CalTrans Standard Specifications.

9.10.2 Prefabricated drainage systems, such as Miradrain®, Enkadrain®, or an equivalent substitute, are acceptable alternatives in lieu of gravel provided they are installed in accordance with the manufacturer's recommendations. If a prefabricated drainage system is proposed, our firm should review the system for final acceptance prior to installation.

9.10.3 Drainage pipes should be placed with perforations down and should discharge in a non-erosive manner away from foundations and other improvements. The top of the perforated pipe should be placed at or below the bottom of the adjacent floor slab or pavements. The pipe should be placed in the center line of the drainage blanket and should have a minimum diameter of 4 inches. Slots should be no wider than 1/8-inch in diameter, while perforations should be no more than ¼-inch in diameter.

9.10.4 If retaining walls are less than 5 feet in height, the perforated pipe may be omitted in lieu of weep holes on 4 feet maximum spacing. The weep holes should consist of 2-inch minimum diameter holes (concrete walls) or unmortared head joints (masonry walls) and placed no higher than 18 inches above the lowest adjacent grade. Two 8-inch square overlapping patches of geotextile fabric (conforming to the CalTrans Standard Specifications for "edge drains") should be affixed to the rear wall opening of each weep hole to retard soil piping.

9.10.5 During grading and backfilling operations adjacent to any walls, heavy equipment should not be allowed to operate within a lateral distance of 5 feet from the wall, or within a lateral distance

equal to the wall height, whichever is greater, to avoid developing excessive lateral pressures. Within this zone, only hand operated equipment ("whackers," vibratory plates, or pneumatic compactors) should be used to compact the backfill soils.

9.11 Temporary Excavations

9.11.1 We anticipate that the majority of the sandy site soils will be classified as Cal-OSHA "Type C" soil when encountered in excavations during site development and construction. Excavation sloping, benching, the use of trench shields, and the placement of trench spoils should conform to the latest applicable Cal-OSHA standards. The contractor should have a Cal-OSHA-approved "competent person" onsite during excavation to evaluate trench conditions and make appropriate recommendations where necessary.

9.11.2 It is the contractor's responsibility to provide sufficient and safe excavation support as well as protecting nearby utilities, structures, and other improvements which may be damaged by earth movements. All onsite excavations must be conducted in such a manner that potential surcharges from existing structures, construction equipment, and vehicle loads are resisted. The surcharge area may be defined by a 1:1 projection down and away from the bottom of an existing foundation or vehicle load.

9.11.3 Temporary excavations and slope faces should be protected from rainfall and erosion. Surface runoff should be directed away from excavations and slopes.

9.11.4 Open, unbraced excavations in undisturbed soils should be made according to the slopes presented in the following table:

RECOMMENDED EXCAVATION SLOPES

Depth of Excavation (ft)	Slope (Horizontal : Vertical)
0-5	1:1
5-10	2:1

9.11.5 If, due to space limitation, excavations near property lines or existing structures are performed in a vertical position, slot cuts, cantilever shoring, braced shorings or shields may be used for supporting vertical excavations. Therefore, in order to comply with the local and state safety regulations, a properly designed and installed shoring system would be required to accomplish planned excavations and installation. A Specialty Shoring Contractor should be responsible for the design and installation of such a shoring system during construction.

9.11.6 Braced shorings should be designed for a maximum pressure distribution of 30H, (where H is the depth of the excavation in feet). The foregoing does not include excess hydrostatic pressure or surcharge loading. Fifty percent of any surcharge load, such as construction equipment weight, should be added to the lateral load given herein. Equipment traffic should concurrently be limited to an area at least 3 feet from the shoring face or edge of the slope.

9.11.7 The excavation and shoring recommendations provided herein are based on soil characteristics derived from the borings within the area. Variations in soil conditions will likely be encountered during the excavations. SALEM Engineering Group, Inc. should be afforded the opportunity to provide field review to evaluate the actual conditions and account for field condition variations not otherwise anticipated in the preparation of this recommendation. Slope height, slope inclination, or excavation depth should in no case exceed those specified in local, state, or federal safety regulation, (e.g. OSHA) standards for excavations, 29 CFR part 1926, or Assessor's regulations.

9.12 Underground Utilities

9.12.1 Underground utility trenches should be backfilled with properly compacted material. The material excavated from the trenches should be adequate for use as backfill provided it does not contain deleterious matter, vegetation or rock larger than 3 inches in maximum dimension. Trench backfill should be placed in loose lifts not exceeding 8 inches and compacted to at least 95% (90% for fine grained, cohesive soils) relative compaction at or above optimum moisture content.

9.12.2 Bedding and pipe zone backfill typically extends from the bottom of the trench excavations to approximately 6 to 12 inches above the crown of the pipe. Pipe bedding and backfill material should conform to the requirements of the governing utility agency.

9.12.3 It is suggested that underground utilities crossing beneath new or existing structures be plugged at entry and exit locations to the buildings or structures to prevent water migration. Trench plugs can consist of on-site clay soils, if available, or sand cement slurry. The trench plugs should extend 2 feet beyond each side of individual perimeter foundations.

9.12.4 The contractor is responsible for removing all water-sensitive soils from the trench regardless of the backfill location and compaction requirements. The contractor should use appropriate equipment and methods to avoid damage to the utilities and/or structures during fill placement and compaction.

9.13 Surface Drainage

9.13.1 Proper surface drainage is critical to the future performance of the project. Uncontrolled infiltration of irrigation excess and storm runoff into the soils can adversely affect the performance of the planned improvements. Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change to important engineering properties. Proper drainage should be maintained at all times.

9.13.2 The ground immediately adjacent to the foundation shall be sloped away from the building at a slope of not less than 5 percent for a minimum distance of 10 feet.

9.13.3 Impervious surfaces within 10 feet of the building foundation shall be sloped a minimum of 2 percent away from the building and drainage gradients maintained to carry all surface water to collection facilities and off site. These grades should be maintained for the life of the project.

Ponding of water should not be allowed adjacent to the structure. Over-irrigation within landscaped areas adjacent to the structure should not be performed.

9.13.4 Roof drains should be installed with appropriate downspout extensions out-falling on splash blocks so as to direct water a minimum of 5 feet away from the structures or be connected to the storm drain system for the development.

9.14 Pavement Design

9.14.1 Based on site soil conditions and laboratory test results, an R-value of 40 was used for the preliminary flexible asphaltic concrete pavement design. The R-value may be verified during grading of the pavement areas.

9.14.2 The pavement design recommendations provided herein are based on the State of California Department of Transportation (CALTRANS) design manual. The asphaltic concrete (flexible pavement) is based on a 20-year pavement life utilizing 1200 passenger vehicles, 10 single unit trucks, and 2 multi-unit trucks. The following table shows the recommended pavement sections for various traffic indices.

TABLE 9.14.2
ASPHALT CONCRETE PAVEMENT THICKNESSES

Traffic Index	Asphaltic Concrete	Class II Aggregate Base*	Compacted Subgrade**
5.0 (Parking and Vehicle Drive Areas)	3.0"	4.0"	12.0"
6.5 (Heavy Truck Areas)	4.0"	6.0"	12.0"

95% compaction based on ASTM D1557-07 Test Method
****95% (90% for fine grained, cohesive soils) compaction based on ASTM D1557 Test Method***

9.14.3 The following recommendations are for light-duty and heavy-duty Portland Cement Concrete pavement sections.

TABLE 9.14.3
PORTLAND CEMENT CONCRETE PAVEMENT THICKNESSES

Traffic Index	Portland Cement Concrete*	Class II Aggregate Base**	Compacted Subgrade***
5.0 (Light Duty)	5.0"	4.0"	12.0"
6.5 (Heavy Duty)	6.0"	6.0"	12.0"

****Minimum Compressive Strength of 4,000 psi***
***** 95% compaction based on ASTM D1557-07 Test Method***
******95% (90% for fine grained, cohesive soils) compaction based on ASTM D1557 Test Method***

9.15 Street Pavement Improvement

Based on our visual evaluation, the existing pavement of the half-width streets along the frontage of the subject property appears to be in a fair condition with minor to moderate cracking. The photos of the street conditions are shown below:

8th Street

Highland Springs Avenue

Based on the existing pavement conditions, it's recommended that a crack fill and slurry coat from street centerline to edge of gutter be completed in order to extend the pavement life by an additional one to three years.

10. PLAN REVIEW, CONSTRUCTION OBSERVATION AND TESTING

10.1 Plan and Specification Review

10.1.1 SALEM should review the project plans and specifications prior to final design submittal to assess whether our recommendations have been properly implemented and evaluate if additional analysis and/or recommendations are required.

10.2 Construction Observation and Testing Services

10.2.1 The recommendations provided in this report are based on the assumption that we will continue as Geotechnical Engineer of Record throughout the construction phase. It is important to maintain continuity of geotechnical interpretation and confirm that field conditions encountered are similar to those anticipated during design. If we are not retained for these services, we cannot assume any responsibility for others interpretation of our recommendations, and therefore the future performance of the project.

10.2.2 SALEM should be present at the site during site preparation to observe site clearing, preparation of exposed surfaces after clearing, and placement, treatment and compaction of fill material.

10.2.3 SALEM's observations should be supplemented with periodic compaction tests to establish substantial conformance with these recommendations. Moisture content of footings and slab subgrade should be tested immediately prior to concrete placement. SALEM should observe foundation excavations prior to placement of reinforcing steel or concrete to assess whether the

actual bearing conditions are compatible with the conditions anticipated during the preparation of this report.

11. LIMITATIONS AND CHANGED CONDITIONS

The analyses and recommendations submitted in this report are based upon the data obtained from the test borings drilled at the approximate locations shown on the Site Plan, Figure 2. The report does not reflect variations which may occur between borings. The nature and extent of such variations may not become evident until construction is initiated.

If variations then appear, a re-evaluation of the recommendations of this report will be necessary after performing on-site observations during the excavation period and noting the characteristics of such variations. The findings and recommendations presented in this report are valid as of the present and for the proposed construction.

If site conditions change due to natural processes or human intervention on the property or adjacent to the site, or changes occur in the nature or design of the project, or if there is a substantial time lapse between the submission of this report and the start of the work at the site, the conclusions and recommendations contained in our report will not be considered valid unless the changes are reviewed by SALEM and the conclusions of our report are modified or verified in writing.

The validity of the recommendations contained in this report is also dependent upon an adequate testing and observations program during the construction phase. Our firm assumes no responsibility for construction compliance with the design concepts or recommendations unless we have been retained to perform the on-site testing and review during construction. SALEM has prepared this report for the exclusive use of the owner and project design consultants.

SALEM does not practice in the field of corrosion engineering. It is recommended that a qualified corrosion engineer be consulted regarding protection of buried steel or ductile iron piping and conduit or, at a minimum, that manufacturer's recommendations for corrosion protection be closely followed. Further, a corrosion engineer may be needed to incorporate the necessary precautions to avoid premature corrosion of concrete slabs and foundations in direct contact with native soil.

The importation of soil and or aggregate materials to the site should be screened to determine the potential for corrosion to concrete and buried metal piping. The report has been prepared in accordance with generally accepted geotechnical engineering practices in the area. No other warranties, either express or implied, are made as to the professional advice provided under the terms of our agreement and included in this report.

If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office at (909) 980-6455.

Respectfully Submitted,

SALEM ENGINEERING GROUP, INC.

Jared Christiansen, EIT
Geotechnical Staff Engineer

Clarence Jiang, GE
Senior Geotechnical Engineer
RGE 2477

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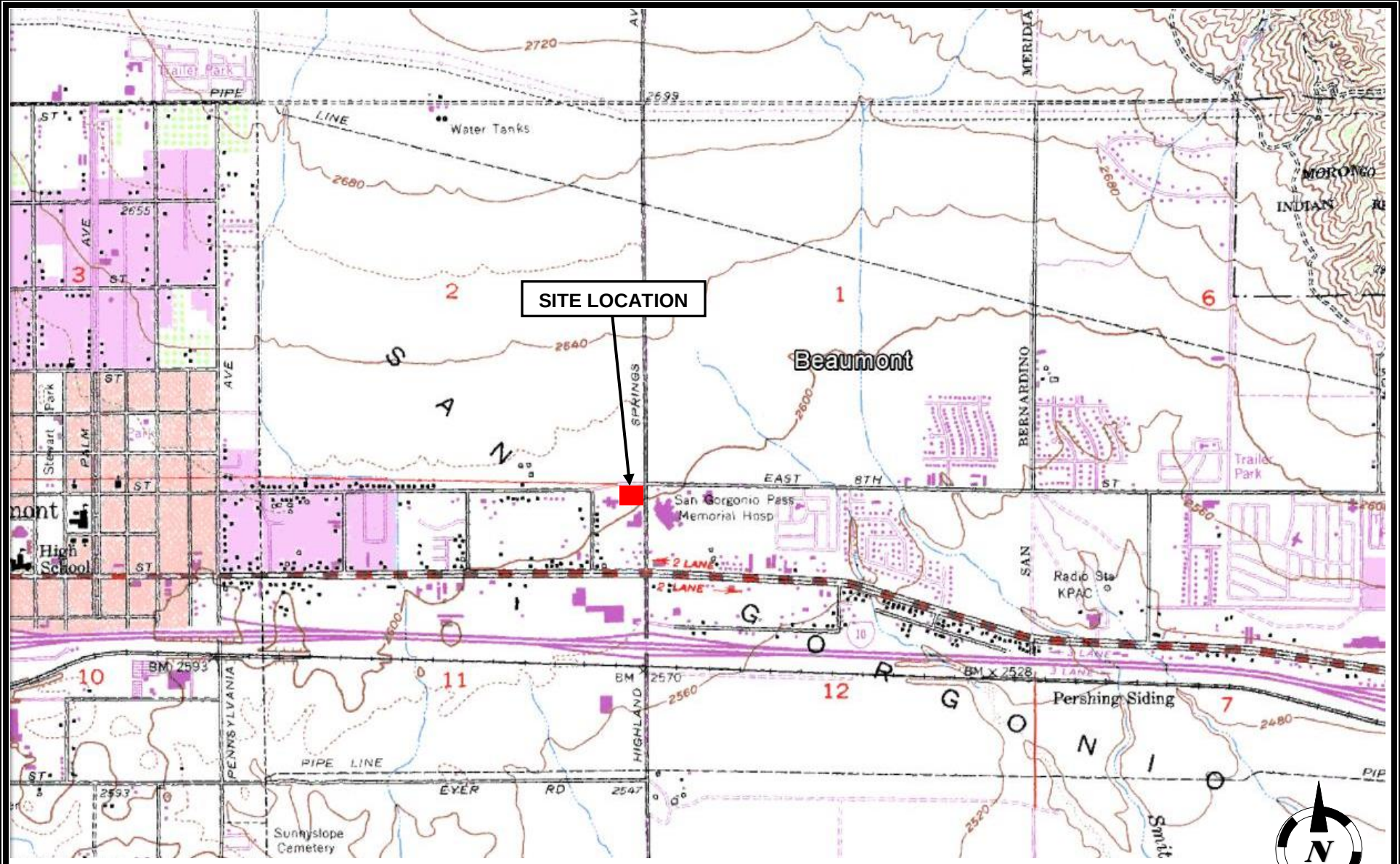


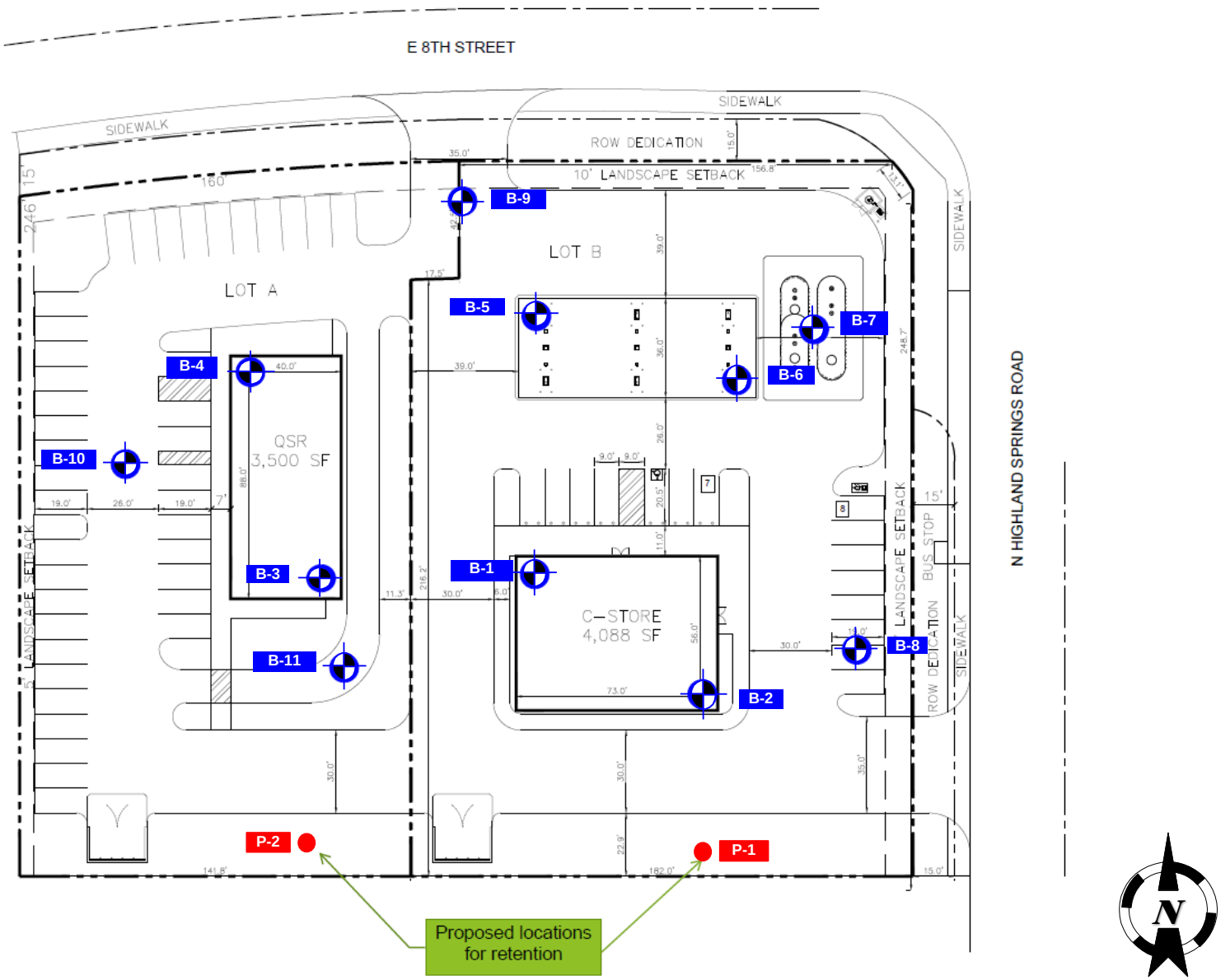
Source Image: U.S. Geological Survey, Ontario, California, N33400-W11737.5/7.5, 1967 (Photorevised 1981)

VICINITY MAP

GEOTECHNICAL ENGINEERING INVESTIGATION
Proposed Multi-Tenant Development
SWC Eight Street & Highland Springs Avenue
Beaumont, California

SCALE:	DATE:
NOT TO SCALE	01/2020
DRAWN BY:	APPROVED BY:
JC	CJ
PROJECT NO.	FIGURE NO.
3-220-0008	1

SALEM engineering group, inc.



SITE PLAN

GEOTECHNICAL ENGINEERING INVESTIGATION
Proposed Multi-Tenant Development
8th Street & Highland Springs Avenue
Beaumont, California

SCALE:	DATE:
NOT TO SCALE	01/2020
DRAWN BY:	APPROVED BY:
JC	CJ
PROJECT NO.	FIGURE NO.
3-220-0008	2

LEGEND:

B-1 Soil Boring Locations
P-1 Percolation Locations

All Locations Approximate

SALEM engineering group, inc.

APPENDIX

A

APPENDIX A
FIELD EXPLORATION

Fieldwork for our investigation (drilling) was conducted on January 17, 2020 and included a site visit, subsurface exploration, and soil sampling. Percolation tests were performed on January 18, 2020. The locations of the exploratory borings and percolation tests are shown on the Site Plan, Figure 2. Boring logs for our exploration are presented in figures following the text in this appendix. Borings were located in the field using existing reference points. Therefore, actual boring locations may deviate slightly.

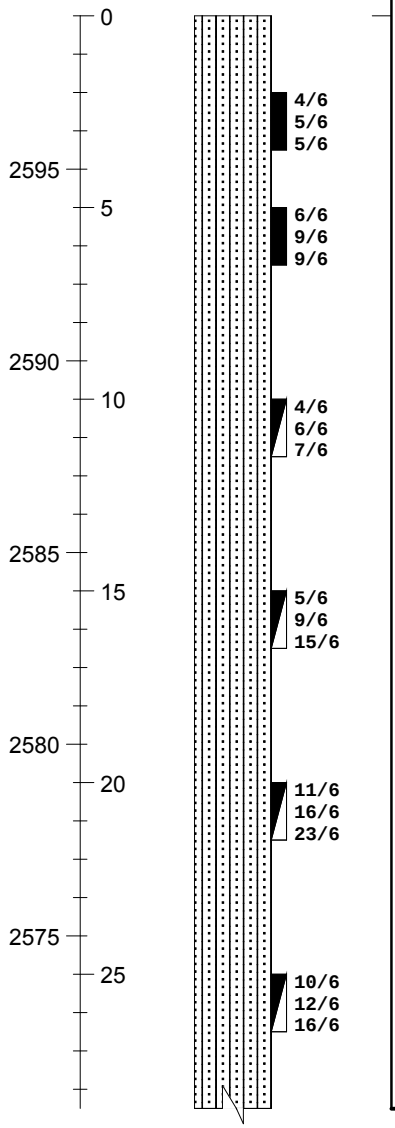
In general, our borings were performed using truck-mounted Mobile B-61 and CME 45 drill rigs equipped with an 8-inch hollow-stem auger and a 4-inch diameter solid flight auger. Sampling in the borings was accomplished using a hydraulic 140-pound hammer with a 30-inch drop. Samples were obtained with a 3-inch outside-diameter (OD), split spoon (California Modified) sampler, and a 2-inch OD, Standard Penetration Test (SPT) sampler. The number of blows required to drive the sampler the last 12 inches (or fraction thereof) of the 18-inch sampling interval were recorded on the boring logs. The blow counts shown on the boring logs should not be interpreted as standard SPT "N" values; corrections have not been applied. Upon completion, the borings were backfilled with soil cuttings.

Subsurface conditions encountered in the exploratory borings were visually examined, classified and logged in general accordance with the American Society for Testing and Materials (ASTM) Practice for Description and Identification of Soils (Visual-Manual Procedure D2488). This system uses the Unified Soil Classification System (USCS) for soil designations. The logs depict soil and geologic conditions encountered and depths at which samples were obtained. The logs also include our interpretation of the conditions between sampling intervals. Therefore, the logs contain both observed and interpreted data. We determined the lines designating the interface between soil materials on the logs using visual observations, drill rig penetration rates, excavation characteristics and other factors. The transition between materials may be abrupt or gradual. Where applicable, the field logs were revised based on subsequent laboratory testing.

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-1

Project: Proposed Multi-Tenant Development
Client: Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C
Logged By: SK
Auger Type: 4 in. Solid Flight Auger
Elevation: 2599'
Hammer Type: Automatic Trip - 140 lb/30 in
Depth to Groundwater: N/A



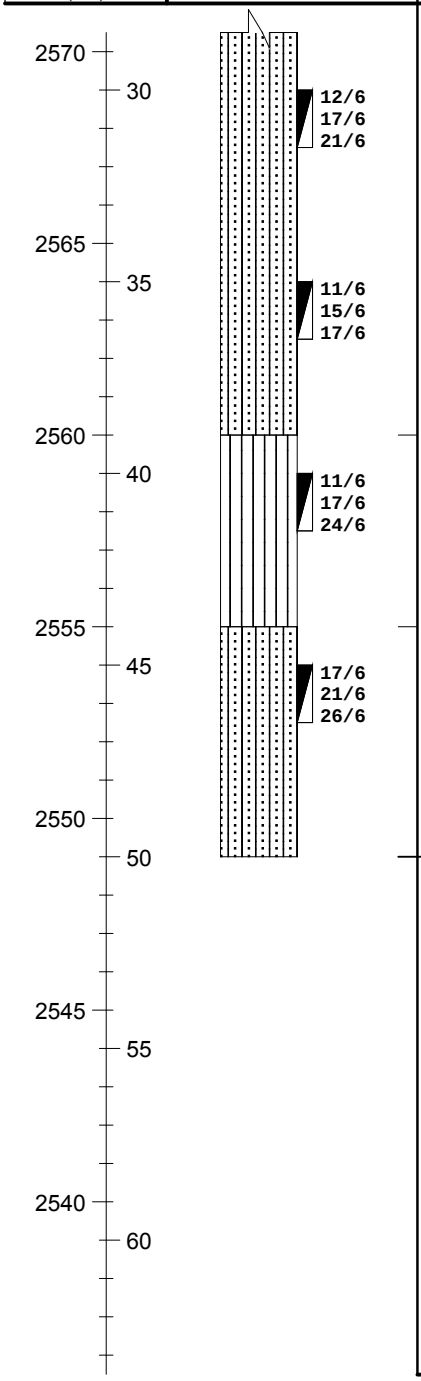
ELEVATION/ DEPTH (feet)	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
0	SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	10	12.4	110.2	
5		Grades as above; medium dense; light brown.	18	8.2	104.8	
10		Grades as above; brown; no clay.	13	9		
15		Grades as above; trace clay.	24	12		
20		Grades as above; dense; slightly moist; light brown; trace gravel; no clay.	39	4.6		
25		Grades as above; medium dense; no gravel.	28	7.8		

Notes:

Figure Number A-1

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-1



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
			Grades as above; dense.	38	5.4		
			Grades as above; fine grain sand.	32	6.1		
		ML	Sandy SILT Hard; moist; brown.	41	10.5		
		SM	Silty SAND Dense; moist; fine grained sand.	47	10.9		
			End of boring at 50 feet BGS.				

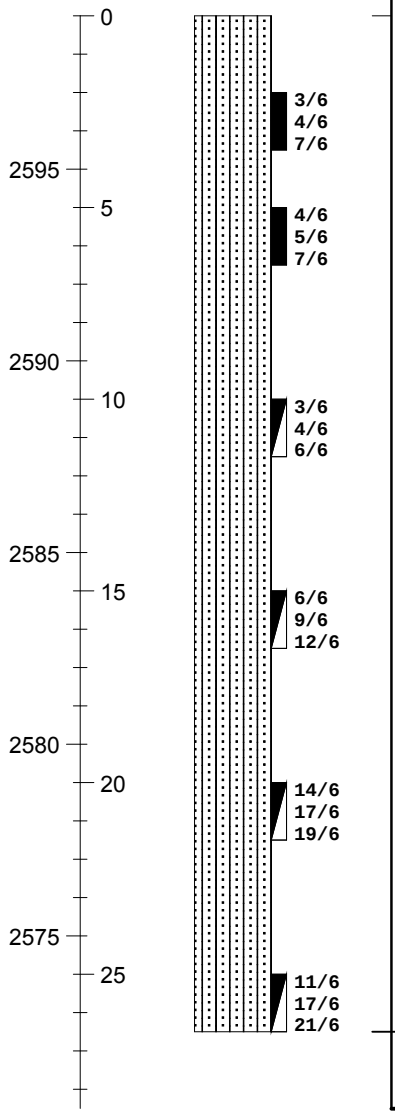
Notes:

Figure Number A-1

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-2

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2599'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	11	11.9	114.7	
			Grades as above.	12	10.8	115.5	
			Grades as above.	10	11.6		
			Grades as above; medium dense; with clay.	21	12.7		
			Grades as above; dense; light brown; no clay.	36	5		
			Grades as above; no gravel.	38	3.5		
			End of boring at 26.5 feet BGS.				

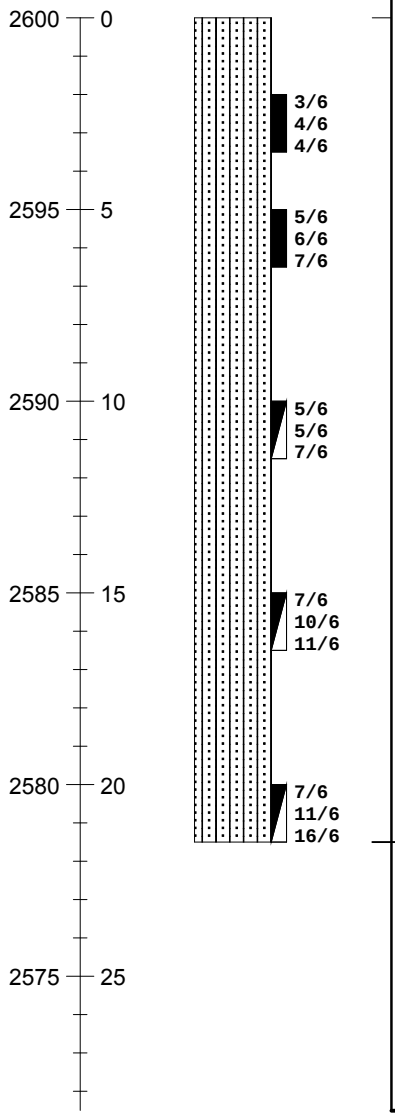
Notes:

Figure Number A-2

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-3

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2600'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	8	13.1	112.6	
			Grades as above; light brown.	13	10.8	106.4	
			Grades as above; medium dense; brown.	12	10.8		
			Grades as above; with clay.	21	10.6		
			Grades as above; no clay.	27	9.6		
			End of boring at 21.5 feet BGS.				

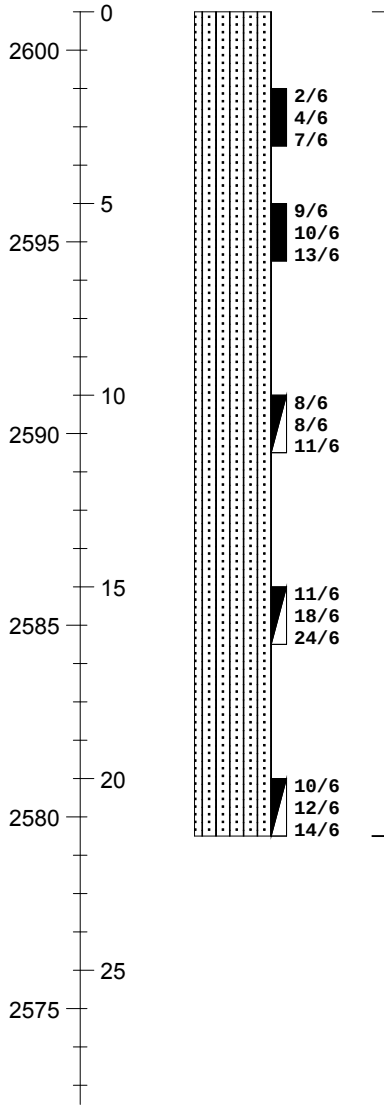
Notes:

Figure Number A-3

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-4

Project: Proposed Multi-Tenant Development
Client: Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C
Logged By: SK
Auger Type: 4 in. Solid Flight Auger
Elevation: 2601'
Hammer Type: Automatic Trip - 140 lb/30 in
Depth to Groundwater: N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	11	10.4	97.9	
			Grades as above; medium dense.	23	8	103.6	
			Grades as above; no clay.	19	8.4		
			Grades as above; dense; light brown; trace gravel.	42	5.7		
			Grades as above; no gravel.	26	6.6		
			End of boring at 21.5 feet BGS.				

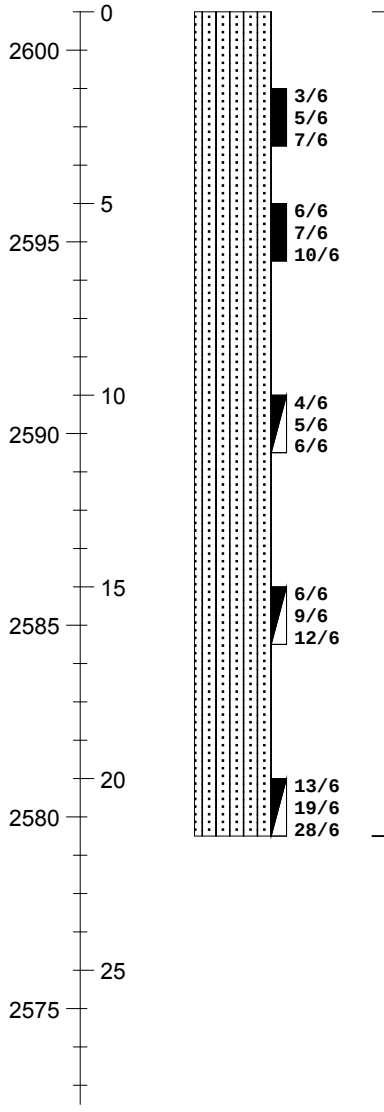
Notes:

Figure Number A-4

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-5

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2601'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	12	5.7	99.0	
			Grades as above; medium dense.	17	6.9	101.9	
			Grades as above; no clay.	11	8.2		
			Grades as above; trace clay.	21	8.1		
			Grades as above; dense; trace gravel; no clay.	47	3.6		
			End of boring at 21.5 feet BGS.				

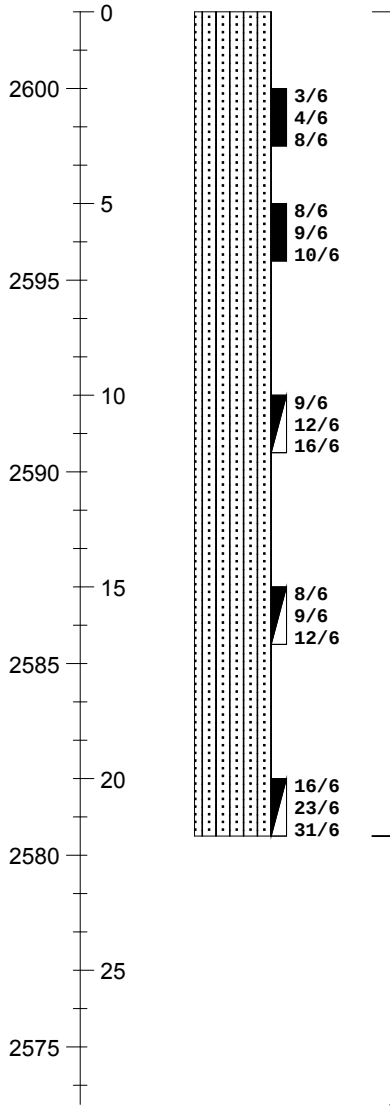
Notes:

Figure Number A-5

SALEM
engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-6

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2602'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	12	5.9	100.6	
			Grades as above; medium dense.	19	6.1	93.7	
			Grades as above.	28	8		
			Grades as above; with clay.	21	13.1		
			Grades as above; very dense; with gravel; no clay.	54	3.5		
			End of boring at 21.5 feet BGS.				

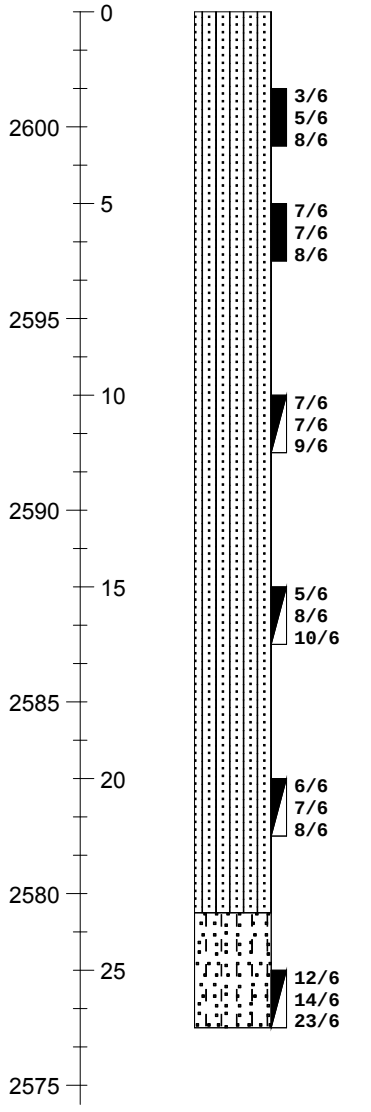
Notes:

Figure Number A-6

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-7

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2603'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
0	SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	13	5.5	94.1	
5		Grades as above.	15	6.5	100.2	
10		Grades as above; medium dense; no clay.	16	7.6		
15		Grades as above; with clay.	18	14.4		
20		Grades as above; no clay.	15	8.1		
25	SP-SM	Poorly graded SAND with Silt Dense; slightly moist; light brown; fine to medium grain sand.	37	3.3		
		End of boring at 26.5 feet BGS.				

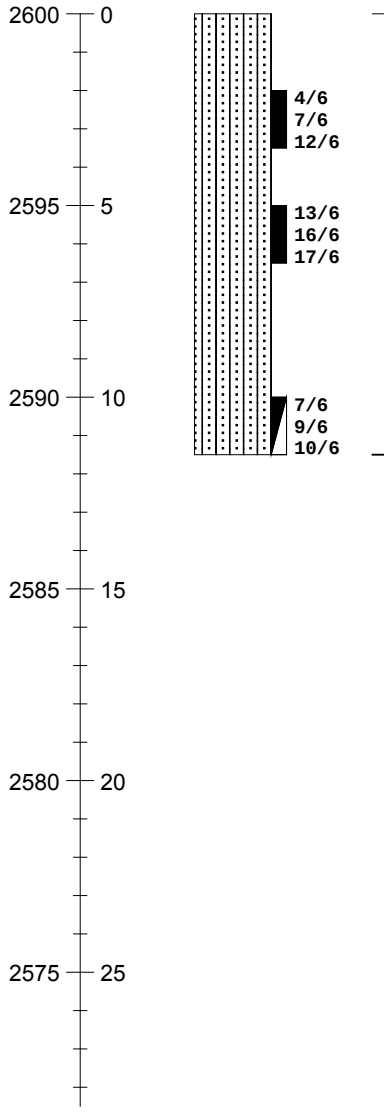
Notes:

Figure Number A-7

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-8

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2600'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Medium dense; moist; brown; fine to medium grain sand; trace clay.	19	7.5	104.4	
			Grades as above.	33	8.7	111.7	
			Grades as above; less clay.	19	7.1		
			End of boring at 11.5 feet BGS.				

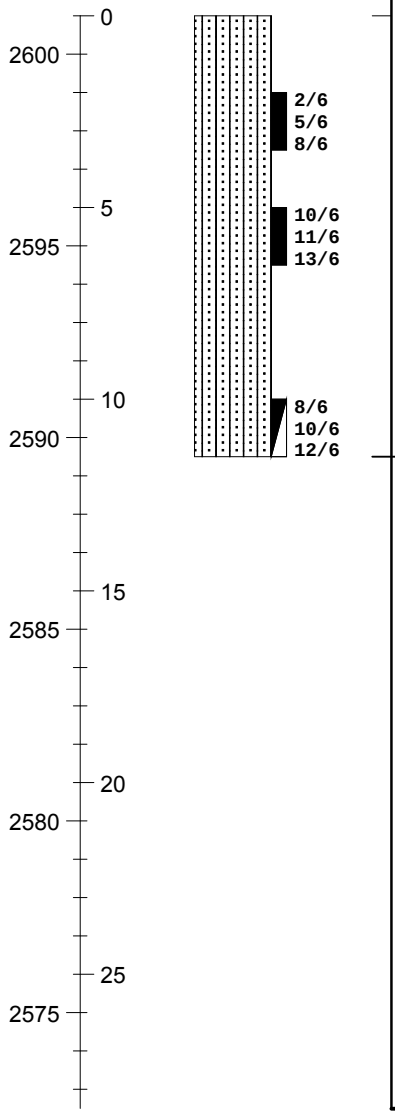
Notes:

Figure Number A-8

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-9

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2601'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	13	6	92	
			Grades as above; medium dense.	24	4.7	103.8	
			Grades as above; less clay.	22	7.3		
			End of boring at 11.5 feet BGS.				

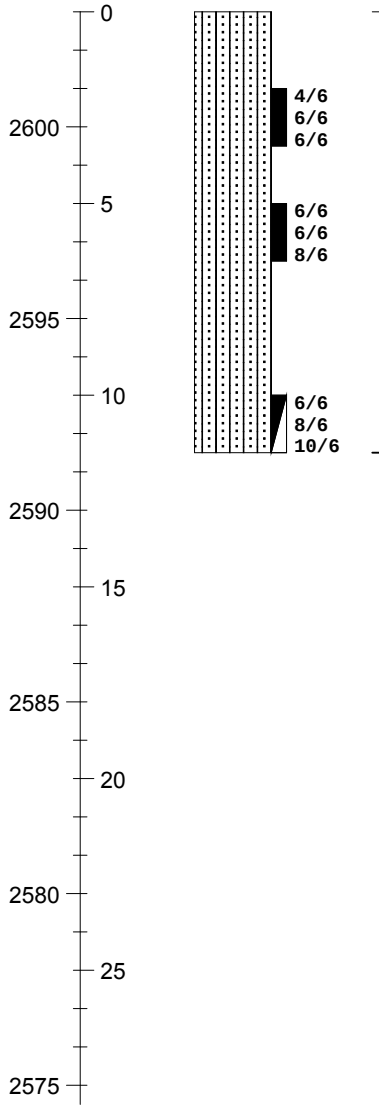
Notes:

Figure Number A-9

SALEM
engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-10

Project: Proposed Multi-Tenant Development
Client: Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C
Logged By: SK
Auger Type: 4 in. Solid Flight Auger
Elevation: 2603'
Hammer Type: Automatic Trip - 140 lb/30 in
Depth to Groundwater: N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
0	4/6 6/6 6/6	SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	12	8.5	100.5	
5	6/6 6/6 8/6		Grades as above.	14	9.3	103.2	
10	6/6 8/6 10/6		Grades as above; medium dense; no clay.	18	10.7		
			End of boring at 11.5 feet BGS.				

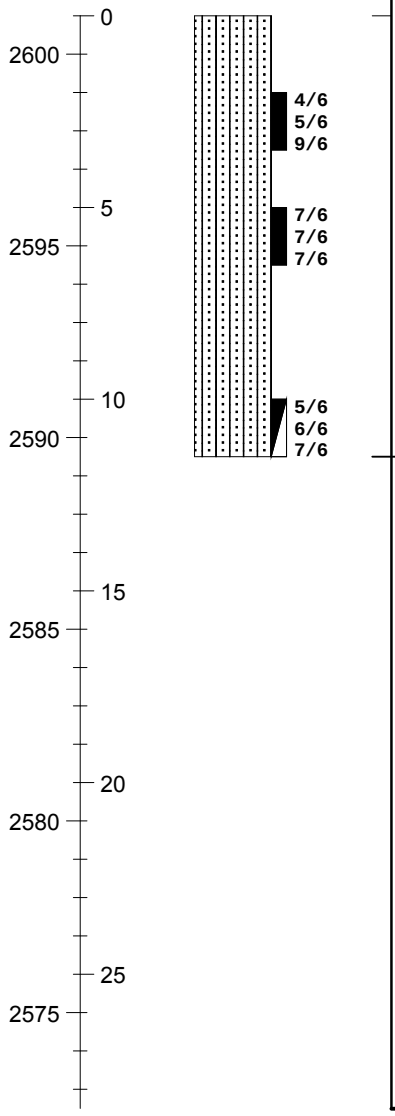
Notes:

Figure Number A-10

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-11

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2601'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	14	5.7	91.5	
			Grades as above.	14	5.6	106.6	
			Grades as above; medium dense; less clay.	13	6.9		
			End of boring at 11.5 feet BGS.				

Notes:

Figure Number A-11

KEY TO SYMBOLS

Symbol	Description
Strata symbols	
	Silty sand
	Silt
	Poorly graded sand with silt
Misc. Symbols	
	Boring continues
Soil Samplers	
	California sampler
	Standard penetration test

Percolation Test Worksheet

Project: **Proposed Multi-Tenant Development**
Eight Street & Highland Spring Avenue
Beaumont, California

Job No.: **3-220-0008**
Date Drilled: **1/17/2020**
Soil Classification: **Silty SAND (SM)**

Hole Radius: 4 in.
Pipe Dia.: 3 in.
Total Depth of Hole: 120 in.

Test Hole No.: **P-1**
Tested by: **SK**
Drilled Hole Depth: **10** ft.

Presoaking Date: **1/17/2020**
Test Date: **1/18/2020**

Pipe Stick up: 0 ft.

Time Start	Time Finish	Depth of Test Hole (ft)#	Refill-Yes or No	Elapsed Time (hrs:min)	Initial Water Level# (ft)	Final Water Level# (ft)	Δ Water Level (in.)	Δ Min.	Meas. Perc Rate (min/in)	Initial Height of Water (in)	Final Height of Water (in)	Average Height of Water (in)	Infiltration Rate, It (in/hr)
9:30	10:00	10.0	Y	0:30	7.24	7.62	4.56	30	6.6	33.1	28.6	30.8	0.56
10:00	10:30	10.0	N	0:30	7.62	7.95	3.96	30	7.6	28.6	24.6	26.6	0.55
10:30	11:00	10.0	N	0:30	7.95	8.20	3.00	30	10.0	24.6	21.6	23.1	0.48
11:00	11:30	10.0	N	0:30	8.20	8.39	2.28	30	13.2	21.6	19.3	20.5	0.41
11:30	12:00	10.0	N	0:30	8.39	8.56	2.04	30	14.7	19.3	17.3	18.3	0.40
12:00	12:30	10.0	N	0:30	8.56	8.71	1.80	30	16.7	17.3	15.5	16.4	0.39
12:30	13:00	10.0	N	0:30	8.71	8.84	1.56	30	19.2	15.5	13.9	14.7	0.37
13:02	13:32	10.0	**Y**	0:30	7.30	7.55	3.00	30	10.0	32.4	29.4	30.9	0.36
13:32	14:02	10.0	N	0:30	7.55	7.77	2.64	30	11.4	29.4	26.8	28.1	0.35
14:02	14:32	10.0	N	0:30	7.77	7.97	2.40	30	12.5	26.8	24.4	25.6	0.35
14:32	15:02	10.0	N	0:30	7.97	8.16	2.28	30	13.2	24.4	22.1	23.2	0.36
15:02	15:32	10.0	N	0:30	8.16	8.33	2.04	30	14.7	22.1	20.0	21.1	0.35
Recommended for Design:										**Infiltration Rate**			**0.35**

SALEM engineering group, inc.

Percolation Test Worksheet

Project: **Proposed Multi-Tenant Development**
Eight Street & Highland Spring Avenue
Beaumont, California

Job No.: **3-220-0008**
Date Drilled: **1/17/2020**
Soil Classification: **Clayey SAND (SC)**

Hole Radius: 4 in.
Pipe Dia.: 3 in.
Total Depth of Hole: 60 in.

Test Hole No.: **P-2**
Tested by: **SK**
Drilled Hole Depth: **5** ft.

Presoaking Date: **1/17/2020**
Test Date: **1/18/2020**

Pipe Stick up: 0 ft.

Time Start	Time Finish	Depth of Test Hole (ft)#	Refill-Yes or No	Elapsed Time (hrs:min)	Initial Water Level# (ft)	Final Water Level# (ft)	Δ Water Level (in.)	Δ Min.	Meas. Perc Rate (min/in)	Initial Height of Water (in)	Final Height of Water (in)	Average Height of Water (in)	Infiltration Rate, It (in/hr)
8:50	9:20	5.0	Y	0:30	2.73	2.78	0.60	30	50.0	27.2	26.6	26.9	0.08
9:20	9:50	5.0	N	0:30	2.78	2.81	0.36	30	83.3	26.6	26.3	26.5	0.05
9:50	10:20	5.0	N	0:30	2.81	2.83	0.24	30	125.0	26.3	26.0	26.2	0.03
10:20	10:50	5.0	N	0:30	2.83	2.85	0.24	30	125.0	26.0	25.8	25.9	0.03
10:50	11:20	5.0	N	0:30	2.85	2.86	0.12	30	250.0	25.8	25.7	25.7	0.02
11:20	11:50	5.0	N	0:30	2.86	2.87	0.12	30	250.0	25.7	25.6	25.6	0.02
11:50	12:20	5.0	N	0:30	2.87	2.88	0.12	30	250.0	25.6	25.4	25.5	0.02
12:20	12:50	5.0	N	0:30	2.88	2.89	0.12	30	250.0	25.4	25.3	25.4	0.02
12:50	13:20	5.0	N	0:30	2.89	2.90	0.12	30	250.0	25.3	25.2	25.3	0.02
13:20	13:50	5.0	N	0:30	2.90	2.91	0.12	30	250.0	25.2	25.1	25.1	0.02
13:50	14:20	5.0	N	0:30	2.91	2.92	0.12	30	250.0	25.1	25.0	25.0	0.02
14:20	14:50	5.0	N	0:30	2.92	2.93	0.12	30	250.0	25.0	24.8	24.9	0.02
Recommended for Design:										**Infiltration Rate**			**0.02**

SALEM engineering group, inc.

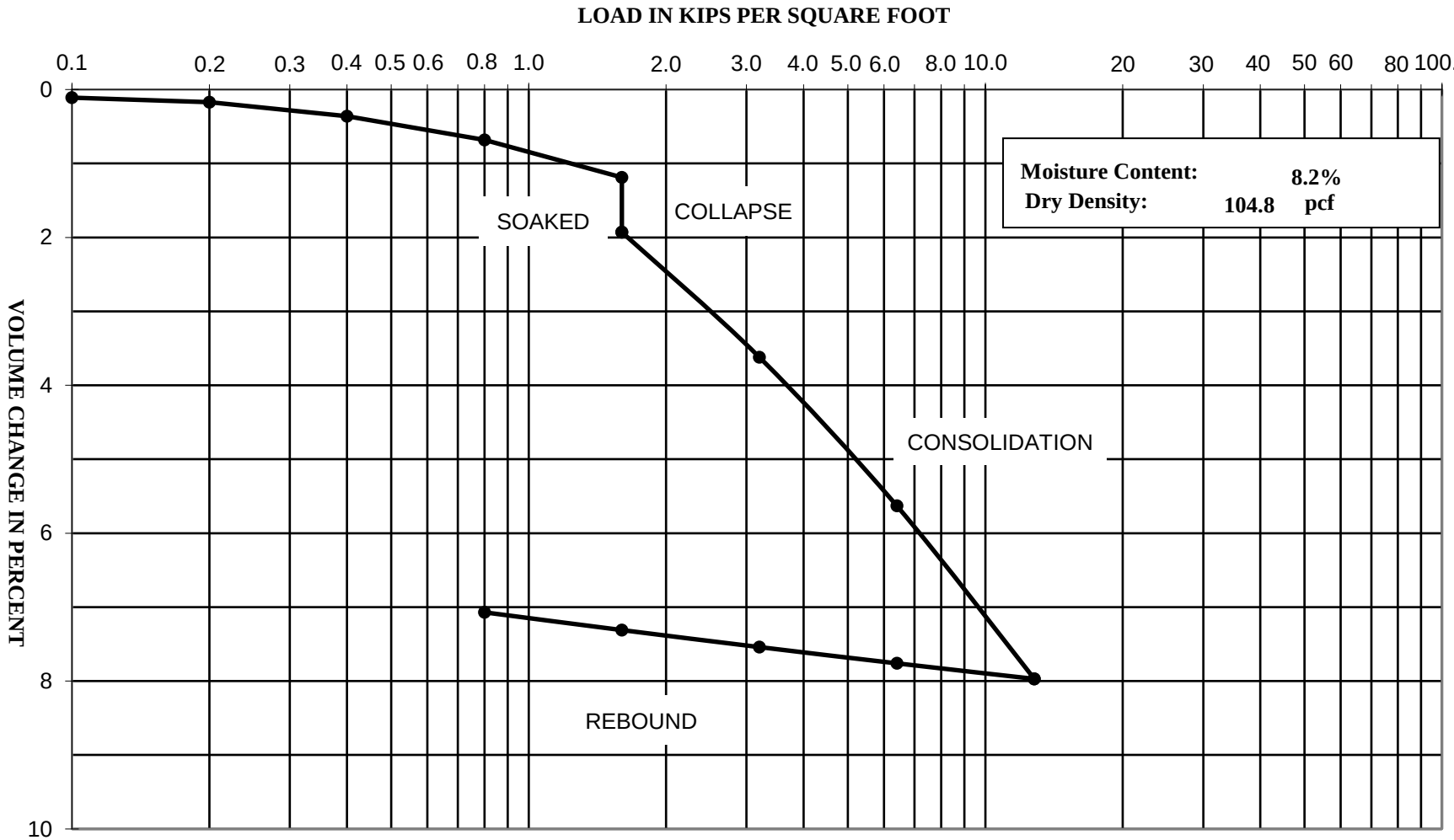
APPENDIX

B

APPENDIX B
LABORATORY TESTING

Laboratory tests were performed in accordance with generally accepted test methods of the American Society for Testing and Materials (ASTM), Caltrans, or other suggested procedures. Selected samples were tested for in-situ dry density and moisture content, corrosivity, consolidation, shear strength, maximum density and optimum moisture content, expansion index, and grain size distribution. The results of the laboratory tests are summarized in the following figures.

CONSOLIDATION - PRESSURE TEST DATA
ASTM D2435



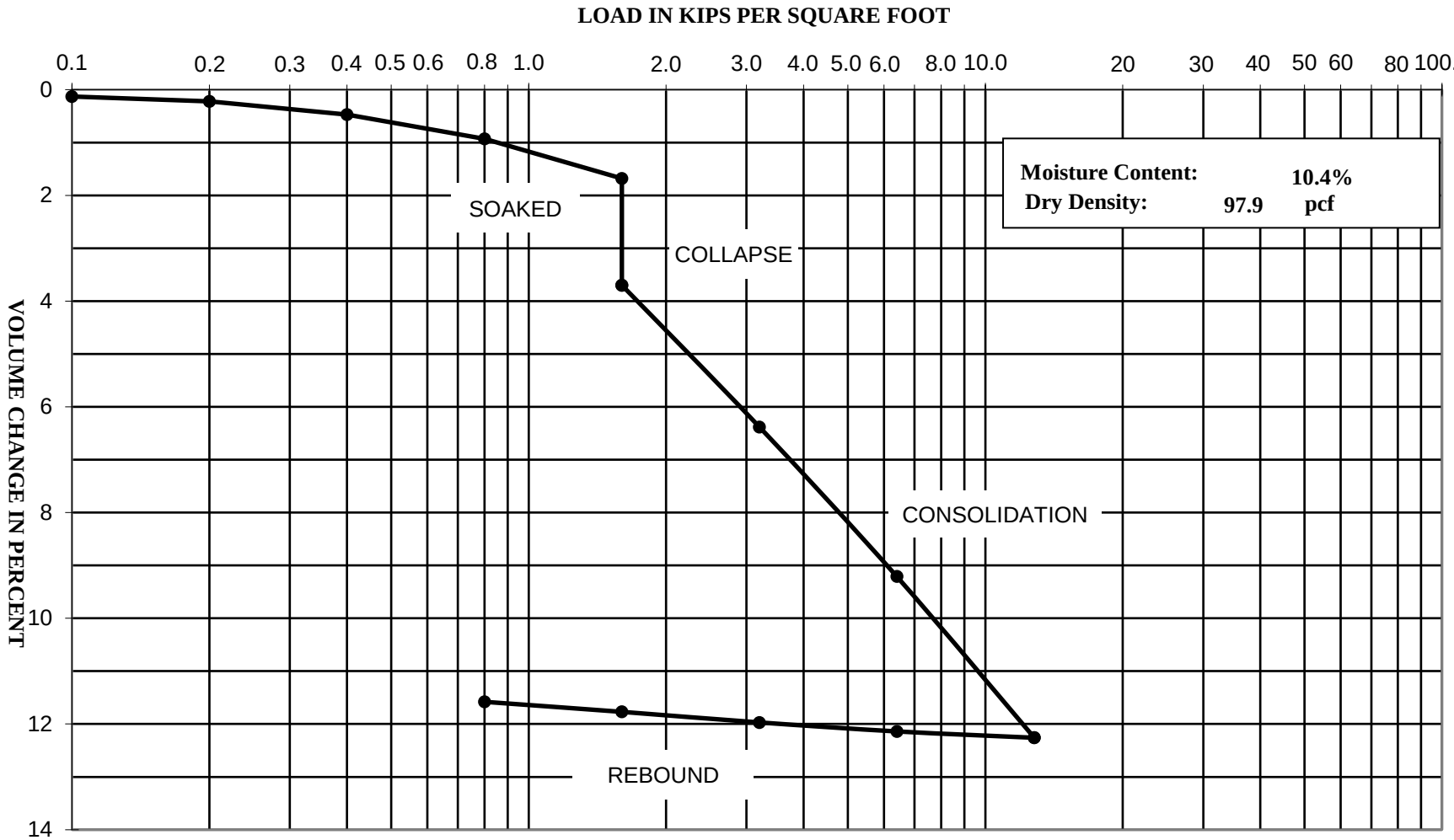
Project Name: Proposed Multi-Tenant Development - Beaumont, CA

Project Number: 3-220-0008

Boring: B-1 @ 5'

SALEM engineering group, inc.

CONSOLIDATION - PRESSURE TEST DATA
ASTM D2435



Project Name: Proposed Multi-Tenant Development - Beaumont, CA

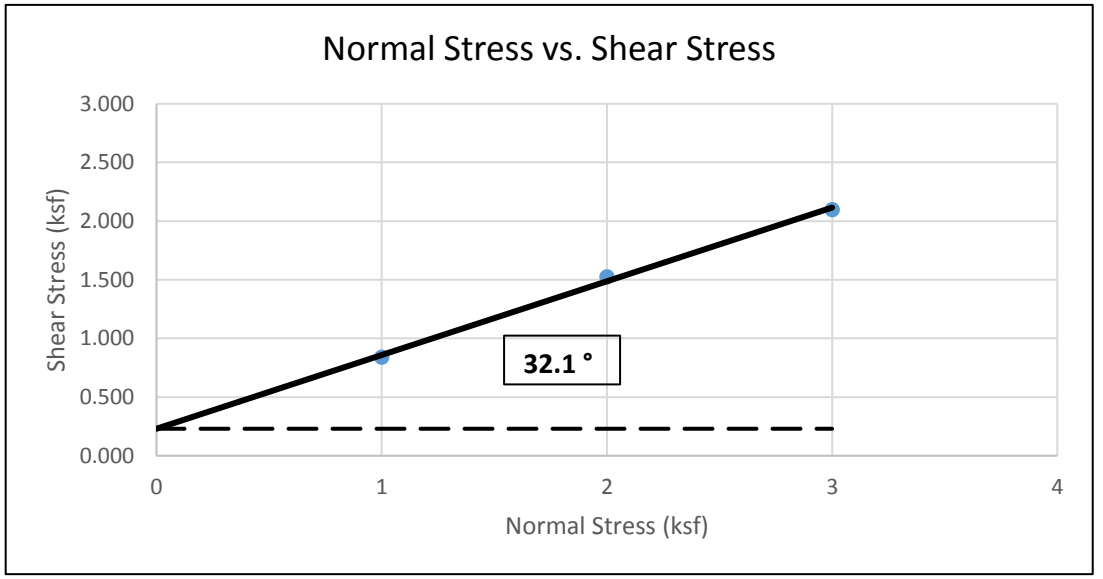
Project Number: 3-220-0008

Boring: B-4 @ 2'

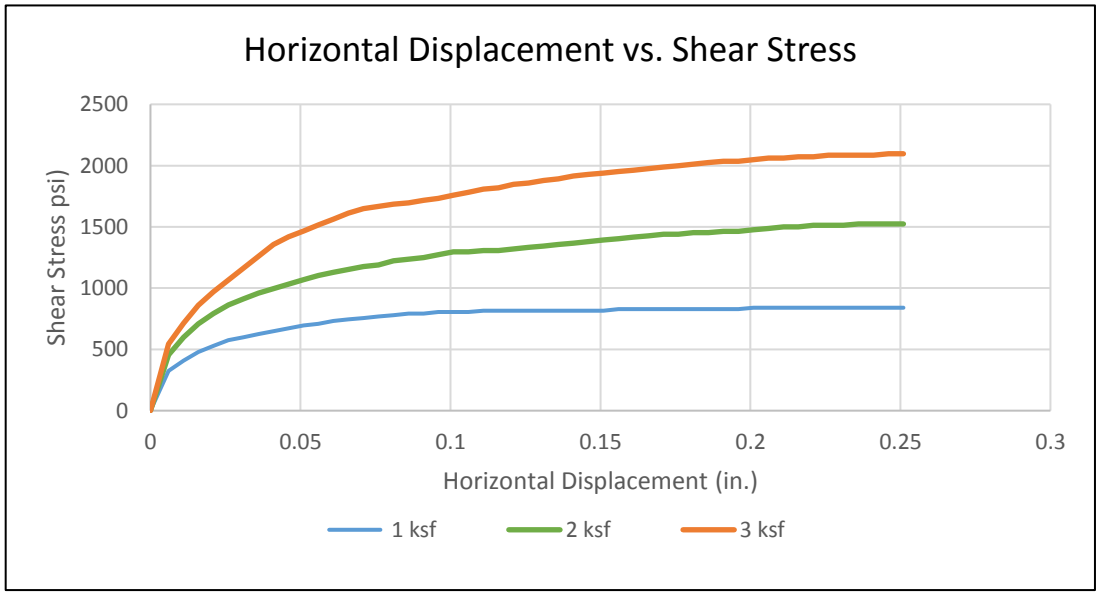
SALEM engineering group, inc.

Direct Shear Test (ASTM D3080)

Project Name:	Commercial- Beaumont, CA
Project Number:	3-220-0008
Client:	0.00
Sample Location:	B-1 @ 2'
Sample Type:	Undisturbed Ring
Soil Classification:	SM/ML
Tested By:	M. Noorzay
Reviewed By:	CJ
Date:	1/22/2020
Equipment Used:	Geomatic Direct Shear Machine



	Sample 1	Sample 2	Sample 3
Normal Stress (ksf)	1.000	2.000	3.000
Shear Rate (in/min)	0.004		
Peak Shear Stress (ksf)	0.840	1.524	2.097
Residual Shear Stress (ksf)	0.000	0.000	0.000



Initial Height of Sample (in)	1.000	1.000	1.000
Height of Sample before Shear (in.)	1	1	1
Diameter of Sample (in)	2.416	2.416	2.416
Initial Moisture Content (%)	11.9		
Final Moisture Content (%)	15.3	14.7	14.3
Dry Density (pcf)	110.9	114.1	113.5

Peak Shear Strength Values	
Slope	0.63
Friction Angle	32.1
Cohesion (psf)	230.16

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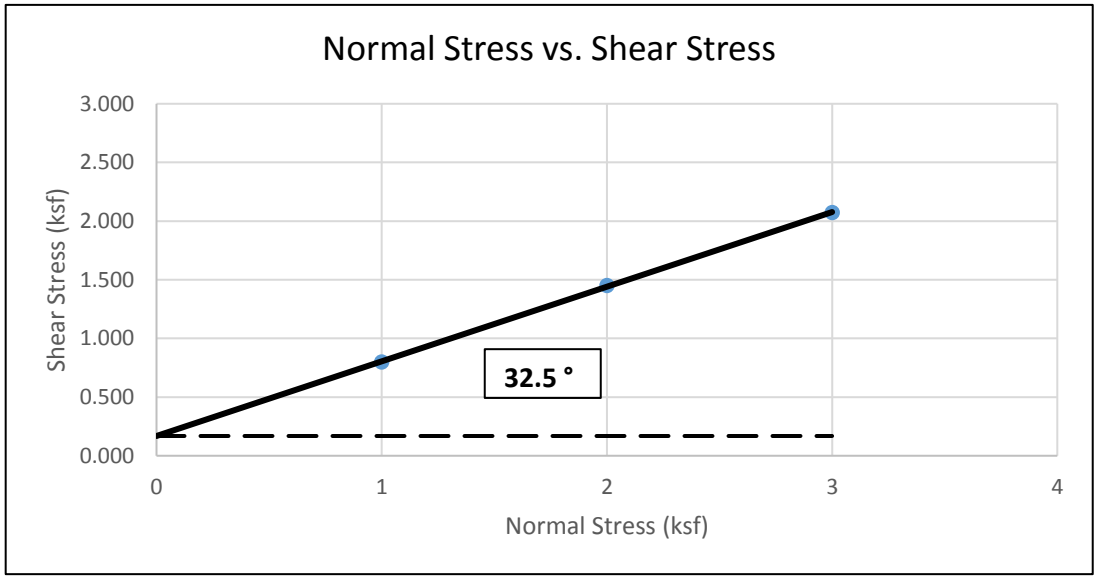
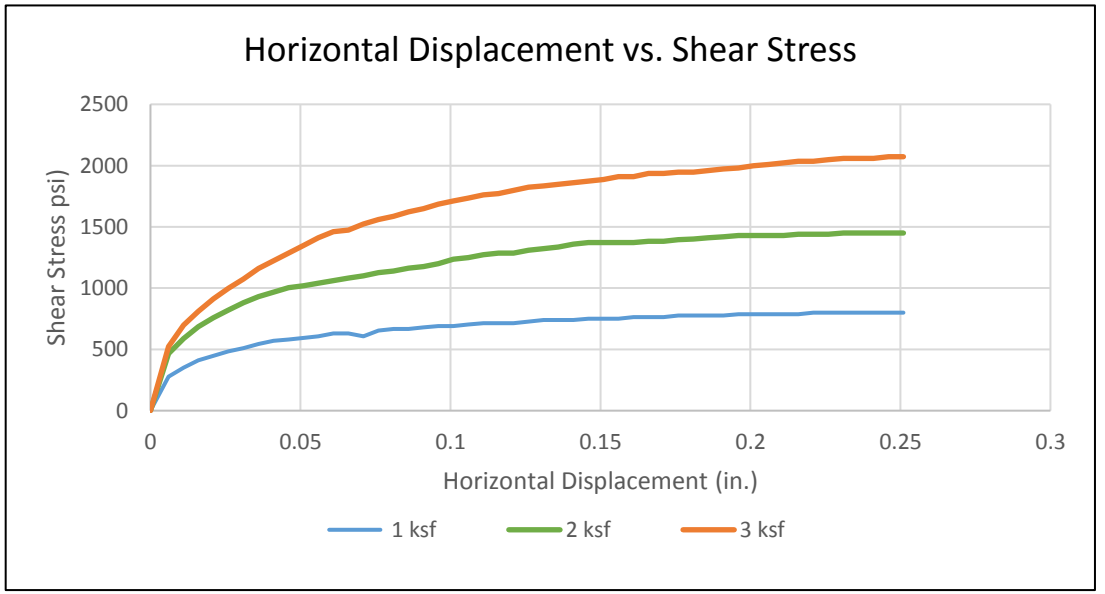
SALEM engineering group, inc.

Direct Shear Test (ASTM D3080)

Project Name:	Commercial- Beaumont, CA
Project Number:	3-220-0008
Client:	0.00
Sample Location:	B-4 @ 5'
Sample Type:	Undisturbed Ring
Soil Classification:	SM/ML
Tested By:	M. Noorzay
Reviewed By:	CJ
Date:	1/23/2020
Equipment Used:	Geomatic Direct Shear Machine



	Sample 1	Sample 2	Sample 3
Normal Stress (ksf)	1.000	2.000	3.000
Shear Rate (in/min)	0.004		
Peak Shear Stress (ksf)	0.800	1.450	2.072
Residual Shear Stress (ksf)	0.000	0.000	0.000



Initial Height of Sample (in)	1.000	1.000	1.000
Height of Sample before Shear (in.)	1	1	1
Diameter of Sample (in)	2.416	2.416	2.416
Initial Moisture Content (%)	7.7		
Final Moisture Content (%)	18.7	18.5	18.4
Dry Density (pcf)	101.8	102.4	108.5

Peak Shear Strength Values	
Slope	0.64
Friction Angle	32.5
Cohesion (psf)	168.242133

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SALEM engineering group, inc.

Direct Shear Test (ASTM D3080)

Project Name:	Commercial- Beaumont, CA
Project Number:	3-220-0008
Client:	0.00
Sample Location:	B-6 @ 5'
Sample Type:	Undisturbed Ring
Soil Classification:	SM/ML
Tested By:	M. Noorzay
Reviewed By:	CJ
Date:	1/24/2020
Equipment Used:	Geomatic Direct Shear Machine

	Sample 1	Sample 2	Sample 3
Normal Stress (ksf)	1.000	2.000	3.000
Shear Rate (in/min)	0.004		
Peak Shear Stress (ksf)	0.710	1.541	2.015
Residual Shear Stress (ksf)	0.000	0.000	0.000

Initial Height of Sample (in)	1.000	1.000	1.000
Height of Sample before Shear (in.)	1	1	1
Diameter of Sample (in)	2.416	2.416	2.416
Initial Moisture Content (%)	5.9		
Final Moisture Content (%)	18.0	16.1	15.6
Dry Density (pcf)	94.9	96.7	95.6

Peak Shear Strength Values	
Slope	0.65
Friction Angle	33.1
Cohesion (psf)	117.1252

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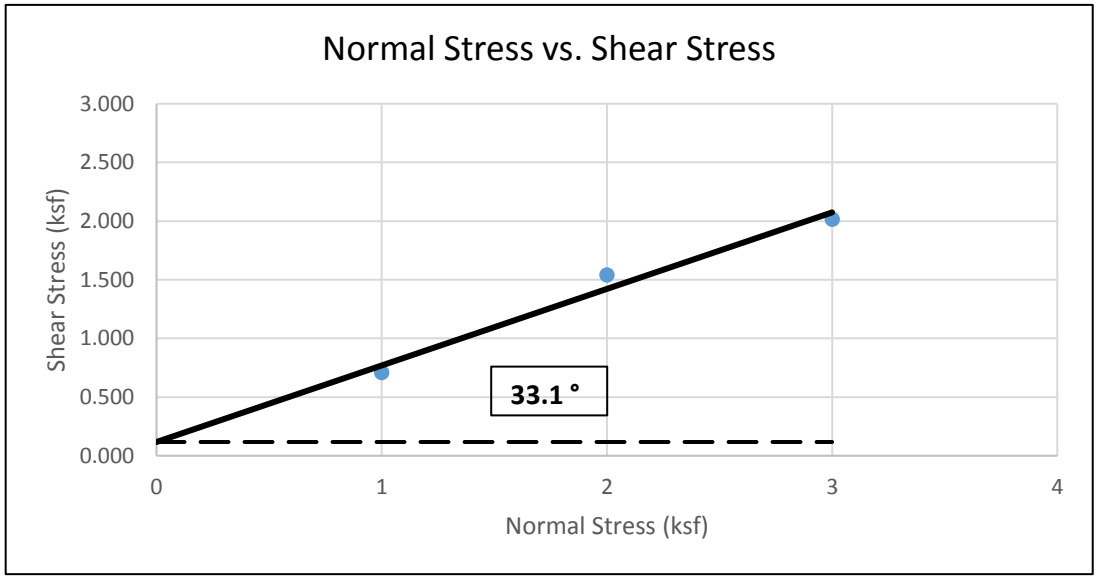
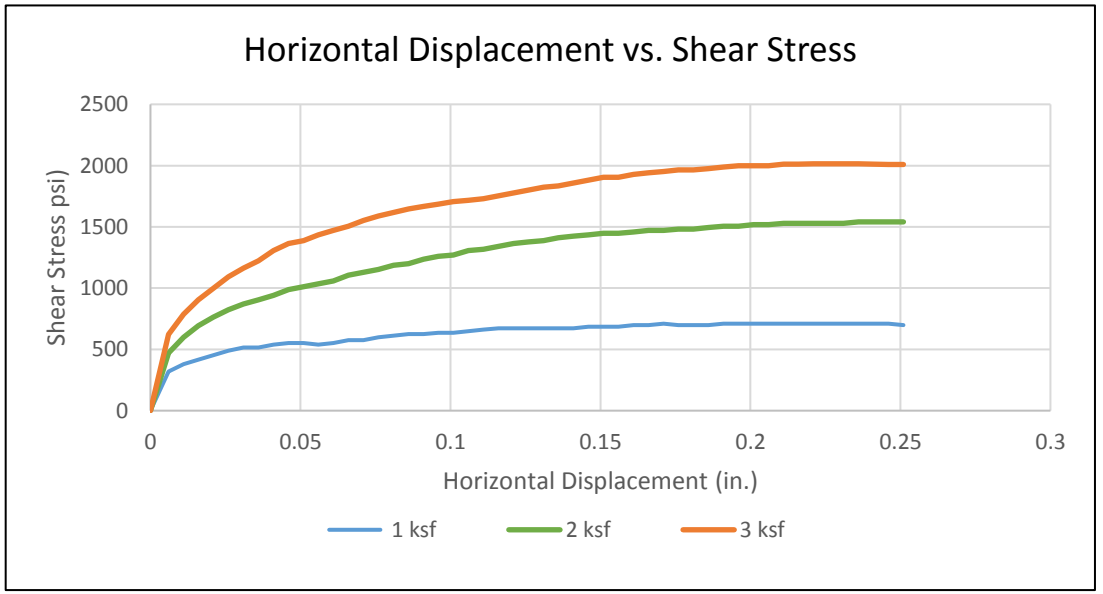
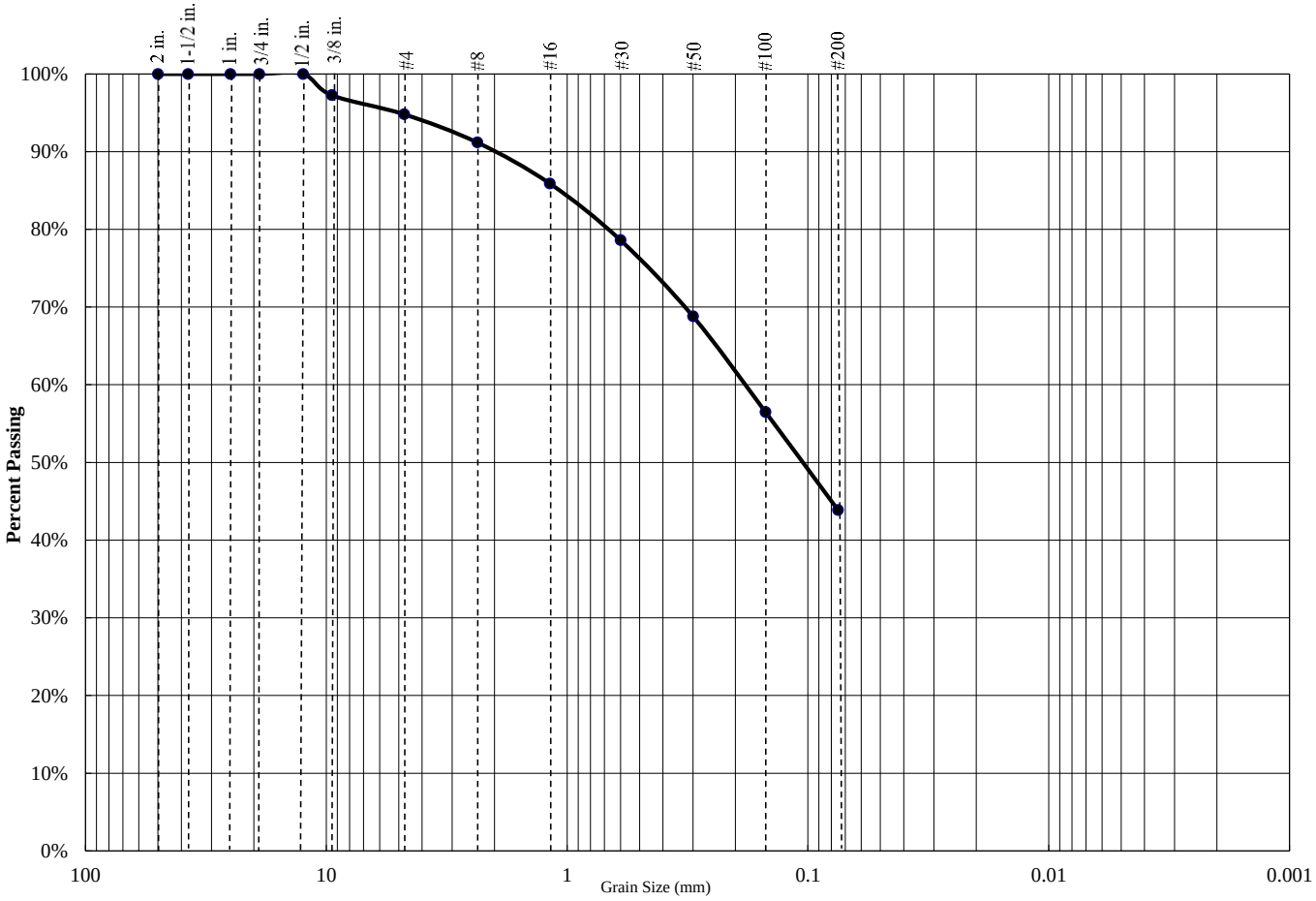




SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
5%	51%	44%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	97.3%
#4	94.8%
#8	91.2%
#16	85.9%
#30	78.6%
#50	68.8%
#100	56.5%
#200	43.9%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

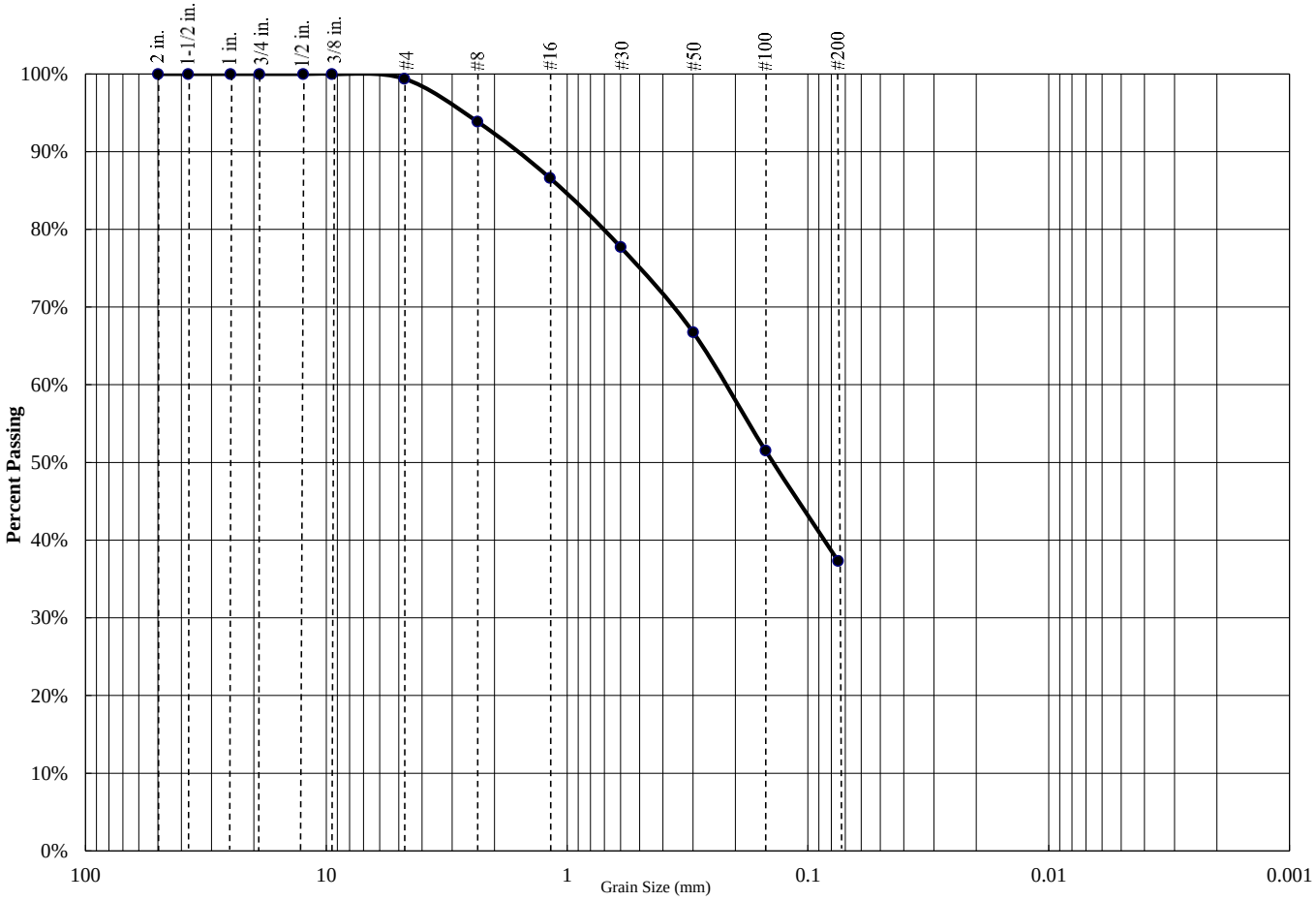
Project Number: 3-220-0008

Boring: B-1 @ 2'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
1%	62%	37%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	99.4%
#8	93.9%
#16	86.6%
#30	77.7%
#50	66.8%
#100	51.5%
#200	37.3%

Atterberg Limits		
PL=	**LL=**	**PI=**

Coefficients					
D_{85}=		**D_{60}=**		**D_{50}=**	
D_{30}=		**D_{15}=**		**D_{10}=**	
C_u=	N/A	**C_c=**	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

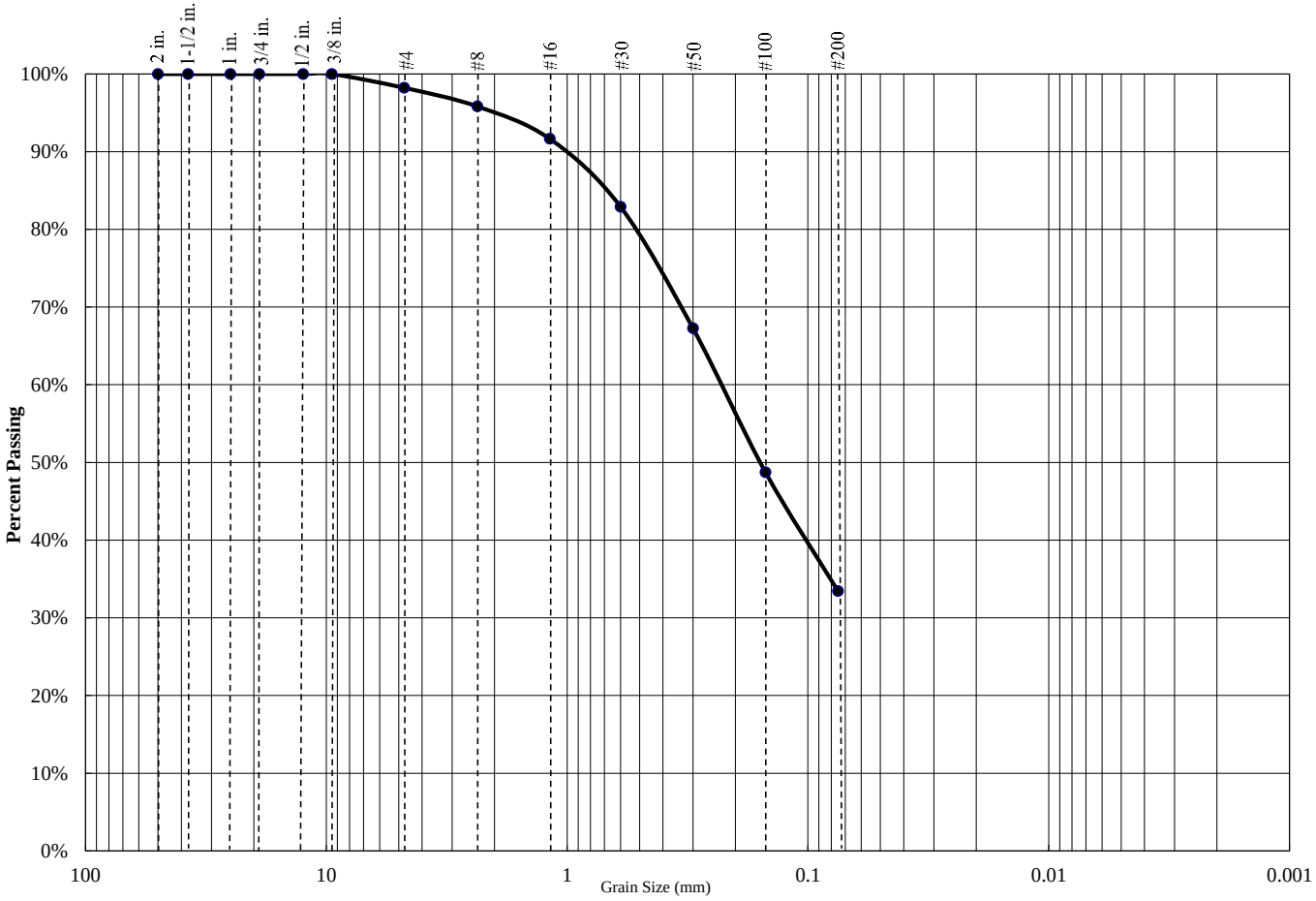
Project Number: 3-220-0008

Boring: B-1 @ 5'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
2%	65%	33%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	98.2%
#8	95.8%
#16	91.7%
#30	82.9%
#50	67.3%
#100	48.7%
#200	33.4%

Atterberg Limits		
PL=	**LL=**	**PI=**

Coefficients					
D_{85}=		**D_{60}=**		**D_{50}=**	
D_{30}=		**D_{15}=**		**D_{10}=**	
C_u=	N/A	**C_c=**	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

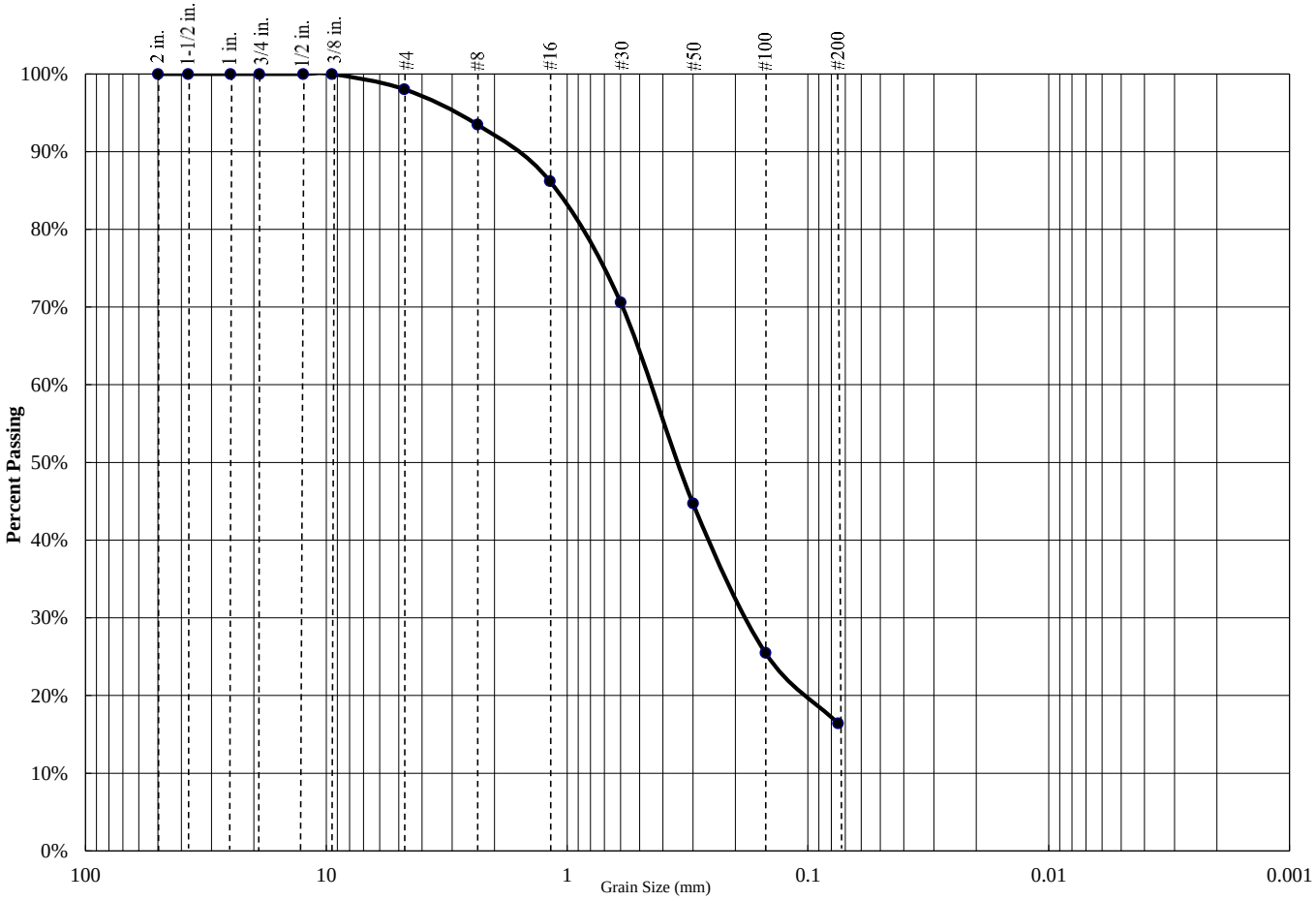
Project Number: 3-220-0008

Boring: B-1 @ 10'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
2%	82%	16%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	98.0%
#8	93.5%
#16	86.2%
#30	70.6%
#50	44.7%
#100	25.5%
#200	16.4%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

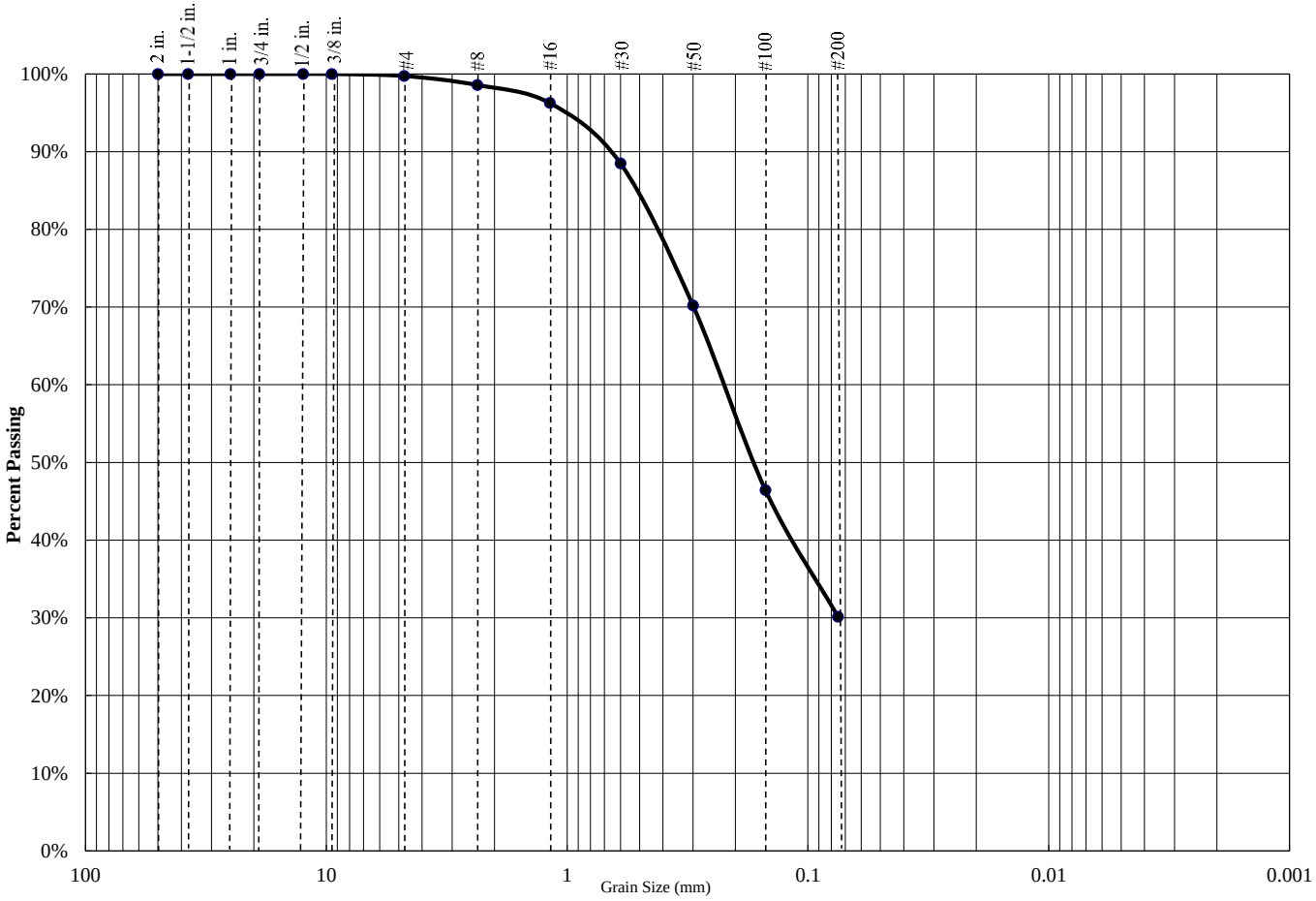
Project Number: 3-220-0008

Boring: B-1 @ 20'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
0%	70%	30%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	99.7%
#8	98.6%
#16	96.3%
#30	88.5%
#50	70.2%
#100	46.4%
#200	30.1%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

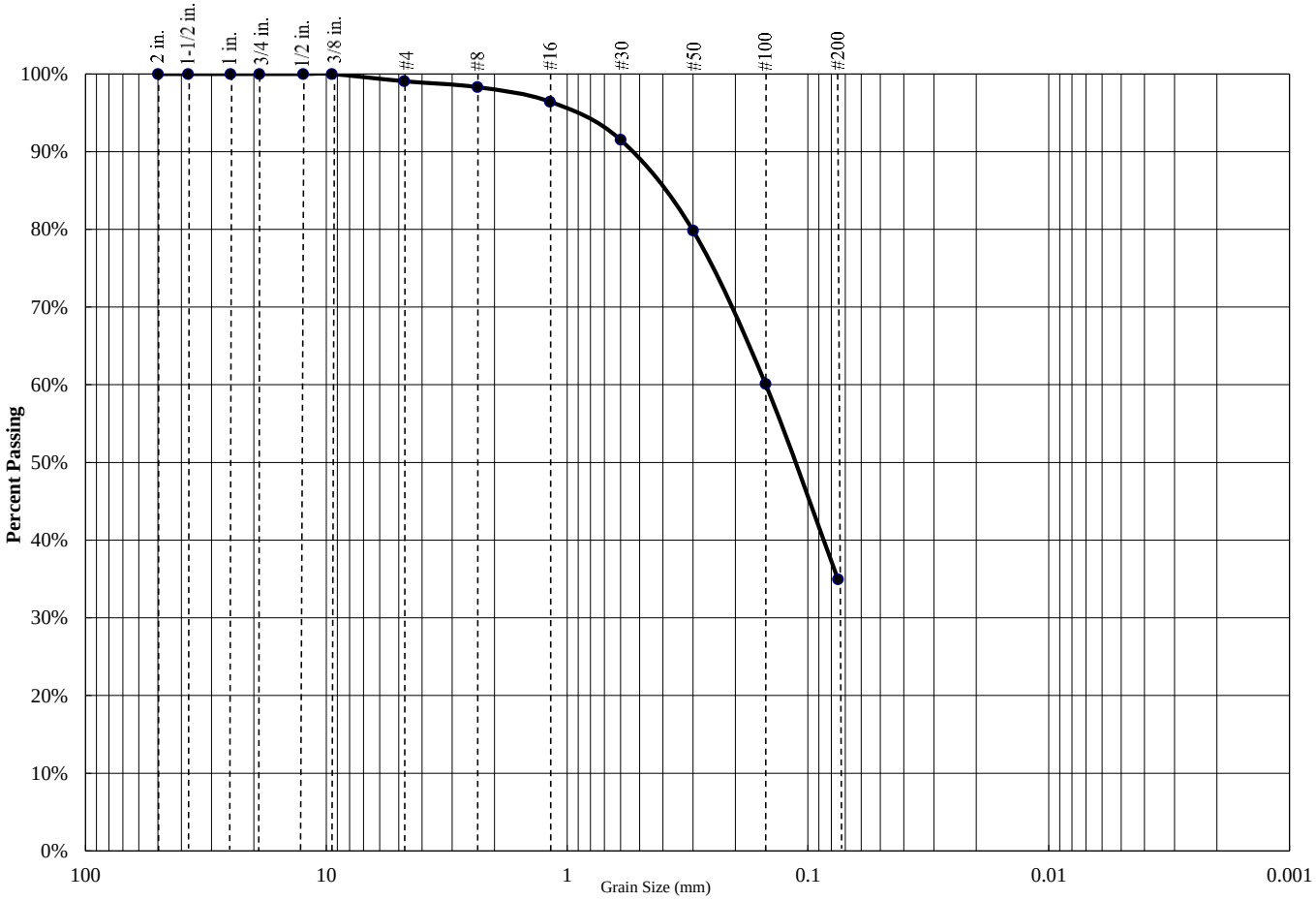
Project Number: 3-220-0008

Boring: B-1 @ 25'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
1%	64%	35%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	99.1%
#8	98.3%
#16	96.4%
#30	91.5%
#50	79.8%
#100	60.1%
#200	34.9%

Atterberg Limits		
PL=	**LL=**	**PI=**

Coefficients					
D_{85}=		**D_{60}=**		**D_{50}=**	
D_{30}=		**D_{15}=**		**D_{10}=**	
C_u=	N/A	**C_c=**	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

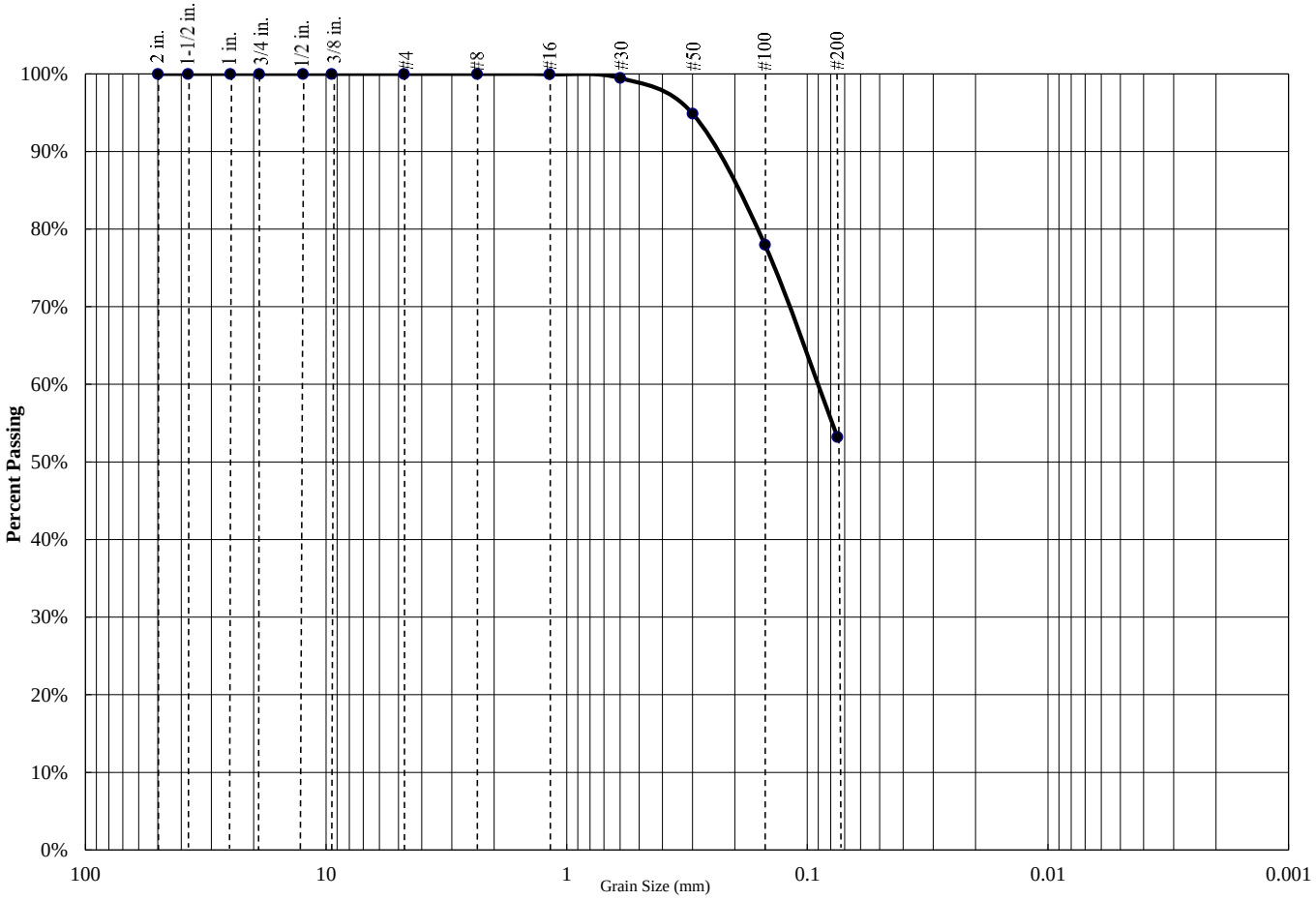
Project Number: 3-220-0008

Boring: B-1 @ 35'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
0%	47%	53%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	100.0%
#8	100.0%
#16	100.0%
#30	99.5%
#50	94.9%
#100	78.0%
#200	53.2%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

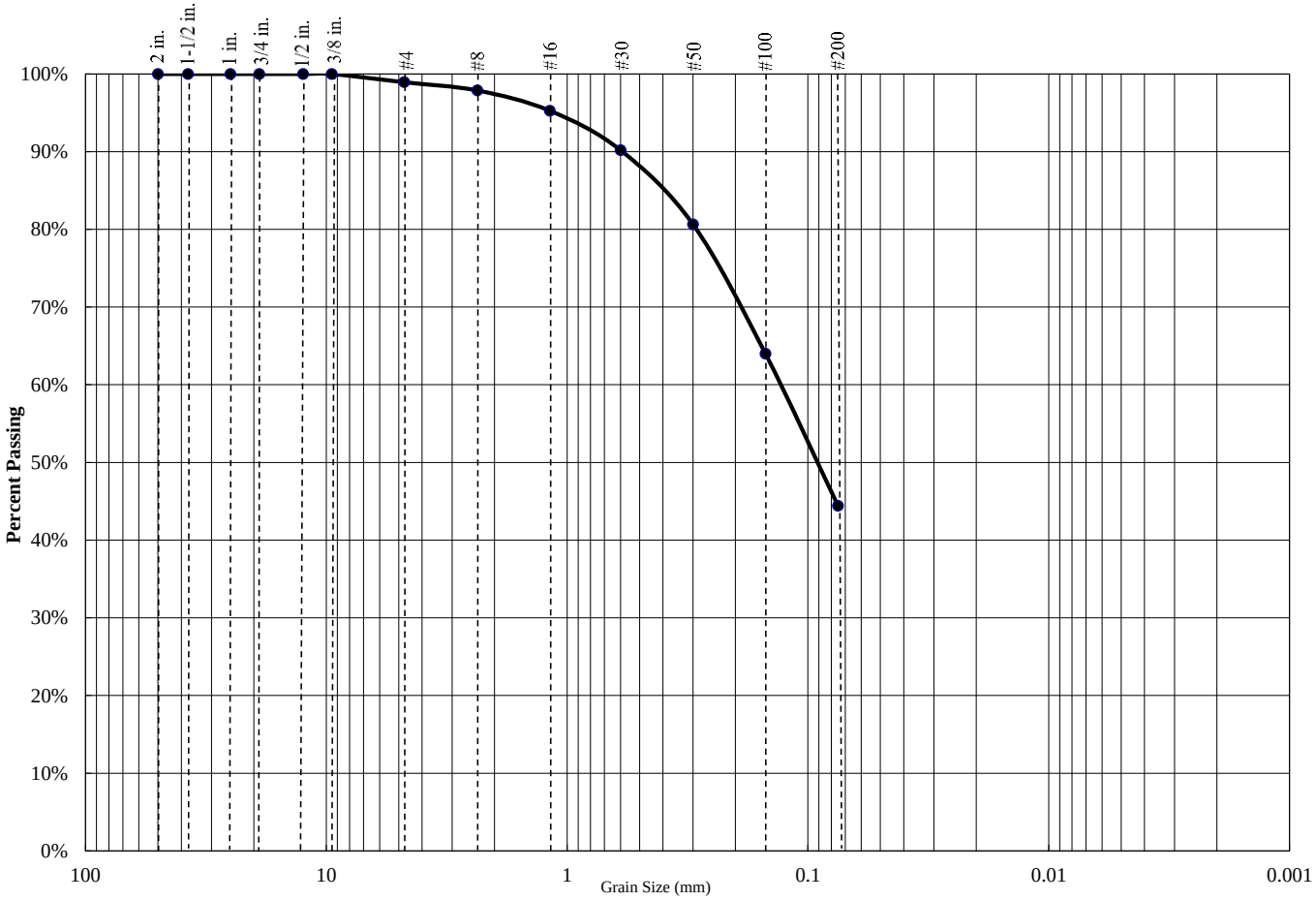
Project Number: 3-220-0008

Boring: B-1 @ 40'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
1%	54%	44%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	98.9%
#8	97.9%
#16	95.3%
#30	90.2%
#50	80.6%
#100	64.0%
#200	44.4%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

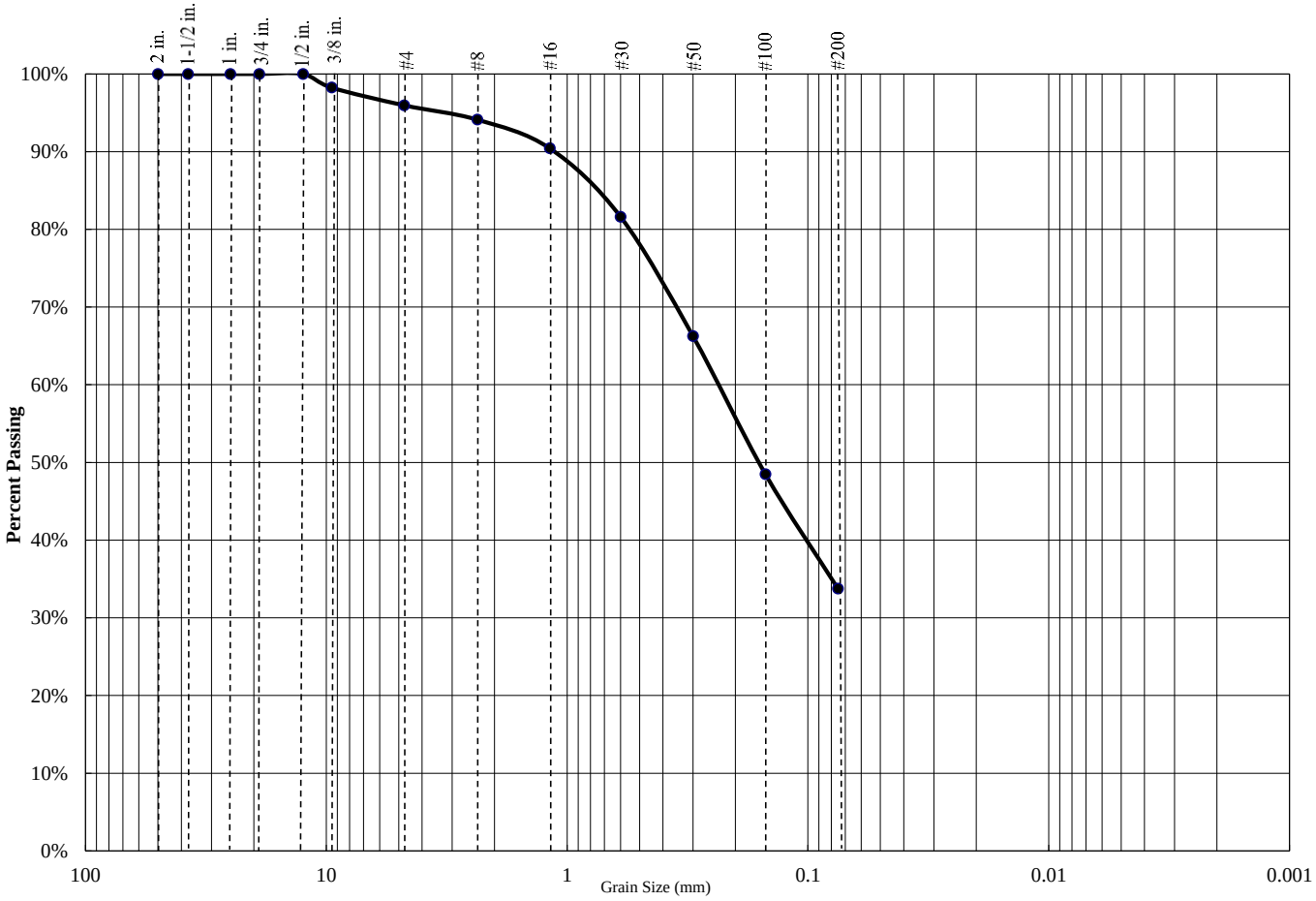
Project Number: 3-220-0008

Boring: B-1 @ 45'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
4%	62%	34%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	98.2%
#4	96.0%
#8	94.1%
#16	90.4%
#30	81.6%
#50	66.3%
#100	48.5%
#200	33.7%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

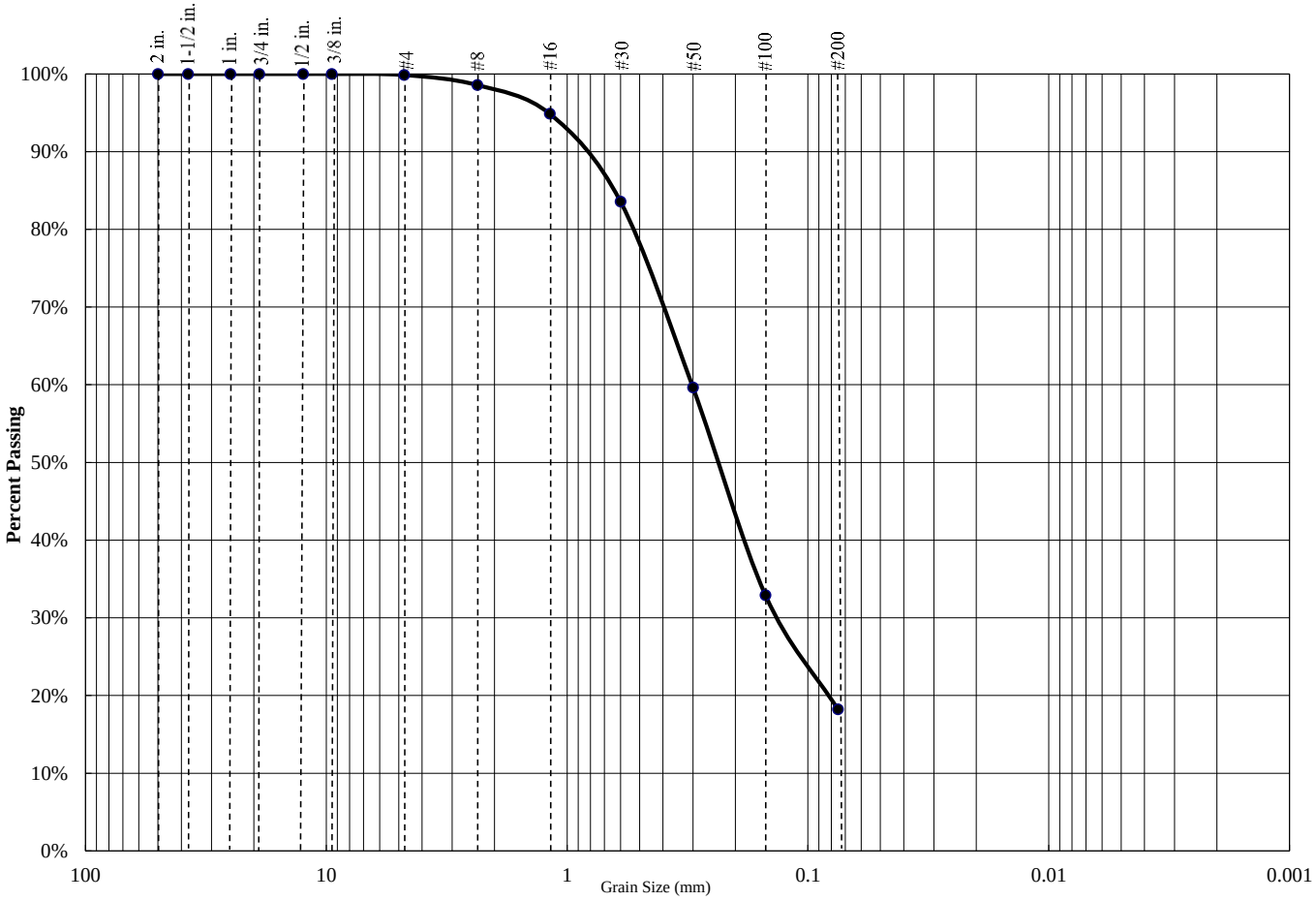
Project Number: 3-220-0008

Boring: B-7 @ 10'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
0%	82%	18%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	99.9%
#8	98.6%
#16	94.9%
#30	83.6%
#50	59.6%
#100	32.9%
#200	18.2%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

Project Number: 3-220-0008

Boring: B-7 @ 20'

SALEM engineering group, inc.

EXPANSION INDEX TEST
ASTM D4829

Project Name: Proposed Multi-Tenant Development - Beaumont, CA
Project Number: 3-220-0008
Date Sampled: 1/17/2020 Date Tested: 1/24/2020
Sampled By: SK Tested By: MN
Sample Location: B-1 @ 0'-3'
Soil Description: Reddish brown Silty SAND (SM)

Trial #	1	2	3
Weight of Soil & Mold, g.	767.1		
Weight of Mold, g.	368.5		
Weight of Soil, g.	398.6		
Wet Density, pcf	120.2		
Weight of Moisture Sample (Wet), g.	800.0		
Weight of Moisture Sample (Dry), g.	730.6		
Moisture Content, %	9.5		
Dry Density, pcf	109.8		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	48.0		

Time	Inital	30 min	1 hr	6 hrs	12 hrs	24 hrs
Dial Reading	0	0.002	0.002	0.003	--	0.003

Expansion Index $_{measured}$ = 3
Expansion Index $_{50}$ = 2.2

Expansion Index = **2**

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

SALEM engineering group, inc.

CHEMICAL ANALYSIS

SO_4 - Modified CTM 417 & Cl - Modified CTM 417/422

Project Name: Proposed Multi-Tenant Development - Beaumont, CA
Project Number: 3-220-0008
Date Sampled: 1/17/2020 Date Tested: 1/22/2020
Sampled By: SK Tested By: MN
Soil Description: Reddish brown Silty SAND (SM)

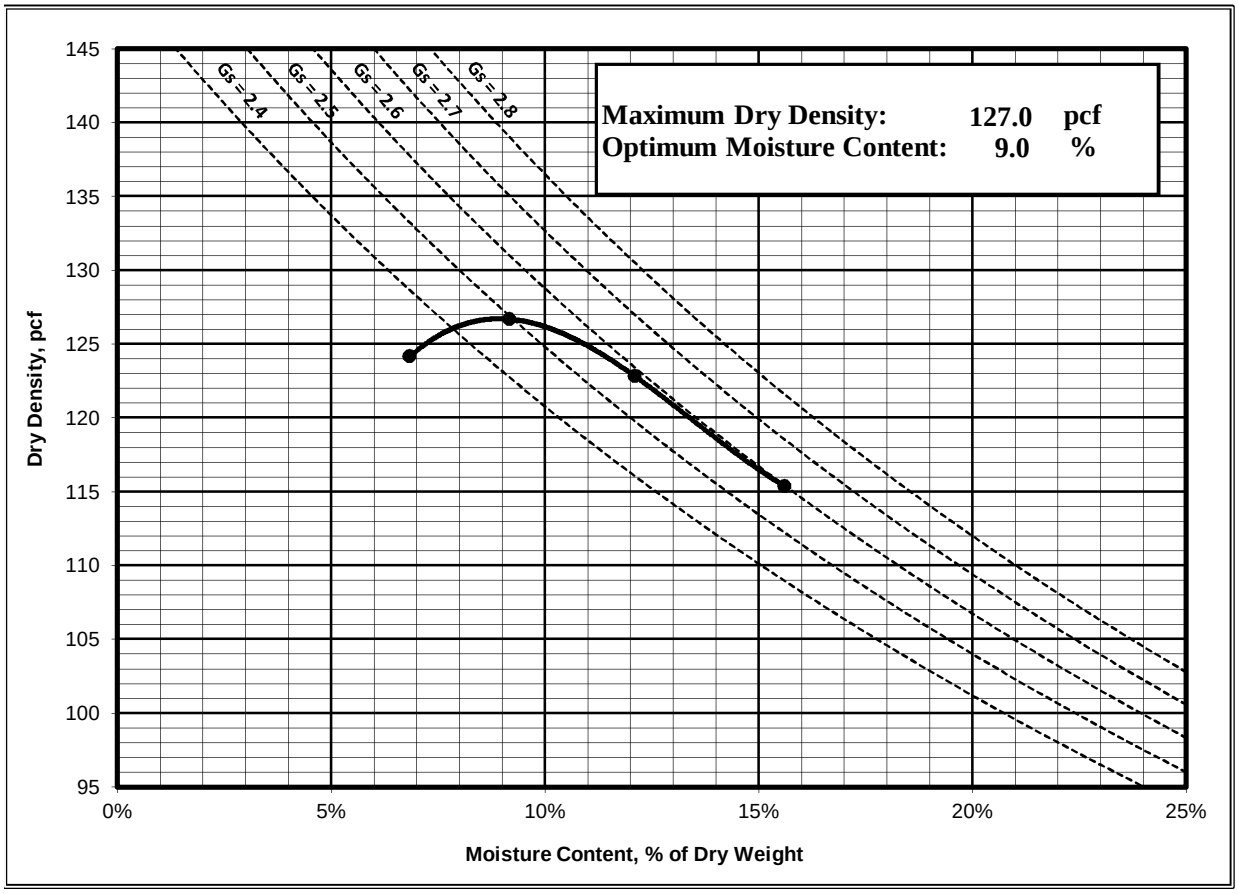
Sample Number	Sample Location	Soluble Sulfate SO_4-S	Soluble Chloride Cl	pH
1a.	B-1 @ 0'-3'	110 mg/kg	57 mg/kg	7.7
1b.	B-1 @ 0'-3'	120 mg/kg	58 mg/kg	7.7
1c.	B-1 @ 0'-3'	110 mg/kg	58 mg/kg	7.7
Average:		**113 mg/kg**	**58 mg/kg**	**7.7**

SALEM engineering group, inc.

Laboratory Compaction Curve
ASTM D1557

Project Name: Proposed Multi-Tenant Development - Beaumont, CA
Project Number: 3-220-0008
Date Sampled: 1/17/2020 Date Tested: 1/22/2020
Sampled By: SK Tested By: MN
Sample Location: B-1 @ 0'-3'
Soil Description: Reddish brown Silty SAND (SM)
Test Method: Method A

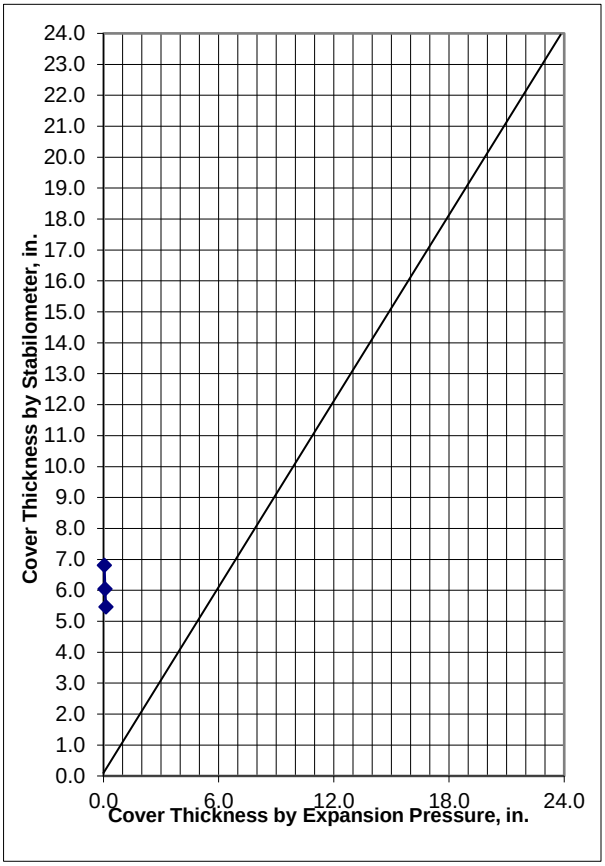
	1	2	3	4
Weight of Moist Specimen & Mold, (g)	4263.7	4349.2	4340.0	4274.8
Weight of Compaction Mold, (g)	2258.4	2258.4	2258.4	2258.4
Weight of Moist Specimen, (g)	2005.3	2090.8	2081.6	2016.4
Volume of Mold, (ft^3)	0.0333	0.0333	0.0333	0.0333
Wet Density, (pcf)	132.6	138.3	137.7	133.4
Weight of Wet (Moisture) Sample, (g)	100.0	100.0	100.0	100.0
Weight of Dry (Moisture) Sample, (g)	93.6	91.6	89.2	86.5
Moisture Content, (%)	6.8%	9.2%	12.1%	15.6%
Dry Density, (pcf)	124.1	126.7	122.8	115.4

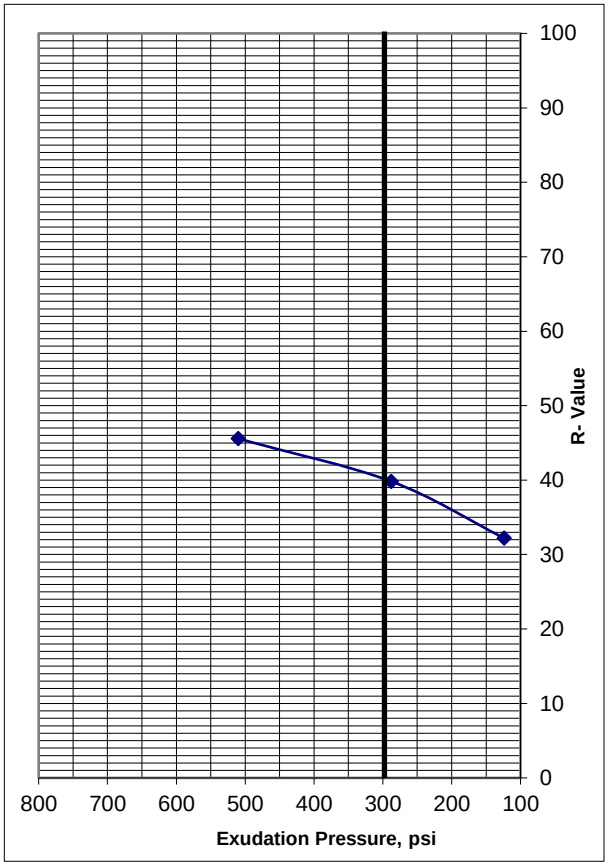


SALEM engineering group, inc.

Resistance R-Value
and Expansion Pressure of Compacted Soils
ASTM D2844, CTM 301

Project Name: Multi-Tenant Development - Beaumont, CA
Project Number: 3-220-0008
Sample Date: 01/17/2020 Date Tested: 1/27/2020
Sampled By: SK Tested By: CM
Sample Location: B-1
Soil Classification: Silty SAND





Specimen	1	2	3
Exudation Pressure, psi	510	288	123.6
Moisture at Test, %	9.2	9.7	10.2
Dry Density, pcf	120.9	120.0	119.4
Expansion Pressure, psf	13	9	4
Thickness by Stabilometer, in.	5.5	6.0	6.8
Thickness by Expansion Pressure, in	0.1	0.1	0.0
R-Value by Stabilometer	46	40	32
R-Value by Expansion Pressure	N/A		
R-Value at 300 psi Exudation Pressure	40		

Controlling R-Value	**40**

SALEM engineering group, inc.

APPENDIX

C

APPENDIX C
GENERAL EARTHWORK AND PAVEMENT SPECIFICATIONS

When the text of the report conflicts with the general specifications in this appendix, the recommendations in the report have precedence.

1.0 SCOPE OF WORK: These specifications and applicable plans pertain to and include all earthwork associated with the site rough grading, including, but not limited to, the furnishing of all labor, tools and equipment necessary for site clearing and grubbing, stripping, preparation of foundation materials for receiving fill, excavation, processing, placement and compaction of fill and backfill materials to the lines and grades shown on the project grading plans and disposal of excess materials.

2.0 PERFORMANCE: The Contractor shall be responsible for the satisfactory completion of all earthwork in accordance with the project plans and specifications. This work shall be inspected and tested by a representative of SALEM Engineering Group, Incorporated, hereinafter referred to as the Soils Engineer and/or Testing Agency. Attainment of design grades, when achieved, shall be certified by the project Civil Engineer. Both the Soils Engineer and the Civil Engineer are the Owner's representatives. If the Contractor should fail to meet the technical or design requirements embodied in this document and on the applicable plans, he shall make the necessary adjustments until all work is deemed satisfactory as determined by both the Soils Engineer and the Civil Engineer. No deviation from these specifications shall be made except upon written approval of the Soils Engineer, Civil Engineer, or project Architect.

No earthwork shall be performed without the physical presence or approval of the Soils Engineer. The Contractor shall notify the Soils Engineer at least 2 working days prior to the commencement of any aspect of the site earthwork.

The Contractor shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the Contractor shall defend, indemnify and hold the Owner and the Engineers harmless from any and all liability, real or alleged, in connection with the performance of work on this project, except for liability arising from the sole negligence of the Owner or the Engineers.

3.0 TECHNICAL REQUIREMENTS: All compacted materials shall be densified to no less that 95 percent of relative compaction (90 percent for fine grained soils) based on ASTM D1557 Test Method (latest edition), UBC or CAL-216, or as specified in the technical portion of the Soil Engineer's report. The location and frequency of field density tests shall be determined by the Soils Engineer. The results of these tests and compliance with these specifications shall be the basis upon which satisfactory completion of work will be judged by the Soils Engineer.

4.0 SOILS AND FOUNDATION CONDITIONS: The Contractor is presumed to have visited the site and to have familiarized himself with existing site conditions and the contents of the data presented in the Geotechnical Engineering Report. The Contractor shall make his own interpretation of the data contained in the Geotechnical Engineering Report and the Contractor shall not be relieved of liability for any loss sustained as a result of any variance between conditions indicated by or deduced from said report and the actual conditions encountered during the progress of the work.

5.0 DUST CONTROL: The work includes dust control as required for the alleviation or prevention of any dust nuisance on or about the site or the borrow area, or off-site if caused by the Contractor's operation either during the performance of the earthwork or resulting from the conditions in which the Contractor leaves the site. The Contractor shall assume all liability, including court costs of codefendants, for all claims related to dust or wind-blown materials attributable to his work. Site preparation shall consist of site clearing and grubbing and preparation of foundation materials for receiving fill.

6.0 CLEARING AND GRUBBING: The Contractor shall accept the site in this present condition and shall demolish and/or remove from the area of designated project earthwork all structures, both surface and subsurface, trees, brush, roots, debris, organic matter and all other matter determined by the Soils Engineer to be deleterious. Such materials shall become the property of the Contractor and shall be removed from the site.

Tree root systems in proposed improvement areas should be removed to a minimum depth of 3 feet and to such an extent which would permit removal of all roots greater than 1 inch in diameter. Tree roots removed in parking areas may be limited to the upper 1½ feet of the ground surface. Backfill of tree root excavations is not permitted until all exposed surfaces have been inspected and the Soils Engineer is present for the proper control of backfill placement and compaction. Burning in areas which are to receive fill materials shall not be permitted.

7.0 SUBGRADE PREPARATION: Surfaces to receive Engineered Fill and/or building or slab loads shall be prepared as outlined above, scarified to a minimum of 12 inches, moisture-conditioned as necessary, and recompacted to 95 percent relative compaction (90 percent for fine grained soils).

Loose soil areas and/or areas of disturbed soil shall be moisture-conditioned as necessary and recompacted to 95 percent relative compaction (90 percent for fine grained soils). All ruts, hummocks, or other uneven surface features shall be removed by surface grading prior to placement of any fill materials. All areas which are to receive fill materials shall be approved by the Soils Engineer prior to the placement of any fill material.

8.0 EXCAVATION: All excavation shall be accomplished to the tolerance normally defined by the Civil Engineer as shown on the project grading plans. All over-excavation below the grades specified shall be backfilled at the Contractor's expense and shall be compacted in accordance with the applicable technical requirements.

9.0 FILL AND BACKFILL MATERIAL: No material shall be moved or compacted without the presence or approval of the Soils Engineer. Material from the required site excavation may be utilized for construction site fills, provided prior approval is given by the Soils Engineer. All materials utilized for constructing site fills shall be free from vegetation or other deleterious matter as determined by the Soils Engineer.

10.0 PLACEMENT, SPREADING AND COMPACTION: The placement and spreading of approved fill materials and the processing and compaction of approved fill and native materials shall be the responsibility of the Contractor. Compaction of fill materials by flooding, ponding, or jetting shall not be permitted unless specifically approved by local code, as well as the Soils Engineer. Both cut and fill shall be surface-compacted to the satisfaction of the Soils Engineer prior to final acceptance.

11.0 SEASONAL LIMITS: No fill material shall be placed, spread, or rolled while it is frozen or thawing, or during unfavorable wet weather conditions. When the work is interrupted by heavy rains, fill operations shall not be resumed until the Soils Engineer indicates that the moisture content and density of previously placed fill is as specified.

12.0 DEFINITIONS - The term "pavement" shall include asphaltic concrete surfacing, untreated aggregate base, and aggregate subbase. The term "subgrade" is that portion of the area on which surfacing, base, or subbase is to be placed.

The term "Standard Specifications": hereinafter referred to, is the most recent edition of the Standard Specifications of the State of California, Department of Transportation. The term "relative compaction" refers to the field density expressed as a percentage of the maximum laboratory density as determined by ASTM D1557 Test Method (latest edition) or California Test Method 216 (CAL-216), as applicable.

13.0 PREPARATION OF THE SUBGRADE - The Contractor shall prepare the surface of the various subgrades receiving subsequent pavement courses to the lines, grades, and dimensions given on the plans. The upper 12 inches of the soil subgrade beneath the pavement section shall be compacted to a minimum relative compaction of 95 percent (90 percent for find grained soils) based upon ASTM D1557. The finished subgrades shall be tested and approved by the Soils Engineer prior to the placement of additional pavement courses.

14.0 AGGREGATE BASE - The aggregate base material shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate base material shall conform to the requirements of Section 26 of the Standard Specifications for Class II material, ¾-inch or 1½-inches maximum size. The aggregate base material shall be compacted to a minimum relative compaction of 95 percent based upon CAL-216. The aggregate base material shall be spread in layers not exceeding 6 inches and each layer of aggregate material course shall be tested and approved by the Soils Engineer prior to the placement of successive layers.

15.0 AGGREGATE SUBBASE - The aggregate subbase shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate subbase material shall conform to the requirements of Section 25 of the Standard Specifications for Class II Subbase material. The aggregate subbase material shall be compacted to a minimum relative compaction of 95 percent based upon CAL-216, and it shall be spread and compacted in accordance with the Standard Specifications. Each layer of aggregate subbase shall be tested and approved by the Soils Engineer prior to the placement of successive layers.

16.0 ASPHALTIC CONCRETE SURFACING - Asphaltic concrete surfacing shall consist of a mixture of mineral aggregate and paving grade asphalt, mixed at a central mixing plant and spread and compacted on a prepared base in conformity with the lines, grades, and dimensions shown on the plans. The viscosity grade of the asphalt shall be PG 64-10, unless otherwise stipulated or local conditions warrant more stringent grade. The mineral aggregate shall be Type A or B, ½ inch maximum size, medium grading, and shall conform to the requirements set forth in Section 39 of the Standard Specifications. The drying, proportioning, and mixing of the materials shall conform to Section 39. The prime coat, spreading and compacting equipment, and spreading and compacting the mixture shall conform to the applicable chapters of Section 39, with the exception that no surface course shall be placed when the atmospheric temperature is below 50 degrees F. The surfacing shall be rolled with a combination steel-wheel and pneumatic rollers,

as described in the Standard Specifications. The surface course shall be placed with an approved self-propelled mechanical spreading and finishing machine.

APPENDIX G
PRELIMINARY DRAINAGE STUDY
FEBRUARY 2020

8TH AND HIGHLAND SPRINGS

Preliminary Drainage Study

FEBRUARY 2020 | DRAFT

Prepared By:

Kimley»Horn

This Drainage Report has been prepared by Kimley-Horn and Associates, Inc. under the direct supervision of the following Registered Civil engineer. The undersigned attests to the technical data contained in this study, and to the qualifications of technical specialists providing engineering computations upon which the recommendations and conclusions are based.

PRELIMINARY

Registered Civil Engineer

Date

Contents

Figures

Tables

Appendices

1 INTRODUCTION

The project consists of the development of a 2.08-acre parcel located on the southwest corner of the intersection of E 8th Street and N Highland Springs Avenue in Beaumont, California. The lot is currently undeveloped and proposes to develop a gasoline service station, convenience store and drive-thru restaurant with approximately 0.08 acres of right-of-way dedication. See the vicinity map in **Figure 1-1.**

This drainage report includes the hydrologic analysis for the existing and proposed onsite conditions.

Figure 1–1 Vicinity Map

2 DESIGN CRITERIA

The project is located in the City of Beaumont in Riverside County. The site consists of Parcel 1 of underlying Parcel Map 5570. Drainage calculations comply with the requirements outlined in the Riverside County Flood Control and Water Conservation District's (RCFC & WCD) Hydrology Manual.

Overall boundaries were delineated for each drainage area with AutoCAD Civil 3D software. These hydrologic parameters are shown for existing conditions and proposed conditions in **Appendix C**. Percent impervious and pervious were calculated for each drainage area.

2.1 PRECIPITATION

Rainfall intensity was determined from Plate D-4.1 of the RCFC & WCD Hydrology Manual for Beaumont. The Rational Method based on the RCFC & WCD manual has been utilized to analyze the existing and proposed hydrology for the project site.

Plate D-5.3 from the RCFC & WCD Hydrology Manual was utilized to determine runoff coefficients for each basin based hydrologic soil group, cover type, and Antecedent Moisture Condition. Hydrologic soil group C was used for the project site.

The hydrology project modeling controls are presented in **Appendix A.**

2.2 WATERSHED DESCRIPTION

The project is moderately flat based on the regional topography generally sloping from the northwest to the southeast. The project site is part of the RCFC&WCD Master Drainage Plan for the Beaumont Area (Zone 5) tributary to the Santa Ana River, which is located approximately 24 miles west of the project site.

2.3 SOIL TYPES

The type of soil and soil conditions are major factors affecting infiltration and resultant storm water runoff. The Natural Resources Conservation Service (NRCS) has classified soils into four general hydrologic soil groups for comparing infiltration and runoff rates. The groups are based on properties that influence runoff, such as water infiltration rate, texture, natural discharge and moisture condition. The runoff potential is based on the amount of runoff at the end of a long duration storm that occurs after wetting and swelling of the soil not protected by vegetation.

Using the NRCS GIS soil data, this site was identified as approximately 100% Ramona sandy loam (RaB2; HSG C) which varies from the hydrologic classifications per RCFC & WCD Plate C-1.19 (Type B). Group C soils have moderately high runoff potential when thoroughly wet with lower infiltration rates. HSG soil type C was used as a conservative measure for this analysis. **See Appendix A** for soil type classifications.

A preliminary geotechnical report performed by Salem Engineering Group, Inc. on January 31, 2020 is included as part of **Appendix E**.

2.4 GROUNDWATER

Groundwater is not anticipated for this project. Geotechnical testing will be performed during final analysis.

2.5 FEMA MAPPING

The project site is covered by Map Number 06065C0812G of the FEMA Flood Insurance Rate Map (FIRM) for Riverside County, California and Incorporated Areas. The City of Banning (060246), City of Beaumont (060247), and Riverside County (060245) are included in this map. The project is mostly within Other Areas Zone X, which is areas determined to be outside the 0.2% annual chance floodplain, with the eastern edge of the property within Other Flood Areas Zone X, which is areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas

less than 1 square mile; and areas protected by levees from 1% annual chance flood. The effective FEMA map is dated August 28, 2008, and is provided in **Appendix B.**

2.6 METHODOLOGY

The Rational Method was performed to analyze the 100-year peak flows. The Rational Method Equation is as follows:

Q=CiA, where

Q = the peak discharge in cubic feet per second (cfs)
C = coefficient of runoff (unitless) (Plate D-5.3 per the RCFC & WCD Hydrology Manual)
i = the time-averaged rainfall intensity for a storm duration equal to the T_c (inches/hr) (Plate D-4.1 per RCFC & WCD Hydrology Manual)
A = drainage area (acres)

3 EXISTING CONDITIONS

Hydrologic Analysis

The site is currently undeveloped with a moderately flat terrain (<2%). The site generally sheet flows from the northwest to the southeast. See **Appendix C** for Existing Drainage Exhibit.

The site runoff sheet flows to Highland Springs Avenue where flows are conveyed southerly via curb and gutter. Runoff is captured via storm drain curb inlets along Highland Springs Avenue which connect directly into the Highland Springs Channel, a concrete RCFC & WCD facility. Runoff is conveyed southerly and discharges into the San Timoteo Creek which ultimately discharges into the Santa Ana River.

A 100-year storm intensity of 4.93 in/hr was determined from Plate D-4.1 per the RCFC & WCD Hydrology Manual. A pervious runoff coefficient of 0.8 was determined from Plate D-5.3 per the RCFC & WCD Hydrology Manual. A time of concentration (Tc) of 5 minutes was assumed for the existing conditions. See **Table 1** for a summary of the Rational Method results.

Table 1 Summary of Existing Rational Method Flow Rate

Drainage Area	Area, A (ac)	Discharge, Q_{EX} (cfs) 100 Year
DA1	2.03	8.01

4 PROPOSED CONDITIONS

Hydrologic Analysis

The project proposes to develop a quick-service restaurant with a drive-thru and a gas station with associated parking and landscaped areas. The development will be approximately 80% impervious area and 20% landscape. Storm water runoff will sheet flow into various storm drain inlets via curb and gutter and ribbon gutter, which will ultimately connect to the existing RCFC & WCD curb inlet which discharges directly to the Highland Springs Channel.

Weighted runoff coefficients (C-values) were calculated for each drainage area based on the runoff coefficients determined from Plate D-5.3. A time of concentration of 5 minutes was assumed for the proposed conditions.

See **Appendix C** for Proposed Drainage Exhibit. See **Table 2** for a summary of the results.

Table 2 Summary of Proposed Rational Method Flow Rate

Drainage Areas	Area, A (ac)	Peak Discharge, QPR (cfs) 100 Year
DA 1	1.09	4.68
DA 2	0.67	2.90
DA 3	0.19	0.82
TOTAL	**1.95**	**8.41**

Hydraulic design

Inlet sizing, pipe sizing, and pipe hydraulics will be provided during final design. Hydraulic calculations will utilize the peak flows determined from the rational method as a conservative approach.

5 DETENTION ANALYSIS

The project used AES Flood Routing Analysis in accordance with the RCFC&WCD Hydrology Manual to develop existing and post-development 100-year, 24-hour hydrographs. A manual lag time of 0.1 hours was utilized due to the small scale of the project watershed.

Plate E-6.1 was used to determine the pervious runoff index numbers based on cover type, quality of cover, and soil group. The runoff index numbers were applied to Plate E-6.2 to determine Fp, infiltration rate for pervious area.

The adjusted loss rate is defined by:

F=Fp (1-0.9Ai), where

F = Adjusted loss rate (in/hr)
Fp= Loss rate for pervious area (in/hr; Plate E-6.2)
Ai = % impervious area

Fm, minimum loss rate, is determined by:

Fm = F/2

Lastly, a low loss percentage of 80% was utilized per the RCFC&WCD Hydrology Manual.

Table 3 below summarizes the pre and post development volumes based on the AES Flood Routing Analysis. Detailed analysis can be found in **Appendix D**.

Table 3 100-Year, 24-Hour AES Flood Routing Analysis Summary

Development Condition	Peak Volume (cubic feet)
Pre-development	27,264
Post-development	31,960
Delta Volume	**4,696**

The project proposes an underground detention system with a minimum storage volume of 4,700 cubic feet for peak attenuation. A detailed detention analysis will be provided during final design.

APPENDICES

APPENDIX A

SITE INFORMATION

NOAA Atlas 14, Volume 6, Version 2
Location name: Beaumont, California, USA*
Latitude: 33.9319°, Longitude: -116.9478°
Elevation: 2603.76 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**0.124** (0.103-0.150)	**0.161** (0.134-0.196)	**0.218** (0.181-0.265)	**0.271** (0.223-0.333)	**0.355** (0.282-0.451)	**0.429** (0.334-0.557)	**0.516** (0.391-0.686)	**0.617** (0.455-0.845)	**0.776** (0.549-1.11)	**0.921** (0.628-1.36)
10-min	**0.177** (0.148-0.215)	**0.231** (0.192-0.281)	**0.313** (0.259-0.380)	**0.389** (0.320-0.477)	**0.508** (0.404-0.646)	**0.615** (0.479-0.799)	**0.739** (0.561-0.984)	**0.884** (0.652-1.21)	**1.11** (0.786-1.59)	**1.32** (0.900-1.95)
15-min	**0.215** (0.179-0.260)	**0.279** (0.233-0.339)	**0.378** (0.314-0.460)	**0.470** (0.387-0.577)	**0.615** (0.489-0.781)	**0.744** (0.579-0.966)	**0.894** (0.678-1.19)	**1.07** (0.788-1.46)	**1.35** (0.951-1.92)	**1.60** (1.09-2.36)
30-min	**0.313** (0.261-0.379)	**0.407** (0.339-0.494)	**0.551** (0.457-0.670)	**0.685** (0.563-0.840)	**0.896** (0.712-1.14)	**1.08** (0.844-1.41)	**1.30** (0.988-1.73)	**1.56** (1.15-2.13)	**1.96** (1.39-2.80)	**2.33** (1.59-3.44)
60-min	**0.461** (0.384-0.558)	**0.600** (0.499-0.728)	**0.811** (0.673-0.988)	**1.01** (0.830-1.24)	**1.32** (1.05-1.68)	**1.60** (1.24-2.07)	**1.92** (1.46-2.55)	**2.30** (1.69-3.14)	**2.89** (2.04-4.13)	**3.43** (2.34-5.07)
2-hr	**0.660** (0.550-0.800)	**0.822** (0.684-0.998)	**1.06** (0.883-1.30)	**1.29** (1.06-1.58)	**1.63** (1.29-2.07)	**1.93** (1.50-2.50)	**2.27** (1.72-3.02)	**2.66** (1.96-3.64)	**3.26** (2.31-4.66)	**3.80** (2.59-5.62)
3-hr	**0.809** (0.674-0.980)	**0.995** (0.828-1.21)	**1.27** (1.05-1.54)	**1.52** (1.25-1.86)	**1.89** (1.50-2.40)	**2.21** (1.72-2.87)	**2.57** (1.95-3.42)	**2.98** (2.20-4.09)	**3.61** (2.55-5.15)	**4.15** (2.83-6.14)
6-hr	**1.18** (0.980-1.43)	**1.44** (1.20-1.74)	**1.81** (1.50-2.20)	**2.13** (1.76-2.62)	**2.62** (2.08-3.32)	**3.02** (2.35-3.92)	**3.46** (2.62-4.60)	**3.94** (2.91-5.40)	**4.65** (3.29-6.65)	**5.26** (3.59-7.79)
12-hr	**1.61** (1.34-1.95)	**2.01** (1.68-2.44)	**2.56** (2.13-3.12)	**3.02** (2.49-3.71)	**3.67** (2.92-4.67)	**4.19** (3.26-5.44)	**4.74** (3.59-6.30)	**5.31** (3.92-7.28)	**6.13** (4.33-8.76)	**6.78** (4.63-10.0)
24-hr	**2.15** (1.90-2.47)	**2.78** (2.46-3.21)	**3.62** (3.19-4.19)	**4.31** (3.77-5.03)	**5.25** (4.45-6.33)	**5.98** (4.96-7.35)	**6.73** (5.45-8.47)	**7.50** (5.91-9.70)	**8.55** (6.48-11.5)	**9.37** (6.86-13.1)
2-day	**2.60** (2.30-3.00)	**3.46** (3.06-3.99)	**4.63** (4.08-5.36)	**5.61** (4.91-6.55)	**7.01** (5.93-8.44)	**8.12** (6.74-9.98)	**9.28** (7.52-11.7)	**10.5** (8.30-13.6)	**12.3** (9.30-16.5)	**13.7** (10.0-19.1)
3-day	**2.82** (2.50-3.25)	**3.79** (3.35-4.38)	**5.15** (4.54-5.96)	**6.33** (5.54-7.38)	**8.05** (6.82-9.69)	**9.46** (7.85-11.6)	**11.0** (8.90-13.8)	**12.6** (9.97-16.4)	**15.0** (11.4-20.3)	**17.0** (12.5-23.7)
4-day	**3.06** (2.71-3.53)	**4.14** (3.66-4.77)	**5.65** (4.99-6.54)	**6.98** (6.11-8.14)	**8.92** (7.56-10.7)	**10.5** (8.74-13.0)	**12.3** (9.95-15.5)	**14.2** (11.2-18.4)	**17.0** (12.9-22.9)	**19.3** (14.2-26.9)

7-day	**3.56** (3.15-4.10)	**4.79** (4.24-5.53)	**6.53** (5.75-7.55)	**8.03** (7.02-9.37)	**10.2** (8.65-12.3)	**12.0** (9.97-14.8)	**13.9** (11.3-17.6)	**16.1** (12.7-20.8)	**19.1** (14.5-25.8)	**21.7** (15.9-30.2)
10-day	**3.91** (3.46-4.51)	**5.26** (4.65-6.08)	**7.15** (6.30-8.27)	**8.77** (7.67-10.2)	**11.1** (9.40-13.4)	**13.0** (10.8-16.0)	**15.1** (12.2-19.0)	**17.3** (13.6-22.3)	**20.4** (15.5-27.5)	**23.1** (16.9-32.1)
20-day	**4.89** (4.33-5.64)	**6.65** (5.88-7.68)	**9.04** (7.98-10.5)	**11.1** (9.68-12.9)	**13.9** (11.8-16.8)	**16.2** (13.5-19.9)	**18.6** (15.1-23.4)	**21.2** (16.7-27.4)	**24.8** (18.8-33.4)	**27.7** (20.3-38.6)
30-day	**5.77** (5.11-6.65)	**7.89** (6.98-9.11)	**10.7** (9.47-12.4)	**13.1** (11.5-15.3)	**16.4** (13.9-19.8)	**19.0** (15.8-23.4)	**21.7** (17.6-27.3)	**24.6** (19.4-31.8)	**28.5** (21.6-38.4)	**31.7** (23.2-44.2)
45-day	**6.96** (6.16-8.02)	**9.55** (8.44-11.0)	**13.0** (11.4-15.0)	**15.8** (13.8-18.4)	**19.6** (16.6-23.6)	**22.6** (18.7-27.8)	**25.6** (20.8-32.3)	**28.8** (22.7-37.3)	**33.2** (25.1-44.7)	**36.6** (26.8-51.0)
60-day	**8.14** (7.20-9.38)	**11.2** (9.86-12.9)	**15.1** (13.3-17.4)	**18.3** (16.0-21.3)	**22.6** (19.1-27.2)	**25.9** (21.5-31.8)	**29.2** (23.7-36.8)	**32.7** (25.8-42.3)	**37.4** (28.3-50.4)	**41.1** (30.1-57.3)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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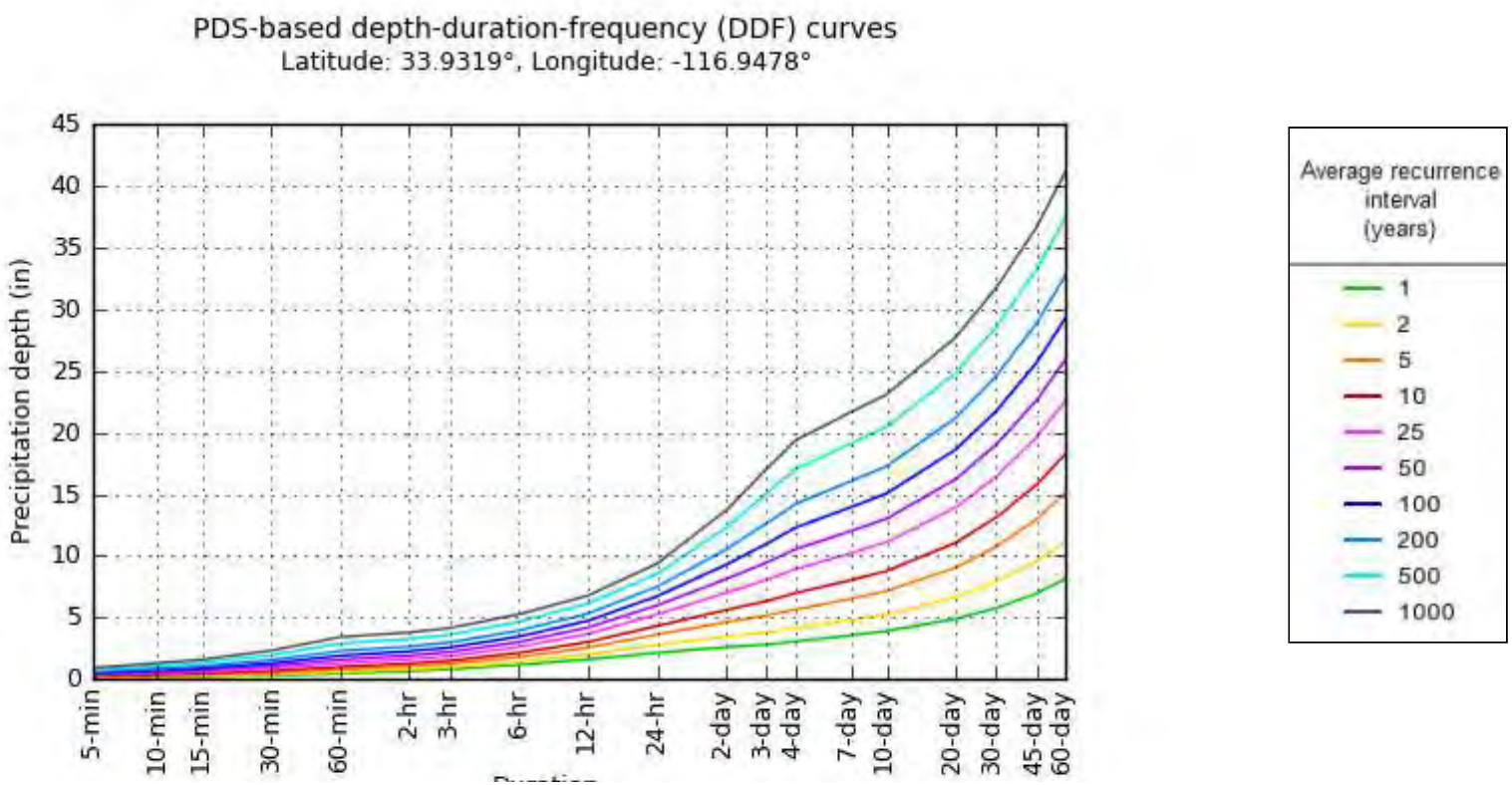
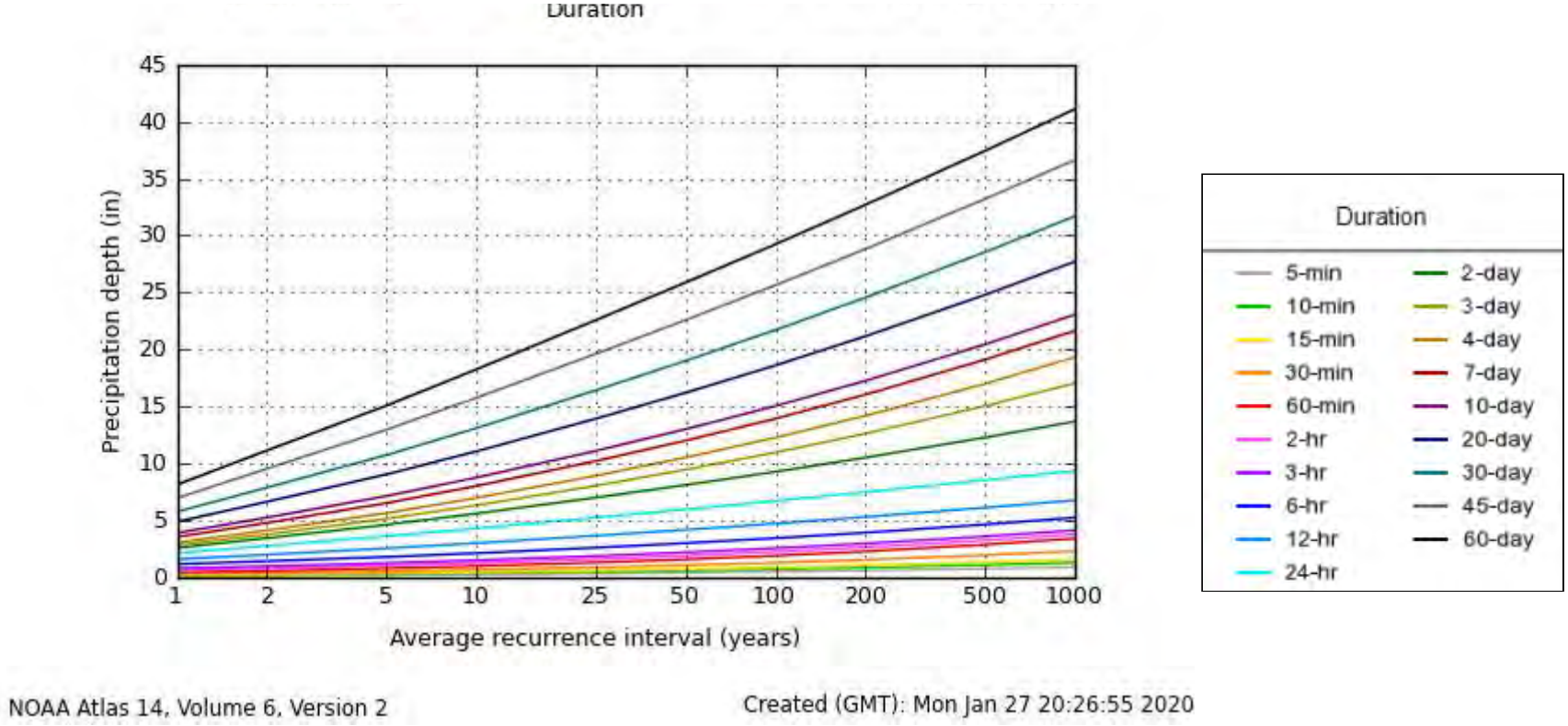
PF graphical





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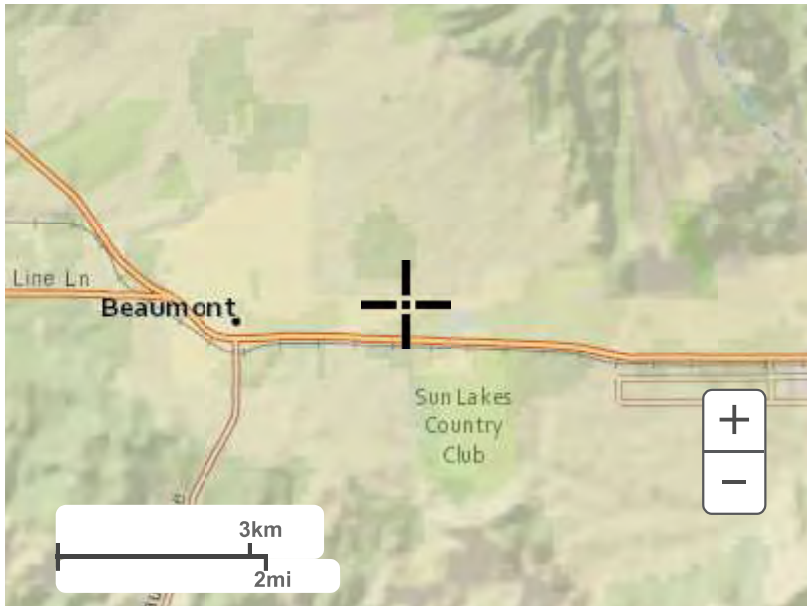
Maps & aerials

Small scale terrain



Large scale terrain

Large scale map

Large scale aerial

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Disclaimer

NOAA Atlas 14, Volume 6, Version 2
Location name: Beaumont, California, USA*
Latitude: 33.9319°, Longitude: -116.9478°
Elevation: 2603.76 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches/hour)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**1.49** (1.24-1.80)	**1.93** (1.61-2.35)	**2.62** (2.17-3.18)	**3.25** (2.68-4.00)	**4.26** (3.38-5.41)	**5.15** (4.01-6.68)	**6.19** (4.69-8.23)	**7.40** (5.46-10.1)	**9.31** (6.59-13.3)	**11.1** (7.54-16.4)
10-min	**1.06** (0.888-1.29)	**1.39** (1.15-1.69)	**1.88** (1.55-2.28)	**2.33** (1.92-2.86)	**3.05** (2.42-3.88)	**3.69** (2.87-4.79)	**4.43** (3.37-5.90)	**5.30** (3.91-7.27)	**6.68** (4.72-9.55)	**7.91** (5.40-11.7)
15-min	**0.860** (0.716-1.04)	**1.12** (0.932-1.36)	**1.51** (1.26-1.84)	**1.88** (1.55-2.31)	**2.46** (1.96-3.12)	**2.98** (2.32-3.86)	**3.58** (2.71-4.76)	**4.28** (3.15-5.86)	**5.38** (3.80-7.70)	**6.38** (4.35-9.45)
30-min	**0.626** (0.522-0.758)	**0.814** (0.678-0.988)	**1.10** (0.914-1.34)	**1.37** (1.13-1.68)	**1.79** (1.42-2.28)	**2.17** (1.69-2.81)	**2.60** (1.98-3.47)	**3.12** (2.30-4.27)	**3.92** (2.77-5.61)	**4.65** (3.17-6.89)
60-min	**0.461** (0.384-0.558)	**0.600** (0.499-0.728)	**0.811** (0.673-0.988)	**1.01** (0.830-1.24)	**1.32** (1.05-1.68)	**1.60** (1.24-2.07)	**1.92** (1.46-2.55)	**2.30** (1.69-3.14)	**2.89** (2.04-4.13)	**3.43** (2.34-5.07)
2-hr	**0.330** (0.275-0.400)	**0.411** (0.342-0.499)	**0.532** (0.442-0.648)	**0.642** (0.529-0.788)	**0.814** (0.647-1.03)	**0.964** (0.750-1.25)	**1.13** (0.860-1.51)	**1.33** (0.980-1.82)	**1.63** (1.15-2.33)	**1.90** (1.29-2.81)
3-hr	**0.269** (0.224-0.326)	**0.331** (0.276-0.402)	**0.422** (0.351-0.514)	**0.504** (0.415-0.619)	**0.629** (0.500-0.799)	**0.737** (0.573-0.956)	**0.857** (0.650-1.14)	**0.993** (0.732-1.36)	**1.20** (0.848-1.72)	**1.38** (0.942-2.05)
6-hr	**0.196** (0.164-0.238)	**0.240** (0.200-0.291)	**0.302** (0.251-0.368)	**0.357** (0.293-0.438)	**0.437** (0.347-0.555)	**0.504** (0.392-0.654)	**0.577** (0.438-0.768)	**0.658** (0.485-0.901)	**0.777** (0.549-1.11)	**0.878** (0.599-1.30)
12-hr	**0.134** (0.111-0.162)	**0.167** (0.139-0.203)	**0.213** (0.176-0.259)	**0.251** (0.206-0.308)	**0.305** (0.242-0.387)	**0.348** (0.271-0.452)	**0.393** (0.298-0.523)	**0.441** (0.325-0.604)	**0.509** (0.359-0.727)	**0.563** (0.384-0.834)
24-hr	**0.089** (0.079-0.103)	**0.116** (0.103-0.134)	**0.151** (0.133-0.175)	**0.180** (0.157-0.210)	**0.219** (0.185-0.264)	**0.249** (0.207-0.306)	**0.280** (0.227-0.353)	**0.312** (0.246-0.404)	**0.356** (0.270-0.480)	**0.391** (0.286-0.544)
2-day	**0.054** (0.048-0.062)	**0.072** (0.064-0.083)	**0.096** (0.085-0.112)	**0.117** (0.102-0.136)	**0.146** (0.124-0.176)	**0.169** (0.140-0.208)	**0.193** (0.157-0.244)	**0.219** (0.173-0.284)	**0.256** (0.194-0.345)	**0.285** (0.209-0.397)
3-day	**0.039** (0.035-0.045)	**0.053** (0.047-0.061)	**0.072** (0.063-0.083)	**0.088** (0.077-0.103)	**0.112** (0.095-0.135)	**0.131** (0.109-0.162)	**0.152** (0.124-0.192)	**0.176** (0.138-0.227)	**0.209** (0.158-0.281)	**0.237** (0.173-0.330)
4-day	**0.032** (0.028-0.037)	**0.043** (0.038-0.050)	**0.059** (0.052-0.068)	**0.073** (0.064-0.085)	**0.093** (0.079-0.112)	**0.110** (0.091-0.135)	**0.128** (0.104-0.161)	**0.148** (0.117-0.191)	**0.177** (0.134-0.238)	**0.201** (0.148-0.281)

7-day	**0.021** (0.019-0.024)	**0.029** (0.025-0.033)	**0.039** (0.034-0.045)	**0.048** (0.042-0.056)	**0.061** (0.051-0.073)	**0.071** (0.059-0.088)	**0.083** (0.067-0.105)	**0.096** (0.075-0.124)	**0.114** (0.086-0.153)	**0.129** (0.094-0.180)
10-day	**0.016** (0.014-0.019)	**0.022** (0.019-0.025)	**0.030** (0.026-0.034)	**0.037** (0.032-0.043)	**0.046** (0.039-0.056)	**0.054** (0.045-0.067)	**0.063** (0.051-0.079)	**0.072** (0.057-0.093)	**0.085** (0.065-0.115)	**0.096** (0.070-0.134)
20-day	**0.010** (0.009-0.012)	**0.014** (0.012-0.016)	**0.019** (0.017-0.022)	**0.023** (0.020-0.027)	**0.029** (0.025-0.035)	**0.034** (0.028-0.042)	**0.039** (0.031-0.049)	**0.044** (0.035-0.057)	**0.052** (0.039-0.070)	**0.058** (0.042-0.080)
30-day	**0.008** (0.007-0.009)	**0.011** (0.010-0.013)	**0.015** (0.013-0.017)	**0.018** (0.016-0.021)	**0.023** (0.019-0.027)	**0.026** (0.022-0.032)	**0.030** (0.024-0.038)	**0.034** (0.027-0.044)	**0.040** (0.030-0.053)	**0.044** (0.032-0.061)
45-day	**0.006** (0.006-0.007)	**0.009** (0.008-0.010)	**0.012** (0.011-0.014)	**0.015** (0.013-0.017)	**0.018** (0.015-0.022)	**0.021** (0.017-0.026)	**0.024** (0.019-0.030)	**0.027** (0.021-0.035)	**0.031** (0.023-0.041)	**0.034** (0.025-0.047)
60-day	**0.006** (0.005-0.007)	**0.008** (0.007-0.009)	**0.010** (0.009-0.012)	**0.013** (0.011-0.015)	**0.016** (0.013-0.019)	**0.018** (0.015-0.022)	**0.020** (0.016-0.026)	**0.023** (0.018-0.029)	**0.026** (0.020-0.035)	**0.029** (0.021-0.040)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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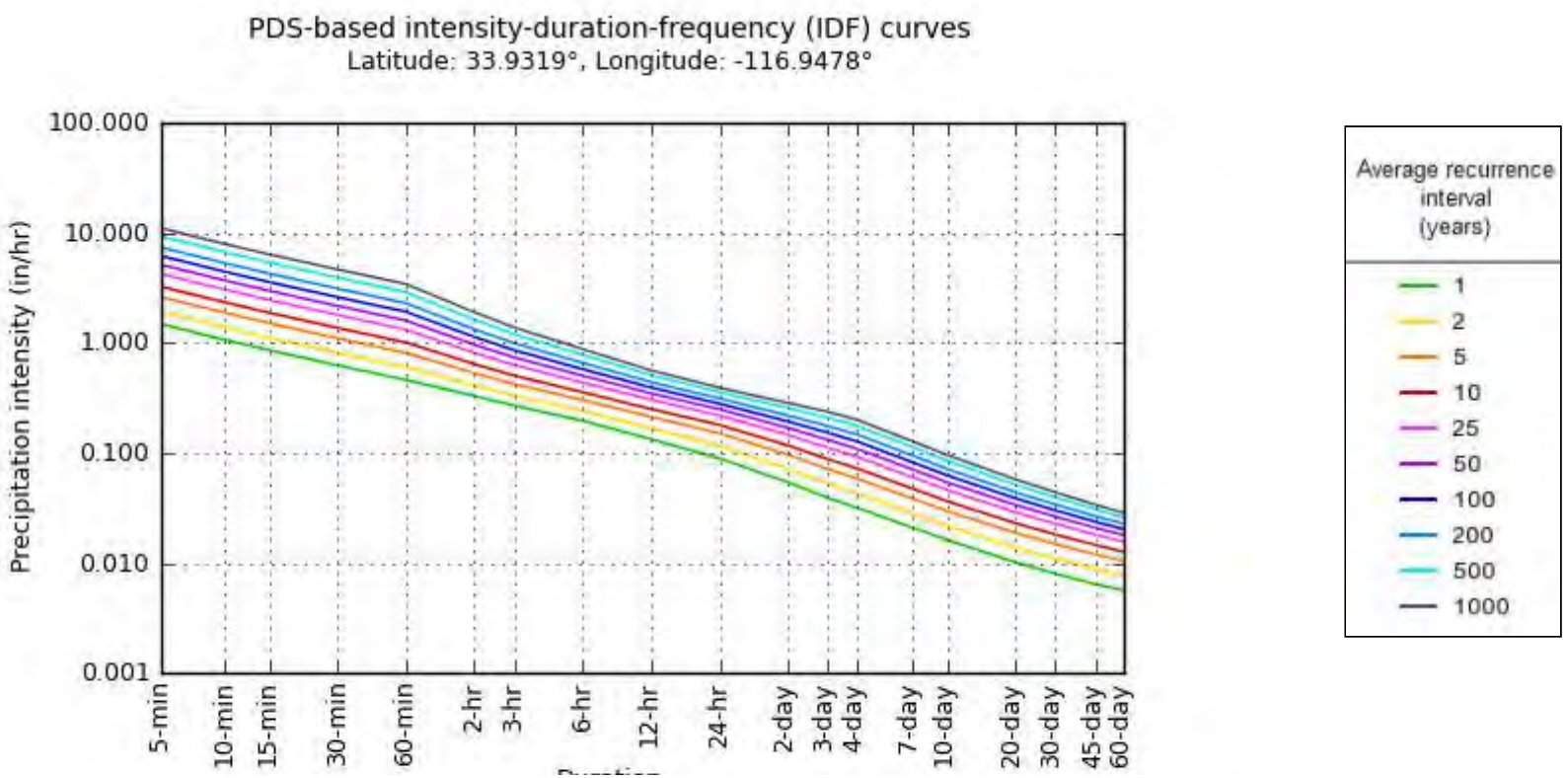
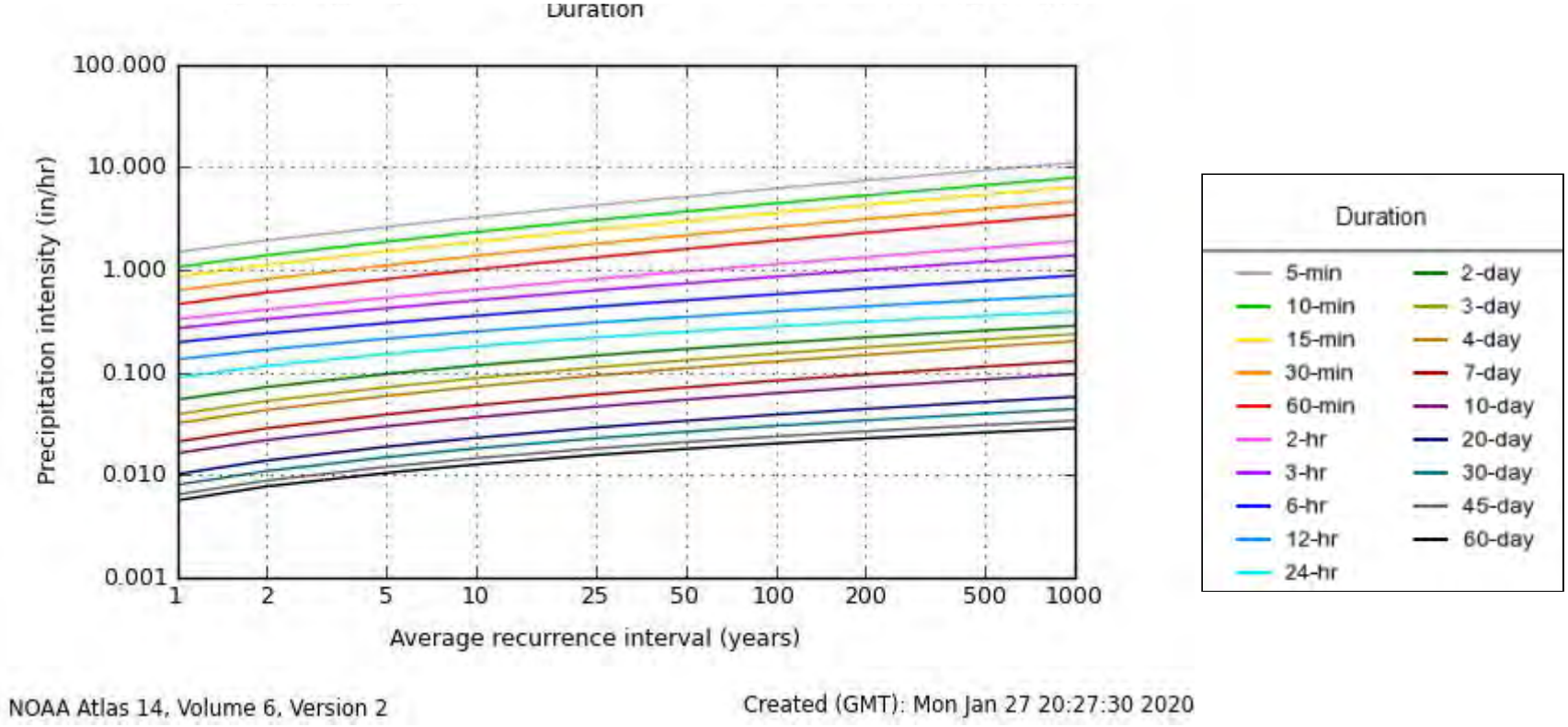
PF graphical





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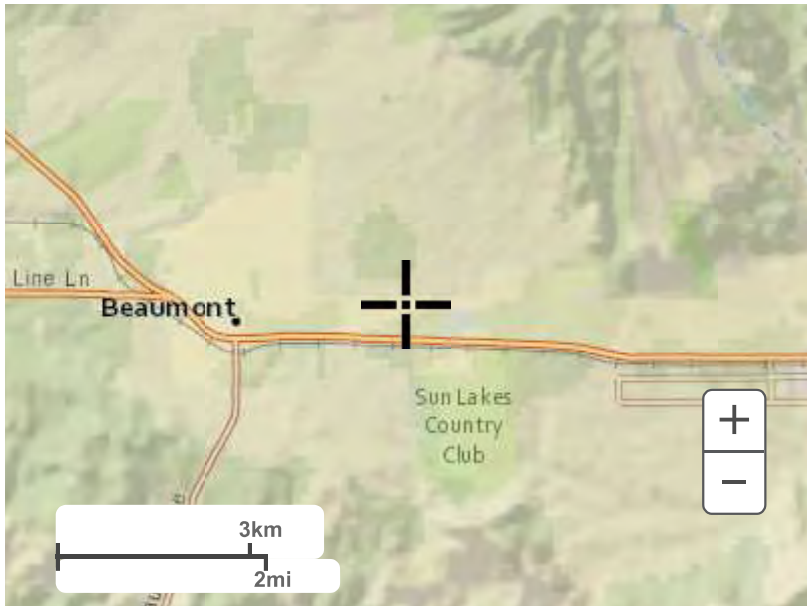
Maps & aerials

Small scale terrain



Large scale terrain

Large scale map

Large scale aerial

Back to Top

US Department of Commerce
National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

Disclaimer

Map Scale: 1:752 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 10 20 40 60

Feet
0 35 70 140 210

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Western Riverside Area, California
Survey Area Data: Version 12, Sep 16, 2019

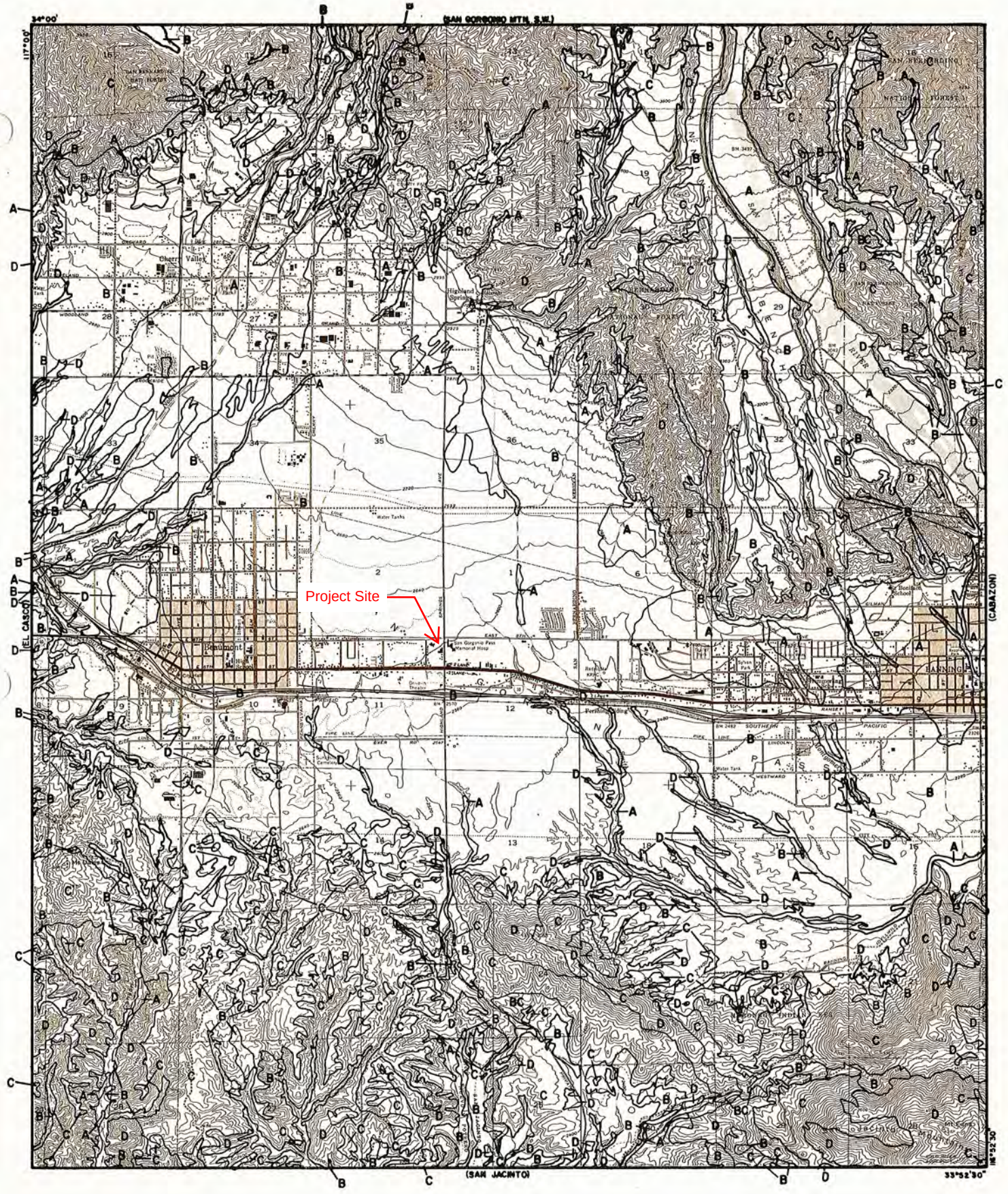
Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Apr 1, 2018—Jun 30, 2018

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
RaB2	Ramona sandy loam, 2 to 5 percent slopes, eroded	2.3	100.0%
Totals for Area of Interest		**2.3**	**100.0%**



LEGEND

—— SOILS GROUP BOUNDARY

A SOILS GROUP DESIGNATION

RCFC&WCD

HYDROLOGY MANUAL

N

0 FEET 5000

HYDROLOGIC SOILS GROUP MAP FOR BEAUMONT

PLATE C-1.19

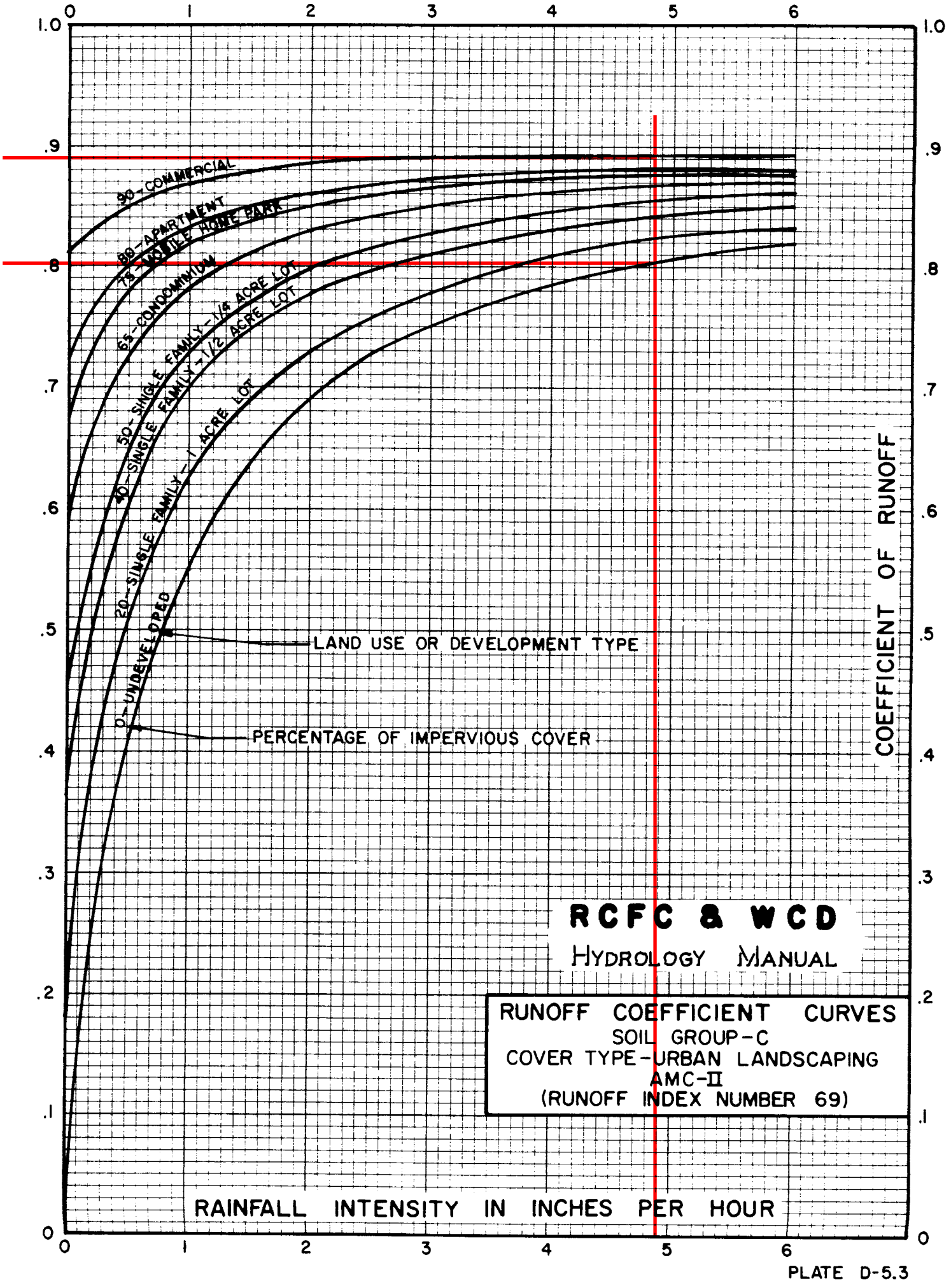
RCFC & WCD

HYDROLOGY MANUAL

RAINFALL INTENSITY–INCHES PER HOUR

ANZA			BANNING			BEAUMONT			CALIMESA			CANYON LAKE		
DURATION MINUTES	FREQUENCY 10 YEAR	100 YEAR	DURATION MINUTES	FREQUENCY 10 YEAR	100 YEAR	DURATION MINUTES	FREQUENCY 10 YEAR	100 YEAR	DURATION MINUTES	FREQUENCY 10 YEAR	100 YEAR	DURATION MINUTES	FREQUENCY 10 YEAR	100 YEAR
5	4.23	6.85	5	3.32	4.93	5	3.32	4.93	5	3.57	5.30	5	3.07	4.61
6	3.80	6.16	6	3.02	4.47	6	3.02	4.47	6	3.23	4.79	6	2.81	4.23
7	3.48	5.63	7	2.78	4.12	7	2.78	4.12	7	2.97	4.40	7	2.61	3.93
8	3.22	5.21	8	2.59	3.84	8	2.59	3.84	8	2.76	4.09	8	2.45	3.68
9	3.01	4.87	9	2.43	3.61	9	2.43	3.61	9	2.58	3.83	9	2.31	3.48
10	2.83	4.58	10	2.30	3.41	10	2.30	3.41	10	2.44	3.62	10	2.20	3.31
11	2.67	4.33	11	2.19	3.24	11	2.19	3.24	11	2.31	3.43	11	2.10	3.16
12	2.54	4.12	12	2.09	3.10	12	2.09	3.10	12	2.21	3.27	12	2.01	3.03
13	2.43	3.93	13	2.00	2.97	13	2.00	2.97	13	2.11	3.13	13	1.94	2.92
14	2.33	3.77	14	1.92	2.85	14	1.92	2.85	14	2.03	3.01	14	1.87	2.82
15	2.23	3.62	15	1.86	2.75	15	1.86	2.75	15	1.95	2.89	15	1.81	2.72
16	2.15	3.49	16	1.79	2.66	16	1.79	2.66	16	1.88	2.79	16	1.75	2.64
17	2.08	3.37	17	1.74	2.58	17	1.74	2.58	17	1.82	2.70	17	1.70	2.56
18	2.01	3.26	18	1.68	2.50	18	1.68	2.50	18	1.76	2.62	18	1.66	2.50
19	1.95	3.16	19	1.64	2.43	19	1.64	2.43	19	1.71	2.54	19	1.62	2.43
20	1.89	3.06	20	1.59	2.36	20	1.59	2.36	20	1.67	2.47	20	1.58	2.37
22	1.79	2.90	22	1.51	2.25	22	1.51	2.25	22	1.58	2.34	22	1.51	2.27
24	1.70	2.76	24	1.45	2.15	24	1.45	2.15	24	1.51	2.23	24	1.44	2.17
26	1.62	2.63	26	1.39	2.06	26	1.39	2.06	26	1.44	2.14	26	1.39	2.09
28	1.56	2.52	28	1.33	1.98	28	1.33	1.98	28	1.38	2.05	28	1.34	2.02
30	1.49	2.42	30	1.29	1.91	30	1.29	1.91	30	1.33	1.98	30	1.30	1.95
32	1.44	2.33	32	1.24	1.84	32	1.24	1.84	32	1.29	1.91	32	1.26	1.89
34	1.39	2.25	34	1.20	1.78	34	1.20	1.78	34	1.24	1.85	34	1.22	1.84
36	1.34	2.18	36	1.17	1.73	36	1.17	1.73	36	1.21	1.79	36	1.19	1.79
38	1.30	2.11	38	1.13	1.68	38	1.13	1.68	38	1.17	1.74	38	1.16	1.74
40	1.27	2.05	40	1.10	1.64	40	1.10	1.64	40	1.14	1.69	40	1.13	1.70
45	1.18	1.91	45	1.04	1.54	45	1.04	1.54	45	1.07	1.58	45	1.07	1.61
50	1.11	1.80	50	.98	1.45	50	.98	1.45	50	1.01	1.49	50	1.02	1.53
55	1.05	1.70	55	.93	1.38	55	.93	1.38	55	.95	1.42	55	.97	1.46
60	1.00	1.62	60	.89	1.32	60	.89	1.32	60	.91	1.35	60	.93	1.40
65	.95	1.55	65	.85	1.27	65	.85	1.27	65	.87	1.29	65	.89	1.35
70	.91	1.48	70	.82	1.22	70	.82	1.22	70	.84	1.24	70	.86	1.30
75	.88	1.42	75	.79	1.17	75	.79	1.17	75	.80	1.19	75	.84	1.26
80	.85	1.37	80	.76	1.13	80	.76	1.13	80	.78	1.15	80	.81	1.22
85	.82	1.32	85	.74	1.10	85	.74	1.10	85	.75	1.11	85	.79	1.18
SLOPE = .580			SLOPE = .530			SLOPE = .530			SLOPE = .550			SLOPE = .480		

STANDARD INTENSITY–DURATION CURVES DATA



RCFC & WCD

HYDROLOGY MANUAL

RUNOFF COEFFICIENT CURVES
SOIL GROUP-C
COVER TYPE-URBAN LANDSCAPING
AMC-II
(RUNOFF INDEX NUMBER 69)

PLATE D-5.3

RUNOFF INDEX NUMBERS OF HYDROLOGIC SOIL-COVER COMPLEXES FOR PERVIOUS AREAS-AMC II

Cover Type (3)	Quality of Cover (2)	Soil Group A	B	C	D
NATURAL COVERS -					
Barren (Rockland, eroded and graded land)		78	86	91	93
Chaparrel, Broadleaf (Manzonita, ceanothus and scrub oak)	Poor	53	70	80	85
	Fair	40	63	75	81
	Good	31	57	71	78
Chaparrel, Narrowleaf (Chamise and redshank)	Poor	71	82	88	91
	Fair	55	72	81	86
Grass, Annual or Perennial	Poor	67	78	86	89
	Fair	50	69	79	84
	Good	38	61	74	80
Meadows or Cienegas (Areas with seasonally high water table, principal vegetation is sod forming grass)	Poor	63	77	85	88
	Fair	51	70	80	84
	Good	30	58	72	78
Open Brush (Soft wood shrubs - buckwheat, sage, etc.)	Poor	62	76	84	88
	Fair	46	66	77	83
	Good	41	63	75	81
Woodland (Coniferous or broadleaf trees predominate. Canopy density is at least 50 percent)	Poor	45	66	77	83
	Fair	36	60	73	79
	Good	28	55	70	77
Woodland, Grass (Coniferous or broadleaf trees with canopy density from 20 to 50 percent)	Poor	57	73	82	86
	Fair	44	65	77	82
	Good	33	58	72	79
URBAN COVERS -					
Residential or Commercial Landscaping (Lawn, shrubs, etc.)	Good	32	56	69	75
Turf (Irrigated and mowed grass)	Poor	58	74	83	87
	Fair	44	65	77	82
	Good	33	58	72	79
AGRICULTURAL COVERS -					
Fallow (Land plowed but not tilled or seeded)		76	85	90	92

RCFC & WCD
HYDROLOGY MANUAL

RUNOFF INDEX NUMBERS FOR PERVIOUS AREAS

PLATE E-6.1 (1 of 2)

RUNOFF INDEX NUMBERS OF HYDROLOGIC SOIL-COVER COMPLEXES FOR PERVIOUS AREAS-AMC II

Cover Type (3)	Quality of Cover (2)	Soil Group A	B	C	D
AGRICULTURAL COVERS (cont.) -					
Legumes, Close Seeded (Alfalfa, sweetclover, timothy, etc.)	Poor	66	77	85	89
	Good	58	72	81	85
Orchards, Deciduous (Apples, apricots, pears, walnuts, etc.)		See Note 4			
Orchards, Evergreen (Citrus, avocados, etc.)	Poor	57	73	82	86
	Fair	44	65	77	82
	Good	33	58	72	79
Pasture, Dryland (Annual grasses)	Poor	67	78	86	89
	Fair	50	69	79	84
	Good	38	61	74	80
Pasture, Irrigated (Legumes and perennial grass)	Poor	58	74	83	87
	Fair	44	65	77	82
	Good	33	58	72	79
Row Crops (Field crops - tomatoes, sugar beets, etc.)	Poor	72	81	88	91
	Good	67	78	85	89
Small Grain (Wheat, oats, barley, etc.)	Poor	65	76	84	88
	Good	63	75	83	87
Vineyard		See Note 4			

Notes:

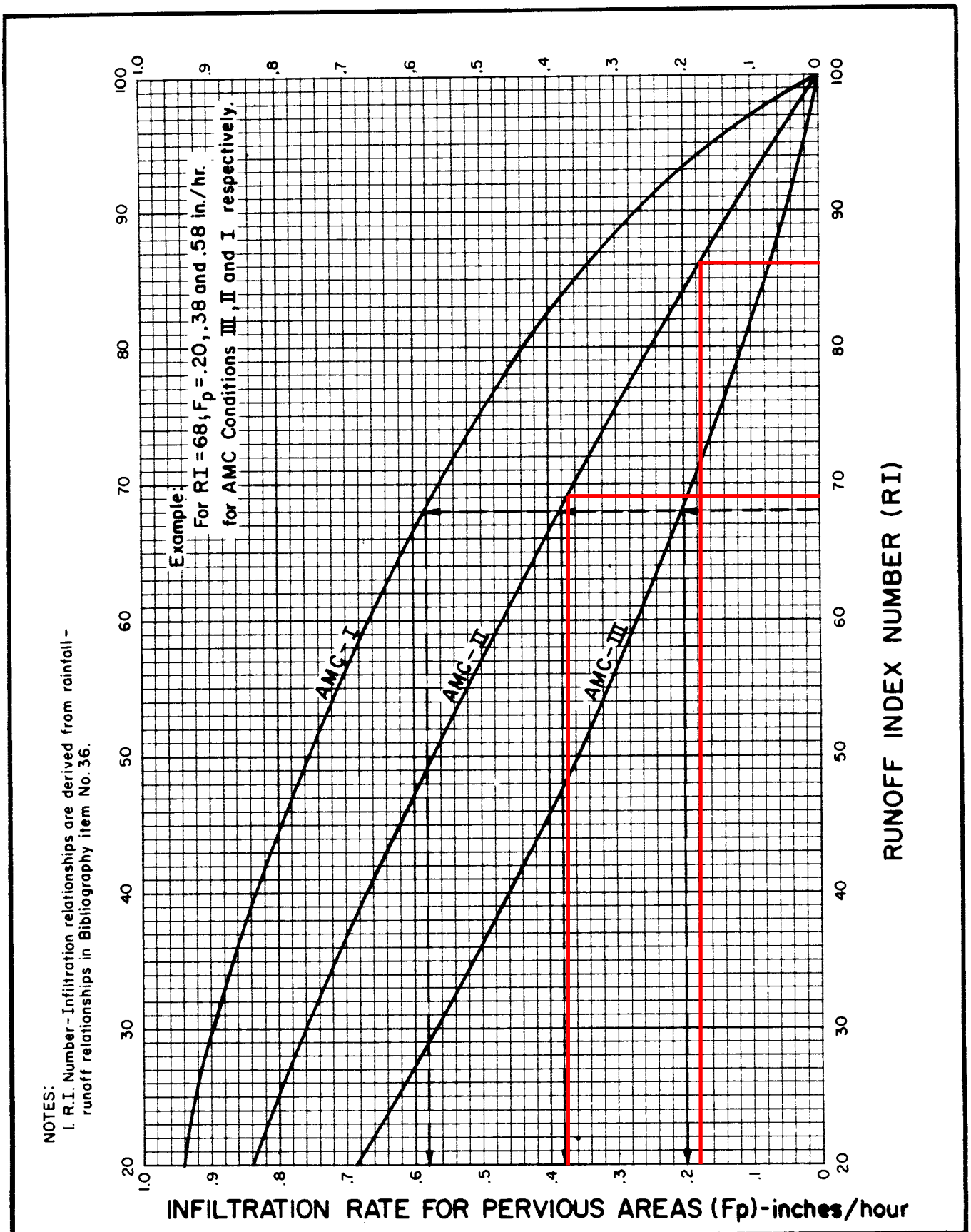
1. All runoff index (RI) numbers are for Antecedent Moisture Condition (AMC) II.

2. Quality of cover definitions:
   Poor-Heavily grazed or regularly burned areas. Less than 50 percent of the ground surface is protected by plant cover or brush and tree canopy.
   Fair-Moderate cover with 50 percent to 75 percent of the ground surface protected.
   Good-Heavy or dense cover with more than 75 percent of the ground surface protected.

3. See Plate C-2 for a detailed description of cover types.

4. Use runoff index numbers based on ground cover type. See discussion under "Cover Type Descriptions" on Plate C-2.

5. Reference Bibliography item 17.



NOTES:
1. R.I. Number-Infiltration relationships are derived from rainfall-runoff relationships in Bibliography item No. 36.

RCFC & WCD

HYDROLOGY MANUAL

INFILTRATION RATE FOR PERVIOUS AREAS VERSUS RUNOFF INDEX NUMBERS

PLATE E-6.2

APPENDIX B

FEMA FLOOD PLAIN MAP

National Flood Hazard Layer FIRMette

FEMA

33°56'13.07"N

116°57'7.63"W

116°56'30.18"W

33°55'43.22"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

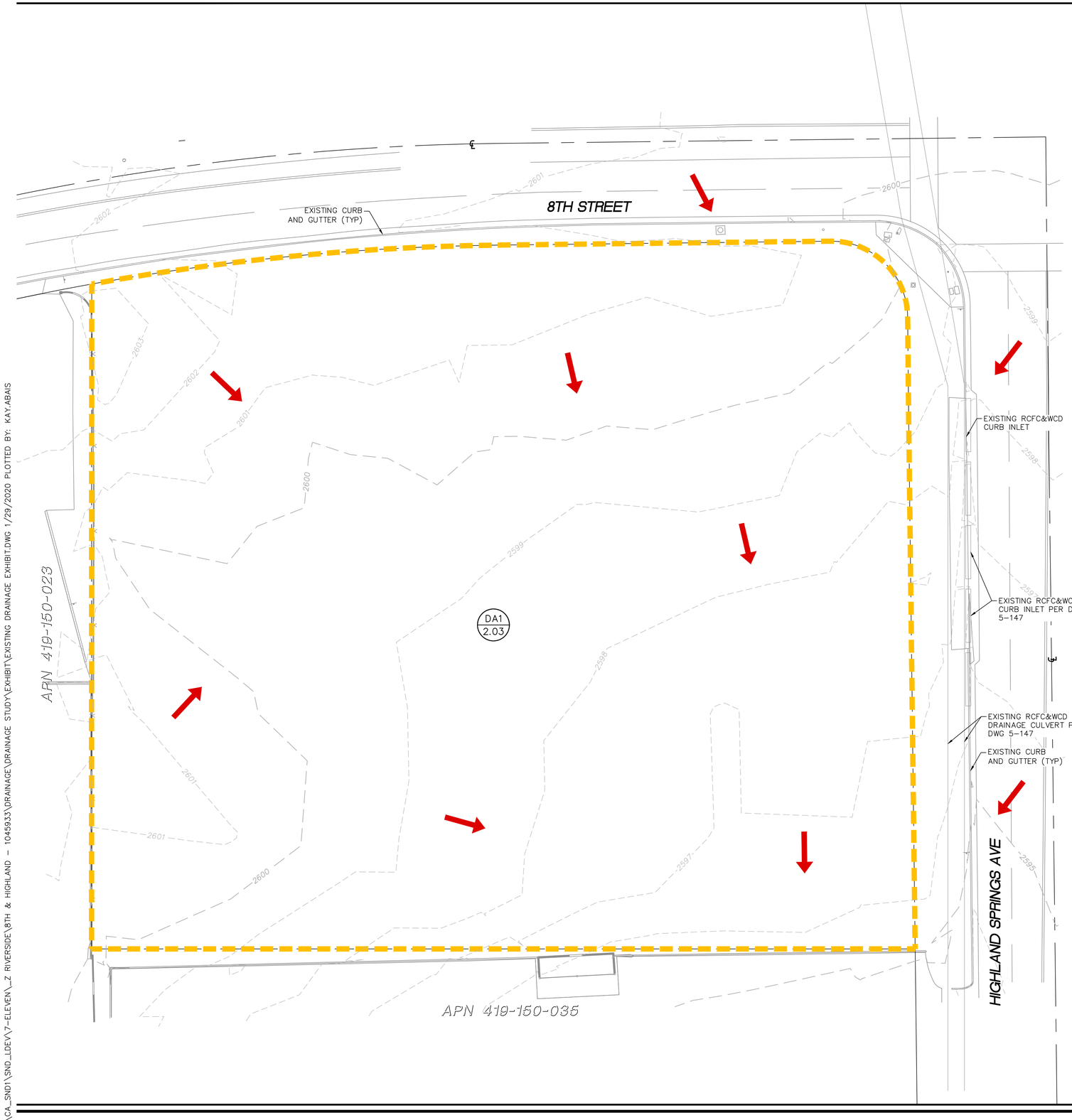
This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

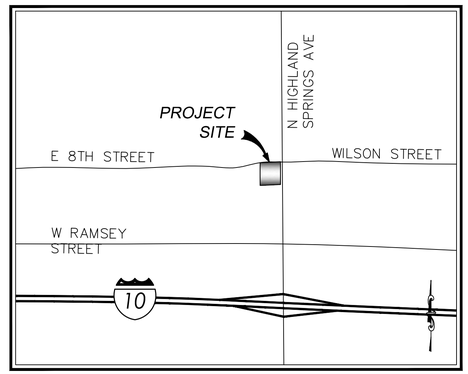
The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 1/27/2020 at 6:07:33 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

APPENDIX C

DRAINAGE EXHIBITS





VICINITY MAP
NTS

LEGEND

- XX / XX — DA ID / DA ACREAGE
- DA BOUNDARY
- FLOW DIRECTION
- PROPERTY LINE
- ROAD CENTERLINE

NOTES

1. EXISTING SITE IS UNDEVELOPED
2. EXISTING SOILS ONSITE ARE HSG TYPE C PER NRCS WEB SOIL SURVEY. SOIL TYPE TO BE CONFIRMED WITH GEOTECHNICAL REPORT PRIOR TO FINAL DESIGN.
3. PROJECT 100-YEAR RAINFALL INTENSITY (4.93 IN/HR) DETERMINED FROM PLATE D-4.1 PER RCFC&WCD HYDROLOGY MANUAL.
4. PROJECT PERVIOUS COEFFICIENT OF RUNOFF (C=0.8) DETERMINED FROM PLATE D-5.3 PER RCFC&WCD HYDROLOGY MANUAL.
5. PROJECT CALCULATIONS ASSUME A TIME OF CONCENTRATION OF 5 MINUTES.
6. PROJECT SITE IS LOCATED WITHIN THE RCFC&WCD MASTER DRAINAGE PLAN FOR THE BEAUMONT AREA.

DATA SUMMARY

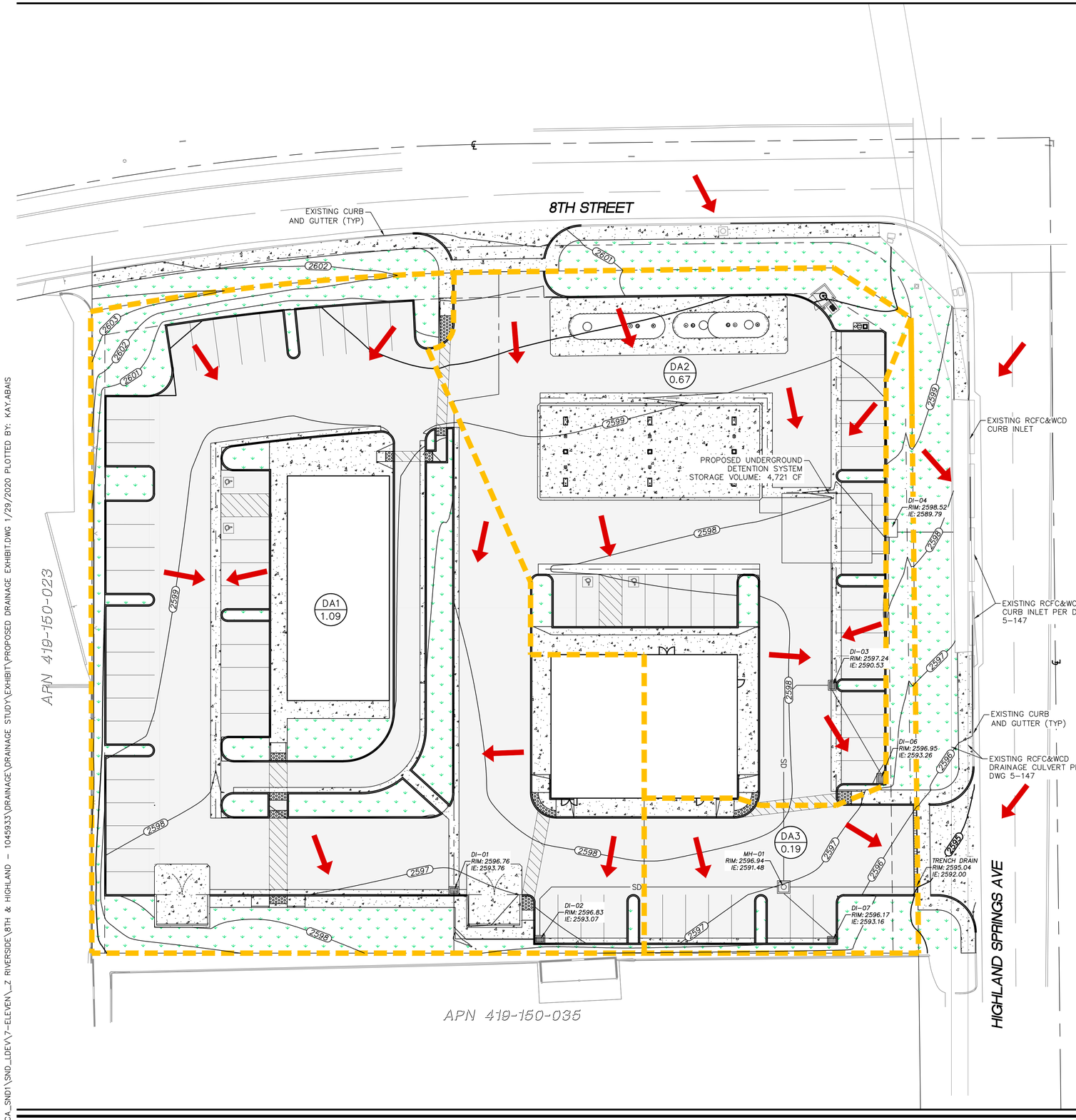
DA ID	AREA (AC)	PERVIOUS AREA (AC)	IMPERVIOUS AREA (AC)	WEIGHTED C VALUE	Q100
1	2.03	2.03	0	0.8	8.01

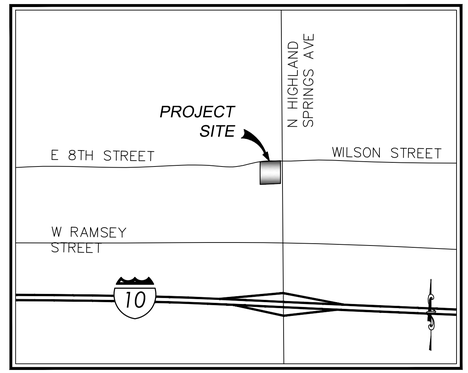
NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

Kimley»Horn

EXISTING DRAINAGE EXHIBIT
8TH STREET AND HIGHLAND SPRINGS AVENUE
2/12/2020





VICINITY MAP
NTS

LEGEND

- DA ID / DA ACREAGE
- DA BOUNDARY
- FLOW DIRECTION
- PROPERTY LINE
- ROAD CENTERLINE
- PROPOSED STORM DRAIN LINE
- FLOWLINE
- GRATED INLET
- LANDSCAPE AREA
- CONCRETE AREA
- ASPHALT AREA

NOTES

1. EXISTING SOILS ONSITE ARE HSG TYPE C PER NRCS WEB SOIL SURVEY. SOIL TYPE TO BE CONFIRMED WITH GEOTECHNICAL REPORT PRIOR TO FINAL DESIGN.
2. PROJECT 100-YEAR RAINFALL INTENSITY (4.93 IN/HR) DETERMINED FROM PLATE D-4.1 PER RCFC&WCD HYDROLOGY MANUAL.
3. PROJECT PERVIOUS COEFFICIENT OF RUNOFF (C=0.80) AND IMPERVIOUS COEFFICIENT OF RUNOFF (C=0.89) DETERMINED FROM PLATE D-5.3 PER RCFC&WCD HYDROLOGY MANUAL.
4. PROJECT CALCULATIONS ASSUME A TIME OF CONCENTRATION OF 5 MINUTES.
5. PROJECT SITE IS LOCATED WITHIN THE RCFC&WCD MASTER DRAINAGE PLAN FOR THE BEAUMONT AREA.

DATA SUMMARY

DA ID	AREA (AC)	PERVIOUS AREA (AC)	IMPERVIOUS AREA (AC)	WEIGHTED C VALUE	Q100
1	1.09	0.22	0.87	0.87	4.68
2	0.67	0.09	0.58	0.88	2.90
3	0.19	0.02	0.17	0.88	0.82
TOTAL					8.41

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

Kimley»Horn

PROPOSED DRAINAGE EXHIBIT
8TH STREET AND HIGHLAND SPRINGS AVENUE
2/24/2020

APPENDIX D

AES FLOOD ROUTING ANALYSIS

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******************************************************************************

              F L O O D   R O U T I N G   A N A L Y S I S

ACCORDING TO RIVERSIDE COUNTY FLOOD CONTORL AND WATER CONSERVATION DISTRICT
                    (RCFC&WCD) 1978 HYDROLOGY MANUAL
         (c) Copyright 1989-2011 Advanced Engineering Software (aes)
                 (Synthetic Unit Hydrograph Version 18.0)
                Release Date: 05/01/2011  License ID 1499

                          Analysis prepared by:




 ************************* DESCRIPTION OF STUDY *************************
* 8TH AND HIGHLAND SPRINGS                                               *
* EXISTING 100 YEAR, 24 HOUR STORM HYDROGRAPH                            *
* KA 2/10/2020                                                           *
 ************************************************************************

  FILE NAME: EX100.DAT
  TIME/DATE OF STUDY: 17:47 02/11/2020


******************************************************************************
  FLOW PROCESS FROM NODE    100.00 TO NODE    101.00 IS CODE =   1
------------------------------------------------------------------------------
  >>>>>SUBAREA RUNOFF (UNIT-HYDROGRAPH ANALYSIS)<<<<<
==============================================================================

      (UNIT-HYDROGRAPH ADDED TO STREAM #1)

         WATERSHED AREA =       2.030 ACRES
         BASEFLOW =   0.000 CFS/SQUARE-MILE
  Warning: Watershed Area is less than 10 acres
         *USER ENTERED "LAG" TIME =    0.100 HOURS
          CAUTION: LAG TIME IS LESS THAN 0.50 HOURS.
          THE 5-MINUTE PERIOD UH MODEL (USED IN THIS COMPUTER PROGRAM)
          MAY BE TOO LARGE FOR PEAK FLOW ESTIMATES.
         VALLEY S-GRAPH SELECTED
         UNIFORM MEAN SOIL-LOSS(INCH/HOUR) =  0.190
         LOW SOIL-LOSS RATE PERCENT(DECIMAL) = 0.800
         MINIMUM SOIL-LOSS RATE(INCH/HOUR) =   0.090
         USER-ENTERED RAINFALL =  6.73 INCHES
         RCFC&WCD 24-Hour Storm (15-Minute period) SELECTED
         RCFC&WCD DEPTH-AREA ADJUSTMENT FACTOR(PLATE E-5.8) = 1.0000


         UNIT HYDROGRAPH TIME UNIT =  15.000 MINUTES
         UNIT INTERVAL PERCENTAGE OF LAG-TIME = 250.000


==============================================================================
                      UNIT HYDROGRAPH DETERMINATION

------------------------------------------------------------------------------
    INTERVAL          "S" GRAPH          UNIT HYDROGRAPH
     NUMBER          MEAN VALUES          ORDINATES(CFS)
------------------------------------------------------------------------------
        1               50.817                4.159
        2               90.903                3.280
        3               97.798                0.564
        4               99.444                0.135
        5               99.778                0.027
        6               99.944                0.014
        7              100.000                0.005
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UNIT PERIOD (NUMBER)	UNIT RAINFALL (INCHES)	UNIT SOIL-LOSS (INCHES)	EFFECTIVE RAINFALL (INCHES)
1	0.0135	0.0108	0.0027
2	0.0202	0.0162	0.0040
3	0.0202	0.0162	0.0040
4	0.0269	0.0215	0.0054
5	0.0202	0.0162	0.0040
6	0.0202	0.0162	0.0040
7	0.0202	0.0162	0.0040
8	0.0269	0.0215	0.0054
9	0.0269	0.0215	0.0054
10	0.0269	0.0215	0.0054
11	0.0336	0.0269	0.0067
12	0.0336	0.0269	0.0067
13	0.0336	0.0269	0.0067
14	0.0336	0.0269	0.0067
15	0.0336	0.0269	0.0067
16	0.0404	0.0323	0.0081
17	0.0404	0.0323	0.0081
18	0.0471	0.0377	0.0094
19	0.0471	0.0377	0.0094
20	0.0538	0.0431	0.0108
21	0.0404	0.0323	0.0081
22	0.0471	0.0377	0.0094
23	0.0538	0.0431	0.0108
24	0.0538	0.0431	0.0108
25	0.0606	0.0485	0.0121
26	0.0606	0.0485	0.0121
27	0.0673	0.0538	0.0135
28	0.0673	0.0538	0.0135
29	0.0673	0.0538	0.0135
30	0.0740	0.0586	0.0154
31	0.0808	0.0578	0.0230
32	0.0875	0.0569	0.0305
33	0.1009	0.0561	0.0448
34	0.1009	0.0553	0.0456
35	0.1077	0.0545	0.0532
36	0.1144	0.0537	0.0607
37	0.1279	0.0529	0.0750
38	0.1346	0.0521	0.0825
39	0.1413	0.0513	0.0900
40	0.1481	0.0506	0.0975
41	0.1009	0.0498	0.0512
42	0.1009	0.0490	0.0519
43	0.1346	0.0483	0.0863
44	0.1346	0.0475	0.0871
45	0.1279	0.0468	0.0811
46	0.1279	0.0461	0.0818
47	0.1144	0.0454	0.0691
48	0.1211	0.0446	0.0765
49	0.1682	0.0439	0.1243
50	0.1750	0.0432	0.1317
51	0.1884	0.0426	0.1459
52	0.1952	0.0419	0.1533
53	0.2288	0.0412	0.1876
54	0.2288	0.0405	0.1883
55	0.1548	0.0399	0.1149
56	0.1548	0.0392	0.1155
57	0.1817	0.0386	0.1431
58	0.1750	0.0380	0.1370
59	0.1750	0.0374	0.1376
60	0.1682	0.0368	0.1315
61	0.1615	0.0362	0.1254
62	0.1548	0.0356	0.1192
63	0.1279	0.0350	0.0929
64	0.1279	0.0344	0.0935
65	0.0269	0.0215	0.0054
66	0.0269	0.0215	0.0054

67	0.0202	0.0162	0.0040
68	0.0202	0.0162	0.0040
69	0.0336	0.0269	0.0067
70	0.0336	0.0269	0.0067
71	0.0336	0.0269	0.0067
72	0.0269	0.0215	0.0054
73	0.0269	0.0215	0.0054
74	0.0269	0.0215	0.0054
75	0.0202	0.0162	0.0040
76	0.0135	0.0108	0.0027
77	0.0202	0.0162	0.0040
78	0.0269	0.0215	0.0054
79	0.0202	0.0162	0.0040
80	0.0135	0.0108	0.0027
81	0.0202	0.0162	0.0040
82	0.0202	0.0162	0.0040
83	0.0202	0.0162	0.0040
84	0.0135	0.0108	0.0027
85	0.0202	0.0162	0.0040
86	0.0135	0.0108	0.0027
87	0.0202	0.0162	0.0040
88	0.0135	0.0108	0.0027
89	0.0202	0.0162	0.0040
90	0.0135	0.0108	0.0027
91	0.0135	0.0108	0.0027
92	0.0135	0.0108	0.0027
93	0.0135	0.0108	0.0027
94	0.0135	0.0108	0.0027
95	0.0135	0.0108	0.0027
96	0.0135	0.0108	0.0027

TOTAL STORM RAINFALL(INCHES) = 6.73
TOTAL SOIL-LOSS(INCHES) = 3.03
TOTAL EFFECTIVE RAINFALL(INCHES) = 3.70

TOTAL SOIL-LOSS VOLUME(ACRE-FEET) = 0.5123
TOTAL STORM RUNOFF VOLUME(ACRE-FEET) = 0.6259

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2 4 - H O U R S T O R M
R U N O F F H Y D R O G R A P H

HYDROGRAPH IN FIVE-MINUTE UNIT INTERVALS(CFS)
(Note: Time indicated is at END of Each Unit Intervals)

TIME(HRS)	VOLUME(AF)	Q(CFS)	0.	2.5	5.0	7.5	10.0
0.083	0.0001	0.01	Q	.	.	.	.
0.167	0.0002	0.01	Q	.	.	.	.
0.250	0.0002	0.01	Q	.	.	.	.
0.333	0.0004	0.03	Q	.	.	.	.
0.417	0.0006	0.03	Q	.	.	.	.
0.500	0.0008	0.03	Q	.	.	.	.
0.583	0.0010	0.03	Q	.	.	.	.
0.667	0.0012	0.03	Q	.	.	.	.
0.750	0.0014	0.03	Q	.	.	.	.
0.833	0.0017	0.04	Q	.	.	.	.
0.917	0.0019	0.04	Q	.	.	.	.
1.000	0.0022	0.04	Q	.	.	.	.
1.083	0.0025	0.04	Q	.	.	.	.
1.167	0.0027	0.04	Q	.	.	.	.
1.250	0.0030	0.04	Q	.	.	.	.
1.333	0.0032	0.03	Q	.	.	.	.
1.417	0.0034	0.03	Q	.	.	.	.
1.500	0.0037	0.03	Q	.	.	.	.
1.583	0.0039	0.03	Q	.	.	.	.
1.667	0.0041	0.03	Q	.	.	.	.
1.750	0.0044	0.03	Q	.	.	.	.
1.833	0.0046	0.04	Q	.	.	.	.
1.917	0.0049	0.04	Q	.	.	.	.
2.000	0.0052	0.04	Q	.	.	.	.
2.083	0.0055	0.04	Q	.	.	.	.
2.167	0.0058	0.04	Q	.	.	.	.
2.250	0.0060	0.04	Q	.	.	.	.
2.333	0.0064	0.04	Q	.	.	.	.
2.417	0.0067	0.04	Q	.	.	.	.
2.500	0.0070	0.04	Q	.	.	.	.
2.583	0.0073	0.05	Q	.	.	.	.
2.667	0.0076	0.05	Q	.	.	.	.
2.750	0.0080	0.05	Q	.	.	.	.
2.833	0.0084	0.05	Q	.	.	.	.
2.917	0.0087	0.05	Q	.	.	.	.
3.000	0.0091	0.05	Q	.	.	.	.
3.083	0.0095	0.05	Q	.	.	.	.
3.167	0.0099	0.05	Q	.	.	.	.
3.250	0.0102	0.05	Q	.	.	.	.
3.333	0.0106	0.06	Q	.	.	.	.
3.417	0.0110	0.06	Q	.	.	.	.
3.500	0.0114	0.06	Q	.	.	.	.
3.583	0.0117	0.06	Q	.	.	.	.
3.667	0.0121	0.06	Q	.	.	.	.
3.750	0.0125	0.06	Q	.	.	.	.
3.833	0.0129	0.06	Q	.	.	.	.
3.917	0.0133	0.06	Q	.	.	.	.
4.000	0.0138	0.06	Q	.	.	.	.
4.083	0.0142	0.07	Q	.	.	.	.
4.167	0.0147	0.07	Q	.	.	.	.
4.250	0.0151	0.07	Q	.	.	.	.
4.333	0.0156	0.07	Q	.	.	.	.
4.417	0.0161	0.07	QV	.	.	.	.
4.500	0.0166	0.07	QV	.	.	.	.
4.583	0.0171	0.08	QV	.	.	.	.
4.667	0.0176	0.08	QV	.	.	.	.
4.750	0.0181	0.08	QV	.	.	.	.
4.833	0.0187	0.08	QV	.	.	.	.
4.917	0.0193	0.08	QV	.	.	.	.
5.000	0.0199	0.08	QV	.	.	.	.

5.083	0.0204	0.08	QV	.	.	.	.
5.167	0.0209	0.08	QV	.	.	.	.
5.250	0.0214	0.08	QV	.	.	.	.
5.333	0.0219	0.07	QV	.	.	.	.
5.417	0.0224	0.07	QV	.	.	.	.
5.500	0.0229	0.07	QV	.	.	.	.
5.583	0.0235	0.08	QV	.	.	.	.
5.667	0.0241	0.08	QV	.	.	.	.
5.750	0.0246	0.08	QV	.	.	.	.
5.833	0.0252	0.09	QV	.	.	.	.
5.917	0.0258	0.09	QV	.	.	.	.
6.000	0.0264	0.09	QV	.	.	.	.
6.083	0.0271	0.09	QV	.	.	.	.
6.167	0.0277	0.09	QV	.	.	.	.
6.250	0.0284	0.09	QV	.	.	.	.
6.333	0.0290	0.10	QV	.	.	.	.
6.417	0.0297	0.10	QV	.	.	.	.
6.500	0.0304	0.10	QV	.	.	.	.
6.583	0.0311	0.10	QV	.	.	.	.
6.667	0.0318	0.10	Q V	.	.	.	.
6.750	0.0325	0.10	Q V	.	.	.	.
6.833	0.0333	0.11	Q V	.	.	.	.
6.917	0.0340	0.11	Q V	.	.	.	.
7.000	0.0348	0.11	Q V	.	.	.	.
7.083	0.0356	0.11	Q V	.	.	.	.
7.167	0.0363	0.11	Q V	.	.	.	.
7.250	0.0371	0.11	Q V	.	.	.	.
7.333	0.0379	0.12	Q V	.	.	.	.
7.417	0.0387	0.12	Q V	.	.	.	.
7.500	0.0395	0.12	Q V	.	.	.	.
7.583	0.0406	0.16	Q V	.	.	.	.
7.667	0.0417	0.16	Q V	.	.	.	.
7.750	0.0427	0.16	Q V	.	.	.	.
7.833	0.0442	0.21	Q V	.	.	.	.
7.917	0.0457	0.21	Q V	.	.	.	.
8.000	0.0471	0.21	Q V	.	.	.	.
8.083	0.0492	0.30	.Q V	.	.	.	.
8.167	0.0513	0.30	.Q V	.	.	.	.
8.250	0.0534	0.30	.Q V	.	.	.	.
8.333	0.0559	0.36	.Q V	.	.	.	.
8.417	0.0583	0.36	.Q V	.	.	.	.
8.500	0.0608	0.36	.Q V	.	.	.	.
8.583	0.0635	0.40	.Q V	.	.	.	.
8.667	0.0663	0.40	.Q V	.	.	.	.
8.750	0.0691	0.40	.Q V	.	.	.	.
8.833	0.0722	0.46	.Q V	.	.	.	.
8.917	0.0754	0.46	.Q V	.	.	.	.
9.000	0.0786	0.46	.Q V	.	.	.	.
9.083	0.0824	0.55	. Q V	.	.	.	.
9.167	0.0861	0.55	. Q V	.	.	.	.
9.250	0.0899	0.55	. Q V	.	.	.	.
9.333	0.0943	0.63	. Q V	.	.	.	.
9.417	0.0986	0.63	. Q V	.	.	.	.
9.500	0.1030	0.63	. Q V	.	.	.	.
9.583	0.1078	0.70	. Q V	.	.	.	.
9.667	0.1126	0.70	. Q V	.	.	.	.
9.750	0.1174	0.70	. Q V	.	.	.	.
9.833	0.1226	0.76	. Q V	.	.	.	.
9.917	0.1279	0.76	. Q V	.	.	.	.
10.000	0.1331	0.76	. Q V	.	.	.	.
10.083	0.1372	0.60	. Q V	.	.	.	.
10.167	0.1413	0.60	. Q V.	.	.	.	.
10.250	0.1454	0.60	. Q V.	.	.	.	.
10.333	0.1486	0.45	.Q V.	.	.	.	.
10.417	0.1517	0.45	.Q V.	.	.	.	.
10.500	0.1548	0.45	.Q V.	.	.	.	.
10.583	0.1588	0.58	. Q V	.	.	.	.
10.667	0.1628	0.58	. Q V	.	.	.	.
10.750	0.1667	0.58	. Q V	.	.	.	.
10.833	0.1714	0.69	. Q V	.	.	.	.
10.917	0.1762	0.69	. Q V	.	.	.	.

11.000	0.1809	0.69	. Q V . . .
11.083	0.1856	0.68	. Q .V . . .
11.167	0.1903	0.68	. Q . V . . .
11.250	0.1950	0.68	. Q . V . . .
11.333	0.1996	0.67	. Q . V . . .
11.417	0.2042	0.67	. Q . V . . .
11.500	0.2088	0.67	. Q . V . . .
11.583	0.2130	0.62	. Q . V . . .
11.667	0.2173	0.62	. Q . V . . .
11.750	0.2215	0.62	. Q . V . . .
11.833	0.2257	0.61	. Q . V . . .
11.917	0.2299	0.61	. Q . V . . .
12.000	0.2340	0.61	. Q . V . . .
12.083	0.2397	0.82	. Q . V . . .
12.167	0.2454	0.82	. Q . V . . .
12.250	0.2510	0.82	. Q . V . . .
12.333	0.2580	1.01	. Q . V . . .
12.417	0.2650	1.01	. Q . V . . .
12.500	0.2719	1.01	. Q . V . . .
12.583	0.2797	1.12	. Q . V . . .
12.667	0.2874	1.12	. Q . V . . .
12.750	0.2951	1.12	. Q . V . . .
12.833	0.3035	1.21	. Q . V . . .
12.917	0.3118	1.21	. Q . V . . .
13.000	0.3201	1.21	. Q . V . . .
13.083	0.3297	1.39	. Q . V . . .
13.167	0.3392	1.39	. Q . V . . .
13.250	0.3488	1.39	. Q . V . . .
13.333	0.3592	1.51	. Q . V . . .
13.417	0.3696	1.51	. Q . V . . .
13.500	0.3800	1.51	. Q . V . . .
13.583	0.3885	1.23	. Q . V . . .
13.667	0.3969	1.23	. Q . V . . .
13.750	0.4054	1.23	. Q . V . . .
13.833	0.4122	1.00	. Q . V . . .
13.917	0.4191	1.00	. Q . V . . .
14.000	0.4260	1.00	. Q . V . . .
14.083	0.4333	1.07	. Q . V . . .
14.167	0.4407	1.07	. Q . V . . .
14.250	0.4481	1.07	. Q . V . . .
14.333	0.4559	1.13	. Q . V . . .
14.417	0.4636	1.13	. Q . V . . .
14.500	0.4714	1.13	. Q . V . . .
14.583	0.4792	1.12	. Q . V . . .
14.667	0.4869	1.12	. Q . V . . .
14.750	0.4947	1.12	. Q . V . . .
14.833	0.5022	1.10	. Q . V . . .
14.917	0.5098	1.10	. Q . V . . .
15.000	0.5174	1.10	. Q . V . . .
15.083	0.5247	1.05	. Q . V . . .
15.167	0.5319	1.05	. Q . V . . .
15.250	0.5392	1.05	. Q . V . . .
15.333	0.5461	1.01	. Q . V . . .
15.417	0.5530	1.01	. Q . V . . .
15.500	0.5600	1.01	. Q . V . . .
15.583	0.5660	0.87	. Q . V . . .
15.667	0.5720	0.87	. Q . V . . .
15.750	0.5780	0.87	. Q . V . . .
15.833	0.5834	0.78	. Q . V . . .
15.917	0.5888	0.78	. Q . V . . .
16.000	0.5942	0.78	. Q . V . . .
16.083	0.5970	0.40	.Q . V . . .
16.167	0.5997	0.40	.Q . V . . .
16.250	0.6025	0.40	.Q . V . . .
16.333	0.6033	0.11	Q . V . . .
16.417	0.6040	0.11	Q . V . . .
16.500	0.6048	0.11	Q . V . . .
16.583	0.6052	0.05	Q . V . . .
16.667	0.6056	0.05	Q . V . . .
16.750	0.6059	0.05	Q . V . . .
16.833	0.6062	0.04	Q . V . . .

16.917	0.6065	0.04	Q	.	.	.	V .
17.000	0.6067	0.04	Q	.	.	.	V .
17.083	0.6070	0.05	Q	.	.	.	V .
17.167	0.6074	0.05	Q	.	.	.	V .
17.250	0.6077	0.05	Q	.	.	.	V .
17.333	0.6080	0.05	Q	.	.	.	V .
17.417	0.6084	0.05	Q	.	.	.	V .
17.500	0.6088	0.05	Q	.	.	.	V .
17.583	0.6092	0.05	Q	.	.	.	V .
17.667	0.6095	0.05	Q	.	.	.	V .
17.750	0.6099	0.05	Q	.	.	.	V .
17.833	0.6102	0.05	Q	.	.	.	V.
17.917	0.6106	0.05	Q	.	.	.	V.
18.000	0.6109	0.05	Q	.	.	.	V.
18.083	0.6112	0.05	Q	.	.	.	V.
18.167	0.6115	0.05	Q	.	.	.	V.
18.250	0.6119	0.05	Q	.	.	.	V.
18.333	0.6122	0.04	Q	.	.	.	V.
18.417	0.6125	0.04	Q	.	.	.	V.
18.500	0.6128	0.04	Q	.	.	.	V.
18.583	0.6130	0.04	Q	.	.	.	V.
18.667	0.6133	0.04	Q	.	.	.	V.
18.750	0.6136	0.04	Q	.	.	.	V.
18.833	0.6138	0.03	Q	.	.	.	V.
18.917	0.6140	0.03	Q	.	.	.	V.
19.000	0.6142	0.03	Q	.	.	.	V.
19.083	0.6144	0.03	Q	.	.	.	V.
19.167	0.6146	0.03	Q	.	.	.	V.
19.250	0.6148	0.03	Q	.	.	.	V.
19.333	0.6150	0.04	Q	.	.	.	V.
19.417	0.6153	0.04	Q	.	.	.	V.
19.500	0.6155	0.04	Q	.	.	.	V.
19.583	0.6158	0.04	Q	.	.	.	V.
19.667	0.6161	0.04	Q	.	.	.	V.
19.750	0.6163	0.04	Q	.	.	.	V.
19.833	0.6165	0.03	Q	.	.	.	V.
19.917	0.6167	0.03	Q	.	.	.	V.
20.000	0.6169	0.03	Q	.	.	.	V.
20.083	0.6171	0.03	Q	.	.	.	V.
20.167	0.6173	0.03	Q	.	.	.	V.
20.250	0.6175	0.03	Q	.	.	.	V.
20.333	0.6177	0.03	Q	.	.	.	V.
20.417	0.6179	0.03	Q	.	.	.	V.
20.500	0.6182	0.03	Q	.	.	.	V.
20.583	0.6184	0.03	Q	.	.	.	V.
20.667	0.6186	0.03	Q	.	.	.	V.
20.750	0.6188	0.03	Q	.	.	.	V.
20.833	0.6190	0.03	Q	.	.	.	V.
20.917	0.6192	0.03	Q	.	.	.	V.
21.000	0.6194	0.03	Q	.	.	.	V.
21.083	0.6196	0.03	Q	.	.	.	V.
21.167	0.6198	0.03	Q	.	.	.	V.
21.250	0.6200	0.03	Q	.	.	.	V.
21.333	0.6202	0.03	Q	.	.	.	V.
21.417	0.6204	0.03	Q	.	.	.	V.
21.500	0.6205	0.03	Q	.	.	.	V.
21.583	0.6207	0.03	Q	.	.	.	V.
21.667	0.6209	0.03	Q	.	.	.	V.
21.750	0.6211	0.03	Q	.	.	.	V.
21.833	0.6213	0.03	Q	.	.	.	V.
21.917	0.6215	0.03	Q	.	.	.	V.
22.000	0.6217	0.03	Q	.	.	.	V.
22.083	0.6219	0.03	Q	.	.	.	V.
22.167	0.6221	0.03	Q	.	.	.	V.
22.250	0.6223	0.03	Q	.	.	.	V.
22.333	0.6225	0.03	Q	.	.	.	V.
22.417	0.6226	0.03	Q	.	.	.	V.
22.500	0.6228	0.03	Q	.	.	.	V.
22.583	0.6230	0.02	Q	.	.	.	V.
22.667	0.6231	0.02	Q	.	.	.	V.
22.750	0.6233	0.02	Q	.	.	.	V.

22.833	0.6234	0.02	Q	.	.	.	V.
22.917	0.6236	0.02	Q	.	.	.	V.
23.000	0.6237	0.02	Q	.	.	.	V.
23.083	0.6239	0.02	Q	.	.	.	V.
23.166	0.6241	0.02	Q	.	.	.	V.
23.250	0.6242	0.02	Q	.	.	.	V.
23.333	0.6244	0.02	Q	.	.	.	V.
23.416	0.6245	0.02	Q	.	.	.	V.
23.500	0.6247	0.02	Q	.	.	.	V.
23.583	0.6248	0.02	Q	.	.	.	V.
23.666	0.6250	0.02	Q	.	.	.	V.
23.750	0.6251	0.02	Q	.	.	.	V.
23.833	0.6253	0.02	Q	.	.	.	V.
23.916	0.6254	0.02	Q	.	.	.	V.
24.000	0.6256	0.02	Q	.	.	.	V.
24.083	0.6256	0.01	Q	.	.	.	V.
24.166	0.6257	0.01	Q	.	.	.	V.
24.250	0.6258	0.01	Q	.	.	.	V.
24.333	0.6258	0.00	Q	.	.	.	V.
24.416	0.6258	0.00	Q	.	.	.	V.
24.500	0.6258	0.00	Q	.	.	.	V.

TIME DURATION(minutes) OF PERCENTILES OF ESTIMATED PEAK FLOW RATE:
(Note: 100% of Peak Flow Rate estimate assumed to have
an instantaneous time duration)

Percentile of Estimated Peak Flow Rate	Duration (minutes)
0%	1470.0
10%	525.0
20%	495.0
30%	435.0
40%	360.0
50%	255.0
60%	195.0
70%	135.0
80%	60.0
90%	30.0

END OF FLOODSCx ROUTING ANALYSIS

```
************************************************************************

            F L O O D   R O U T I N G   A N A L Y S I S

ACCORDING TO RIVERSIDE COUNTY FLOOD CONTORL AND WATER CONSERVATION DISTRICT
                    (RCFC&WCD) 1978 HYDROLOGY MANUAL
         (c) Copyright 1989-2011 Advanced Engineering Software (aes)
                 (Synthetic Unit Hydrograph Version 18.0)
                Release Date: 05/01/2011  License ID 1499

                          Analysis prepared by:




 ************************* DESCRIPTION OF STUDY *************************
* 8TH AND HIGHLAND SPRINGS                                              *
* PROPOSED 100 YEAR HYDROGRAPH                                          *
* KA 2/10/2020                                                          *
 ************************************************************************

  FILE NAME: PR100.DAT
  TIME/DATE OF STUDY: 17:53 02/11/2020


************************************************************************
  FLOW PROCESS FROM NODE    100.00 TO NODE    101.00 IS CODE =   1
------------------------------------------------------------------------
  >>>>>SUBAREA RUNOFF (UNIT-HYDROGRAPH ANALYSIS)<<<<<
========================================================================

      (UNIT-HYDROGRAPH ADDED TO STREAM #1)

         WATERSHED AREA =       1.950 ACRES
         BASEFLOW =   0.000 CFS/SQUARE-MILE
  Warning: Watershed Area is less than 10 acres
         *USER ENTERED "LAG" TIME =    0.100 HOURS
          CAUTION: LAG TIME IS LESS THAN 0.50 HOURS.
          THE 5-MINUTE PERIOD UH MODEL (USED IN THIS COMPUTER PROGRAM)
          MAY BE TOO LARGE FOR PEAK FLOW ESTIMATES.
         VALLEY S-GRAPH SELECTED
         UNIFORM MEAN SOIL-LOSS(INCH/HOUR) =  0.110
         LOW SOIL-LOSS RATE PERCENT(DECIMAL) = 0.800
         MINIMUM SOIL-LOSS RATE(INCH/HOUR) =   0.060
         USER-ENTERED RAINFALL =  6.73 INCHES
         RCFC&WCD 24-Hour Storm (15-Minute period) SELECTED
         RCFC&WCD DEPTH-AREA ADJUSTMENT FACTOR(PLATE E-5.8) = 1.0000


         UNIT HYDROGRAPH TIME UNIT =  15.000 MINUTES
         UNIT INTERVAL PERCENTAGE OF LAG-TIME = 250.000


========================================================================
                      UNIT HYDROGRAPH DETERMINATION

------------------------------------------------------------------------
    INTERVAL          "S" GRAPH          UNIT HYDROGRAPH
     NUMBER          MEAN VALUES          ORDINATES(CFS)
------------------------------------------------------------------------
        1               50.817                3.995
        2               90.903                3.151
        3               97.798                0.542
        4               99.444                0.129
        5               99.778                0.026
        6               99.944                0.013
        7              100.000                0.004
```

UNIT PERIOD (NUMBER)	UNIT RAINFALL (INCHES)	UNIT SOIL-LOSS (INCHES)	EFFECTIVE RAINFALL (INCHES)
1	0.0135	0.0108	0.0027
2	0.0202	0.0162	0.0040
3	0.0202	0.0162	0.0040
4	0.0269	0.0215	0.0054
5	0.0202	0.0162	0.0040
6	0.0202	0.0162	0.0040
7	0.0202	0.0162	0.0040
8	0.0269	0.0215	0.0054
9	0.0269	0.0215	0.0054
10	0.0269	0.0215	0.0054
11	0.0336	0.0269	0.0067
12	0.0336	0.0269	0.0067
13	0.0336	0.0269	0.0067
14	0.0336	0.0269	0.0067
15	0.0336	0.0269	0.0067
16	0.0404	0.0323	0.0081
17	0.0404	0.0323	0.0081
18	0.0471	0.0377	0.0094
19	0.0471	0.0377	0.0094
20	0.0538	0.0374	0.0164
21	0.0404	0.0323	0.0081
22	0.0471	0.0365	0.0106
23	0.0538	0.0361	0.0178
24	0.0538	0.0356	0.0182
25	0.0606	0.0352	0.0254
26	0.0606	0.0348	0.0258
27	0.0673	0.0343	0.0330
28	0.0673	0.0339	0.0334
29	0.0673	0.0335	0.0338
30	0.0740	0.0331	0.0410
31	0.0808	0.0326	0.0481
32	0.0875	0.0322	0.0553
33	0.1009	0.0318	0.0691
34	0.1009	0.0314	0.0695
35	0.1077	0.0310	0.0767
36	0.1144	0.0306	0.0838
37	0.1279	0.0302	0.0977
38	0.1346	0.0298	0.1048
39	0.1413	0.0294	0.1119
40	0.1481	0.0290	0.1190
41	0.1009	0.0286	0.0723
42	0.1009	0.0283	0.0727
43	0.1346	0.0279	0.1067
44	0.1346	0.0275	0.1071
45	0.1279	0.0272	0.1007
46	0.1279	0.0268	0.1011
47	0.1144	0.0264	0.0880
48	0.1211	0.0261	0.0951
49	0.1682	0.0257	0.1425
50	0.1750	0.0254	0.1496
51	0.1884	0.0250	0.1634
52	0.1952	0.0247	0.1705
53	0.2288	0.0244	0.2045
54	0.2288	0.0240	0.2048
55	0.1548	0.0237	0.1311
56	0.1548	0.0234	0.1314
57	0.1817	0.0231	0.1587
58	0.1750	0.0227	0.1522
59	0.1750	0.0224	0.1525
60	0.1682	0.0221	0.1461
61	0.1615	0.0218	0.1397
62	0.1548	0.0215	0.1333
63	0.1279	0.0212	0.1066
64	0.1279	0.0210	0.1069
65	0.0269	0.0207	0.0062
66	0.0269	0.0204	0.0065

67	0.0202	0.0162	0.0040
68	0.0202	0.0162	0.0040
69	0.0336	0.0196	0.0141
70	0.0336	0.0193	0.0143
71	0.0336	0.0191	0.0146
72	0.0269	0.0188	0.0081
73	0.0269	0.0186	0.0083
74	0.0269	0.0184	0.0086
75	0.0202	0.0162	0.0040
76	0.0135	0.0108	0.0027
77	0.0202	0.0162	0.0040
78	0.0269	0.0175	0.0094
79	0.0202	0.0162	0.0040
80	0.0135	0.0108	0.0027
81	0.0202	0.0162	0.0040
82	0.0202	0.0162	0.0040
83	0.0202	0.0162	0.0040
84	0.0135	0.0108	0.0027
85	0.0202	0.0162	0.0040
86	0.0135	0.0108	0.0027
87	0.0202	0.0159	0.0043
88	0.0135	0.0108	0.0027
89	0.0202	0.0156	0.0046
90	0.0135	0.0108	0.0027
91	0.0135	0.0108	0.0027
92	0.0135	0.0108	0.0027
93	0.0135	0.0108	0.0027
94	0.0135	0.0108	0.0027
95	0.0135	0.0108	0.0027
96	0.0135	0.0108	0.0027

TOTAL STORM RAINFALL(INCHES) = 6.73
TOTAL SOIL-LOSS(INCHES) = 2.21
TOTAL EFFECTIVE RAINFALL(INCHES) = 4.52

TOTAL SOIL-LOSS VOLUME(ACRE-FEET) = 0.3595
TOTAL STORM RUNOFF VOLUME(ACRE-FEET) = 0.7337

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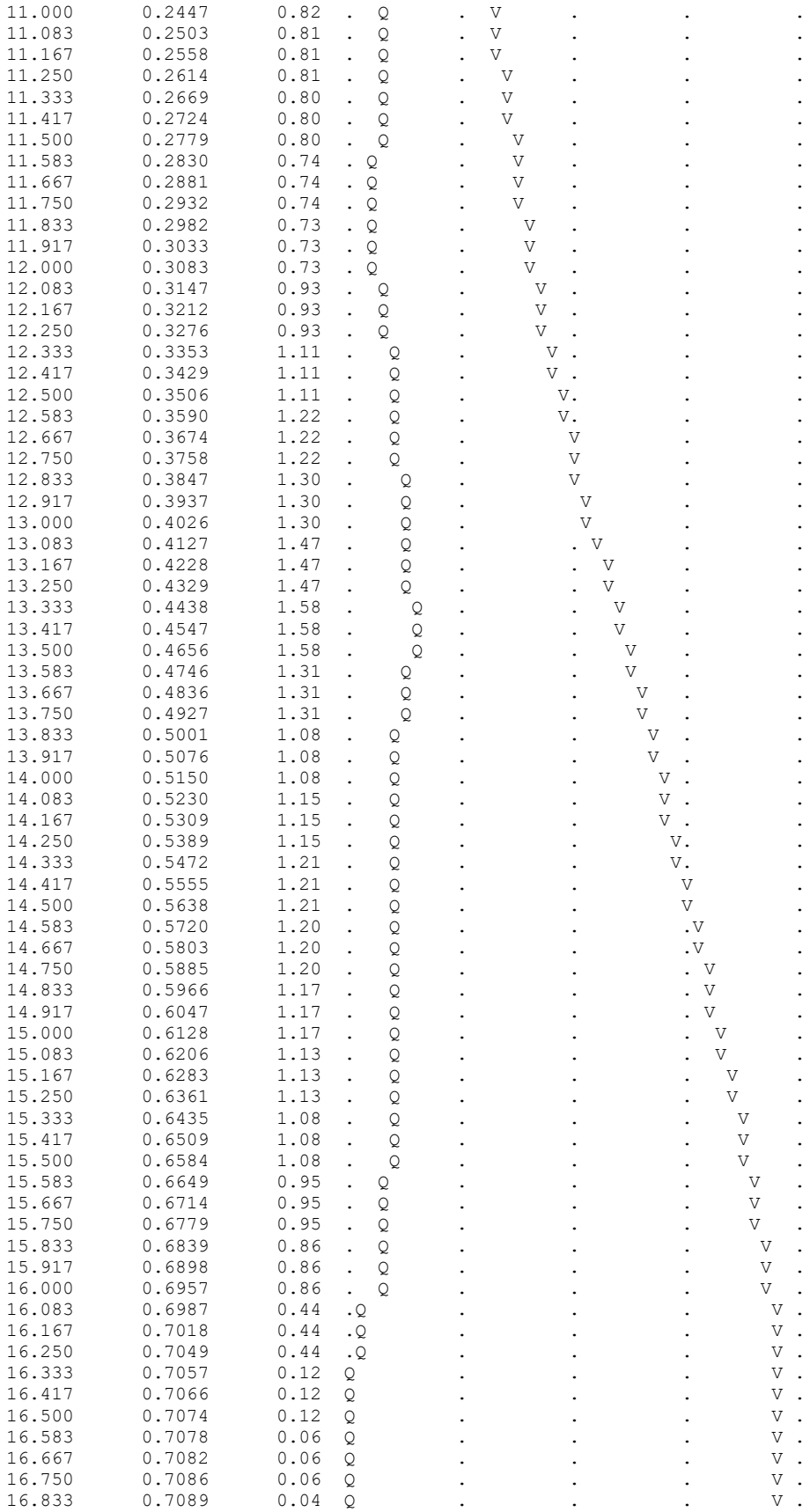
2 4 - H O U R S T O R M
R U N O F F H Y D R O G R A P H

HYDROGRAPH IN FIVE-MINUTE UNIT INTERVALS(CFS)
(Note: Time indicated is at END of Each Unit Intervals)

TIME(HRS)	VOLUME(AF)	Q(CFS)	0.	2.5	5.0	7.5	10.0
0.083	0.0001	0.01	Q	.	.	.	.
0.167	0.0001	0.01	Q	.	.	.	.
0.250	0.0002	0.01	Q	.	.	.	.
0.333	0.0004	0.02	Q	.	.	.	.
0.417	0.0006	0.02	Q	.	.	.	.
0.500	0.0007	0.02	Q	.	.	.	.
0.583	0.0009	0.03	Q	.	.	.	.
0.667	0.0011	0.03	Q	.	.	.	.
0.750	0.0014	0.03	Q	.	.	.	.
0.833	0.0016	0.04	Q	.	.	.	.
0.917	0.0019	0.04	Q	.	.	.	.
1.000	0.0021	0.04	Q	.	.	.	.
1.083	0.0024	0.04	Q	.	.	.	.
1.167	0.0026	0.04	Q	.	.	.	.
1.250	0.0029	0.04	Q	.	.	.	.
1.333	0.0031	0.03	Q	.	.	.	.
1.417	0.0033	0.03	Q	.	.	.	.
1.500	0.0035	0.03	Q	.	.	.	.
1.583	0.0037	0.03	Q	.	.	.	.
1.667	0.0040	0.03	Q	.	.	.	.
1.750	0.0042	0.03	Q	.	.	.	.
1.833	0.0044	0.04	Q	.	.	.	.
1.917	0.0047	0.04	Q	.	.	.	.
2.000	0.0050	0.04	Q	.	.	.	.
2.083	0.0052	0.04	Q	.	.	.	.
2.167	0.0055	0.04	Q	.	.	.	.
2.250	0.0058	0.04	Q	.	.	.	.
2.333	0.0061	0.04	Q	.	.	.	.
2.417	0.0064	0.04	Q	.	.	.	.
2.500	0.0067	0.04	Q	.	.	.	.
2.583	0.0070	0.05	Q	.	.	.	.
2.667	0.0073	0.05	Q	.	.	.	.
2.750	0.0077	0.05	Q	.	.	.	.
2.833	0.0080	0.05	Q	.	.	.	.
2.917	0.0084	0.05	Q	.	.	.	.
3.000	0.0087	0.05	Q	.	.	.	.
3.083	0.0091	0.05	Q	.	.	.	.
3.167	0.0095	0.05	Q	.	.	.	.
3.250	0.0098	0.05	Q	.	.	.	.
3.333	0.0102	0.05	Q	.	.	.	.
3.417	0.0106	0.05	Q	.	.	.	.
3.500	0.0109	0.05	Q	.	.	.	.
3.583	0.0113	0.05	Q	.	.	.	.
3.667	0.0116	0.05	Q	.	.	.	.
3.750	0.0120	0.05	Q	.	.	.	.
3.833	0.0124	0.06	Q	.	.	.	.
3.917	0.0128	0.06	Q	.	.	.	.
4.000	0.0132	0.06	Q	.	.	.	.
4.083	0.0136	0.06	Q	.	.	.	.
4.167	0.0141	0.06	Q	.	.	.	.
4.250	0.0145	0.06	Q	.	.	.	.
4.333	0.0150	0.07	Q	.	.	.	.
4.417	0.0155	0.07	Q	.	.	.	.
4.500	0.0159	0.07	Q	.	.	.	.
4.583	0.0164	0.07	Q	.	.	.	.
4.667	0.0169	0.07	Q	.	.	.	.
4.750	0.0174	0.07	Q	.	.	.	.
4.833	0.0181	0.10	Q	.	.	.	.
4.917	0.0188	0.10	QV	.	.	.	.
5.000	0.0195	0.10	QV	.	.	.	.

5.083	0.0202	0.09	QV	.	.	.	.
5.167	0.0208	0.09	QV	.	.	.	.
5.250	0.0214	0.09	QV	.	.	.	.
5.333	0.0219	0.08	QV	.	.	.	.
5.417	0.0225	0.08	QV	.	.	.	.
5.500	0.0230	0.08	QV	.	.	.	.
5.583	0.0238	0.11	QV	.	.	.	.
5.667	0.0246	0.11	QV	.	.	.	.
5.750	0.0253	0.11	QV	.	.	.	.
5.833	0.0263	0.14	QV	.	.	.	.
5.917	0.0272	0.14	QV	.	.	.	.
6.000	0.0281	0.14	QV	.	.	.	.
6.083	0.0293	0.17	QV	.	.	.	.
6.167	0.0305	0.17	QV	.	.	.	.
6.250	0.0316	0.17	QV	.	.	.	.
6.333	0.0330	0.20	QV	.	.	.	.
6.417	0.0343	0.20	QV	.	.	.	.
6.500	0.0357	0.20	QV	.	.	.	.
6.583	0.0373	0.23	Q V	.	.	.	.
6.667	0.0388	0.23	Q V	.	.	.	.
6.750	0.0404	0.23	Q V	.	.	.	.
6.833	0.0422	0.26	.QV	.	.	.	.
6.917	0.0439	0.26	.QV	.	.	.	.
7.000	0.0457	0.26	.QV	.	.	.	.
7.083	0.0475	0.26	.QV	.	.	.	.
7.167	0.0493	0.26	.QV	.	.	.	.
7.250	0.0511	0.26	.QV	.	.	.	.
7.333	0.0531	0.29	.QV	.	.	.	.
7.417	0.0552	0.29	.Q V	.	.	.	.
7.500	0.0572	0.29	.Q V	.	.	.	.
7.583	0.0596	0.35	.Q V	.	.	.	.
7.667	0.0620	0.35	.Q V	.	.	.	.
7.750	0.0643	0.35	.Q V	.	.	.	.
7.833	0.0671	0.40	.Q V	.	.	.	.
7.917	0.0698	0.40	.Q V	.	.	.	.
8.000	0.0726	0.40	.Q V	.	.	.	.
8.083	0.0759	0.48	.Q V	.	.	.	.
8.167	0.0793	0.48	.Q V	.	.	.	.
8.250	0.0826	0.48	.Q V	.	.	.	.
8.333	0.0863	0.53	. Q V	.	.	.	.
8.417	0.0899	0.53	. Q V	.	.	.	.
8.500	0.0936	0.53	. Q V	.	.	.	.
8.583	0.0975	0.57	. Q V	.	.	.	.
8.667	0.1015	0.57	. Q V	.	.	.	.
8.750	0.1054	0.57	. Q V	.	.	.	.
8.833	0.1097	0.63	. Q V	.	.	.	.
8.917	0.1140	0.63	. Q V	.	.	.	.
9.000	0.1183	0.63	. Q V	.	.	.	.
9.083	0.1232	0.71	. Q V	.	.	.	.
9.167	0.1281	0.71	. Q V	.	.	.	.
9.250	0.1330	0.71	. Q V	.	.	.	.
9.333	0.1384	0.78	. Q V	.	.	.	.
9.417	0.1438	0.78	. Q V	.	.	.	.
9.500	0.1492	0.78	. Q V	.	.	.	.
9.583	0.1550	0.84	. Q V	.	.	.	.
9.667	0.1608	0.84	. Q V	.	.	.	.
9.750	0.1666	0.84	. Q V.	.	.	.	.
9.833	0.1728	0.90	. Q V.	.	.	.	.
9.917	0.1790	0.90	. Q V.	.	.	.	.
10.000	0.1852	0.90	. Q V	.	.	.	.
10.083	0.1904	0.74	. Q V	.	.	.	.
10.167	0.1955	0.74	. Q V	.	.	.	.
10.250	0.2006	0.74	. Q V	.	.	.	.
10.333	0.2047	0.60	. Q .V	.	.	.	.
10.417	0.2089	0.60	. Q .V	.	.	.	.
10.500	0.2130	0.60	. Q .V	.	.	.	.
10.583	0.2179	0.71	. Q .V	.	.	.	.
10.667	0.2228	0.71	. Q . V	.	.	.	.
10.750	0.2278	0.71	. Q . V	.	.	.	.
10.833	0.2334	0.82	. Q . V	.	.	.	.
10.917	0.2390	0.82	. Q . V	.	.	.	.



16.917	0.7091	0.04	Q	.	.	.	V .
17.000	0.7094	0.04	Q	.	.	.	V .
17.083	0.7099	0.07	Q	.	.	.	V .
17.167	0.7104	0.07	Q	.	.	.	V .
17.250	0.7109	0.07	Q	.	.	.	V .
17.333	0.7117	0.10	Q	.	.	.	V .
17.417	0.7124	0.10	Q	.	.	.	V .
17.500	0.7131	0.10	Q	.	.	.	V .
17.583	0.7139	0.11	Q	.	.	.	V .
17.667	0.7146	0.11	Q	.	.	.	V .
17.750	0.7154	0.11	Q	.	.	.	V.
17.833	0.7160	0.09	Q	.	.	.	V.
17.917	0.7166	0.09	Q	.	.	.	V.
18.000	0.7172	0.09	Q	.	.	.	V.
18.083	0.7177	0.07	Q	.	.	.	V.
18.167	0.7182	0.07	Q	.	.	.	V.
18.250	0.7186	0.07	Q	.	.	.	V.
18.333	0.7191	0.07	Q	.	.	.	V.
18.417	0.7196	0.07	Q	.	.	.	V.
18.500	0.7200	0.07	Q	.	.	.	V.
18.583	0.7204	0.05	Q	.	.	.	V.
18.667	0.7207	0.05	Q	.	.	.	V.
18.750	0.7211	0.05	Q	.	.	.	V.
18.833	0.7213	0.03	Q	.	.	.	V.
18.917	0.7215	0.03	Q	.	.	.	V.
19.000	0.7217	0.03	Q	.	.	.	V.
19.083	0.7219	0.03	Q	.	.	.	V.
19.167	0.7221	0.03	Q	.	.	.	V.
19.250	0.7223	0.03	Q	.	.	.	V.
19.333	0.7226	0.05	Q	.	.	.	V.
19.417	0.7230	0.05	Q	.	.	.	V.
19.500	0.7233	0.05	Q	.	.	.	V.
19.583	0.7237	0.05	Q	.	.	.	V.
19.667	0.7240	0.05	Q	.	.	.	V.
19.750	0.7243	0.05	Q	.	.	.	V.
19.833	0.7245	0.03	Q	.	.	.	V.
19.917	0.7248	0.03	Q	.	.	.	V.
20.000	0.7250	0.03	Q	.	.	.	V.
20.083	0.7251	0.03	Q	.	.	.	V.
20.167	0.7253	0.03	Q	.	.	.	V.
20.250	0.7255	0.03	Q	.	.	.	V.
20.333	0.7257	0.03	Q	.	.	.	V.
20.417	0.7260	0.03	Q	.	.	.	V.
20.500	0.7262	0.03	Q	.	.	.	V.
20.583	0.7264	0.03	Q	.	.	.	V.
20.667	0.7266	0.03	Q	.	.	.	V.
20.750	0.7268	0.03	Q	.	.	.	V.
20.833	0.7270	0.03	Q	.	.	.	V.
20.917	0.7272	0.03	Q	.	.	.	V.
21.000	0.7274	0.03	Q	.	.	.	V.
21.083	0.7276	0.03	Q	.	.	.	V.
21.167	0.7278	0.03	Q	.	.	.	V.
21.250	0.7279	0.03	Q	.	.	.	V.
21.333	0.7281	0.03	Q	.	.	.	V.
21.417	0.7283	0.03	Q	.	.	.	V.
21.500	0.7285	0.03	Q	.	.	.	V.
21.583	0.7287	0.03	Q	.	.	.	V.
21.667	0.7289	0.03	Q	.	.	.	V.
21.750	0.7291	0.03	Q	.	.	.	V.
21.833	0.7292	0.03	Q	.	.	.	V.
21.917	0.7294	0.03	Q	.	.	.	V.
22.000	0.7296	0.03	Q	.	.	.	V.
22.083	0.7298	0.03	Q	.	.	.	V.
22.167	0.7300	0.03	Q	.	.	.	V.
22.250	0.7302	0.03	Q	.	.	.	V.
22.333	0.7304	0.03	Q	.	.	.	V.
22.417	0.7306	0.03	Q	.	.	.	V.
22.500	0.7308	0.03	Q	.	.	.	V.
22.583	0.7309	0.02	Q	.	.	.	V.
22.667	0.7311	0.02	Q	.	.	.	V.
22.750	0.7312	0.02	Q	.	.	.	V.

22.833	0.7314	0.02	Q	.	.	.	V.
22.917	0.7315	0.02	Q	.	.	.	V.
23.000	0.7317	0.02	Q	.	.	.	V.
23.083	0.7318	0.02	Q	.	.	.	V.
23.166	0.7320	0.02	Q	.	.	.	V.
23.250	0.7321	0.02	Q	.	.	.	V.
23.333	0.7323	0.02	Q	.	.	.	V.
23.416	0.7324	0.02	Q	.	.	.	V.
23.500	0.7326	0.02	Q	.	.	.	V.
23.583	0.7327	0.02	Q	.	.	.	V.
23.666	0.7329	0.02	Q	.	.	.	V.
23.750	0.7330	0.02	Q	.	.	.	V.
23.833	0.7331	0.02	Q	.	.	.	V.
23.916	0.7333	0.02	Q	.	.	.	V.
24.000	0.7334	0.02	Q	.	.	.	V.
24.083	0.7335	0.01	Q	.	.	.	V.
24.166	0.7336	0.01	Q	.	.	.	V.
24.250	0.7337	0.01	Q	.	.	.	V.
24.333	0.7337	0.00	Q	.	.	.	V.
24.416	0.7337	0.00	Q	.	.	.	V.
24.500	0.7337	0.00	Q	.	.	.	V.

TIME DURATION(minutes) OF PERCENTILES OF ESTIMATED PEAK FLOW RATE:
(Note: 100% of Peak Flow Rate estimate assumed to have
an instantaneous time duration)

Percentile of Estimated Peak Flow Rate	Duration (minutes)
0%	1470.0
10%	615.0
20%	525.0
30%	480.0
40%	405.0
50%	315.0
60%	195.0
70%	165.0
80%	60.0
90%	30.0

END OF FLOODSCx ROUTING ANALYSIS

APPENDIX E

GEOTECHNICAL REPORT

GEOTECHNICAL • ENVIRONMENTAL • GEOLOGY • MATERIALS TESTING & INSPECTION • FORENSIC • LABORATORY

SALEM
engineering group, inc.

GEOTECHNICAL ENGINEERING INVESTIGATION

PROPOSED MULTI-TENANT DEVELOPMENT
8TH STREET AND HIGHLAND SPRINGS AVENUE
BEAUMONT, CALIFORNIA

SALEM PROJECT NO. 3-220-0008
JANUARY 31, 2020

PREPARED FOR:

MS. KAYTLIN FOX
EVERGREEN DEVCO, INC.
2390 EAST CAMELBACK ROAD, SUITE 410
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PREPARED BY:

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January 31, 2020 Project No. 3-220-0008

Ms. Kaytlin Fox
Development Manager
Evergreen Devco, Inc.
2390 East Camelback Road, Suite 410
Phoenix, AZ 85016

SUBJECT: GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED MULTI-TENANT DEVELOPMENT
8TH STREET AND HIGHLAND SPRINGS AVENUE
BEAUMONT, CALIFORNIA

Dear Ms. Fox:

At your request and authorization, SALEM Engineering Group, Inc. (SALEM) has prepared this Geotechnical Engineering Investigation report for the Proposed Multi-Tenant Development to be located at the subject site.

The accompanying report presents our findings, conclusions, and recommendations regarding the geotechnical aspects of designing and constructing the project as presently proposed. In our opinion, the proposed project is feasible from a geotechnical viewpoint provided our recommendations are incorporated into the design and construction of the project.

We appreciate the opportunity to assist you with this project. Should you have questions regarding this report or need additional information, please contact the undersigned at (909) 980-6455.

Respectfully Submitted,

SALEM ENGINEERING GROUP, INC.

Clarence Jiang, GE
Geotechnical Division Manager
RGE 2477

R. Sammy Salem, MS, PE, GE
Principal Engineer
RCE 52762 / RGE 2549

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GEOTECHNICAL ENGINEERING INVESTIGATION
PROPSOED MULTI-TENANT DEVELOPMENT
8TH STREET AND HIGHLAND SPRINGS AVENUE
BEAUMONT, CALIFORNIA

1. PURPOSE AND SCOPE

This report presents the results of our Geotechnical Engineering Investigation for the site of the Proposed Multi-Tenant Development to be located at the southwest corner of 8th Street and Highland Springs Avenue in Beaumont, California (see Figure 1, Vicinity Map).

The purpose of our geotechnical engineering investigation was to observe and sample the subsurface conditions encountered at the site, and provide conclusions and recommendations relative to the geotechnical aspects of constructing the project as presently proposed.

The scope of this investigation included a field exploration, percolation testing, laboratory testing, engineering analysis and the preparation of this report. Our field exploration was performed on January 17, 2020 and included the drilling of eleven (11) small-diameter soil borings to a maximum depth of 50 feet at the site. Additionally, two (2) percolation tests were performed at depths of approximately 5 and 10 feet below existing grade for the determination of the infiltration rate. The locations of the soil borings and percolation tests are depicted on Figure 2, Site Plan. A detailed discussion of our field investigation, percolation tests, and exploratory boring logs are presented in Appendix A.

Laboratory tests were performed on selected soil samples obtained during the investigation to evaluate pertinent physical properties for engineering analyses. Appendix B presents the laboratory test results in tabular and graphic format.

The recommendations presented herein are based on analysis of the data obtained during the investigation and our experience with similar soil and geologic conditions. If project details vary significantly from those described herein, SALEM should be contacted to determine the necessity for review and possible revision of this report. Earthwork and Pavement Specifications are presented in Appendix C. If text of the report conflict with the specifications in Appendix C, the recommendations in the text of the report have precedence.

2. PROJECT DESCRIPTION

Based on the Site Plan provided to us, we understand that the proposed development will include construction of a 3,500 square-foot quick service restaurant (QSR) with a drive-thru, a 4,088 square-foot convenience store (7-Eleven), a 6-MPD canopy, and underground storage tanks. Parking, trash enclosures, and landscaping are planned to be associated with the proposed development. Maximum wall

load is expected to be on the order of 5 kips per linear foot. Maximum column load is expected to be on the order of 100 kips. Floor slab soil bearing pressure is expected to be on the order of 150 psf.

A site grading plan was not available at the time of preparation of this report. As the existing project area is essentially level, we anticipate that cuts and fills during earthwork will be minimal and limited to providing a level pad and positive site drainage. In the event that changes occur in the nature or design of the project, the conclusions and recommendations contained in this report will not be considered valid unless the changes are reviewed and the conclusions of our report are modified. The site configuration and locations of proposed improvements are shown on the Site Plan, Figure 2.

3. SITE LOCATION AND DESCRIPTION

The subject site is rectangular in shape and encompasses approximately 2.07 acres. The site is located on the southwest corner of 8th Street and Highland Springs Avenue in the City of Beaumont, California (see Vicinity Map, Figure 1).

The site is currently a vacant lot with miscellaneous grasses and weeds throughout the site. Overhead power lines run along the western portion of the site and are grounded at the power line pole in the northwest corner of the site. The site is relatively flat with no major changes in grade. The average elevation of the site is approximately 2,600 feet above mean sea level based on Google Earth imagery.

4. FIELD EXPLORATION

Our field exploration consisted of site surface reconnaissance and subsurface exploration. The exploratory test borings (B-1 through B-11) were drilled on January 17, 2020 in the area shown on the Site Plan, Figure 2. The test borings were advanced with 4-inch diameter solid flight augers rotated by a truck-mounted CME 45 drill rig. The test borings were extended to a maximum depth of 50 feet below existing grade.

The materials encountered in the test borings were visually classified in the field, and logs were recorded by a field engineer and stratification lines were approximated on the basis of observations made at the time of drilling. Visual classification of the materials encountered in the test borings were generally made in accordance with the Unified Soil Classification System (ASTM D2487). A soil classification chart and key to sampling is presented on the Unified Soil Classification Chart, in Appendix "A." The logs of the test borings are presented in Appendix "A." The Boring Logs include the soil type, color, moisture content, dry density, and the applicable Unified Soil Classification System symbol.

The location of the test borings were determined by measuring from features shown on the Site Plan, provided to us. Hence, accuracy can be implied only to the degree that this method warrants. The actual boundaries between different soil types may be gradual and soil conditions may vary. For a more detailed description of the materials encountered, the Boring Logs in Appendix "A" should be consulted.

Soil samples were obtained from the test borings at the depths shown on the logs of borings. The MCS samples were recovered and capped at both ends to preserve the samples at their natural moisture content; SPT samples were recovered and placed in a sealed bag to preserve their natural moisture content. The borings were backfilled with soil cuttings after completion of the drilling.

5. LABORATORY TESTING

Laboratory tests were performed on selected soil samples to evaluate their physical characteristics and engineering properties. The laboratory-testing program was formulated with emphasis on the evaluation of natural moisture, in-situ density, shear strength, consolidation potential, expansion index, maximum density and optimum moisture determination, R-Value and gradation of the materials encountered.

In addition, chemical tests were performed to evaluate the corrosivity of the soils to buried concrete and metal. Details of the laboratory test program and the results of laboratory test are summarized in Appendix "B." This information, along with the field observations, was used to prepare the final boring logs in Appendix "A."

6. GEOLOGIC SETTING

The subject site is located near the eastern portion of the Inland Valley, within the Peninsular Ranges Geomorphic Province of California. The Inland Valley is situated between the San Bernardino Mountains to the northeast, the San Gabriel Mountains to the north, the Chino Hills to the southwest, and to the southeast by the hilly uplands that separate it from the San Jacinto Basin. These mountain ranges are part of the Transverse Ranges Geomorphic Province of California.

The Inland Valley is dominated by northwest-trending faults and adjacent anticlinal uplifts. The intervening deep synclinal troughs are filled with poorly consolidated Upper Pleistocene and unconsolidated Holocene sediments. Tectonism of the region is dominated by the interaction of the East Pacific Plate and the North American Plate along a transform boundary. The Inland Valley has been filled with a variable thickness of relatively young, heterogeneous alluvial deposits. The Inland Valley, in the vicinity of the project site, is drained by minor tributaries toward the Santa Ana River. This drainage system trends towards the southwest in the vicinity of the subject site. Soil deposits encountered on the subject site during exploratory drilling are discussed in detail in this report

7. GEOLOGIC HAZARDS

7.1 Faulting and Seismicity

The Peninsular Range has historically been a province of relatively high seismic activity. The nearest faults to the project site are associated with the San Andreas Fault system located approximately 6.8 miles from the site. There are no known active fault traces in the project vicinity. Based on mapping and historical seismicity, the seismicity of the Peninsular Range has been generally considered high by the scientific community.

The project area is not within an Alquist-Priolo Earthquake Fault (Special Studies) Zone and will not require a special site investigation by an Engineering Geologist. Soils on site are classified as Site Class D in accordance with Chapter 16 of the California Building Code. The proposed structures are determined to be in Seismic Design Category D.

To determine the distance of known active faults within 100 miles of the site, we used the United States Geological Survey (USGS) web-based application *2008 National Seismic Hazard Maps - Fault Parameters*.

Site latitude is 33.9322° North; site longitude is 116.9475° West. The ten closest active faults are summarized below in Table 7.1.

TABLE 7.1
REGIONAL FAULT SUMMARY

Fault Name	Distance to Site (miles)	Max. Earthquake Magnitude, M_w
S. San Andreas; PK+CH+CC+BB+NM+SM+NSB+SSB+BG+CO	6.8	8.2
San Jacinto; SBV+SJV	6.8	7.4
San Jacinto; SBV+SJV+A+CC+B+SM	7.5	7.9
S. San Andreas; BG+CO	8.5	7.4
San Jacinto; A+CC+B	8.7	7.6
Pinto Mtn	15.5	7.3
San Jacinto; SBV	17.7	7.1
S. San Andreas; PK+CH+CC+BB+NM+SM+NSB	21.8	8.0
Helendale-So Lockhart	28.1	7.4
Elsinore; W+GI	28.3	7.3

The faults tabulated above and numerous other faults in the region are sources of potential ground motion. However, earthquakes that might occur on other faults throughout California are also potential generators of significant ground motion and could subject the site to intense ground shaking.

7.2 Surface Fault Rupture

The site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards. No active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low.

7.3 Ground Shaking

Seismic coefficients and spectral response acceleration values were developed based on the 2019 California Building Code (CBC). The CBC methodology for determining design ground motion values is based on the Office of Statewide Health Planning and Development (OSHPD) Seismic Design Maps, which incorporate both probabilistic and deterministic seismic ground motion.

Based on the 2019 CBC, a Site Class D represents the on-site soil conditions with standard penetration resistance, N-values, averaging between 15 and 50 blows per foot in the upper 100 feet below site grade. A table providing the recommended design acceleration parameters for the project site, based on the Site Class D designation, is included in Section 9.2.1 of this report.

Based on Office of Health Planning and Development (OSHPD) Seismic Design Maps, the estimated design peak ground acceleration adjusted for site class effects (PGA_M) was determined to be 0.926g (based on both probabilistic and deterministic seismic ground motion).

7.4 Liquefaction

Soil liquefaction is a state of soil particles suspension caused by a complete loss of strength when the effective stress drops to zero. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. Primary factors that trigger liquefaction are: moderate to strong ground shaking (seismic source), relatively clean, loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater). Due to the increasing overburden pressure with depth, liquefaction of granular soils is generally limited to the upper 50 feet of a soil profile. However, liquefaction has occurred in soils other than clean sand.

The soils encountered within the depth of 50 feet on the project site consisted predominately of medium dense to dense silty sand. The historically highest groundwater is estimated to be at a depth of more than 50 feet below ground surface according regional groundwater well data. Low to very low cohesion strength is associated with the sandy soil. A seismic hazard, which could cause damage to the proposed development during seismic shaking, is the post-liquefaction settlement of the liquefied sands. The liquefaction potential of the site is considered to be low due the absence of shallow groundwater. The Riverside County Office of Information Technology GIS website shows the subject site to be in a low liquefaction potential area. Therefore, no mitigation measures are warranted.

7.5 Lateral Spreading

Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. Due to the relatively flat site topography and low liquefaction potential, we judge the likelihood of lateral spreading to be low.

7.6 Landslides

There are no known landslides at the site, nor is the site in the path of any known or potential landslides. We do not consider the potential for a landslide to be a hazard to this project.

7.7 Tsunamis and Seiches

The site is not located within a coastal area. Therefore, tsunamis (seismic sea waves) are not considered a significant hazard at the site. Seiches are large waves generated in enclosed bodies of water in response to ground shaking. No major water-retaining structures are located immediately up gradient from the project site. Flooding from a seismically-induced seiche is considered unlikely.

8. SOIL AND GROUNDWATER CONDITIONS

8.1 Subsurface Conditions

The subsurface conditions encountered appear typical of those found in the geologic region of the site. In general, the soils within the depth of exploration consisted of loose to dense silty sand with lenses of sandy silt and sand.

Fill soils may be present on site between our boring locations. Verification of the extent of fill should be determined during site grading. Field and laboratory tests suggest that the deeper native soils are

moderately strong and slightly compressible. These soils extended to the termination depth of our borings.

The soils were classified in the field during the drilling and sampling operations. The stratification lines were approximated by the field engineer on the basis of observations made at the time of drilling. The actual boundaries between different soil types may be gradual and soil conditions may vary. For a more detailed description of the materials encountered, the Boring Logs in Appendix "A" should be consulted.

The Boring Logs include the soil type, color, moisture content, dry density, and the applicable Unified Soil Classification System symbol. The locations of the test borings were determined by measuring from feature shown on the Site Plan, provided to us. Hence, accuracy can be implied only to the degree that this method warrants.

8.2 Groundwater

The test boring locations were checked for the presence of groundwater during and after the drilling operations. Free groundwater was not encountered during this investigation. The historically highest groundwater is estimated to be at a depth of more than 50 feet below ground surface according to regional groundwater well data.

It should be recognized that water table elevations may fluctuate with time, being dependent upon seasonal precipitation, irrigation, land use, localized pumping, and climatic conditions as well as other factors. Therefore, water level observations at the time of the field investigation may vary from those encountered during the construction phase of the project. The evaluation of such factors is beyond the scope of this report.

8.3 Soil Corrosion Screening

Excessive sulfate in either the soil or native water may result in an adverse reaction between the cement in concrete and the soil. The 2014 Edition of ACI 318 (ACI 318) has established criteria for evaluation of sulfate and chloride levels and how they relate to cement reactivity with soil and/or water.

A soil sample was obtained from the project site and was tested for the evaluation of the potential for concrete deterioration or steel corrosion due to attack by soil-borne soluble salts and soluble chloride. The water-soluble sulfate concentration in the saturation extract from the soil sample was detected to be 113 mg/kg. ACI 318 Tables 19.3.1.1 and 19.3.2.1 outline exposure categories, classes, and concrete requirements by exposure class. ACI 318 requirements for site concrete based upon soluble sulfate are summarized in Table 8.3 below.

TABLE 8.3
WATER SOLUBLE SULFATE EXPOSURE REQUIREMENTS

Water Soluble Sulfate (SO_4) in Soil, Percentage by Weight	Exposure Severity	Exposure Class	Maximum w/cm Ratio	Minimum Concrete Compressive Strength	Cementitious Materials Type
0.0113	Not Applicable	S0	N/A	2,500 psi	No Restriction

The water-soluble chloride concentration detected in saturation extract from the soil samples was 58 mg/kg. This level of chloride concentration is considered to be mildly corrosive.

It is recommended that a qualified corrosion engineer be consulted regarding protection of buried steel or ductile iron piping and conduit or, at a minimum, applicable manufacturer's recommendations for corrosion protection of buried metal pipe be closely followed.

8.4 Percolation Testing

Two percolation tests (P-1 and P-2) were performed within assumed infiltration areas and were conducted in accordance with in accordance with the guidelines established by the County of Riverside. The approximate locations of the percolation tests are shown on the attached Site Plan, Figure 2. The boreholes were advanced to the depths shown on the percolation test worksheets. The holes were pre-saturated before percolation testing commenced.

Percolation rates were measured by filling the test holes with clean water and measuring the water drops at a certain time interval. The percolation rate data are presented in tabular format at the end of this Report. The difference in the percolation rates are reflected by the varied type of soil materials at the bottom of the test holes. The test results are shown on the table below.

PERCOLATION TEST RESULTS

Test No.	Depth (feet)	Measured Percolation Rate (min/inch)	Infiltration Rate* (inch/hour)	Soil Type
P-1	10	19.2	**0.35**	Silty SAND (SM)
P-2	5	250.0	**0.02**	Clayey SAND (SC)

*** Tested infiltration Rate = (ΔH 60 r) / (Δt(r + 2H_{avg}))**

The soil infiltration or percolation rates are based on tests conducted with clear water. The infiltration/percolation rates may vary with time as a result of soil clogging from water impurities. The infiltration/percolation rates will deteriorate over time due to the soil conditions.

The soils may also become less permeable to impermeable if the soil is compacted. Thus, periodic maintenance consisting of clearing the bottom of the drainage system of clogged soils should be expected. The infiltration/percolation rate may become slower if the surrounding soil is wet or saturated due to prolonged rainfalls. Additional percolation tests should be conducted at bottom of the infiltration system during construction to verify the infiltration/percolation rate. Groundwater, if closer to the bottom of the drainage system, will also reduce the infiltration/percolation rate.

The scope of our services did not include a groundwater study and was limited to the performance of percolation testing and soil profile description, and the submitted data only. Our services did not include those associated with septic system design. Neither did services include an Environmental Site Assessment for the presence or absence of hazardous and/or toxic materials in the soil, groundwater, or atmosphere; or the presence of wetlands.

Any statements, or absence of statements, in this report or on any boring logs regarding odors, unusual or suspicious items, or conditions observed, are strictly for descriptive purposes and are not intended to convey engineering judgment regarding potential hazardous and/or toxic assessment.

The geotechnical engineering information presented herein is based upon professional interpretation utilizing standard engineering practices. The work conducted through the course of this investigation, including the preparation of this report, has been performed in accordance with the generally accepted standards of geotechnical engineering practice, which existed in the geographic area at the time the report was written. No other warranty, express or implied, is made.

Please be advised that when performing percolation testing services in relatively small diameter borings, that the testing may not fully model the actual full scale long term performance of a given site. This is particularly true where percolation test data is to be used in the design of large infiltration system such as may be proposed for the site. The measured percolation rate includes dispersion of the water at the sidewalls of the boring as well as into the underlying soils. Subsurface conditions, including percolation rates, can change over time as fine-grained soils migrate. It is not warranted that such information and interpretation cannot be superseded by future geotechnical engineering developments. We emphasize that this report is valid for the project outlined above and should not be used for any other sites.

9. CONCLUSIONS AND RECOMMENDATIONS

9.1 General

9.1.1 Based upon the data collected during this investigation, and from a geotechnical engineering standpoint, it is our opinion that the site is suitable for the proposed construction of improvements at the site as planned, provided the recommendations contained in this report are incorporated into the project design and construction. Conclusions and recommendations provided in this report are based on our review of available literature, analysis of data obtained from our field exploration and laboratory testing program, and our understanding of the proposed development at this time.

9.1.2 The primary geotechnical constraints identified in our investigation is the presence of upper loose and potentially compressible material at the site. Recommendations to mitigate the effects of these soils are provided in this report.

9.1.3 Fill soils may be present on-site between our test boring locations. Undocumented fill materials are not suitable to support any future structures and should be replaced with Engineered Fill. Prior to fill placement, Salem Engineering Group, Inc. should inspect the bottom of the excavation to verify the fill condition.

9.1.4 Site demolition activities shall include removal of all surface obstructions not intended to be incorporated into final site design. In addition, underground buried structures and/or utility lines encountered during demolition and construction should be properly removed and the resulting excavations backfilled with Engineered Fill. It is suspected that possible demolition activities of the existing structures may disturb the upper soils. After demolition activities, it is recommended that disturbed soils be removed and/or recompacted.

9.1.5 The near-surface onsite soils are moisture-sensitive and are moderately to highly compressible (collapsible soil) under saturated conditions. Structures within the project vicinity have experienced excessive post-construction settlement, when the foundation soils become near saturated. The collapsible or weak soils should be removed and recompacted according to the recommendations in the Grading section of this report (Section 9.5).

9.1.6 Surface vegetation consisting of grasses and other similar vegetation should be removed by stripping to a sufficient depth to remove organic-rich topsoil. The upper 2 to 4 inches of the soils containing, vegetation, roots and other objectionable organic matter encountered at the time of grading should be stripped and removed from the surface. Deeper stripping may be required in localized areas. The stripped vegetation, will not be suitable for use as Engineered Fill or within 5 feet of building pads or within pavement areas. However, stripped topsoil may be stockpiled and reused in landscape or non-structural areas or exported from the site.

9.1.7 Based on the subsurface conditions at the site and the anticipated structural loading, we anticipate that the proposed building may be supported using conventional shallow foundations provided that the recommendations presented herein are incorporated in the design and construction of the project.

9.1.8 Provided the site is graded in accordance with the recommendations of this report and foundations constructed as described herein, we estimate that total settlement due to static loads utilizing conventional shallow foundations for the proposed building will be within 1 inch and corresponding differential settlement will be less than ½ inch.

9.1.9 All references to relative compaction and optimum moisture content in this report are based on ASTM D 1557 (latest edition).

9.1.10 SALEM shall review the project grading and foundation plans prior to final design submittal to assess whether our recommendations have been properly implemented and evaluate if additional analysis and/or recommendations are required. If SALEM is not provided plans and specifications for review, we cannot assume any responsibility for the future performance of the project.

9.1.11 SALEM shall be present at the site during site demolition and preparation to observe site clearing/demolition, preparation of exposed surfaces after clearing, and placement, treatment and compaction of fill material.

9.1.12 SALEM's observations should be supplemented with periodic compaction tests to establish substantial conformance with these recommendations. Moisture content of footings and slab subgrade should be tested immediately prior to concrete placement. SALEM should observe foundation excavations prior to placement of reinforcing steel or concrete to assess whether the actual bearing conditions are compatible with the conditions anticipated during the preparation of this report.

9.2 Seismic Design Criteria

9.2.1 For seismic design of the structures, and in accordance with the seismic provisions of the 2019 CBC, our recommended parameters are shown below. These parameters were determined using California's Office of Statewide Health Planning and Development (OSHPD) Seismic Design Map Tool Website (https://seismicmaps.org/) in accordance with the 2019 CBC. The Site Class was determined based on the soils encountered during our field exploration.

TABLE 9.2.1
SEISMIC DESIGN PARAMETERS

Seismic Item	Symbol	Value	2016 ASCE 7 or 2019 CBC Reference
Site Coordinates (Datum = NAD 83)		33.9322 Lat -116.9475 Lon	
Site Class	--	D	ASCE 7 Table 20.3-1
Soil Profile Name	--	Stiff Soil	ASCE 7 Table 20.3-1
Risk Category	--	II	Table 1604.5
Site Coefficient for PGA	F_{PGA}	1.1	ASCE 7 Table 11.8-1
Peak Ground Acceleration (adjusted for Site Class effects)	PGA_M	0.926	ASCE 7 Equation 11.8-1
Seismic Design Category	SDC	D	CBC Table 1613.2.5
Mapped Spectral Acceleration (Short period - 0.2 sec)	S_S	2.064 g	CBC Figure 1613.2.1(1-8)
Mapped Spectral Acceleration (1.0 sec. period)	S_1	0.708 g	CBC Figure 1613.2.1(1-8)
Site Class Modified Site Coefficient	F_a	1.000	CBC Figure 1613.2.3(1)
Site Class Modified Site Coefficient	F_v	* 1.700	CBC Figure 1613.2.3(2)
MCE Spectral Response Acceleration (Short period - 0.2 sec) $S_{MS} = F_a S_S$	S_{MS}	2.064 g	CBC Equation 16-36
MCE Spectral Response Acceleration (1.0 sec. period) $S_{M1} = F_v S_1$	S_{M1}	* 1.204 g	CBC Equation 16-37
Design Spectral Response Acceleration $S_{DS}=⅔S_{MS}$ (short period - 0.2 sec)	S_{DS}	1.376 g	CBC Equation 16-38
Design Spectral Response Acceleration $S_{D1}=⅔S_{M1}$ (1.0 sec. period)	S_{D1}	* 0.802 g	CBC Equation 16-39
Short Term Transition Period (S_{D1}/S_{DS}), Seconds	T_S	0.583	ASCE 7-16, Section 11.4.6
Long Period Transition Period (seconds)	T_L	8	ASCE 7-16, Figure 22-14

Note: * Determined per ASCE Table 11.4-2 for use in calculating T_S only

Site Specific Ground Motion Analysis was not included in the scope of this investigation. Per ASCE 11.4.8, structures on Site Class D with S_1 greater than or equal to 0.2 may require Site Specific Ground Motion Analysis. However, a site specific motion analysis may not be required based on Exceptions listed in ASCE 11.4.8. The Structural Engineer should verify whether Exception No. 2 of ASCE 7-16, Section 11.4.8, is valid for the site. In the event that a site specific ground motion analysis is required, SALEM should be contacted for these services.

9.2.2 Conformance to the criteria in the above table for seismic design does not constitute any kind of guarantee or assurance that significant structural damage or ground failure will not occur if a large earthquake occurs. The primary goal of seismic design is to protect life, not to avoid all damage, since such design may be economically prohibitive.

9.3 Soil and Excavation Characteristics

9.3.1 Based on the soil conditions encountered in our soil borings, the onsite soils can be excavated with moderate effort using conventional earthmoving equipment.

9.3.2 It is the responsibility of the contractor to ensure that all excavations and trenches are properly shored and maintained in accordance with applicable Occupational Safety and Health Administration (OSHA) rules and regulations to maintain safety and maintain the stability of adjacent existing improvements. Temporary excavations are further discussed in a later Section of this report.

9.3.3 The upper soils are moisture-sensitive and moderately collapsible under saturated conditions. These soils, in their present condition, possess moderate risk to construction in terms of possible post-construction movement of the foundations and floor systems if no mitigation measures are employed. Accordingly, measures are considered necessary to reduce anticipated expansion and collapse potential. As recommended in Section 9.5, the collapsible soils should be overexcavated and recompacted. Mitigation measures will not eliminate post-construction soil movement, but will reduce the soil movement. Success of the mitigation measures will depend on the thoroughness of the contractor in dealing with the soil conditions.

9.3.4 The near surface soils identified as part of our investigation are, generally, slightly moist to moist due to the absorption characteristics of the soil. Earthwork operations may encounter very moist unstable soils which may require removal to a stable bottom. Exposed native soils exposed as part of site grading operations shall not be allowed to dry out and should be kept continuously moist prior to placement of subsequent fill.

9.4 Materials for Fill

9.4.1 Excavated soils generated from cut operations at the site are suitable for use as general Engineered Fill in structural areas, provided they do not contain deleterious matter, organic material, or rock material larger than 3 inches in maximum dimension.

9.4.2 The preferred materials specified for Engineered Fill are suitable for most applications with the exception of exposure to erosion. Project site winterization and protection of exposed soils during the construction phase should be the sole responsibility of the Contractor, since they have complete control of the project site.

9.4.3 Import soil shall be well-graded, slightly cohesive silty fine sand or sandy silt, with relatively impervious characteristics when compacted. A clean sand or very sandy soil is not acceptable for this purpose. This material should be approved by the Engineer prior to use and should typically possess the soil characteristics summarized below in Table 9.4.3.

TABLE 9.4.3
IMPORT FILL REQUIREMENTS

Minimum Percent Passing No. 200 Sieve	20
Maximum Percent Passing No. 200 Sieve	50
Minimum Percent Passing No. 4 Sieve	80
Maximum Particle Size	3"
Maximum Plasticity Index	12
Maximum CBC Expansion Index	20

9.4.4 Environmental characteristics and corrosion potential of import soil materials should also be considered.

9.4.5 Proposed import materials should be sampled, tested, and approved by SALEM prior to its transportation to the site.

9.5 Grading

9.5.1 A representative of our firm should be present during all site clearing and grading operations to test and observe earthwork construction. This testing and observation is an integral part of our service as acceptance of earthwork construction is dependent upon compaction of the material and the stability of the material. The Geotechnical Engineer may reject any material that does not meet compaction and stability requirements. Further recommendations of this report are predicated upon the assumption that earthwork construction will conform to recommendations set forth in this section as well as other portions of this report.

9.5.2 A preconstruction conference should be held at the site prior to the beginning of grading operations with the owner, contractor, civil engineer and geotechnical engineer in attendance.

9.5.3 Site preparation should begin with removal of existing surface/subsurface structures, underground utilities (as required), any existing uncertified fill, and debris. Excavations or depressions resulting from site clearing operations, or other existing excavations or depressions, should be restored with Engineered Fill in accordance with the recommendations of this report.

9.5.4 Surface vegetation consisting of grasses and other similar vegetation should be removed by stripping to a sufficient depth to remove organic-rich topsoil. The upper 2 to 4 inches of the soils containing, vegetation, roots and other objectionable organic matter encountered at the time of grading should be stripped and removed from the surface. Deeper stripping may be required in localized areas. In addition, existing concrete and asphalt materials shall be removed from areas of proposed improvements and stockpiled separately from excavated soil material. The stripped vegetation, asphalt and concrete materials will not be suitable for use as Engineered Fill or within 5 feet of building pads or within pavement areas. However, stripped topsoil may be stockpiled and reused in landscape or non-structural areas or exported from the site.

9.5.5 Any undocumented fill materials encountered during grading should be removed and replaced with engineered fill. The actual depth of the overexcavation and recompaction should be determined by our field representative during construction.

9.5.6 Structural building pad areas should be considered as areas extending a minimum of 5 feet horizontally beyond the outside dimensions of building, including footings and non-cantilevered overhangs carrying structural loads.

9.5.7 To minimize post-construction soil movement and provide uniform support for the proposed building, overexcavation and recompaction within the proposed building areas should be performed to a minimum depth of **four (4) feet** below existing grade or **two (2) feet** below proposed shallow footing bottom, whichever is deeper. The overexcavation and recompaction should also extend laterally to a minimum of 5 feet beyond the outer edges of the proposed footings.

9.5.8 Within pavement and canopy areas, it is recommended that the overexcavation and recompaction be performed to a minimum depth of **one (1) foot** below existing grade or proposed grade, whichever is deeper. The overexcavation and recompaction should also extend laterally to a minimum of 2 feet beyond the pavement area.

9.5.9 Prior to placement of fill soils, the upper 10 to 12 inches of native subgrade soils should be scarified, moisture-conditioned to no less than the optimum moisture content and recompacted to a minimum of 95% (90% for fine grained, cohesive soils) of the maximum dry density based on ASTM D1557 Test Method.

9.5.10 All Engineered Fill (including scarified ground surfaces and backfill) should be placed in thin lifts which will allow for adequate bonding and compaction (typically 6 to 8 inches in loose thickness).

9.5.11 Engineered Fill soils should be moisture conditioned to near optimum moisture content and compacted to at least 95% (90% for fine grained, cohesive soils) of the maximum dry density based on ASTM D1557-07 Test Method.

9.5.12 An integral part of satisfactory fill placement is the stability of the placed lift of soil. If placed materials exhibit excessive instability as determined by a SALEM field representative, the lift will be considered unacceptable and shall be remedied prior to placement of additional fill material. Additional lifts should not be placed if the previous lift did not meet the required dry density or if soil conditions are not stable.

9.5.13 Final pavement subgrade should be finished to a smooth, unyielding surface. We further recommend proof-rolling the subgrade with a loaded water truck (or similar equipment with high contact pressure) to verify the stability of the subgrade prior to placing aggregate base.

9.5.14 The most effective site preparation alternatives will depend on site conditions prior to grading. We should evaluate site conditions and provide supplemental recommendations immediately prior to grading, if necessary.

9.5.15 We do not anticipate groundwater or seepage to adversely affect construction if conducted during the drier moths of the year (typically summer and fall). However, groundwater and soil moisture conditions could be significantly different during the wet season (typically winter and spring) as surface soil becomes wet; perched groundwater conditions may develop. Grading during this time period will likely encounter wet materials resulting in possible excavation and fill placement difficulties.

Project site winterization consisting of placement of aggregate base and protecting exposed soils during construction should be performed. If the construction schedule requires grading operations during the wet season, we can provide additional recommendations as conditions warrant.

9.5.16 The wet soils may become non conducive to site grading as the upper soils yield under the weight of the construction equipment. Therefore, mitigation measures should be performed for stabilization.

Typical remedial measures include: discing and aerating the soil during dry weather; mixing the soil with dryer materials; removing and replacing the soil with an approved fill material or placement of slurry, crushed rocks or aggregate base material; or mixing the soil with an approved lime or cement product.

The most common remedial measure of stabilizing the bottom of the excavation due to wet soil condition is to reduce the moisture of the soil to near the optimum moisture content by having the subgrade soils scarified and aerated or mixed with drier soils prior to compacting. However, the drying process may require an extended period of time and delay the construction operation.

To expedite the stabilizing process, slurry or crushed rock may be utilized for stabilization provided this method is approved by the owner for the cost purpose. If the use of slurry or crushed rock is considered, it is recommended that the upper soft and wet soils be replaced by 6 to 24 inches of 2-sack slurry or ¾-inch to 1-inch crushed rocks. The thickness of the slurry or rock layer depends on the severity of the soil instability.

The recommended 6 to 24 inches of slurry or crushed rock material will provide a stable platform. It is further recommended that lighter compaction equipment be utilized for compacting the crushed rock. A layer of geofabric is recommended to be placed on top of the compacted crushed rock to minimize migration of soil particles into the voids of the crushed rock, resulting in soil movement. Although it is not required, the use of geogrid (e.g. Tensar TX7) below the crushed rock will enhance stability and reduce the required thickness of crushed rock necessary for stabilization.

Our firm should be consulted prior to implementing remedial measures to provide appropriate recommendations.

9.6 Shallow Foundations

9.6.1 The site is suitable for use of conventional shallow foundations consisting of continuous footings and isolated pad footings bearing in properly compacted Engineered Fill.

9.6.2 The bearing wall footings considered for the structure should be continuous with a minimum width of 18 inches and extend to a minimum depth of 18 inches below the lowest adjacent grade. Isolated column footings should have a minimum width of 24 inches and extend a minimum depth of 18 inches below the lowest adjacent grade.

9.6.3 The bottom of footing excavations should be maintained free of loose and disturbed soil. Footing concrete should be placed into a neat excavation.

9.6.4 Footings proportioned as recommended above may be designed for the maximum allowable soil bearing pressures shown in the table below.

Loading Condition	Allowable Bearing
Dead Load Only	2,000 psf
Dead-Plus-Live Load	2,500 psf
Total Load, Including Wind or Seismic Loads	3,325 psf

9.6.5 For design purposes, total settlement due to static loadings on the order of 1 inch may be assumed for shallow footings. Differential settlement due to static loadings, along a 20-foot exterior wall footing or between adjoining column footings, should be ½ inch, producing an angular distortion of 0.002. Most of the settlement is expected to occur during construction as the loads are applied. However, additional post-construction settlement may occur if the foundation soils are flooded or saturated. The footing excavations should not be allowed to dry out any time prior to pouring concrete.

9.6.6 Resistance to lateral footing displacement can be computed using an allowable coefficient of friction factor of 0.40 acting between the base of foundations and the supporting native subgrade.

9.6.7 Lateral resistance for footings can alternatively be developed using an equivalent fluid passive pressure of 350 pounds per cubic foot acting against the appropriate vertical native footing faces. The frictional and passive resistance of the soil may be combined without reduction in determining the total lateral resistance. An increase of one-third is permitted when using the alternate load combination that includes wind or earthquake loads.

9.6.8 Minimum reinforcement for continuous footings should consist of four No. 5 steel reinforcing bars; two placed near the top of the footing and two near the bottom. Reinforcement for spread footings should be designed by the project structural engineer.

9.6.9 Underground utilities running parallel to footings should not be constructed in the zone of influence of footings. The zone of influence may be taken to be the area beneath the footing and within a 1:1 plane extending out and down from the bottom edge of the footing.

9.6.10 The foundation subgrade should be sprinkled as necessary to maintain a moist condition without significant shrinkage cracks as would be expected in any concrete placement. Prior to placing rebar reinforcement, foundation excavations should be evaluated by a representative of SALEM for appropriate support characteristics and moisture content. Moisture conditioning may be required for the materials exposed at footing bottom, particularly if foundation excavations are left open for an extended period.

9.7 Caisson Foundations

9.7.1 It is recommended that the caisson foundation should have a minimum depth of 10 feet below the lowest adjacent grade.

9.7.2 The caissons may be designed using an allowable sidewall friction of 200 psf. This value is for dead-plus-live loads. An allowable end bearing capacity of 4,500 psf may be used provided that the bottom of the caisson is cleaned with the use of a clean-out bucket or equivalent and inspected by our representative prior to placement of reinforcement and concrete. An increase of one-third is permitted when using the alternate load combination that includes wind or earthquake loads.

9.7.3 Uplift loads can be resisted by caissons using an allowable sidewall friction of 150 psf of the surface area and the weight of the caisson.

9.7.4 The total static settlement of the caisson footing is not expected to exceed 1 inch. Differential settlement should be less than ½ inch. Most of the settlement is expected to occur during construction as the loads are applied.

9.7.5 The drilled caissons may be designed for a lateral capacity of 350 pounds per square foot per foot of depth below the lowest adjacent grade to a maximum of 5,250 psf.

9.7.6 These values may be increased by one-third when using the alternative load combinations that include wind or earthquake loads. The lateral loading criteria is based on the assumption that the load application is applied at the ground level, flexible cap connections applied and a minimum embedment depth of 10 feet.

9.7.7 Sandy soils were encountered at the site. Casing of the drilled caisson will be required if seepage is encountered or the drilled hole has to be left open for an extended period of time.

9.8 Concrete Slabs-on-Grade

9.8.1 Slab thickness and reinforcement should be determined by the structural engineer based on the anticipated loading. We recommend that non-structural slabs-on-grade be at least 4 inches thick and underlain by six (6) inches of compacted granular aggregate subbase material compacted to at least 95% relative compaction.

9.8.2 Granular aggregate subbase material shall conform to ASTM D-2940, Latest Edition (Table 1, bases) with at least 95 percent passing a 1½-inch sieve and not more than 8% passing a No. 200 sieve or its approved equivalent to prevent capillary moisture rise.

9.8.3 The use of processed asphalt in the granular aggregate subbase material (i.e. recycled or miscellaneous base) will have to be approved by the owner. Asphalt is a petroleum hydrocarbon with numerous components, including naphthalene and other semi-volatile constituents that are regulated by California. This material in the subsurface could become a potential vapor intrusion risk (naphthalene is a recent risk-driver that DTSC is actively pursuing).

9.8.4 We recommend reinforcing slabs, at a minimum, with No. 4 reinforcing bars placed 18 inches on center, each way.

9.8.5 Slabs subject to structural loading may be designed utilizing a modulus of subgrade reaction K of 150 pounds per square inch per inch. The K value was approximated based on inter-relationship of soil classification and bearing values (Portland Cement Association, Rocky Mountain Northwest).

9.8.6 The spacing of crack control joints should be designed by the project structural engineer. In order to regulate cracking of the slabs, we recommend that construction joints or control joints be provided at a maximum spacing of 15 feet in each direction for 5-inch thick slabs and 12 feet for 4-inch thick slabs.

9.8.7 Crack control joints should extend a minimum depth of one-fourth the slab thickness and should be constructed using saw-cuts or other methods as soon as practical after concrete placement. The exterior floors should be poured separately in order to act independently of the walls and foundation system.

9.8.8 It is recommended that the utility trenches within the structure be compacted, as specified in our report, to minimize the transmission of moisture through the utility trench backfill. Special attention to the immediate drainage and irrigation around the structures is recommended.

9.8.9 Moisture within the structure may be derived from water vapors, which were transformed from the moisture within the soils. This moisture vapor penetration can affect floor coverings and produce mold and mildew in the structure. To minimize moisture vapor intrusion, it is recommended that a vapor retarder be installed in accordance with manufacturer's recommendations and/or ASTM guidelines, whichever is more stringent. In addition, ventilation of the structure is recommended to reduce the accumulation of interior moisture.

9.8.10 In areas where it is desired to reduce floor dampness where moisture-sensitive coverings are anticipated, construction should have a suitable waterproof vapor retarder (a minimum of 15 mils thick polyethylene vapor retarder sheeting, Raven Industries "VaporBlock 15, Stego Industries 15 mil "StegoWrap" or W.R. Meadows Sealtight 15 mil "Perminator") incorporated into the floor slab design. The water vapor retarder should be decay resistant material complying with ASTM E96 not exceeding 0.04 perms, ASTM E154 and ASTM E1745 Class A. The vapor barrier should be placed between the concrete slab and the compacted granular aggregate subbase material. The water vapor retarder (vapor barrier) should be installed in accordance with ASTM Specification E 1643-94.

9.8.11 The concrete may be placed directly on vapor retarder. The vapor retarder should be inspected prior to concrete placement. Cut or punctured retarder should be repaired using vapor retarder material lapped 6 inches beyond damaged areas and taped.

9.8.12 The recommendations of this report are intended to reduce the potential for cracking of slabs due to soil movement. However, even with the incorporation of the recommendations presented herein, foundations, stucco walls, and slabs-on-grade may exhibit some cracking due to soil movement. This is common for project areas that contain expansive soils since designing to eliminate potential soil movement is cost prohibitive. The occurrence of concrete shrinkage cracks is independent of the supporting soil characteristics. Their occurrence may be reduced and/or controlled by limiting the slump of the concrete, proper concrete placement and curing, and by the placement of crack control joints at periodic intervals, in particular, where re-entrant slab corners occur.

9.8.13 Proper finishing and curing should be performed in accordance with the latest guidelines provided by the American Concrete Institute, Portland Cement Association, and ASTM.

9.9 Lateral Earth Pressures and Frictional Resistance

9.9.1 Active, at-rest and passive unit lateral earth pressures against footings and walls are summarized in the table below:

Lateral Pressure Level Backfill and Drained Conditions	**Equivalent Fluid Pressure, pcf**
Active Pressure	37
At-Rest Pressure	57
Passive Pressure	350
Related Parameters	
Allowable Coefficient of Friction	0.40
In-Place Soil Density (lbs/ft^3)	120

9.9.2 Active pressure applies to walls, which are free to rotate. At-rest pressure applies to walls, which are restrained against rotation. The preceding lateral earth pressures assume sufficient drainage behind retaining walls to prevent the build-up of hydrostatic pressure.

9.9.3 The top one-foot of adjacent subgrade should be deleted from the passive pressure computation.

9.9.4 A safety factor consistent with the design conditions should be included when using the values in the above table.

9.9.5 For stability against lateral sliding, which is resisted solely by the passive pressure, we recommend a minimum safety factor of 1.5.

9.9.6 For stability against lateral sliding, which is resisted by the combined passive and frictional resistance, a minimum safety factor of 2.0 is recommended.

9.9.7 For lateral stability against seismic loading conditions, we recommend a minimum safety factor of 1.1.

9.9.8 For dynamic seismic lateral loading the following equation shall be used:

Dynamic Seismic Lateral Loading Equation
Dynamic Seismic Lateral Load = $\frac{3}{8}\gamma K_h H^2$
Where: γ = In-Place Soil Density
K_h = Horizontal Acceleration = $\frac{2}{3}PGA_M$
H = Wall Height

9.10 Retaining Walls

9.10.1 Retaining and/or below grade walls should be drained with either perforated pipe encased in free-draining gravel or a prefabricated drainage system. The gravel zone should have a minimum width of 12 inches wide and should extend upward to within 12 inches of the top of the wall. The upper 12 inches of backfill should consist of native soils, concrete, asphaltic-concrete or other suitable backfill to minimize surface drainage into the wall drain system. The gravel should conform to Class II permeable materials graded in accordance with the current CalTrans Standard Specifications.

9.10.2 Prefabricated drainage systems, such as Miradrain®, Enkadrain®, or an equivalent substitute, are acceptable alternatives in lieu of gravel provided they are installed in accordance with the manufacturer's recommendations. If a prefabricated drainage system is proposed, our firm should review the system for final acceptance prior to installation.

9.10.3 Drainage pipes should be placed with perforations down and should discharge in a non-erosive manner away from foundations and other improvements. The top of the perforated pipe should be placed at or below the bottom of the adjacent floor slab or pavements. The pipe should be placed in the center line of the drainage blanket and should have a minimum diameter of 4 inches. Slots should be no wider than 1/8-inch in diameter, while perforations should be no more than ¼-inch in diameter.

9.10.4 If retaining walls are less than 5 feet in height, the perforated pipe may be omitted in lieu of weep holes on 4 feet maximum spacing. The weep holes should consist of 2-inch minimum diameter holes (concrete walls) or unmortared head joints (masonry walls) and placed no higher than 18 inches above the lowest adjacent grade. Two 8-inch square overlapping patches of geotextile fabric (conforming to the CalTrans Standard Specifications for "edge drains") should be affixed to the rear wall opening of each weep hole to retard soil piping.

9.10.5 During grading and backfilling operations adjacent to any walls, heavy equipment should not be allowed to operate within a lateral distance of 5 feet from the wall, or within a lateral distance

equal to the wall height, whichever is greater, to avoid developing excessive lateral pressures. Within this zone, only hand operated equipment ("whackers," vibratory plates, or pneumatic compactors) should be used to compact the backfill soils.

9.11 Temporary Excavations

9.11.1 We anticipate that the majority of the sandy site soils will be classified as Cal-OSHA “Type C” soil when encountered in excavations during site development and construction. Excavation sloping, benching, the use of trench shields, and the placement of trench spoils should conform to the latest applicable Cal-OSHA standards. The contractor should have a Cal-OSHA-approved “competent person” onsite during excavation to evaluate trench conditions and make appropriate recommendations where necessary.

9.11.2 It is the contractor’s responsibility to provide sufficient and safe excavation support as well as protecting nearby utilities, structures, and other improvements which may be damaged by earth movements. All onsite excavations must be conducted in such a manner that potential surcharges from existing structures, construction equipment, and vehicle loads are resisted. The surcharge area may be defined by a 1:1 projection down and away from the bottom of an existing foundation or vehicle load.

9.11.3 Temporary excavations and slope faces should be protected from rainfall and erosion. Surface runoff should be directed away from excavations and slopes.

9.11.4 Open, unbraced excavations in undisturbed soils should be made according to the slopes presented in the following table:

RECOMMENDED EXCAVATION SLOPES

Depth of Excavation (ft)	Slope (Horizontal : Vertical)
0-5	1:1
5-10	2:1

9.11.5 If, due to space limitation, excavations near property lines or existing structures are performed in a vertical position, slot cuts, cantilever shoring, braced shorings or shields may be used for supporting vertical excavations. Therefore, in order to comply with the local and state safety regulations, a properly designed and installed shoring system would be required to accomplish planned excavations and installation. A Specialty Shoring Contractor should be responsible for the design and installation of such a shoring system during construction.

9.11.6 Braced shorings should be designed for a maximum pressure distribution of 30H, (where H is the depth of the excavation in feet). The foregoing does not include excess hydrostatic pressure or surcharge loading. Fifty percent of any surcharge load, such as construction equipment weight, should be added to the lateral load given herein. Equipment traffic should concurrently be limited to an area at least 3 feet from the shoring face or edge of the slope.

9.11.7 The excavation and shoring recommendations provided herein are based on soil characteristics derived from the borings within the area. Variations in soil conditions will likely be encountered during the excavations. SALEM Engineering Group, Inc. should be afforded the opportunity to provide field review to evaluate the actual conditions and account for field condition variations not otherwise anticipated in the preparation of this recommendation. Slope height, slope inclination, or excavation depth should in no case exceed those specified in local, state, or federal safety regulation, (e.g. OSHA) standards for excavations, 29 CFR part 1926, or Assessor's regulations.

9.12 Underground Utilities

9.12.1 Underground utility trenches should be backfilled with properly compacted material. The material excavated from the trenches should be adequate for use as backfill provided it does not contain deleterious matter, vegetation or rock larger than 3 inches in maximum dimension. Trench backfill should be placed in loose lifts not exceeding 8 inches and compacted to at least 95% (90% for fine grained, cohesive soils) relative compaction at or above optimum moisture content.

9.12.2 Bedding and pipe zone backfill typically extends from the bottom of the trench excavations to approximately 6 to 12 inches above the crown of the pipe. Pipe bedding and backfill material should conform to the requirements of the governing utility agency.

9.12.3 It is suggested that underground utilities crossing beneath new or existing structures be plugged at entry and exit locations to the buildings or structures to prevent water migration. Trench plugs can consist of on-site clay soils, if available, or sand cement slurry. The trench plugs should extend 2 feet beyond each side of individual perimeter foundations.

9.12.4 The contractor is responsible for removing all water-sensitive soils from the trench regardless of the backfill location and compaction requirements. The contractor should use appropriate equipment and methods to avoid damage to the utilities and/or structures during fill placement and compaction.

9.13 Surface Drainage

9.13.1 Proper surface drainage is critical to the future performance of the project. Uncontrolled infiltration of irrigation excess and storm runoff into the soils can adversely affect the performance of the planned improvements. Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change to important engineering properties. Proper drainage should be maintained at all times.

9.13.2 The ground immediately adjacent to the foundation shall be sloped away from the building at a slope of not less than 5 percent for a minimum distance of 10 feet.

9.13.3 Impervious surfaces within 10 feet of the building foundation shall be sloped a minimum of 2 percent away from the building and drainage gradients maintained to carry all surface water to collection facilities and off site. These grades should be maintained for the life of the project.

Ponding of water should not be allowed adjacent to the structure. Over-irrigation within landscaped areas adjacent to the structure should not be performed.

9.13.4 Roof drains should be installed with appropriate downspout extensions out-falling on splash blocks so as to direct water a minimum of 5 feet away from the structures or be connected to the storm drain system for the development.

9.14 Pavement Design

9.14.1 Based on site soil conditions and laboratory test results, an R-value of 40 was used for the preliminary flexible asphaltic concrete pavement design. The R-value may be verified during grading of the pavement areas.

9.14.2 The pavement design recommendations provided herein are based on the State of California Department of Transportation (CALTRANS) design manual. The asphaltic concrete (flexible pavement) is based on a 20-year pavement life utilizing 1200 passenger vehicles, 10 single unit trucks, and 2 multi-unit trucks. The following table shows the recommended pavement sections for various traffic indices.

TABLE 9.14.2
ASPHALT CONCRETE PAVEMENT THICKNESSES

Traffic Index	Asphaltic Concrete	Class II Aggregate Base*	Compacted Subgrade**
5.0 (Parking and Vehicle Drive Areas)	3.0"	4.0"	12.0"
6.5 (Heavy Truck Areas)	4.0"	6.0"	12.0"

95% compaction based on ASTM D1557-07 Test Method
****95% (90% for fine grained, cohesive soils) compaction based on ASTM D1557 Test Method***

9.14.3 The following recommendations are for light-duty and heavy-duty Portland Cement Concrete pavement sections.

TABLE 9.14.3
PORTLAND CEMENT CONCRETE PAVEMENT THICKNESSES

Traffic Index	Portland Cement Concrete*	Class II Aggregate Base**	Compacted Subgrade***
5.0 (Light Duty)	5.0"	4.0"	12.0"
6.5 (Heavy Duty)	6.0"	6.0"	12.0"

****Minimum Compressive Strength of 4,000 psi***
*** 95% compaction based on ASTM D1557-07 Test Method***
****95% (90% for fine grained, cohesive soils) compaction based on ASTM D1557 Test Method***

10. PLAN REVIEW, CONSTRUCTION OBSERVATION AND TESTING

10.1 Plan and Specification Review

10.1.1 SALEM should review the project plans and specifications prior to final design submittal to assess whether our recommendations have been properly implemented and evaluate if additional analysis and/or recommendations are required.

10.2 Construction Observation and Testing Services

10.2.1 The recommendations provided in this report are based on the assumption that we will continue as Geotechnical Engineer of Record throughout the construction phase. It is important to maintain continuity of geotechnical interpretation and confirm that field conditions encountered are similar to those anticipated during design. If we are not retained for these services, we cannot assume any responsibility for others interpretation of our recommendations, and therefore the future performance of the project.

10.2.2 SALEM should be present at the site during site preparation to observe site clearing, preparation of exposed surfaces after clearing, and placement, treatment and compaction of fill material.

10.2.3 SALEM's observations should be supplemented with periodic compaction tests to establish substantial conformance with these recommendations. Moisture content of footings and slab subgrade should be tested immediately prior to concrete placement. SALEM should observe foundation excavations prior to placement of reinforcing steel or concrete to assess whether the actual bearing conditions are compatible with the conditions anticipated during the preparation of this report.

11. LIMITATIONS AND CHANGED CONDITIONS

The analyses and recommendations submitted in this report are based upon the data obtained from the test borings drilled at the approximate locations shown on the Site Plan, Figure 2. The report does not reflect variations which may occur between borings. The nature and extent of such variations may not become evident until construction is initiated.

If variations then appear, a re-evaluation of the recommendations of this report will be necessary after performing on-site observations during the excavation period and noting the characteristics of such variations. The findings and recommendations presented in this report are valid as of the present and for the proposed construction. If site conditions change due to natural processes or human intervention on the property or adjacent to the site, or changes occur in the nature or design of the project, or if there is a substantial time lapse between the submission of this report and the start of the work at the site, the conclusions and recommendations contained in our report will not be considered valid unless the changes are reviewed by SALEM and the conclusions of our report are modified or verified in writing.

The validity of the recommendations contained in this report is also dependent upon an adequate testing and observations program during the construction phase. Our firm assumes no responsibility for construction compliance with the design concepts or recommendations unless we have been retained to perform the on-

site testing and review during construction. SALEM has prepared this report for the exclusive use of the owner and project design consultants.

SALEM does not practice in the field of corrosion engineering. It is recommended that a qualified corrosion engineer be consulted regarding protection of buried steel or ductile iron piping and conduit or, at a minimum, that manufacturer's recommendations for corrosion protection be closely followed. Further, a corrosion engineer may be needed to incorporate the necessary precautions to avoid premature corrosion of concrete slabs and foundations in direct contact with native soil.

The importation of soil and or aggregate materials to the site should be screened to determine the potential for corrosion to concrete and buried metal piping. The report has been prepared in accordance with generally accepted geotechnical engineering practices in the area. No other warranties, either express or implied, are made as to the professional advice provided under the terms of our agreement and included in this report.

If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office at (909) 980-6455.

Respectfully Submitted,

SALEM ENGINEERING GROUP, INC.

Jared Christiansen, EIT
Geotechnical Staff Engineer

Clarence Jiang, GE
Senior Geotechnical Engineer
RGE 2477

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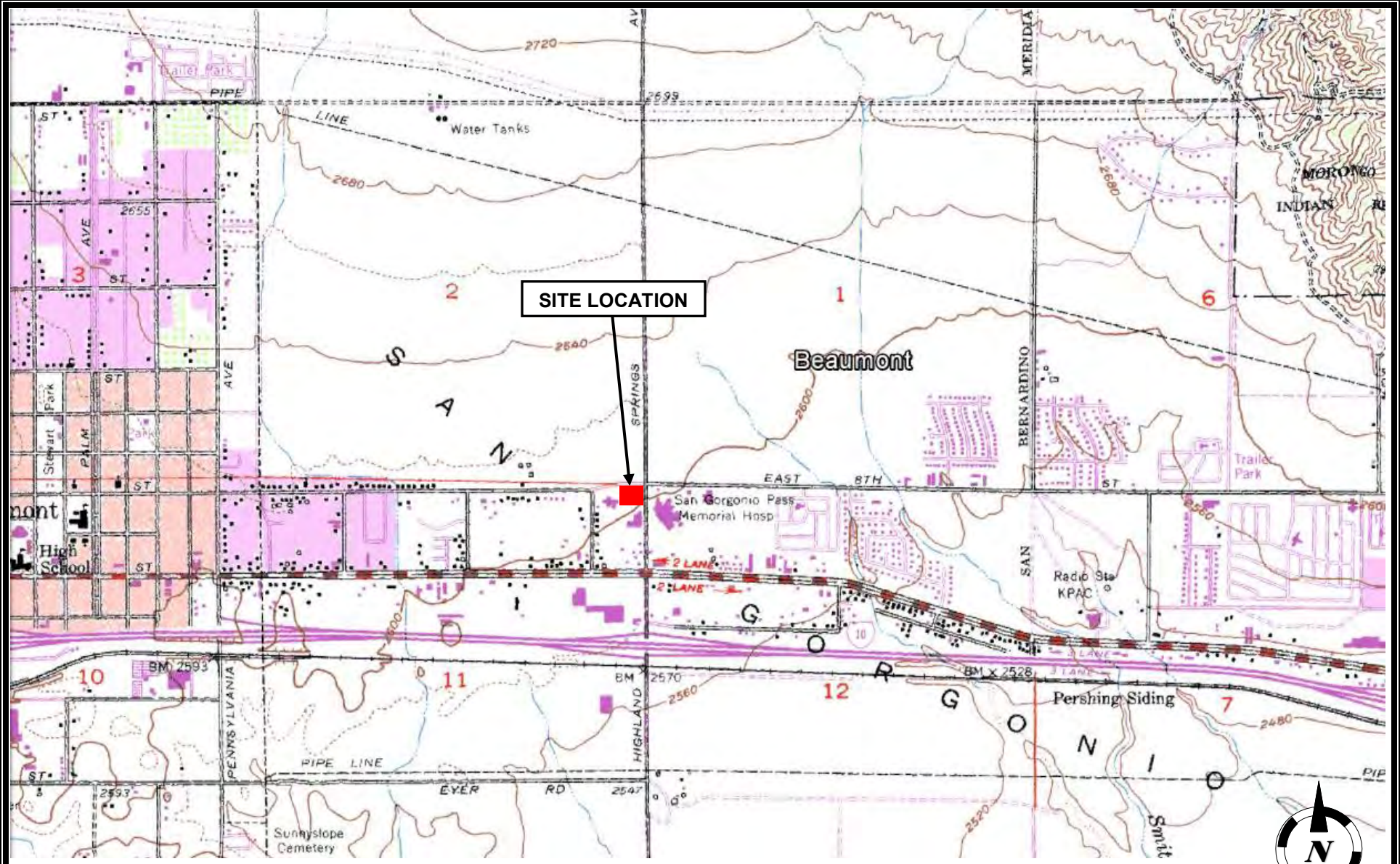


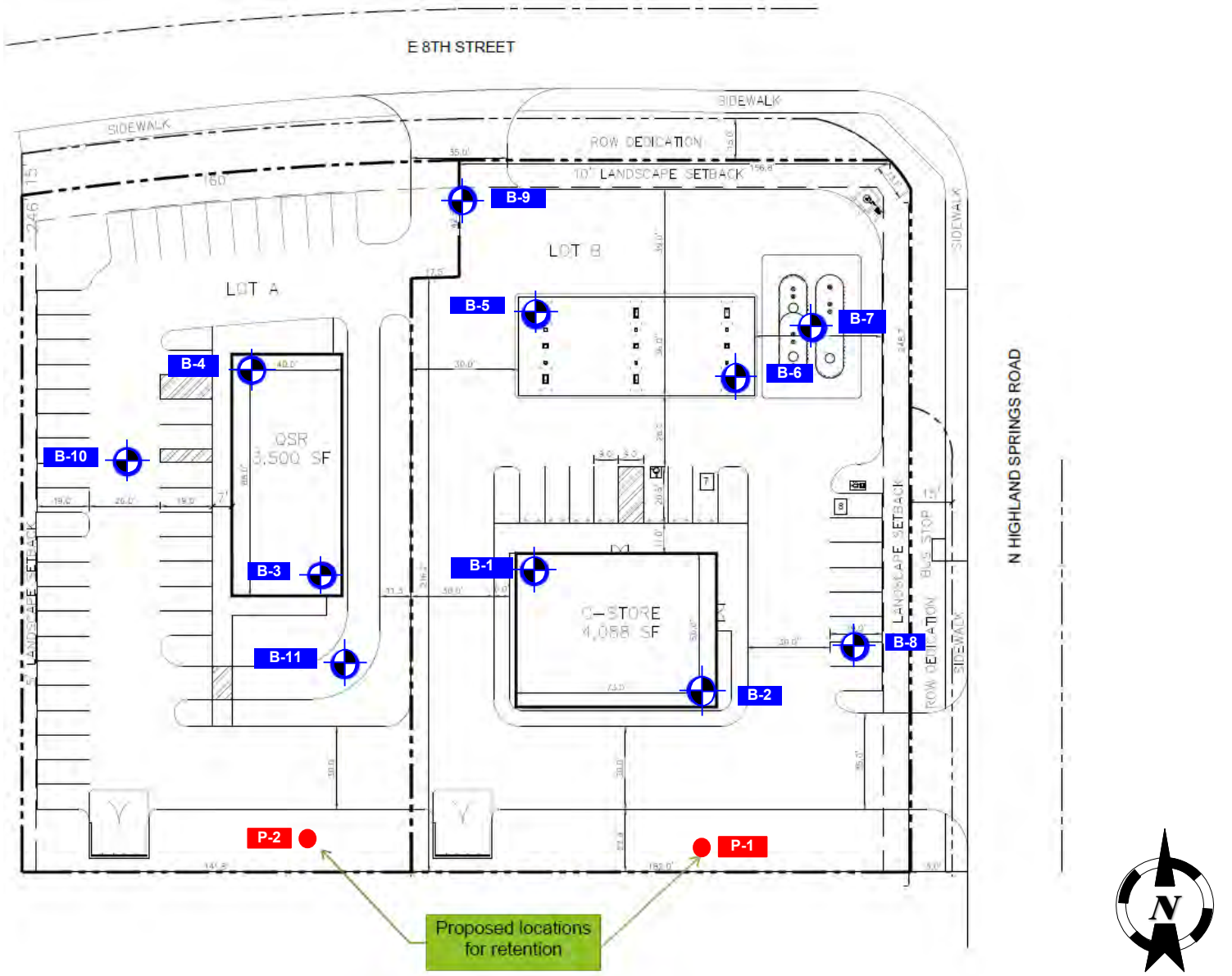
Source Image: U.S. Geological Survey, Ontario, California, N33400-W11737.5/7.5, 1967 (Photorevised 1981)

VICINITY MAP

GEOTECHNICAL ENGINEERING INVESTIGATION
Proposed Multi-Tenant Development
SWC Eight Street & Highland Springs Avenue
Beaumont, California

SCALE:	DATE:
NOT TO SCALE	01/2020
DRAWN BY:	APPROVED BY:
JC	CJ
PROJECT NO.	FIGURE NO.
3-220-0008	1

SALEM engineering group, inc.



SITE PLAN

GEOTECHNICAL ENGINEERING INVESTIGATION
Proposed Multi-Tenant Development
8th Street & Highland Springs Avenue
Beaumont, California

SCALE:	DATE:
NOT TO SCALE	01/2020
DRAWN BY:	APPROVED BY:
JC	CJ
PROJECT NO.	FIGURE NO.
3-220-0008	2

LEGEND:

B-1 Soil Boring Locations

P-1 Percolation Locations

All Locations Approximate

SALEM engineering group, inc.

APPENDIX

A

APPENDIX A
FIELD EXPLORATION

Fieldwork for our investigation (drilling) was conducted on January 17, 2020 and included a site visit, subsurface exploration, and soil sampling. Percolation tests were performed on January 18, 2020. The locations of the exploratory borings and percolation tests are shown on the Site Plan, Figure 2. Boring logs for our exploration are presented in figures following the text in this appendix. Borings were located in the field using existing reference points. Therefore, actual boring locations may deviate slightly.

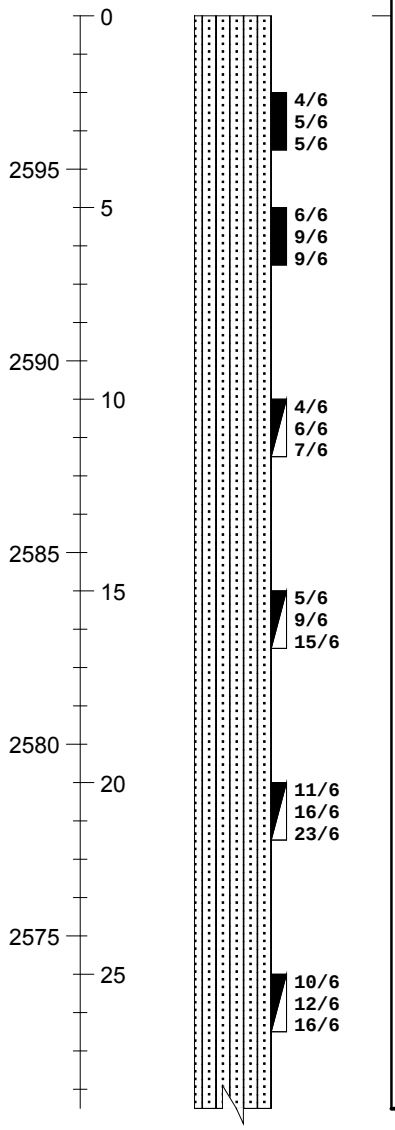
In general, our borings were performed using truck-mounted Mobile B-61 and CME 45 drill rigs equipped with an 8-inch hollow-stem auger and a 4-inch diameter solid flight auger. Sampling in the borings was accomplished using a hydraulic 140-pound hammer with a 30-inch drop. Samples were obtained with a 3-inch outside-diameter (OD), split spoon (California Modified) sampler, and a 2-inch OD, Standard Penetration Test (SPT) sampler. The number of blows required to drive the sampler the last 12 inches (or fraction thereof) of the 18-inch sampling interval were recorded on the boring logs. The blow counts shown on the boring logs should not be interpreted as standard SPT "N" values; corrections have not been applied. Upon completion, the borings were backfilled with soil cuttings.

Subsurface conditions encountered in the exploratory borings were visually examined, classified and logged in general accordance with the American Society for Testing and Materials (ASTM) Practice for Description and Identification of Soils (Visual-Manual Procedure D2488). This system uses the Unified Soil Classification System (USCS) for soil designations. The logs depict soil and geologic conditions encountered and depths at which samples were obtained. The logs also include our interpretation of the conditions between sampling intervals. Therefore, the logs contain both observed and interpreted data. We determined the lines designating the interface between soil materials on the logs using visual observations, drill rig penetration rates, excavation characteristics and other factors. The transition between materials may be abrupt or gradual. Where applicable, the field logs were revised based on subsequent laboratory testing.

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-1

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2599'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



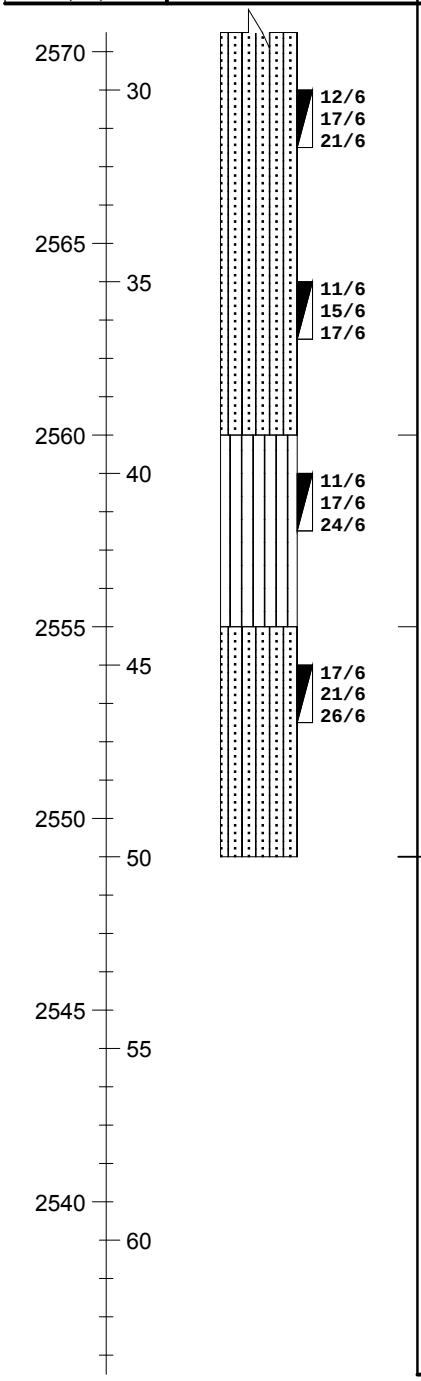
ELEVATION/ DEPTH (feet)	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
0	SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	10	12.4	110.2	
5		Grades as above; medium dense; light brown.	18	8.2	104.8	
10		Grades as above; brown; no clay.	13	9		
15		Grades as above; trace clay.	24	12		
20		Grades as above; dense; slightly moist; light brown; trace gravel; no clay.	39	4.6		
25		Grades as above; medium dense; no gravel.	28	7.8		

Notes:

Figure Number A-1

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-1



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
			Grades as above; dense.	38	5.4		
			Grades as above; fine grain sand.	32	6.1		
		ML	Sandy SILT Hard; moist; brown.	41	10.5		
		SM	Silty SAND Dense; moist; fine grained sand.	47	10.9		
			End of boring at 50 feet BGS.				

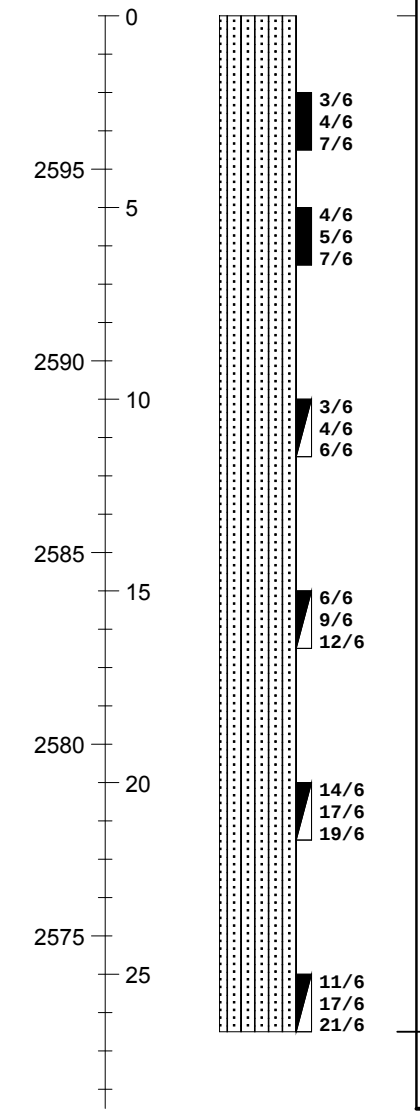
Notes:

Figure Number A-1

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-2

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2599'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	11	11.9	114.7	
			Grades as above.	12	10.8	115.5	
			Grades as above.	10	11.6		
			Grades as above; medium dense; with clay.	21	12.7		
			Grades as above; dense; light brown; no clay.	36	5		
			Grades as above; no gravel.	38	3.5		
			End of boring at 26.5 feet BGS.				

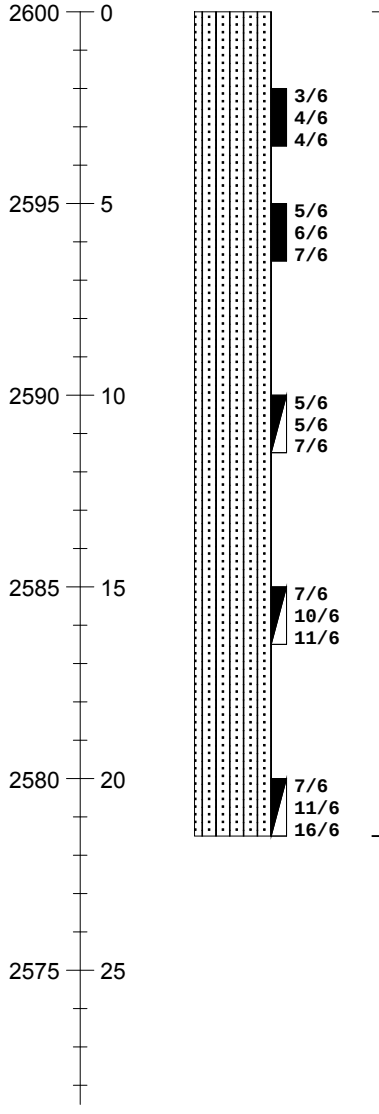
Notes:

Figure Number A-2

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-3

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2600'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	8	13.1	112.6	
			Grades as above; light brown.	13	10.8	106.4	
			Grades as above; medium dense; brown.	12	10.8		
			Grades as above; with clay.	21	10.6		
			Grades as above; no clay.	27	9.6		
			End of boring at 21.5 feet BGS.				

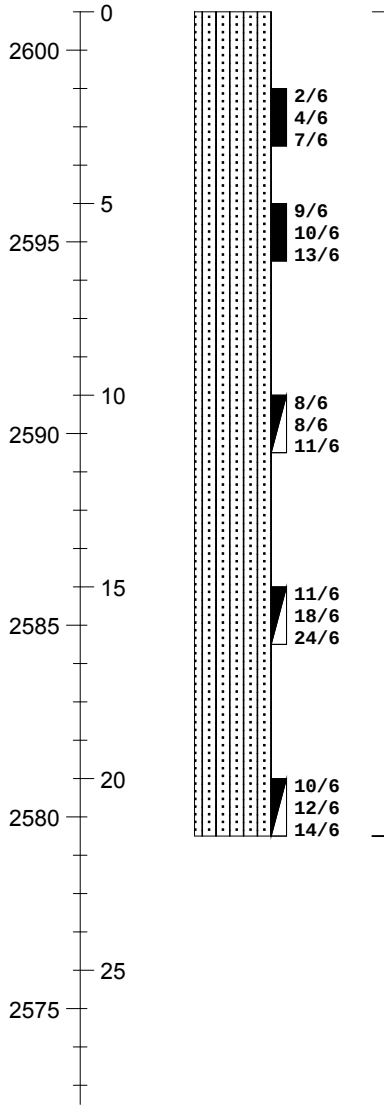
Notes:

Figure Number A-3

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-4

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2601'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	11	10.4	97.9	
			Grades as above; medium dense.	23	8	103.6	
			Grades as above; no clay.	19	8.4		
			Grades as above; dense; light brown; trace gravel.	42	5.7		
			Grades as above; no gravel.	26	6.6		
			End of boring at 21.5 feet BGS.				

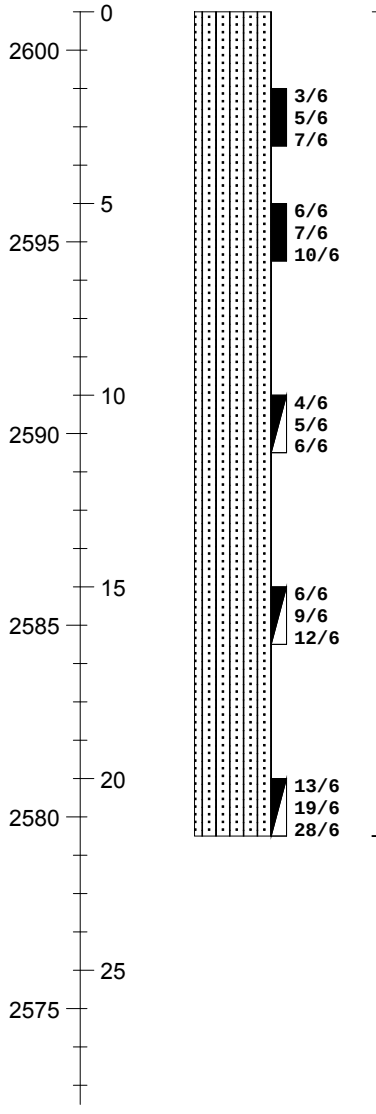
Notes:

Figure Number A-4

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-5

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2601'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	12	5.7	99.0	
			Grades as above; medium dense.	17	6.9	101.9	
			Grades as above; no clay.	11	8.2		
			Grades as above; trace clay.	21	8.1		
			Grades as above; dense; trace gravel; no clay.	47	3.6		
			End of boring at 21.5 feet BGS.				

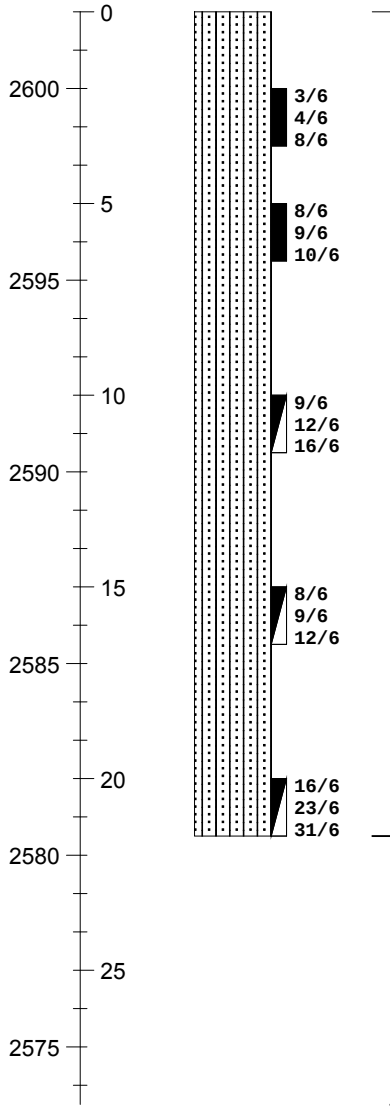
Notes:

Figure Number A-5

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-6

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2602'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	12	5.9	100.6	
			Grades as above; medium dense.	19	6.1	93.7	
			Grades as above.	28	8		
			Grades as above; with clay.	21	13.1		
			Grades as above; very dense; with gravel; no clay.	54	3.5		
			End of boring at 21.5 feet BGS.				

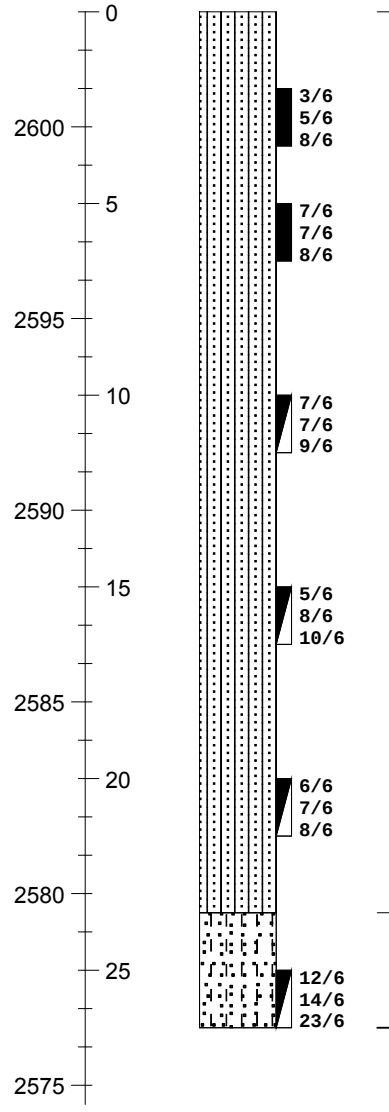
Notes:

Figure Number A-6

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-7

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2603'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	13	5.5	94.1	
			Grades as above.	15	6.5	100.2	
			Grades as above; medium dense; no clay.	16	7.6		
			Grades as above; with clay.	18	14.4		
			Grades as above; no clay.	15	8.1		
		SP-SM	Poorly graded SAND with Silt Dense; slightly moist; light brown; fine to medium grain sand.	37	3.3		
			End of boring at 26.5 feet BGS.				

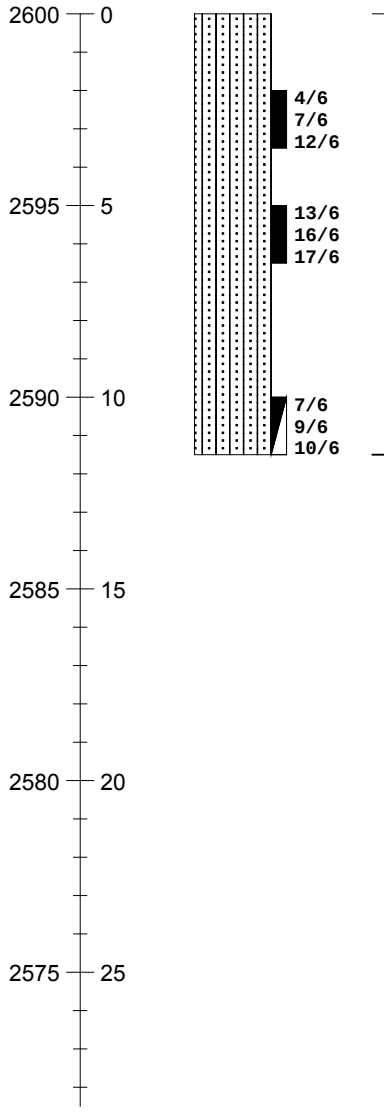
Notes:

Figure Number A-7

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-8

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2600'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Medium dense; moist; brown; fine to medium grain sand; trace clay.	19	7.5	104.4	
			Grades as above.	33	8.7	111.7	
			Grades as above; less clay.	19	7.1		
			End of boring at 11.5 feet BGS.				

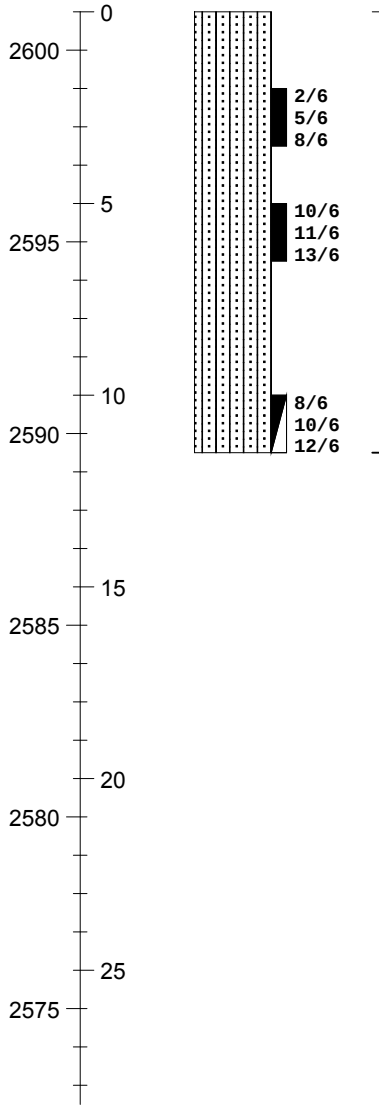
Notes:

Figure Number A-8

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-9

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2601'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	13	6	92	
			Grades as above; medium dense.	24	4.7	103.8	
			Grades as above; less clay.	22	7.3		
			End of boring at 11.5 feet BGS.				

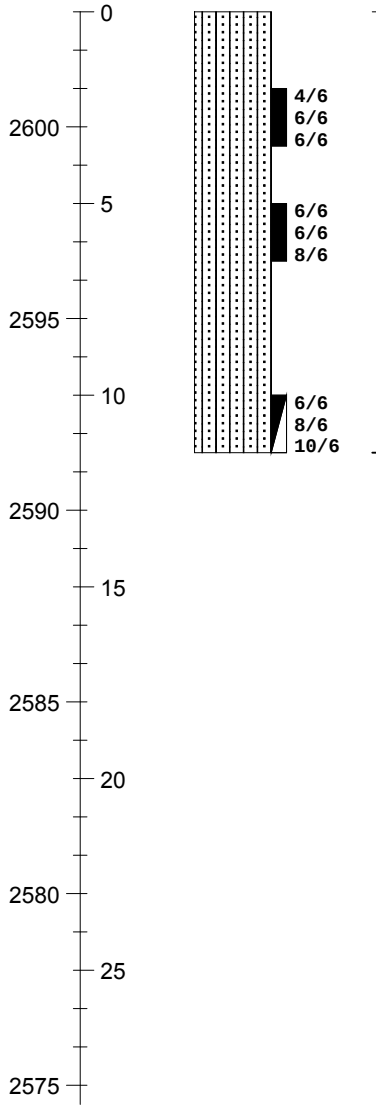
Notes:

Figure Number A-9

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-10

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2603'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	12	8.5	100.5	
			Grades as above.	14	9.3	103.2	
			Grades as above; medium dense; no clay.	18	10.7		
			End of boring at 11.5 feet BGS.				

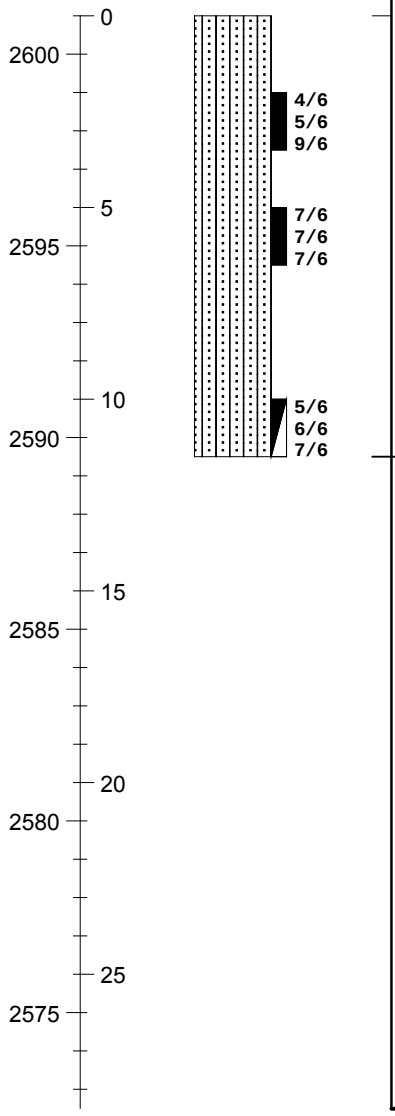
Notes:

Figure Number A-10

SALEM engineering group, inc.

Project Number: 3-220-0008
Date: 01/17/2020
Test Boring: B-11

Project: Proposed Multi-Tenant Development **Client:** Evergreen Devco, Inc.
Location: 8th Street and Highland Springs Avenue, Beaumont, California
Drilled By: SALEM
Drill Type: CME 45C **Logged By:** SK
Auger Type: 4 in. Solid Flight Auger **Elevation:** 2601'
Hammer Type: Automatic Trip - 140 lb/30 in **Depth to Groundwater:** N/A



ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	N-Values blows/ft.	Moisture Content %	Dry Density, PCF	Remarks
		SM	Silty SAND Loose; moist; brown; fine to medium grain sand; trace clay.	14	5.7	91.5	
			Grades as above.	14	5.6	106.6	
			Grades as above; medium dense; less clay.	13	6.9		
			End of boring at 11.5 feet BGS.				

Notes:

Figure Number A-11

KEY TO SYMBOLS

Symbol Description

Strata symbols

Silty sand

Silt

Poorly graded sand with silt

Misc. Symbols

Boring continues

Soil Samplers

California sampler

Standard penetration test

Percolation Test Worksheet

Project: **Proposed Multi-Tenant Development**
Eight Street & Highland Spring Avenue
Beaumont, California

Job No.: **3-220-0008**
Date Drilled: **1/17/2020**
Soil Classification: **Silty SAND (SM)**

Hole Radius: 4 in.
Pipe Dia.: 3 in.
Total Depth of Hole: 120 in.

Test Hole No.: **P-1**
Tested by: **SK**
Drilled Hole Depth: **10** ft.

Presoaking Date: **1/17/2020**
Test Date: **1/18/2020**

Pipe Stick up: 0 ft.

Time Start	Time Finish	Depth of Test Hole (ft)#	Refill-Yes or No	Elapsed Time (hrs:min)	Initial Water Level# (ft)	Final Water Level# (ft)	Δ Water Level (in.)	Δ Min.	Meas. Perc Rate (min/in)	Initial Height of Water (in)	Final Height of Water (in)	Average Height of Water (in)	Infiltration Rate, It (in/hr)
9:30	10:00	10.0	Y	0:30	7.24	7.62	4.56	30	6.6	33.1	28.6	30.8	0.56
10:00	10:30	10.0	N	0:30	7.62	7.95	3.96	30	7.6	28.6	24.6	26.6	0.55
10:30	11:00	10.0	N	0:30	7.95	8.20	3.00	30	10.0	24.6	21.6	23.1	0.48
11:00	11:30	10.0	N	0:30	8.20	8.39	2.28	30	13.2	21.6	19.3	20.5	0.41
11:30	12:00	10.0	N	0:30	8.39	8.56	2.04	30	14.7	19.3	17.3	18.3	0.40
12:00	12:30	10.0	N	0:30	8.56	8.71	1.80	30	16.7	17.3	15.5	16.4	0.39
12:30	13:00	10.0	N	0:30	8.71	8.84	1.56	30	19.2	15.5	13.9	14.7	0.37
13:02	13:32	10.0	**Y**	0:30	7.30	7.55	3.00	30	10.0	32.4	29.4	30.9	0.36
13:32	14:02	10.0	N	0:30	7.55	7.77	2.64	30	11.4	29.4	26.8	28.1	0.35
14:02	14:32	10.0	N	0:30	7.77	7.97	2.40	30	12.5	26.8	24.4	25.6	0.35
14:32	15:02	10.0	N	0:30	7.97	8.16	2.28	30	13.2	24.4	22.1	23.2	0.36
15:02	15:32	10.0	N	0:30	8.16	8.33	2.04	30	14.7	22.1	20.0	21.1	0.35
Recommended for Design:										**Infiltration Rate**			**0.35**

SALEM engineering group, inc.

Percolation Test Worksheet

Project: **Proposed Multi-Tenant Development**
Eight Street & Highland Spring Avenue
Beaumont, California

Job No.: **3-220-0008**
Date Drilled: **1/17/2020**
Soil Classification: **Clayey SAND (SC)**

Hole Radius: 4 in.
Pipe Dia.: 3 in.
Total Depth of Hole: 60 in.

Test Hole No.: **P-2**
Tested by: **SK**
Drilled Hole Depth: **5** ft.

Presoaking Date: **1/17/2020**
Test Date: **1/18/2020**

Pipe Stick up: 0 ft.

Time Start	Time Finish	Depth of Test Hole (ft)#	Refill-Yes or No	Elapsed Time (hrs:min)	Initial Water Level# (ft)	Final Water Level# (ft)	Δ Water Level (in.)	Δ Min.	Meas. Perc Rate (min/in)	Initial Height of Water (in)	Final Height of Water (in)	Average Height of Water (in)	Infiltration Rate, It (in/hr)
8:50	9:20	5.0	Y	0:30	2.73	2.78	0.60	30	50.0	27.2	26.6	26.9	0.08
9:20	9:50	5.0	N	0:30	2.78	2.81	0.36	30	83.3	26.6	26.3	26.5	0.05
9:50	10:20	5.0	N	0:30	2.81	2.83	0.24	30	125.0	26.3	26.0	26.2	0.03
10:20	10:50	5.0	N	0:30	2.83	2.85	0.24	30	125.0	26.0	25.8	25.9	0.03
10:50	11:20	5.0	N	0:30	2.85	2.86	0.12	30	250.0	25.8	25.7	25.7	0.02
11:20	11:50	5.0	N	0:30	2.86	2.87	0.12	30	250.0	25.7	25.6	25.6	0.02
11:50	12:20	5.0	N	0:30	2.87	2.88	0.12	30	250.0	25.6	25.4	25.5	0.02
12:20	12:50	5.0	N	0:30	2.88	2.89	0.12	30	250.0	25.4	25.3	25.4	0.02
12:50	13:20	5.0	N	0:30	2.89	2.90	0.12	30	250.0	25.3	25.2	25.3	0.02
13:20	13:50	5.0	N	0:30	2.90	2.91	0.12	30	250.0	25.2	25.1	25.1	0.02
13:50	14:20	5.0	N	0:30	2.91	2.92	0.12	30	250.0	25.1	25.0	25.0	0.02
14:20	14:50	5.0	N	0:30	2.92	2.93	0.12	30	250.0	25.0	24.8	24.9	0.02
Recommended for Design:										**Infiltration Rate**			**0.02**

SALEM engineering group, inc.

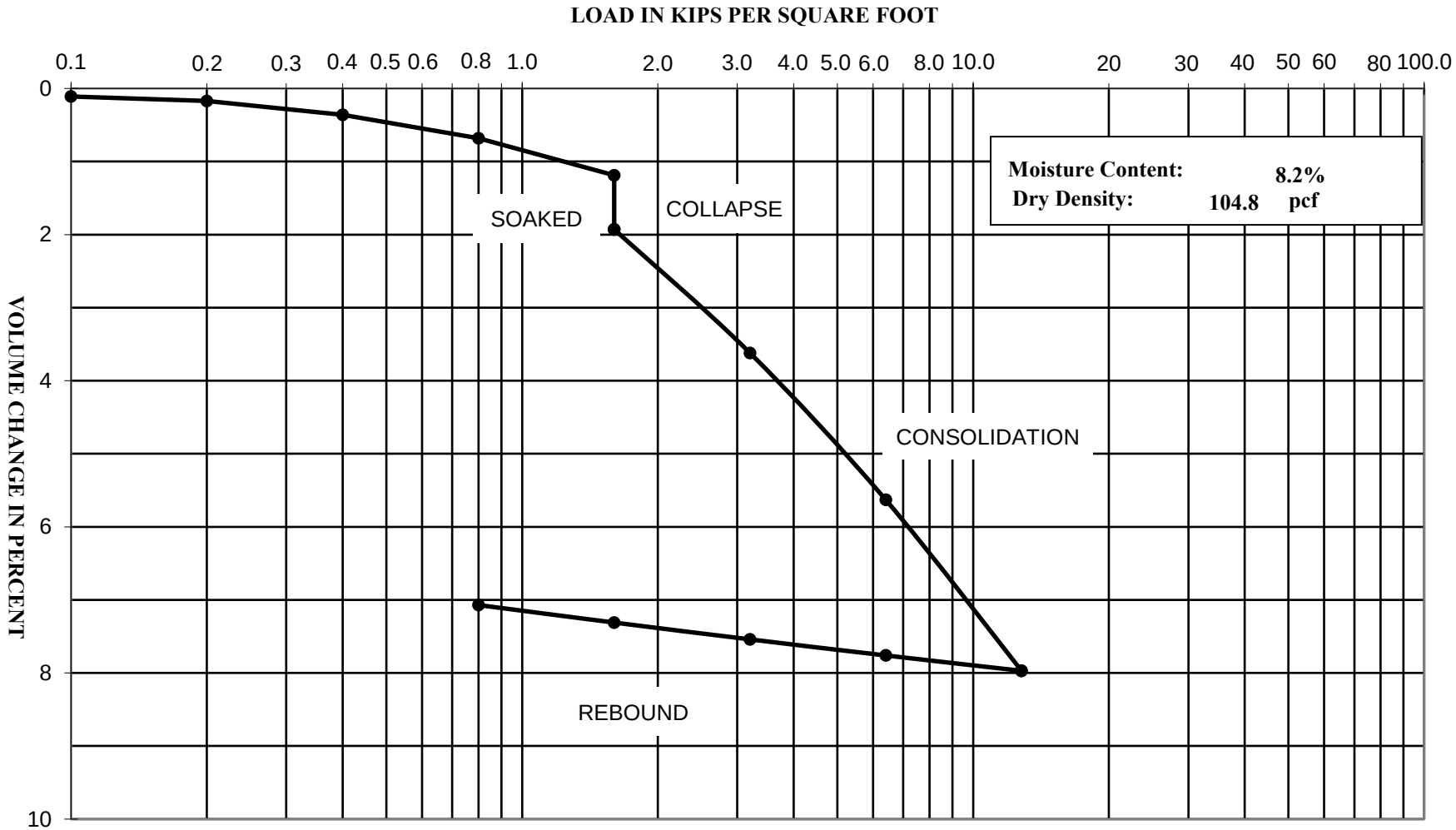
APPENDIX

B

APPENDIX B
LABORATORY TESTING

Laboratory tests were performed in accordance with generally accepted test methods of the American Society for Testing and Materials (ASTM), Caltrans, or other suggested procedures. Selected samples were tested for in-situ dry density and moisture content, corrosivity, consolidation, shear strength, maximum density and optimum moisture content, expansion index, and grain size distribution. The results of the laboratory tests are summarized in the following figures.

CONSOLIDATION - PRESSURE TEST DATA
ASTM D2435



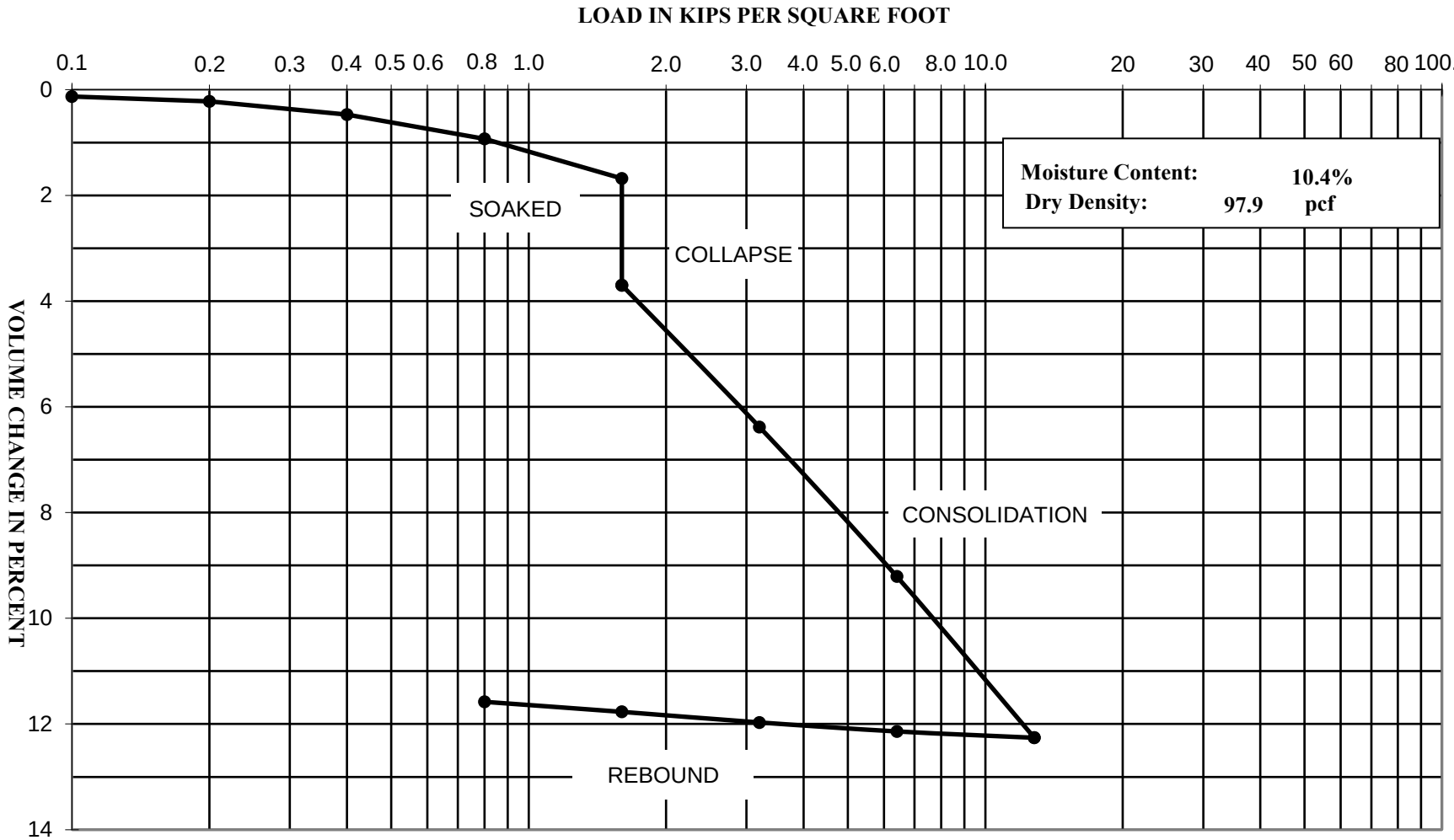
Project Name: Proposed Multi-Tenant Development - Beaumont, CA

Project Number: 3-220-0008

Boring: B-1 @ 5'

SALEM engineering group, inc.

CONSOLIDATION - PRESSURE TEST DATA
ASTM D2435



Project Name: Proposed Multi-Tenant Development - Beaumont, CA

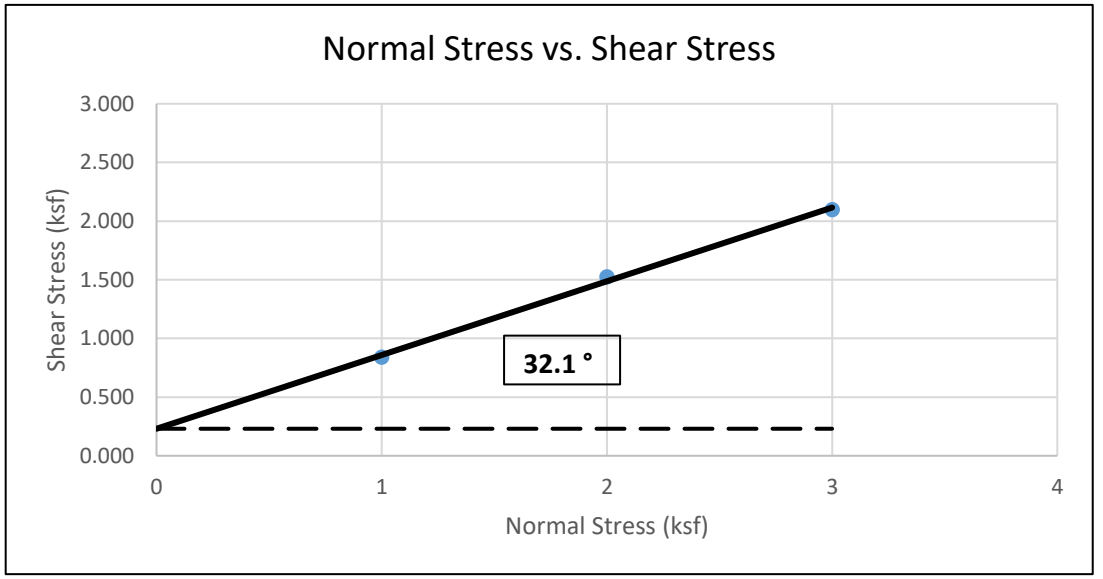
Project Number: 3-220-0008

Boring: B-4 @ 2'

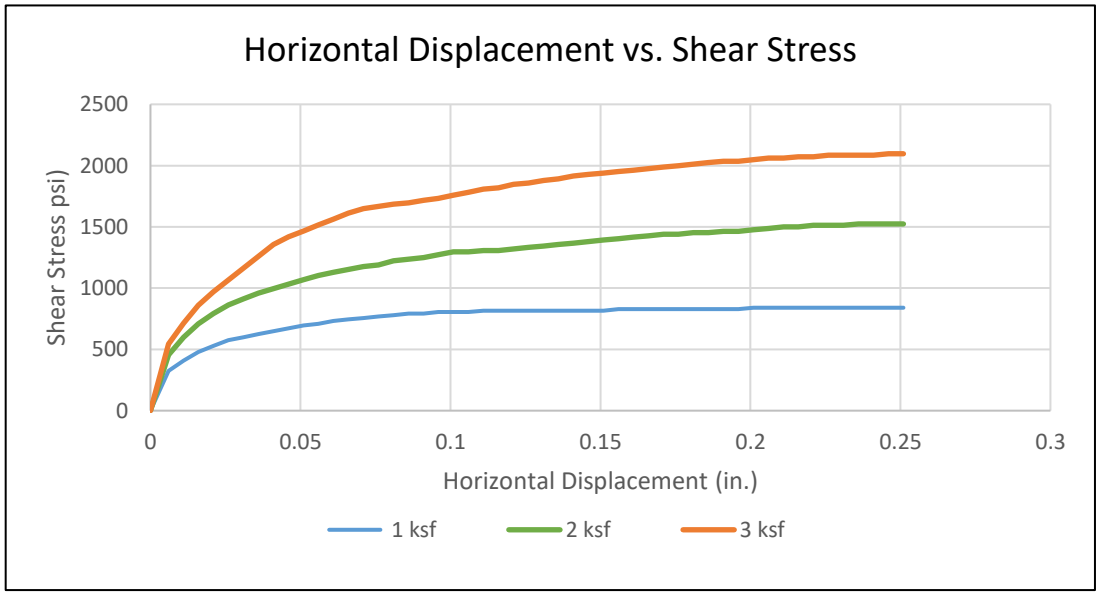
SALEM engineering group, inc.

Direct Shear Test (ASTM D3080)

Project Name:	Commercial- Beaumont, CA
Project Number:	3-220-0008
Client:	0.00
Sample Location:	B-1 @ 2'
Sample Type:	Undisturbed Ring
Soil Classification:	SM/ML
Tested By:	M. Noorzay
Reviewed By:	CJ
Date:	1/22/2020
Equipment Used:	Geomatic Direct Shear Machine



	Sample 1	Sample 2	Sample 3
Normal Stress (ksf)	1.000	2.000	3.000
Shear Rate (in/min)	0.004		
Peak Shear Stress (ksf)	0.840	1.524	2.097
Residual Shear Stress (ksf)	0.000	0.000	0.000



Initial Height of Sample (in)	1.000	1.000	1.000
Height of Sample before Shear (in.)	1	1	1
Diameter of Sample (in)	2.416	2.416	2.416
Initial Moisture Content (%)	11.9		
Final Moisture Content (%)	15.3	14.7	14.3
Dry Density (pcf)	110.9	114.1	113.5

Peak Shear Strength Values	
Slope	0.63
Friction Angle	32.1
Cohesion (psf)	230.16

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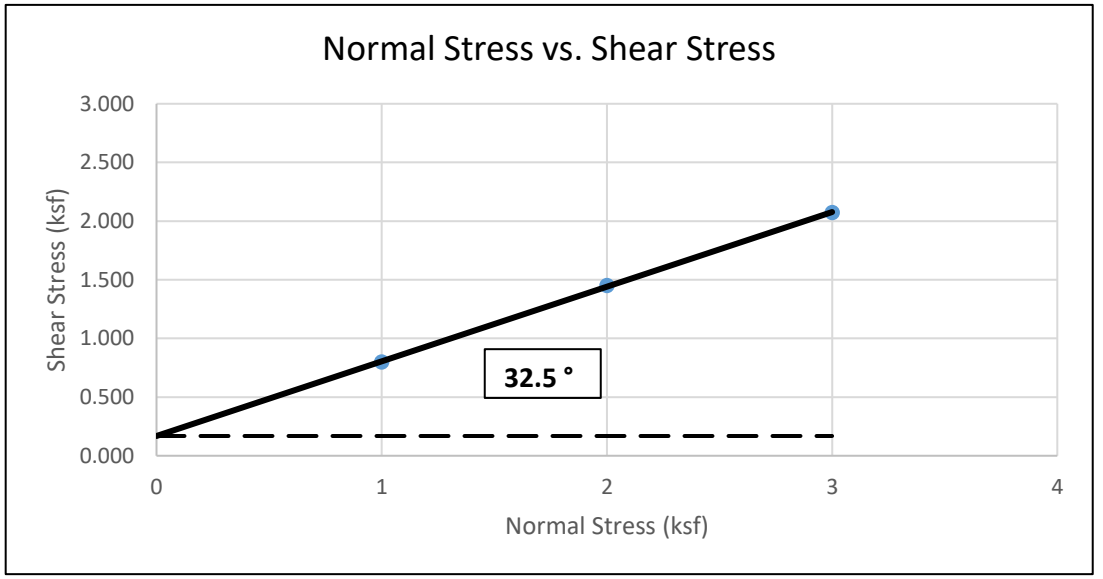
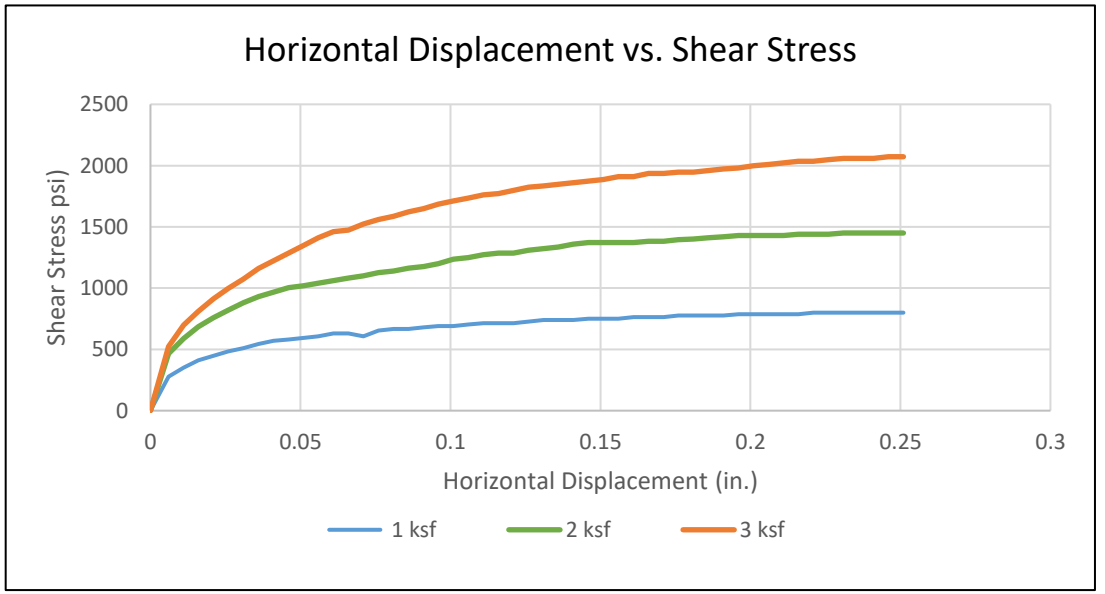
SALEM engineering group, inc.

Direct Shear Test (ASTM D3080)

Project Name:	Commercial- Beaumont, CA
Project Number:	3-220-0008
Client:	0.00
Sample Location:	B-4 @ 5'
Sample Type:	Undisturbed Ring
Soil Classification:	SM/ML
Tested By:	M. Noorzay
Reviewed By:	CJ
Date:	1/23/2020
Equipment Used:	Geomatic Direct Shear Machine



	Sample 1	Sample 2	Sample 3
Normal Stress (ksf)	1.000	2.000	3.000
Shear Rate (in/min)	0.004		
Peak Shear Stress (ksf)	0.800	1.450	2.072
Residual Shear Stress (ksf)	0.000	0.000	0.000



Initial Height of Sample (in)	1.000	1.000	1.000
Height of Sample before Shear (in.)	1	1	1
Diameter of Sample (in)	2.416	2.416	2.416
Initial Moisture Content (%)	7.7		
Final Moisture Content (%)	18.7	18.5	18.4
Dry Density (pcf)	101.8	102.4	108.5

Peak Shear Strength Values	
Slope	0.64
Friction Angle	32.5
Cohesion (psf)	168.242133

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SALEM engineering group, inc.

Direct Shear Test (ASTM D3080)

Project Name:	Commercial- Beaumont, CA
Project Number:	3-220-0008
Client:	0.00
Sample Location:	B-6 @ 5'
Sample Type:	Undisturbed Ring
Soil Classification:	SM/ML
Tested By:	M. Noorzay
Reviewed By:	CJ
Date:	1/24/2020
Equipment Used:	Geomatic Direct Shear Machine

	Sample 1	Sample 2	Sample 3
Normal Stress (ksf)	1.000	2.000	3.000
Shear Rate (in/min)	0.004		
Peak Shear Stress (ksf)	0.710	1.541	2.015
Residual Shear Stress (ksf)	0.000	0.000	0.000

Initial Height of Sample (in)	1.000	1.000	1.000
Height of Sample before Shear (in.)	1	1	1
Diameter of Sample (in)	2.416	2.416	2.416
Initial Moisture Content (%)	5.9		
Final Moisture Content (%)	18.0	16.1	15.6
Dry Density (pcf)	94.9	96.7	95.6

Peak Shear Strength Values	
Slope	0.65
Friction Angle	33.1
Cohesion (psf)	117.1252

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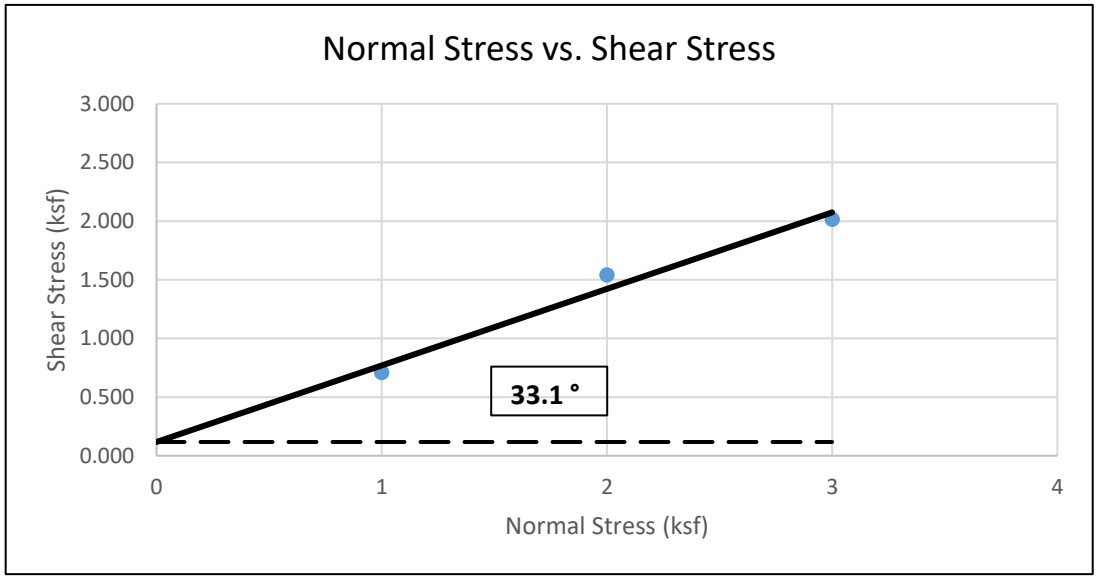
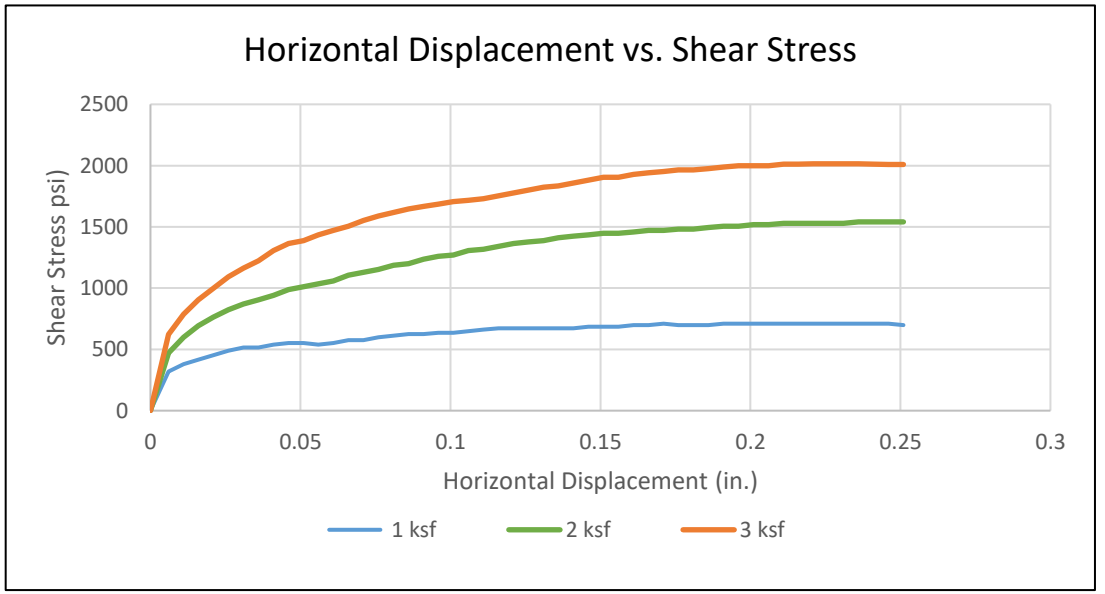
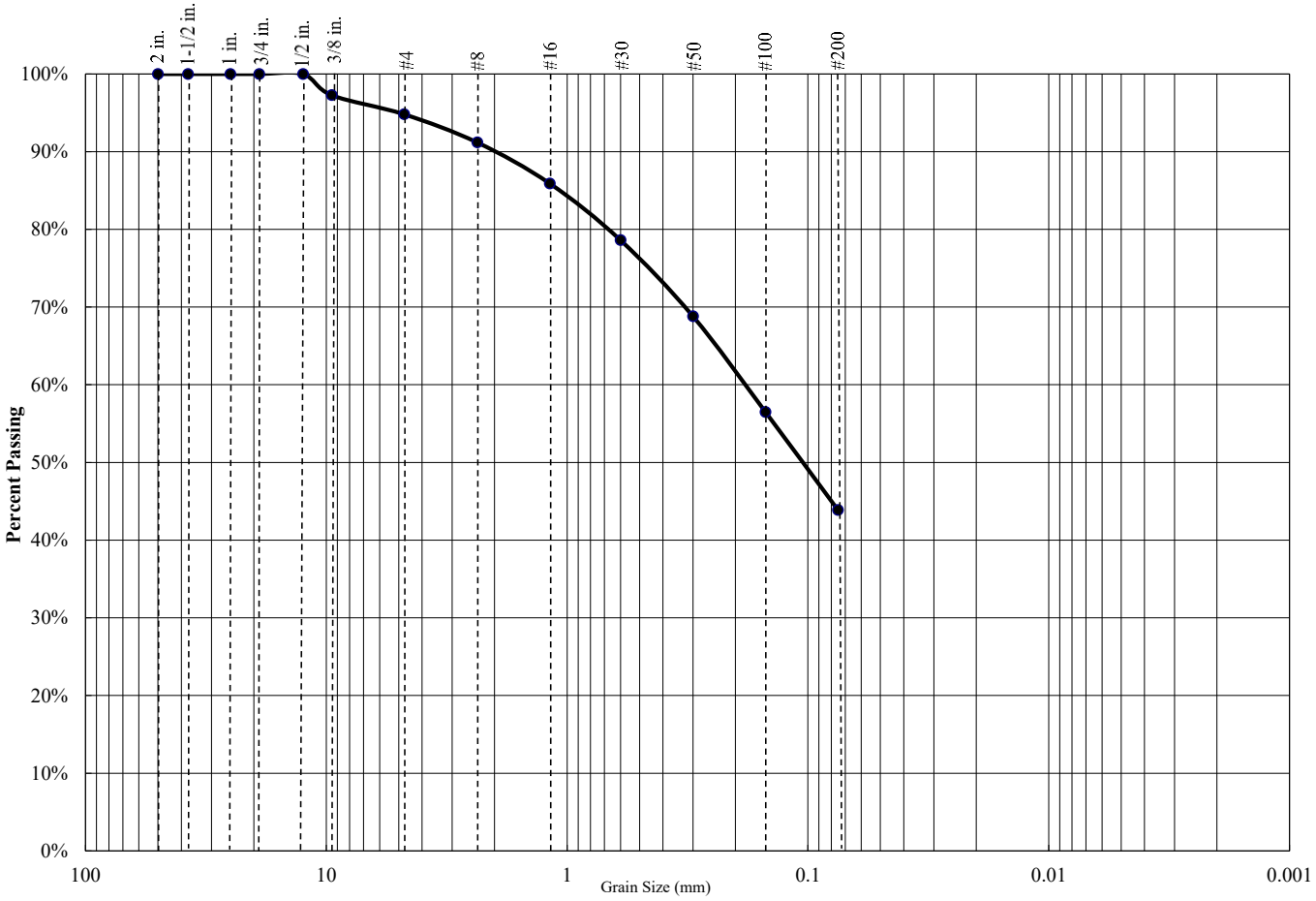




SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
5%	51%	44%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	97.3%
#4	94.8%
#8	91.2%
#16	85.9%
#30	78.6%
#50	68.8%
#100	56.5%
#200	43.9%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

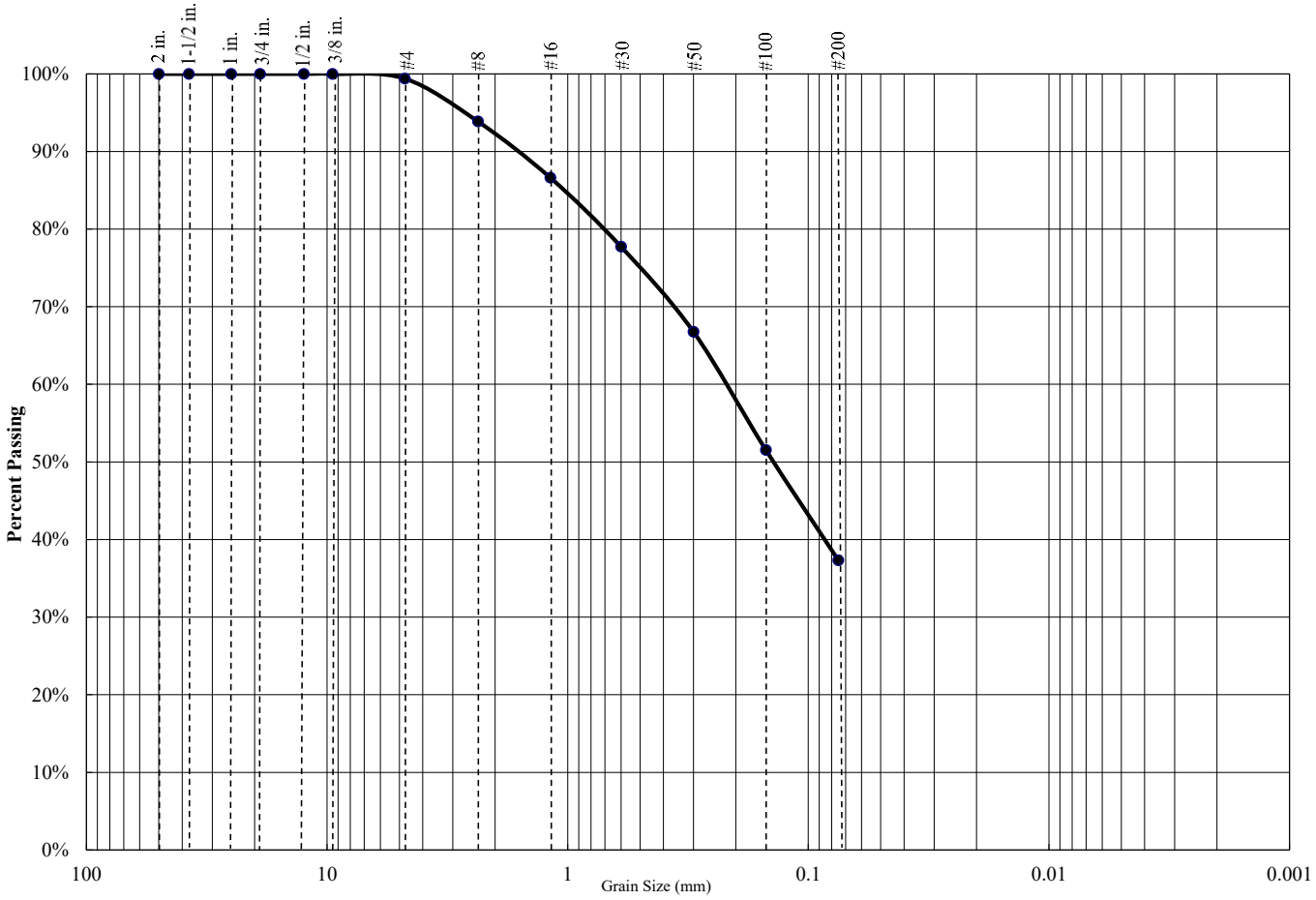
Project Number: 3-220-0008

Boring: B-1 @ 2'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
1%	62%	37%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	99.4%
#8	93.9%
#16	86.6%
#30	77.7%
#50	66.8%
#100	51.5%
#200	37.3%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

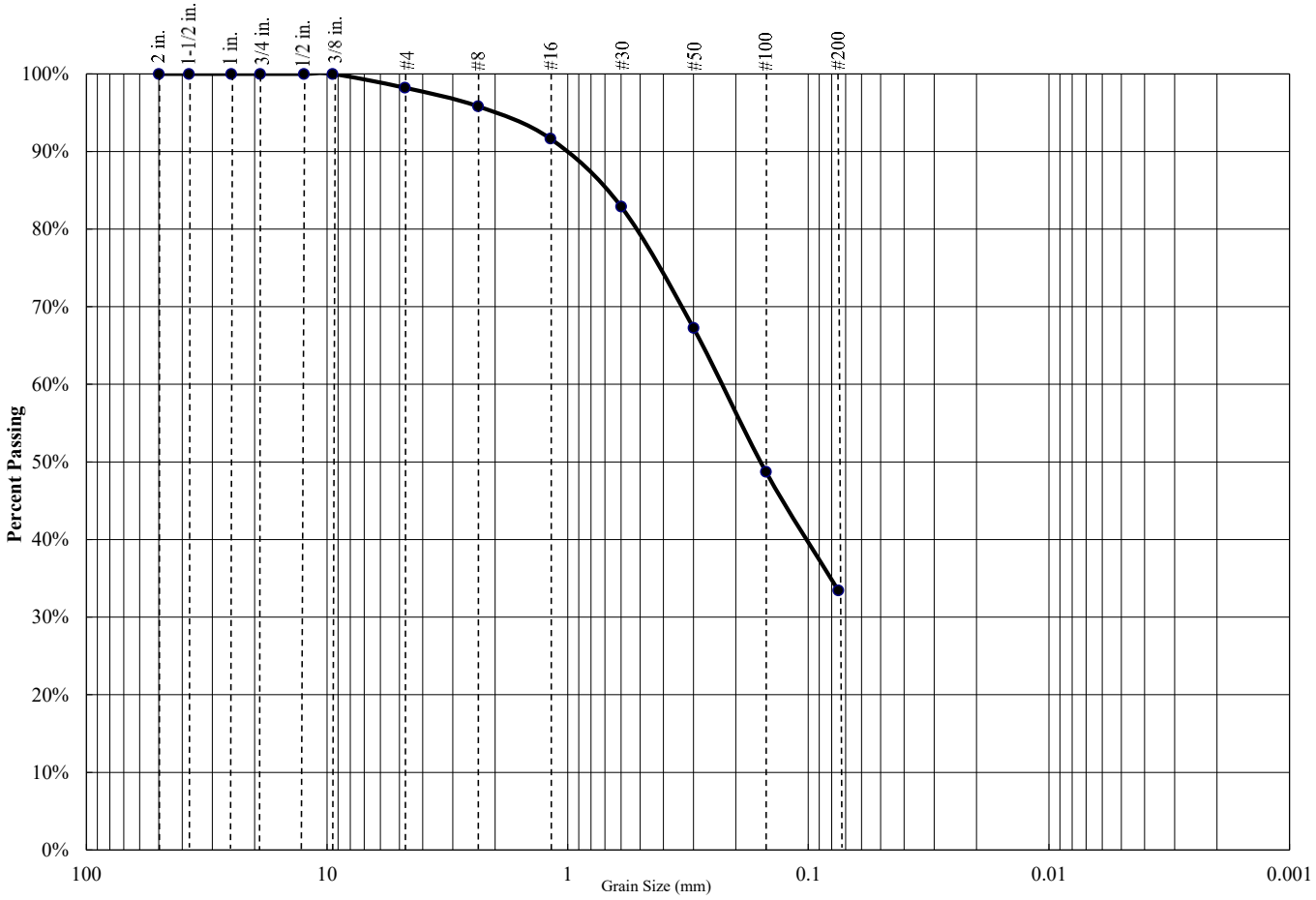
Project Number: 3-220-0008

Boring: B-1 @ 5'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
2%	65%	33%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	98.2%
#8	95.8%
#16	91.7%
#30	82.9%
#50	67.3%
#100	48.7%
#200	33.4%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

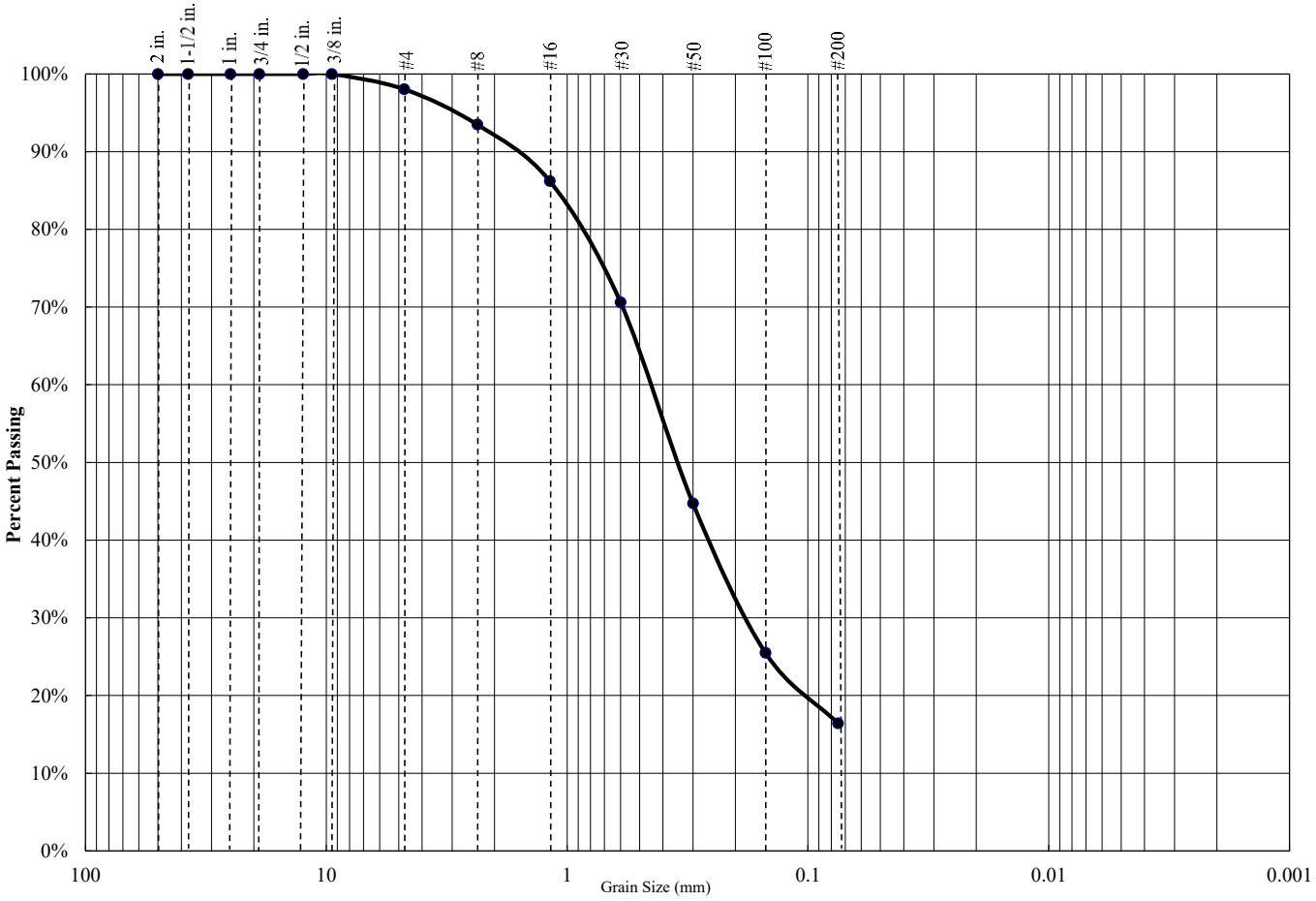
Project Number: 3-220-0008

Boring: B-1 @ 10'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
2%	82%	16%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	98.0%
#8	93.5%
#16	86.2%
#30	70.6%
#50	44.7%
#100	25.5%
#200	16.4%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

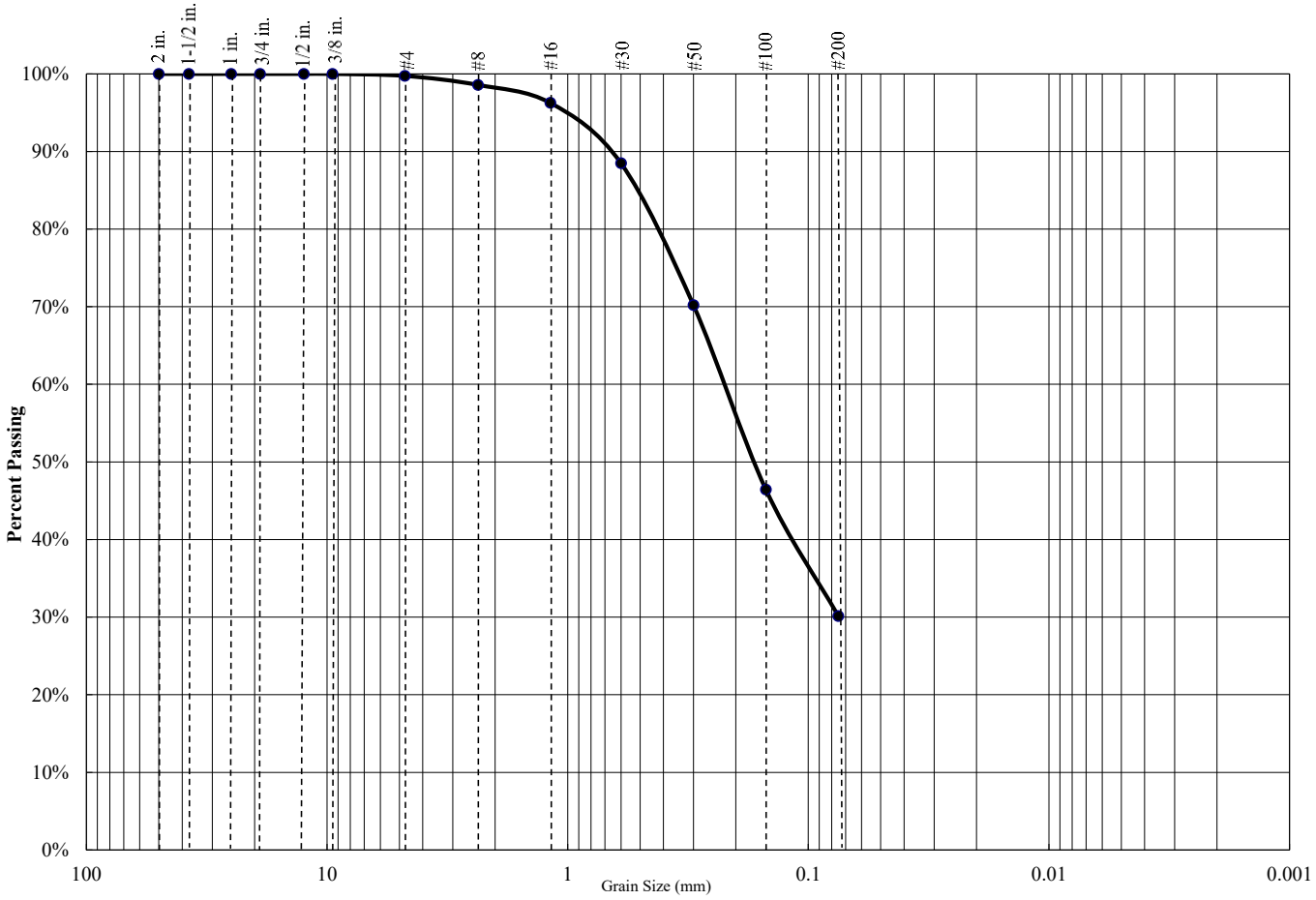
Project Number: 3-220-0008

Boring: B-1 @ 20'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
0%	70%	30%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	99.7%
#8	98.6%
#16	96.3%
#30	88.5%
#50	70.2%
#100	46.4%
#200	30.1%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

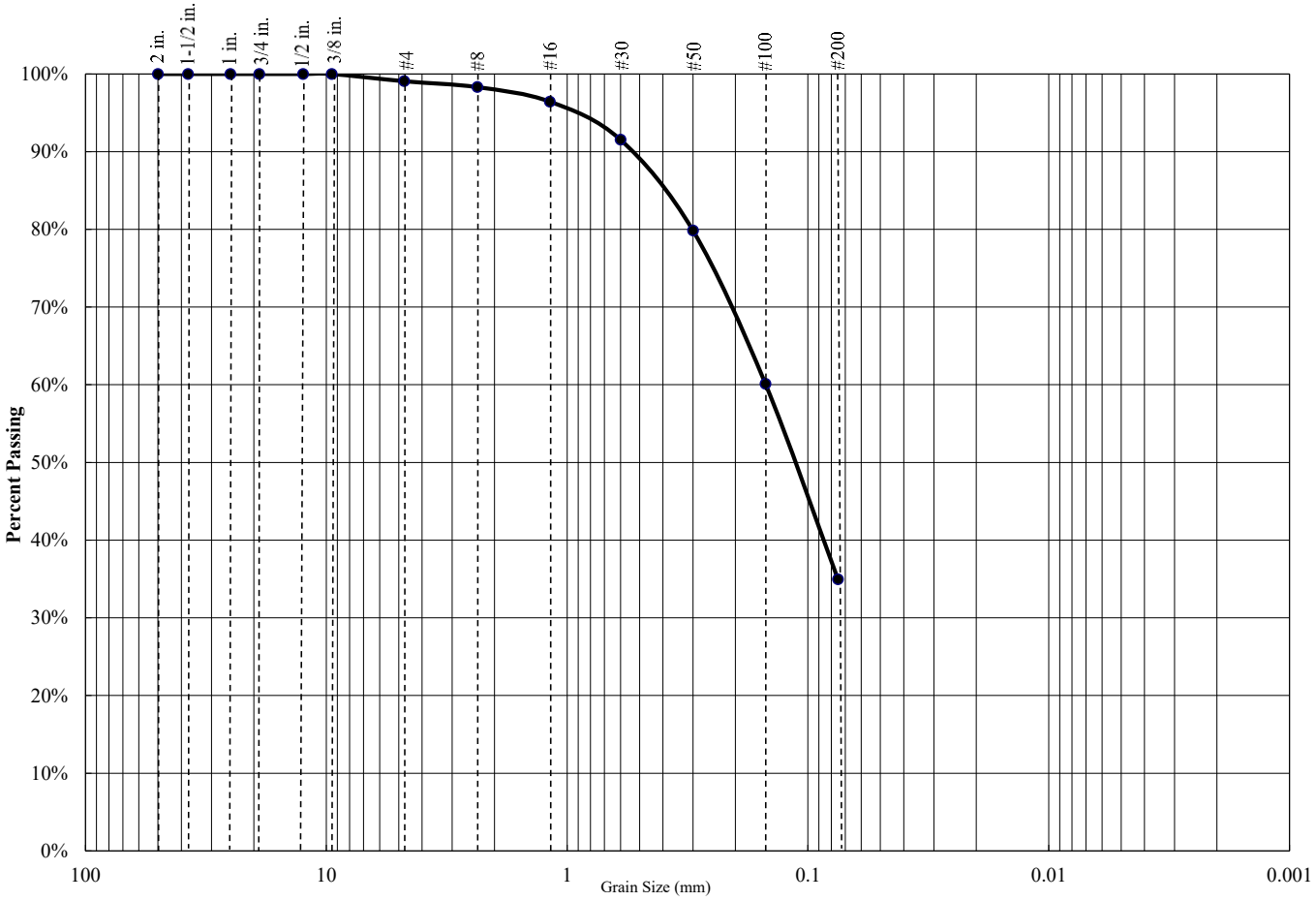
Project Number: 3-220-0008

Boring: B-1 @ 25'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
1%	64%	35%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	99.1%
#8	98.3%
#16	96.4%
#30	91.5%
#50	79.8%
#100	60.1%
#200	34.9%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

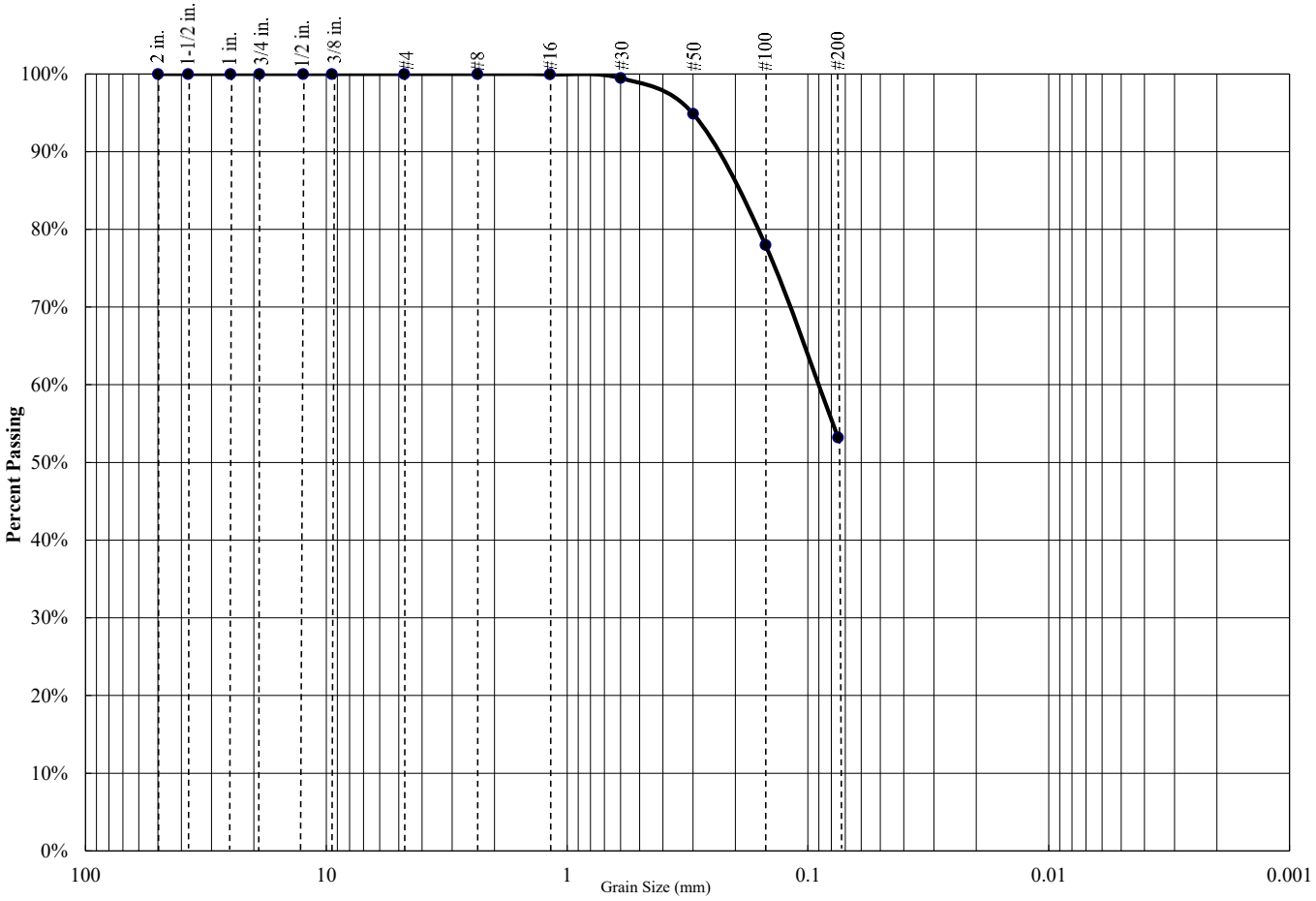
Project Number: 3-220-0008

Boring: B-1 @ 35'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
0%	47%	53%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	100.0%
#8	100.0%
#16	100.0%
#30	99.5%
#50	94.9%
#100	78.0%
#200	53.2%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

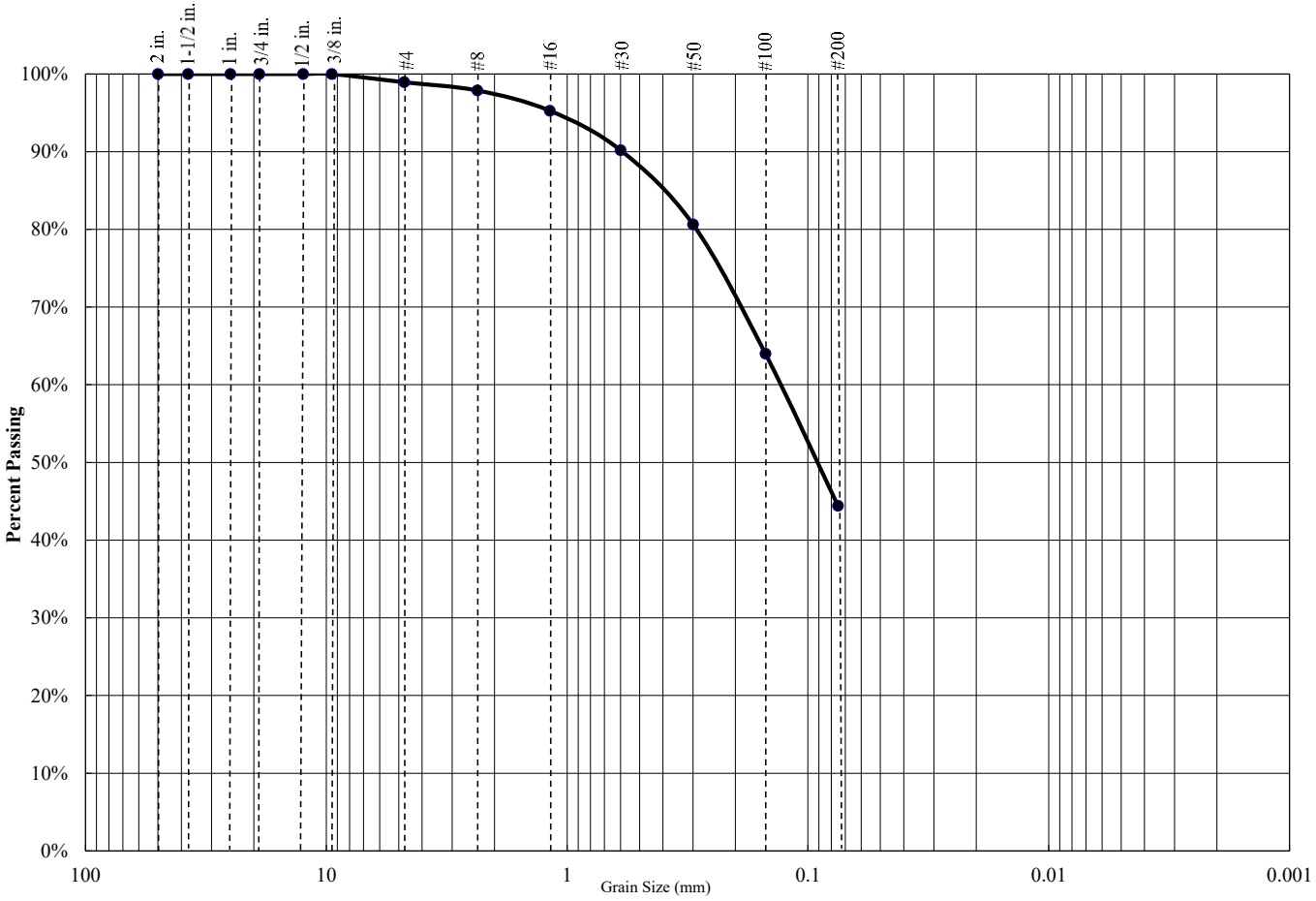
Project Number: 3-220-0008

Boring: B-1 @ 40'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
1%	54%	44%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	98.9%
#8	97.9%
#16	95.3%
#30	90.2%
#50	80.6%
#100	64.0%
#200	44.4%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

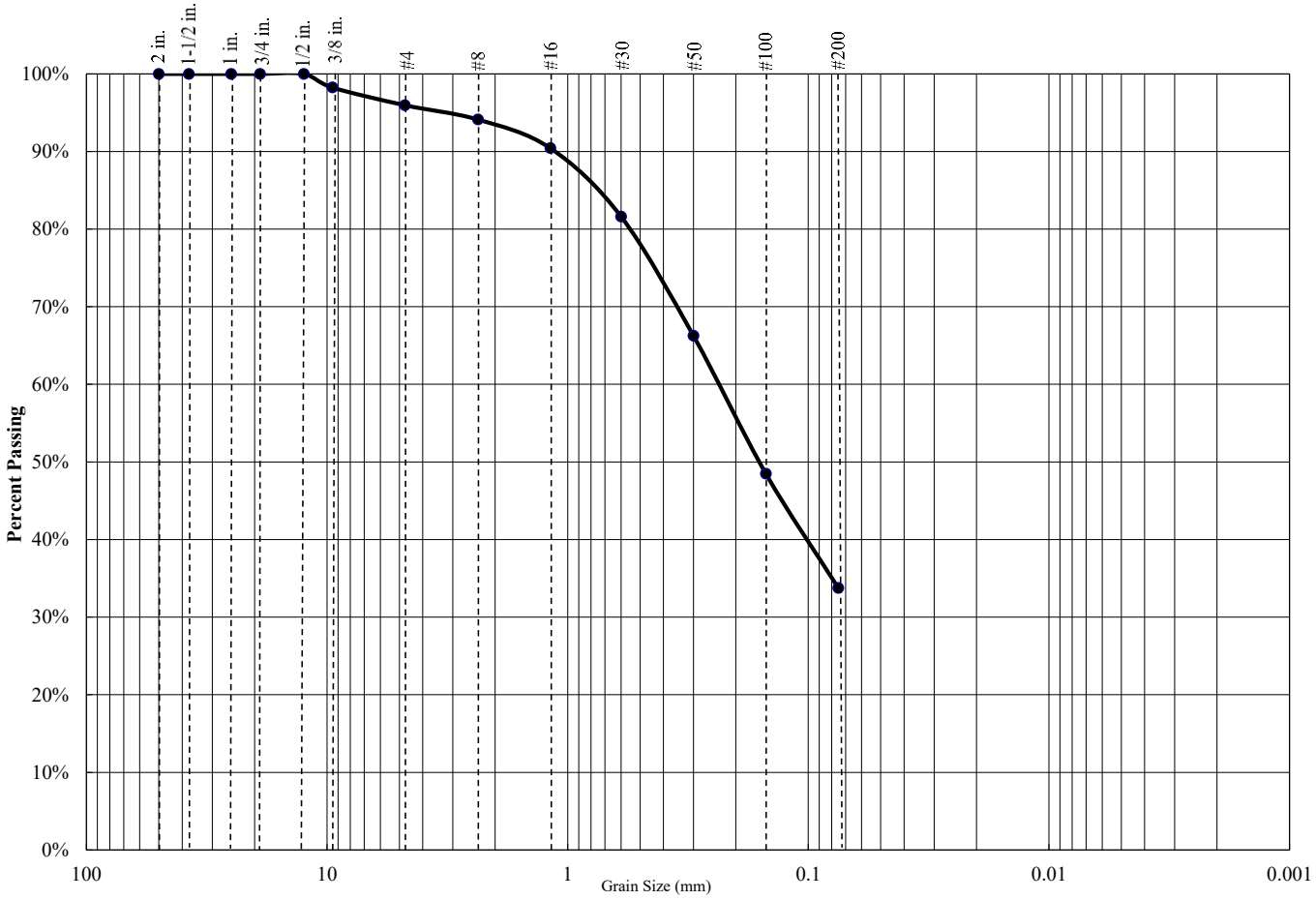
Project Number: 3-220-0008

Boring: B-1 @ 45'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
4%	62%	34%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	98.2%
#4	96.0%
#8	94.1%
#16	90.4%
#30	81.6%
#50	66.3%
#100	48.5%
#200	33.7%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

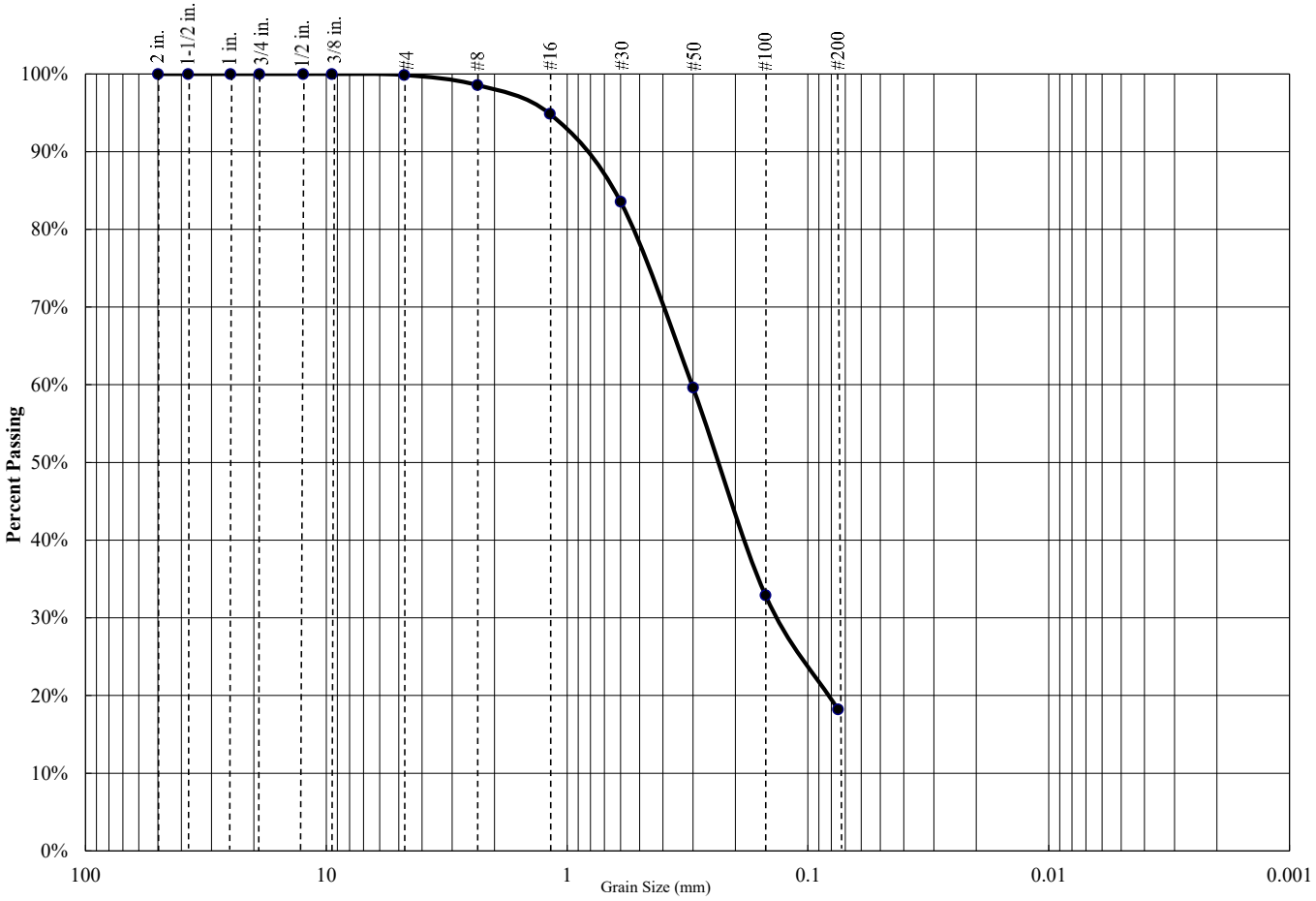
Project Number: 3-220-0008

Boring: B-7 @ 10'

SALEM engineering group, inc.

PARTICLE SIZE DISTRIBUTION DIAGRAM

GRADATION TEST - ASTM C136



Percent Gravel	Percent Sand	Percent Silt/Clay
0%	82%	18%

Sieve Size	Percent Passing
3/4 inch	100.0%
1/2 inch	100.0%
3/8 inch	100.0%
#4	99.9%
#8	98.6%
#16	94.9%
#30	83.6%
#50	59.6%
#100	32.9%
#200	18.2%

Atterberg Limits		
PL=	LL=	PI=

Coefficients					
D_{85}=		D_{60}=		D_{50}=	
D_{30}=		D_{15}=		D_{10}=	
C_u=	N/A	C_c=	N/A		

USCS CLASSIFICATION
0

Project Name: Proposed Multi-Tenant Development - Beaumont, CA

Project Number: 3-220-0008

Boring: B-7 @ 20'

SALEM engineering group, inc.

EXPANSION INDEX TEST
ASTM D4829

Project Name: Proposed Multi-Tenant Development - Beaumont, CA
Project Number: 3-220-0008
Date Sampled: 1/17/2020 Date Tested: 1/24/2020
Sampled By: SK Tested By: MN
Sample Location: B-1 @ 0'-3'
Soil Description: Reddish brown Silty SAND (SM)

Trial #	1	2	3
Weight of Soil & Mold, g.	767.1		
Weight of Mold, g.	368.5		
Weight of Soil, g.	398.6		
Wet Density, pcf	120.2		
Weight of Moisture Sample (Wet), g.	800.0		
Weight of Moisture Sample (Dry), g.	730.6		
Moisture Content, %	9.5		
Dry Density, pcf	109.8		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	48.0		

Time	Inital	30 min	1 hr	6 hrs	12 hrs	24 hrs
Dial Reading	0	0.002	0.002	0.003	--	0.003

Expansion Index $_{measured}$ = 3
Expansion Index $_{50}$ = 2.2

Expansion Index = **2**

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

SALEM engineering group, inc.

CHEMICAL ANALYSIS

SO_4 - Modified CTM 417 & Cl - Modified CTM 417/422

Project Name: Proposed Multi-Tenant Development - Beaumont, CA
Project Number: 3-220-0008
Date Sampled: 1/17/2020 Date Tested: 1/22/2020
Sampled By: SK Tested By: MN
Soil Description: Reddish brown Silty SAND (SM)

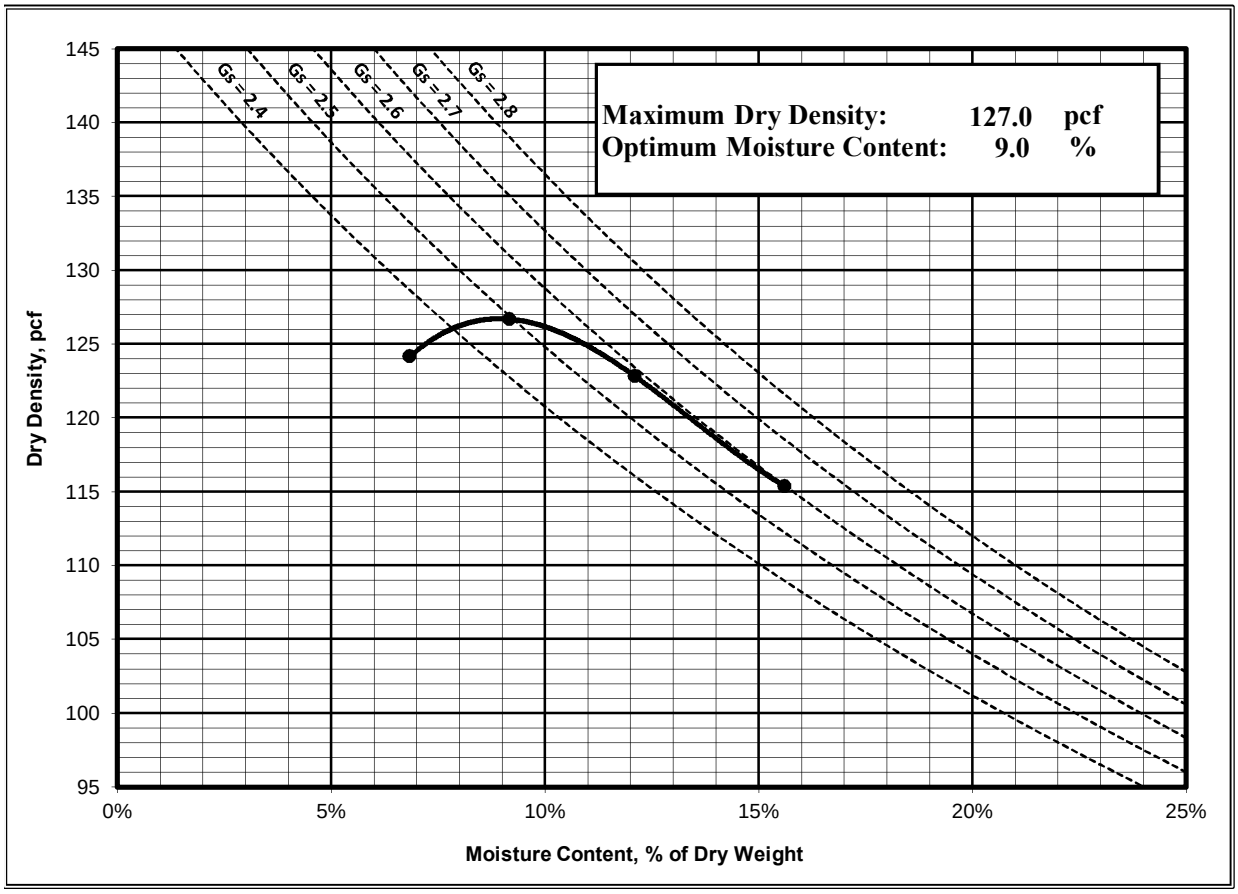
Sample Number	Sample Location	Soluble Sulfate SO_4-S	Soluble Chloride Cl	pH
1a.	B-1 @ 0'-3'	110 mg/kg	57 mg/kg	7.7
1b.	B-1 @ 0'-3'	120 mg/kg	58 mg/kg	7.7
1c.	B-1 @ 0'-3'	110 mg/kg	58 mg/kg	7.7
Average:		**113 mg/kg**	**58 mg/kg**	**7.7**

SALEM engineering group, inc.

Laboratory Compaction Curve
ASTM D1557

Project Name: Proposed Multi-Tenant Development - Beaumont, CA
Project Number: 3-220-0008
Date Sampled: 1/17/2020 Date Tested: 1/22/2020
Sampled By: SK Tested By: MN
Sample Location: B-1 @ 0'-3'
Soil Description: Reddish brown Silty SAND (SM)
Test Method: Method A

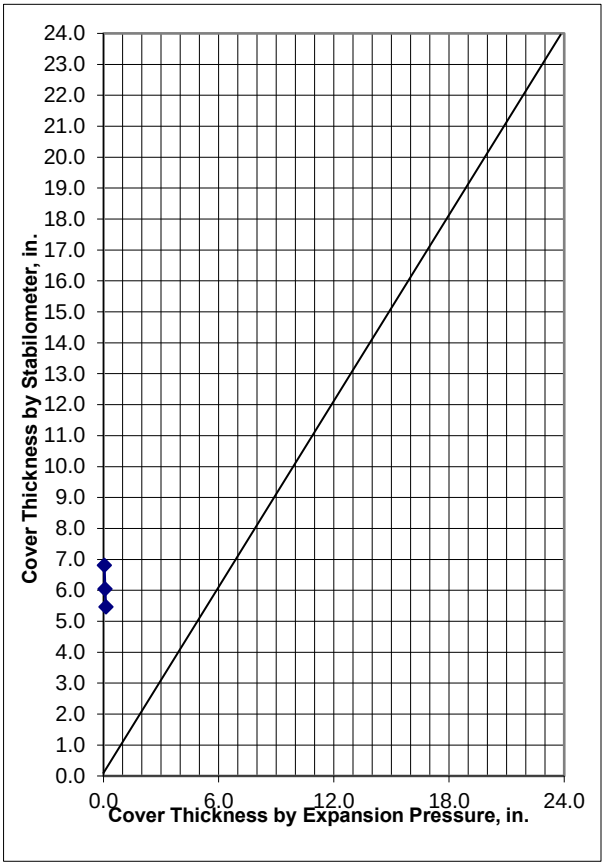
	1	2	3	4
Weight of Moist Specimen & Mold, (g)	4263.7	4349.2	4340.0	4274.8
Weight of Compaction Mold, (g)	2258.4	2258.4	2258.4	2258.4
Weight of Moist Specimen, (g)	2005.3	2090.8	2081.6	2016.4
Volume of Mold, (ft^3)	0.0333	0.0333	0.0333	0.0333
Wet Density, (pcf)	132.6	138.3	137.7	133.4
Weight of Wet (Moisture) Sample, (g)	100.0	100.0	100.0	100.0
Weight of Dry (Moisture) Sample, (g)	93.6	91.6	89.2	86.5
Moisture Content, (%)	6.8%	9.2%	12.1%	15.6%
Dry Density, (pcf)	124.1	126.7	122.8	115.4

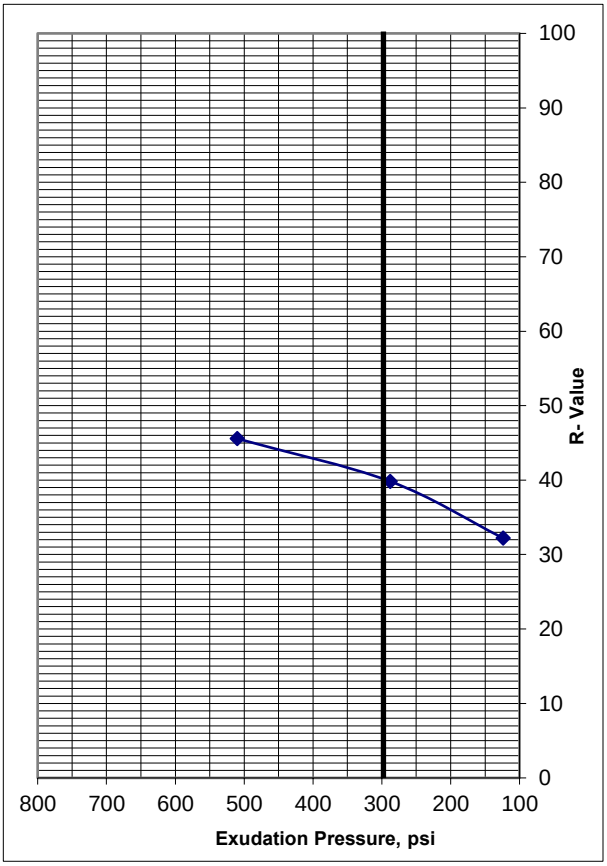


SALEM engineering group, inc.

Resistance R-Value
and Expansion Pressure of Compacted Soils
ASTM D2844, CTM 301

Project Name: Multi-Tenant Development - Beaumont, CA
Project Number: 3-220-0008
Sample Date: 01/17/2020 Date Tested: 1/27/2020
Sampled By: SK Tested By: CM
Sample Location: B-1
Soil Classification: Silty SAND





Specimen	1	2	3
Exudation Pressure, psi	510	288	123.6
Moisture at Test, %	9.2	9.7	10.2
Dry Density, pcf	120.9	120.0	119.4
Expansion Pressure, psf	13	9	4
Thickness by Stabilometer, in.	5.5	6.0	6.8
Thickness by Expansion Pressure, in	0.1	0.1	0.0
R-Value by Stabilometer	46	40	32
R-Value by Expansion Pressure	N/A		
R-Value at 300 psi Exudation Pressure	40		

Controlling R-Value	**40**

SALEM engineering group, inc.

APPENDIX

C

APPENDIX C
GENERAL EARTHWORK AND PAVEMENT SPECIFICATIONS

When the text of the report conflicts with the general specifications in this appendix, the recommendations in the report have precedence.

1.0 SCOPE OF WORK: These specifications and applicable plans pertain to and include all earthwork associated with the site rough grading, including, but not limited to, the furnishing of all labor, tools and equipment necessary for site clearing and grubbing, stripping, preparation of foundation materials for receiving fill, excavation, processing, placement and compaction of fill and backfill materials to the lines and grades shown on the project grading plans and disposal of excess materials.

2.0 PERFORMANCE: The Contractor shall be responsible for the satisfactory completion of all earthwork in accordance with the project plans and specifications. This work shall be inspected and tested by a representative of SALEM Engineering Group, Incorporated, hereinafter referred to as the Soils Engineer and/or Testing Agency. Attainment of design grades, when achieved, shall be certified by the project Civil Engineer. Both the Soils Engineer and the Civil Engineer are the Owner's representatives. If the Contractor should fail to meet the technical or design requirements embodied in this document and on the applicable plans, he shall make the necessary adjustments until all work is deemed satisfactory as determined by both the Soils Engineer and the Civil Engineer. No deviation from these specifications shall be made except upon written approval of the Soils Engineer, Civil Engineer, or project Architect.

No earthwork shall be performed without the physical presence or approval of the Soils Engineer. The Contractor shall notify the Soils Engineer at least 2 working days prior to the commencement of any aspect of the site earthwork.

The Contractor shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the Contractor shall defend, indemnify and hold the Owner and the Engineers harmless from any and all liability, real or alleged, in connection with the performance of work on this project, except for liability arising from the sole negligence of the Owner or the Engineers.

3.0 TECHNICAL REQUIREMENTS: All compacted materials shall be densified to no less that 95 percent of relative compaction (90 percent for fine grained soils) based on ASTM D1557 Test Method (latest edition), UBC or CAL-216, or as specified in the technical portion of the Soil Engineer's report. The location and frequency of field density tests shall be determined by the Soils Engineer. The results of these tests and compliance with these specifications shall be the basis upon which satisfactory completion of work will be judged by the Soils Engineer.

4.0 SOILS AND FOUNDATION CONDITIONS: The Contractor is presumed to have visited the site and to have familiarized himself with existing site conditions and the contents of the data presented in the Geotechnical Engineering Report. The Contractor shall make his own interpretation of the data contained in the Geotechnical Engineering Report and the Contractor shall not be relieved of liability for any loss sustained as a result of any variance between conditions indicated by or deduced from said report and the actual conditions encountered during the progress of the work.

5.0 DUST CONTROL: The work includes dust control as required for the alleviation or prevention of any dust nuisance on or about the site or the borrow area, or off-site if caused by the Contractor's operation either during the performance of the earthwork or resulting from the conditions in which the Contractor leaves the site. The Contractor shall assume all liability, including court costs of codefendants, for all claims related to dust or wind-blown materials attributable to his work. Site preparation shall consist of site clearing and grubbing and preparation of foundation materials for receiving fill.

6.0 CLEARING AND GRUBBING: The Contractor shall accept the site in this present condition and shall demolish and/or remove from the area of designated project earthwork all structures, both surface and subsurface, trees, brush, roots, debris, organic matter and all other matter determined by the Soils Engineer to be deleterious. Such materials shall become the property of the Contractor and shall be removed from the site.

Tree root systems in proposed improvement areas should be removed to a minimum depth of 3 feet and to such an extent which would permit removal of all roots greater than 1 inch in diameter. Tree roots removed in parking areas may be limited to the upper 1½ feet of the ground surface. Backfill of tree root excavations is not permitted until all exposed surfaces have been inspected and the Soils Engineer is present for the proper control of backfill placement and compaction. Burning in areas which are to receive fill materials shall not be permitted.

7.0 SUBGRADE PREPARATION: Surfaces to receive Engineered Fill and/or building or slab loads shall be prepared as outlined above, scarified to a minimum of 12 inches, moisture-conditioned as necessary, and recompacted to 95 percent relative compaction (90 percent for fine grained soils).

Loose soil areas and/or areas of disturbed soil shall be moisture-conditioned as necessary and recompacted to 95 percent relative compaction (90 percent for fine grained soils). All ruts, hummocks, or other uneven surface features shall be removed by surface grading prior to placement of any fill materials. All areas which are to receive fill materials shall be approved by the Soils Engineer prior to the placement of any fill material.

8.0 EXCAVATION: All excavation shall be accomplished to the tolerance normally defined by the Civil Engineer as shown on the project grading plans. All over-excavation below the grades specified shall be backfilled at the Contractor's expense and shall be compacted in accordance with the applicable technical requirements.

9.0 FILL AND BACKFILL MATERIAL: No material shall be moved or compacted without the presence or approval of the Soils Engineer. Material from the required site excavation may be utilized for construction site fills, provided prior approval is given by the Soils Engineer. All materials utilized for constructing site fills shall be free from vegetation or other deleterious matter as determined by the Soils Engineer.

10.0 PLACEMENT, SPREADING AND COMPACTION: The placement and spreading of approved fill materials and the processing and compaction of approved fill and native materials shall be the responsibility of the Contractor. Compaction of fill materials by flooding, ponding, or jetting shall not be permitted unless specifically approved by local code, as well as the Soils Engineer. Both cut and fill shall be surface-compacted to the satisfaction of the Soils Engineer prior to final acceptance.

11.0 SEASONAL LIMITS: No fill material shall be placed, spread, or rolled while it is frozen or thawing, or during unfavorable wet weather conditions. When the work is interrupted by heavy rains, fill operations shall not be resumed until the Soils Engineer indicates that the moisture content and density of previously placed fill is as specified.

12.0 DEFINITIONS - The term "pavement" shall include asphaltic concrete surfacing, untreated aggregate base, and aggregate subbase. The term "subgrade" is that portion of the area on which surfacing, base, or subbase is to be placed.

The term "Standard Specifications": hereinafter referred to, is the most recent edition of the Standard Specifications of the State of California, Department of Transportation. The term "relative compaction" refers to the field density expressed as a percentage of the maximum laboratory density as determined by ASTM D1557 Test Method (latest edition) or California Test Method 216 (CAL-216), as applicable.

13.0 PREPARATION OF THE SUBGRADE - The Contractor shall prepare the surface of the various subgrades receiving subsequent pavement courses to the lines, grades, and dimensions given on the plans. The upper 12 inches of the soil subgrade beneath the pavement section shall be compacted to a minimum relative compaction of 95 percent (90 percent for find grained soils) based upon ASTM D1557. The finished subgrades shall be tested and approved by the Soils Engineer prior to the placement of additional pavement courses.

14.0 AGGREGATE BASE - The aggregate base material shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate base material shall conform to the requirements of Section 26 of the Standard Specifications for Class II material, ¾-inch or 1½-inches maximum size. The aggregate base material shall be compacted to a minimum relative compaction of 95 percent based upon CAL-216. The aggregate base material shall be spread in layers not exceeding 6 inches and each layer of aggregate material course shall be tested and approved by the Soils Engineer prior to the placement of successive layers.

15.0 AGGREGATE SUBBASE - The aggregate subbase shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate subbase material shall conform to the requirements of Section 25 of the Standard Specifications for Class II Subbase material. The aggregate subbase material shall be compacted to a minimum relative compaction of 95 percent based upon CAL-216, and it shall be spread and compacted in accordance with the Standard Specifications. Each layer of aggregate subbase shall be tested and approved by the Soils Engineer prior to the placement of successive layers.

16.0 ASPHALTIC CONCRETE SURFACING - Asphaltic concrete surfacing shall consist of a mixture of mineral aggregate and paving grade asphalt, mixed at a central mixing plant and spread and compacted on a prepared base in conformity with the lines, grades, and dimensions shown on the plans. The viscosity grade of the asphalt shall be PG 64-10, unless otherwise stipulated or local conditions warrant more stringent grade. The mineral aggregate shall be Type A or B, ½ inch maximum size, medium grading, and shall conform to the requirements set forth in Section 39 of the Standard Specifications. The drying, proportioning, and mixing of the materials shall conform to Section 39. The prime coat, spreading and compacting equipment, and spreading and compacting the mixture shall conform to the applicable chapters of Section 39, with the exception that no surface course shall be placed when the atmospheric temperature is below 50 degrees F. The surfacing shall be rolled with a combination steel-wheel and pneumatic rollers,

as described in the Standard Specifications. The surface course shall be placed with an approved self-propelled mechanical spreading and finishing machine.

APPENDIX H
NOISE IMPACT ANALYSIS
MAY 4, 2020

Highland Springs and 8th Retail

NOISE IMPACT ANALYSIS

CITY OF BEAUMONT

PREPARED BY:

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MAY 4, 2020

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
ANSI	American National Standards Institute
Calveno	California Vehicle Noise
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
dBA	A-weighted decibels
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
Hz	Hertz
INCE	Institute of Noise Control Engineering
L_{eq}	Equivalent continuous (average) sound level
L_{max}	Maximum level measured over the time interval
L_{min}	Minimum level measured over the time interval
mph	Miles per hour
OPR	Office of Planning and Research
PPV	Peak particle velocity
Project	Highland Springs and 8th Retail
REMEL	Reference Energy Mean Emission Level
RMS	Root-mean-square
VdB	Vibration Decibels

EXECUTIVE SUMMARY

Urban Crossroads, Inc. has prepared this noise study to determine the potential noise impacts and the necessary noise mitigation measures, if any, for the proposed Highland Springs and 8th Retail development ("Project"). The Project site is located on the southwest corner of Highland Springs Avenue and 8th Street in the City of Beaumont. The Project is proposed to consist of 3,500 square feet of Fast-Food Restaurant with Drive-Through Window use and 12 vehicle fueling position gasoline service station. This study has been prepared to satisfy applicable City of Beaumont standards and thresholds of significance based on guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1)

OFF-SITE TRAFFIC NOISE ANALYSIS

Traffic generated by the operation of the Project will influence the traffic noise levels in surrounding off-site areas. To quantify the off-site traffic noise increases on the surrounding off-site areas, the changes in traffic noise levels on 16 study-area roadway segments were calculated using the transportation related twenty-four hour community noise equivalent levels (CNEL) based on the change in the average daily traffic (ADT) volumes. The traffic noise levels provided in this analysis are based on the traffic forecasts found in the *Highland Springs and 8th Retail Traffic Impact Analysis* prepared by Urban Crossroads, Inc. (2) To assess the off-site noise level impacts associated with the proposed Project, noise contour boundaries were developed for Existing 2020, and Opening Year Cumulative (OYC) 2021 conditions. The analysis shows that the unmitigated Project-related traffic noise level increases under all with Project traffic scenarios are considered *less than significant* impacts at receiving land uses adjacent to the study area roadway segments.

OPERATIONAL NOISE ANALYSIS

Using reference noise levels to represent the expected noise sources from the Highland Springs and 8th Retail site, the operational analysis estimates the Project-related stationary-source noise hourly average L_{eq} levels at nearby sensitive receiver locations. The typical activities associated with the proposed Highland Springs and 8th Retail are anticipated to include roof-top air conditioning units, trash enclosure activity, drive-thru speakerphone and gas station activity. The operational noise analysis shows that the Project will satisfy the City of Beaumont stationary-source exterior hourly average L_{eq} noise levels of 55 dBA L_{eq} daytime and 45 dBA L_{eq} nighttime noise level standards at all nearby receiver locations. Therefore, the Project-related operational noise level impacts are considered *less than significant*.

CONSTRUCTION NOISE ANALYSIS

Using sample reference noise levels to represent the planned construction activities of the Highland Springs and 8th Retail site, this analysis estimates the Project-related construction noise levels at nearby sensitive receiver locations. The Project-related short-term construction noise levels are expected to range from 53.2 to 70.8 dBA L_{eq} and will satisfy the acceptable 75 dBA L_{eq} threshold at all receiver locations. Therefore, based on the results of this analysis, all nearby

sensitive receiver locations will experience *less than significant* impacts due to Project construction noise levels.

CONSTRUCTION VIBRATION ANALYSIS

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Based on this analysis it is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. This analysis shows the highest construction vibration levels are estimated at 73.4 VdB, which is below the FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria of 78 VdB for daytime residential uses at all receiver locations. Therefore, the Project-related vibration impacts are considered *less than significant* during the construction activities at the Project site. Moreover, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter.

SUMMARY OF CEQA SIGNIFICANCE FINDINGS

The results of this Highland Springs and 8th Retail Noise Impact Analysis are summarized below based on the significance criteria in Section 4 of this report consistent with Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1). Table ES-1 shows the findings of significance for each potential noise and/or vibration impact. All impacts would be less than significant, and no mitigation measures are required.

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS

Analysis	Report Section	Significance Findings	
		Unmitigated	Mitigated
Off-Site Traffic Noise	7	*Less Than Significant*	-
Operational Noise	9	*Less Than Significant*	-
Construction Noise	10	*Less Than Significant*	-
Construction Vibration		*Less Than Significant*	-

1 INTRODUCTION

This noise analysis has been completed to determine the noise impacts associated with the development of the proposed Highland Springs and 8th Retail ("Project"). This noise study briefly describes the proposed Project, provides information regarding noise fundamentals, describes the local regulatory setting, presents the study methods and procedures for transportation related CNEL traffic noise analysis, and evaluates the future exterior noise environment. In addition, this study includes an analysis of the potential Project-related long-term stationary-source operational noise and short-term construction noise impacts.

1.1 SITE LOCATION

The proposed Highland Springs and 8th Retail site is located on the southwest corner of Highland Springs Avenue and 8th Street in the City of Beaumont, as shown on Exhibit 1-A. The Project site is currently vacant. Existing land uses near the site consist mostly of medical office land use and vacant land to the north of the Project site with some nearby multi-family residential communities located west of the Project site.

1.2 PROJECT DESCRIPTION

As shown in Exhibit 1-B, the Project is proposed to consist of the following uses:

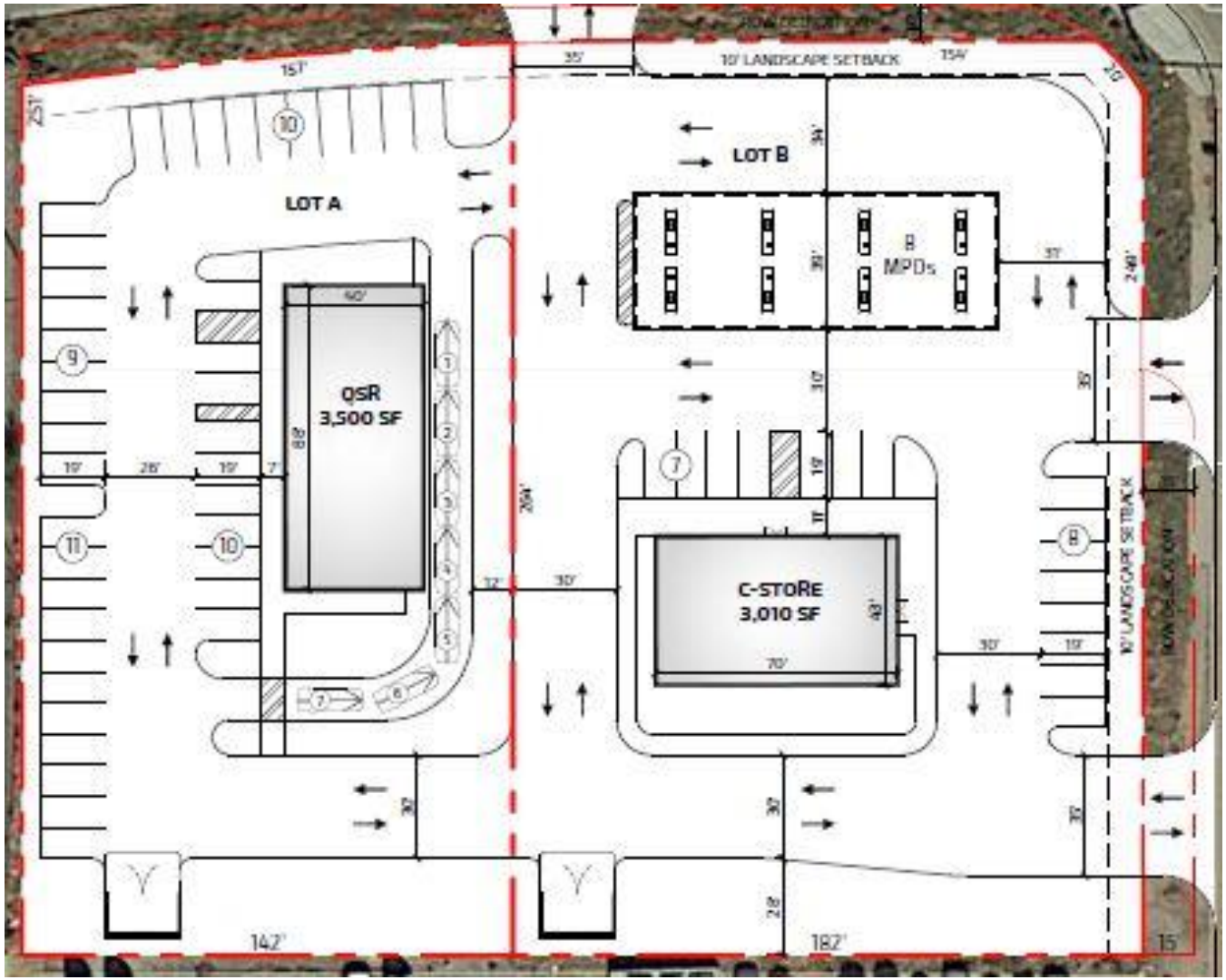
- 3,500 square feet of Fast-Food Restaurant with Drive-Through Window use
- 12 vehicle fueling position gasoline service station

The on-site Project-related noise sources are expected to include: roof-top air conditioning units, trash enclosure activity, drive-thru speakerphone and gas station activity. This noise analysis is intended to describe noise level impacts associated with the expected typical operational activities at the Project site. To present a conservative approach, this report assumes the Project will operate 24-hours daily for seven days per week.

Per the *Highland Springs and 8th Retail Traffic Impact Analysis* prepared by Urban Crossroads, Inc. the Project is expected to generate a total of approximately 1,100 trip-ends per day. (2) The Project opening year is 2021.

EXHIBIT 1-A: LOCATION MAP

EXHIBIT 1-B: SITE PLAN



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2 FUNDAMENTALS

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Exhibit 2-A presents a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below.

EXHIBIT 2-A: TYPICAL NOISE LEVELS

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP DISTURBANCE
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: Environmental Protection Agency Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004) March 1974.

2.1 RANGE OF NOISE

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. (3) The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA

at approximately 100 feet, which can cause serious discomfort. (4) Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

2.2 NOISE DESCRIPTORS

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most commonly used figure is the equivalent level (L_{eq}). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period (typically one hour) and is commonly used to describe the "average" noise levels within the environment.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of Beaumont relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

2.3 SOUND PROPAGATION

When sound propagates over a distance, it changes in level and frequency content. The way noise reduces with distance depends on the following factors.

2.3.1 GEOMETRIC SPREADING

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. (3)

2.3.2 GROUND ABSORPTION

The propagation path of noise from a highway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually

sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source. (5)

2.3.3 ATMOSPHERIC EFFECTS

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects. (3)

2.3.4 SHIELDING

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an "out of sight, out of mind" effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby residents. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The FHWA does not consider the planting of vegetation to be a noise abatement measure. (5)

2.4 NOISE CONTROL

Noise control is the process of obtaining an acceptable noise environment for an observation point or receiver by controlling the noise source, transmission path, receiver, or all three. This concept is known as the source-path-receiver concept. In general, noise control measures can be applied to these three elements.

2.5 NOISE BARRIER ATTENUATION

Effective noise barriers can reduce noise levels by up to 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receiver. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the path of the noise source. (5)

2.6 LAND USE COMPATIBILITY WITH NOISE

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial developments and related activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The FHWA encourages State and Local government to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized. (6)

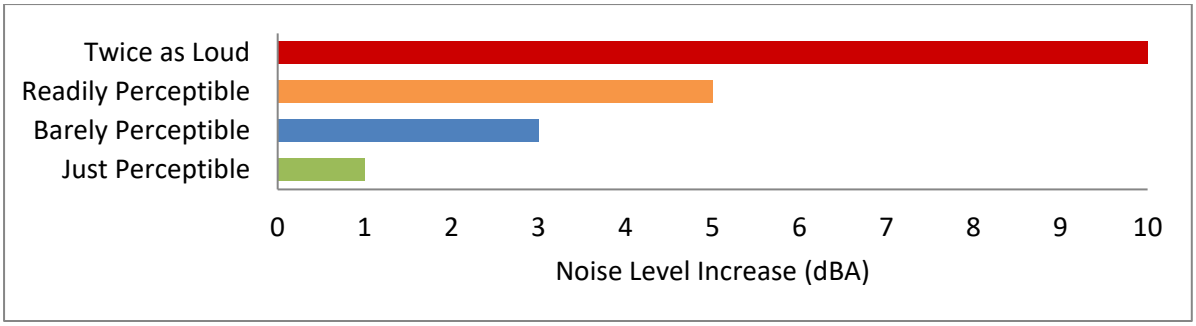
2.7 COMMUNITY RESPONSE TO NOISE

Community responses to noise may range from registering a complaint by telephone or letter, to initiating court action, depending upon everyone's susceptibility to noise and personal attitudes about noise. Several factors are related to the level of community annoyance including:

- Fear associated with noise producing activities;
- Socio-economic status and educational level;
- Perception that those affected are being unfairly treated;
- Attitudes regarding the usefulness of the noise-producing activity;
- Belief that the noise source can be controlled.

Approximately ten percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints will occur. Twenty-five percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. (7) Surveys have shown that about ten percent of the people exposed to traffic noise of 60 dBA will report being highly annoyed with the noise, and each increase of one dBA is associated with approximately two percent more people being highly annoyed. When traffic noise exceeds 60 dBA or aircraft noise exceeds 55 dBA, people may begin to complain. (7) Despite this variability in behavior on an individual level, the population can be expected to exhibit the following responses to changes in noise levels as shown on Exhibit 2-B. A change of 3 dBA are considered *barely perceptible*, and changes of 5 dBA are considered *readily perceptible*. (5)

EXHIBIT 2-B: NOISE LEVEL INCREASE PERCEPTION



2.8 EXPOSURE TO HIGH NOISE LEVELS

The Occupational Safety and Health Administration (OSHA) sets legal limits on noise exposure in the workplace. The permissible exposure limit (PEL) for a worker over an eight-hour day is 90 dBA. The OSHA standard uses a 5 dBA exchange rate. This means that when the noise level is increased by 5 dBA, the amount of time a person can be exposed to a certain noise level to receive the same dose is cut in half. The National Institute for Occupational Safety and Health (NIOSH) has recommended that all worker exposures to noise should be controlled below a level equivalent to 85 dBA for eight hours to minimize occupational noise induced hearing loss. NIOSH also recommends a 3 dBA exchange rate so that every increase by 3 dBA doubles the amount of the noise and halves the recommended amount of exposure time. (8)

OSHA has implemented requirements to protect all workers in general industry (e.g. the manufacturing and the service sectors) for employers to implement a Hearing Conservation Program where workers are exposed to a time weighted average noise level of 85 dBA or higher over an eight-hour work shift. Hearing Conservation Programs require employers to measure noise levels, provide free annual hearing exams and free hearing protection, provide training, and conduct evaluations of the adequacy of the hearing protectors in use unless changes to tools, equipment and schedules are made so that they are less noisy and worker exposure to noise is less than the 85 dBA. This noise study does not evaluate the noise exposure of workers within a project or construction site based on CEQA requirements, and instead, evaluates Project-related operational and construction noise levels at the nearby sensitive receiver locations in the Project study area.

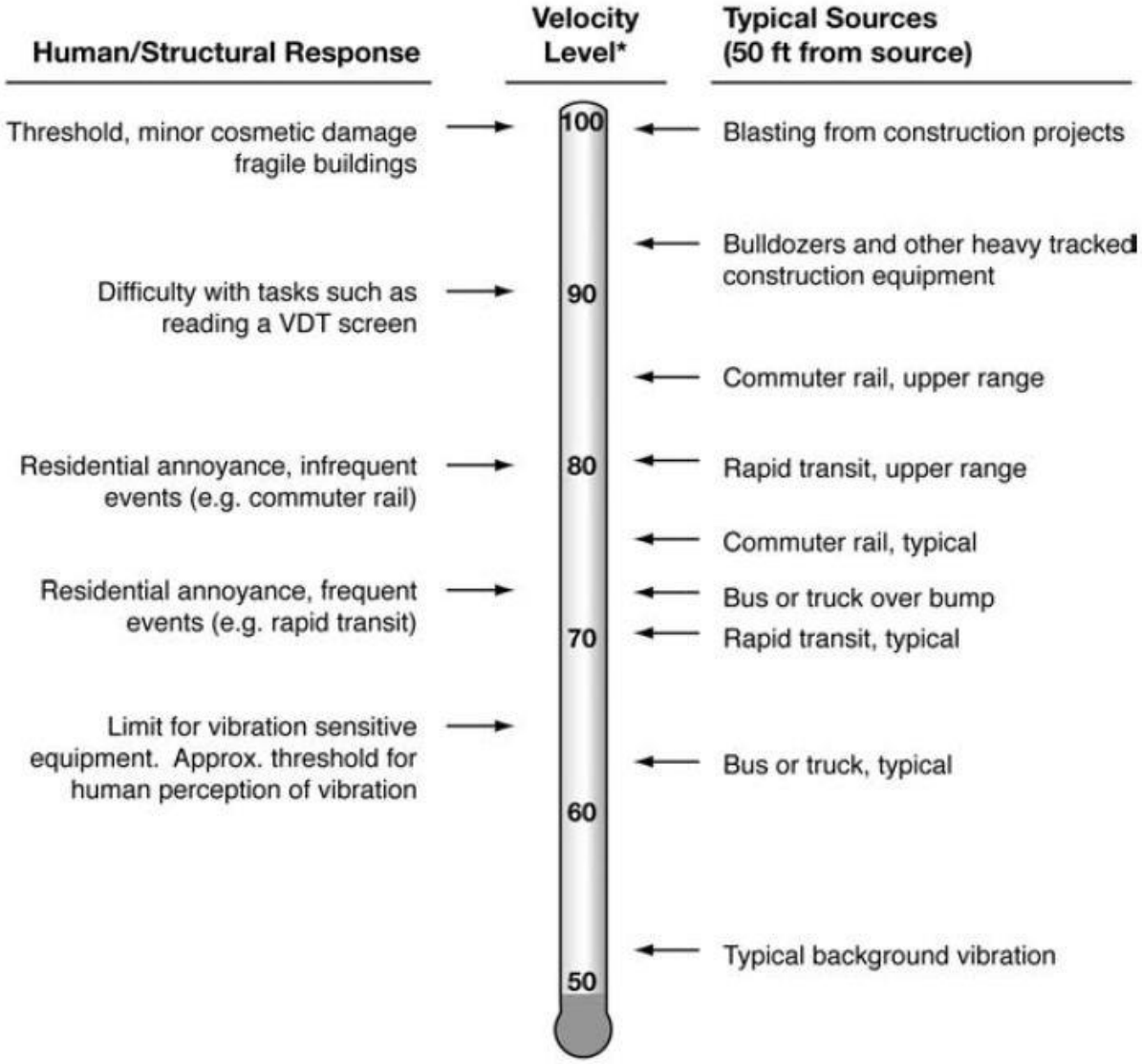
2.9 VIBRATION

Per the Federal Transit Administration (FTA) *Transit Noise Impact and Vibration Assessment* (9), vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Exhibit 2-C illustrates common vibration sources and the human and structural response to ground-borne vibration.

EXHIBIT 2-C: TYPICAL LEVELS OF GROUND-BORNE VIBRATION



* *RMS Vibration Velocity Level in VdB relative to 10^{-6} inches/second*

Source: Federal Transit Administration (FTA) Transit Noise Impact and Vibration Assessment.

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3 REGULATORY SETTING

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

3.1 STATE OF CALIFORNIA NOISE REQUIREMENTS

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor's Office of Planning and Research (OPR). (10) The purpose of the Noise Element is to *limit the exposure of the community to excessive noise levels*. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

3.2 STATE OF CALIFORNIA GREEN BUILDING STANDARDS CODE

The State of California's Green Building Standards Code contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. (11) These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies must be at least 50. For those developments in areas where noise contours are not readily available and the noise level exceeds 65 dBA L_{eq} for any hour of operation, a wall and roof-ceiling combined STC rating of 45, and exterior windows with a minimum STC rating of 40 are required (Section 5.507.4.1).

3.3 CITY OF BEAUMONT GENERAL PLAN SAFETY ELEMENT

The City of Beaumont has adopted a Safety Element of the General Plan (12) to control and abate environmental noise, and to protect the citizens of Beaumont from excessive noise exposure. However, the Safety Element does not identify specific noise level thresholds defining the maximum allowable unmitigated exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports and railroads.

The noise standards used by the City of Beaumont General Plan are guidelines to evaluate the acceptability of the transportation related noise level impacts. These standards are based on the Governor's Office of Planning and Research and are used to assess the long-term traffic noise impacts on land uses. For noise sensitive land uses such as single-family residences the Safety Element identifies a desirable maximum exterior noise level 55 dBA and a maximum acceptable exterior noise level of 65 dBA CNEL. For the Project commercial land use, the Safety Element identifies a desirable maximum exterior noise level of 65 dBA CNEL and maximum acceptable 75 dBA exterior noise level compatibility standard. To protect City of Beaumont residents from excessive noise, the Safety Element contains the following policies related to the Project:

Policy 24: The City of Beaumont will protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment.

Policy 25: The City of Beaumont will incorporate noise considerations into land use planning decisions.

Policy 26: The City of Beaumont shall require the inclusion of noise mitigation measures, as may be necessary to meet standards, in the design of new roadway projects in Beaumont.

Policy 27: The City of Beaumont shall promote the effective enforcement of City, State and Federal noise standards by all appropriate City divisions.

3.4 CITY OF BEAUMONT MUNICIPAL CODE STANDARDS

To analyze noise impacts originating from a designated fixed location or private property such as the Highland Springs and 8th Retail Project, stationary-source (operational) noise levels such as the expected roof-top air conditioning units, trash enclosure activity, drive-thru speakerphone and gas station activity, and noise from construction activities are typically evaluated against standards established under the City's Municipal Code.

3.4.1 OPERATIONAL NOISE STANDARDS

For noise-sensitive residential properties, the City of Beaumont Municipal Code, Section 9.02.050, identifies base ambient noise level (BANL) stationary-source noise level limits for the daytime (7:00 a.m. to 10:00 p.m.) hours of 55 dBA Leq and 45 dBA Leq during the nighttime (10:00 p.m. to 7:00 a.m.) hours. For industrial and commercial land uses, the BANL is 75 dBA Leq for the daytime hours and of 50 dBA Leq during the nighttime hours. Section 9.40.050 states *that actual decibel measurements exceeding the levels set forth hereinabove at the times and within the zones corresponding thereto shall be employed as the "base ambient noise level.* In effect, when the ambient noise levels exceed the base exterior noise level limits, the noise level standard shall be adjusted as appropriate to encompass or reflect the ambient noise level. The noise level limit adjustments for the City of Beaumont noise standards are shown on Table 3-1.

TABLE 3-1: CITY OF BEAUMONT OPERATIONAL NOISE STANDARDS

Land Use	Exterior Noise Levels[1]	
	Daytime (7am-10pm)	Nighttime (10pm-7am)
Residential	55 dBA L_{eq}	45 dBA L_{eq}
Industrial and Commercial	75 dBA L_{eq}	50 dBA L_{eq}

[1] Source: Section 9.02.050 base ambient noise level of the City of Beaumont Municipal Code (Appendix 3.1).
L_{eq} represents a steady state sound level containing the same total energy as a time varying signal over a given period.

3.4.2 CONSTRUCTION NOISE STANDARDS

The City of Beaumont has set restrictions to control noise impacts associated with the construction of the proposed Project. Section 9.02.110(F) of the City's Municipal Code states: *It shall be unlawful for any person to engage in or permit the generation of noise related to landscape maintenance, construction including erection, excavation, demolition, alteration or repair of any structure or improvement, at such sound levels, as measured at the property line of the nearest adjacent occupied property, as to be in excess of the sound levels permitted under this Chapter, at other times than between the hours of 7:00 a.m. and 6:00 p.m. The person engaged in such activity is hereby permitted to exceed sound levels otherwise set forth in this Chapter for the duration of the activity during the above described hours for purposes of construction*. *However, nothing contained herein shall permit any person to cause sound levels to at any time exceed 55 dB(A) for intervals of more than 15 minutes per hour as measured in the interior of the nearest occupied residence or school*.

Project construction noise level standards are typically described as exterior noise level limits in order to assess the potential impacts. Therefore, to describe the Project construction noise levels at off-site sensitive receiver locations, an exterior construction-related noise level threshold of 75 dBA L_{eq} is used. Since typical building construction will provide a Noise Reduction (NR) of approximately 20 dBA with "windows closed" (5 p. 31), an unmitigated exterior noise level standard of 75 dBA L_{eq} when measured at the building façade is used to describe the for noise sensitive residential uses. This exterior construction noise level standard represents the combination of the City of Beaumont 55 dBA L_{eq} interior noise level limit and the 20 dBA noise reduction associated with typical building construction.

3.5 CONSTRUCTION VIBRATION STANDARDS

Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. (9) Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. (9) Occasionally large bulldozers and loaded trucks can cause perceptible vibration levels at close proximity.

To analyze vibration impacts originating from the operation and construction of the Highland Springs and 8th Retail, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Beaumont does not identify specific vibration level limits and instead relies on the Federal Transit Administration (FTA) methodology (9). The FTA *Transit Noise and Vibration Impact Assessment* methodology provides guidelines for the maximum-acceptable vibration criteria for different types of land uses. These guidelines allow 90 VdB for industrial (workshop) use, 84 VdB for office use and 78 VdB for daytime residential uses and 72 VdB for nighttime uses in buildings where people normally sleep. (9)

4 SIGNIFICANCE CRITERIA

The following significance criteria are based on currently adopted guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1) For the purposes of this report, impacts would be potentially significant if the Project results in or causes:

A. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

B. Generation of excessive ground-borne vibration or ground-borne noise levels?

C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

While the City of Beaumont General Plan Guidelines provide direction on noise compatibility and establish noise standards by land use type that are sufficient to assess the significance of noise impacts, they do not define the levels at which increases are considered substantial for use under Guideline A. CEQA Appendix G Guideline C applies to nearby public and private airports, if any, and the Project's land use compatibility.

4.1 CEQA GUIDELINES NOT FURTHER ANALYZED

The Project site is not located within two miles of a public airport or within an airport land use plan. The closest airport is the Banning Municipal Airport located over 5 miles east of the Project site. As such, the Project site would not be exposed to excessive noise levels from airport operations, and therefore, impacts are considered *less than significant,* and no further noise analysis is conducted in relation to Guideline C.

4.2 NOISE-SENSITIVE RECEIVERS

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines described above at the closest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes *that there is no single noise increase that renders the noise impact significant.* (13)

Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding human reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called *ambient* environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged. The Federal Interagency Committee on Noise (FICON) (14) developed guidance to be used for the assessment

of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (CNEL) and equivalent continuous noise level (L_{eq}).

As previously stated, the approach used in this noise study recognizes *that there is no single noise increase that renders the noise impact significant*, based on a 2008 California Court of Appeal ruling on Gray v. County of Madera. (13) For example, if the ambient noise environment is quiet (<60 dBA) and the new noise source greatly increases the noise levels, an impact may occur if the noise criteria may be exceeded. Therefore, for this analysis, a *readily perceptible* 5 dBA or greater project-related noise level increase is considered a significant impact when the without project noise levels are below 60 dBA. Per the FICON, in areas where the without project noise levels range from 60 to 65 dBA, a 3 dBA *barely perceptible* noise level increase appears to be appropriate for most people. When the without project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance. Table 4-1 below provides a summary of the potential noise impact significance criteria, based on guidance from FICON.

TABLE 4-1: SIGNIFICANCE OF NOISE IMPACTS AT NOISE-SENSITIVE RECEIVERS

Without Project Noise Level	Potential Significant Impact
< 60 dBA	5 dBA or more
60 - 65 dBA	3 dBA or more
> 65 dBA	1.5 dBA or more

Federal Interagency Committee on Noise (FICON), 1992.

The FICON guidance provides an established source of criteria to assess the impacts of substantial temporary or permanent increase in ambient noise levels. Based on the FICON criteria, the amount to which a given noise level increase is considered acceptable is reduced when the without Project noise levels are already shown to exceed certain land-use specific exterior noise level criteria. The specific levels are based on typical responses to noise level increases of 5 dBA or *readily perceptible*, 3 dBA or *barely perceptible*, and 1.5 dBA depending on the underlying without Project noise levels for noise-sensitive uses. These levels of increases and their perceived acceptance are consistent with guidance provided by both the Federal Highway Administration (5 p. 9) and Caltrans (15 p. 2_48).

4.3 NON-NOISE-SENSITIVE RECEIVERS

The City of Beaumont General Plan Safety Element, Table 5-1, *Noise and Land Use Compatibility Standards (Ambient Exterior Noise Exposure)* was used to establish the satisfactory noise levels of significance for non-noise-sensitive land uses in the Project study area. The *desirable maximum* exterior noise levels for non-noise-sensitive land uses is 70 dBA CNEL. (12)

To determine if Project-related traffic noise level increases are significant at off-site non-noise-sensitive land uses, a *readily perceptible* 5 dBA and *barely perceptible* 3 dBA criteria were used. When the without Project noise levels at the non-noise-sensitive land uses are below the *desirable maximum* 70 dBA CNEL compatibility criteria, a *readily perceptible* 5 dBA or greater noise level increase is considered a significant impact. When the without Project noise levels are greater than the *desirable maximum* 70 dBA CNEL land use compatibility criteria, a *barely perceptible* 3 dBA or greater noise level increase is considered a significant impact since the noise level criteria is already exceeded. The noise level increases used to determine significant impacts for non-noise-sensitive land uses is generally consistent with the FICON noise level increase thresholds for noise-sensitive land uses but instead rely on the City of Beaumont General Plan Safety Element, Table 5-1, *Noise and Land Use Compatibility Standards (Ambient Exterior Noise Exposure) desirable maximum* 70 dBA CNEL exterior noise level criteria.

4.4 SIGNIFICANCE CRITERIA SUMMARY

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 4-2 shows the significance criteria summary matrix.

OFF-SITE TRAFFIC NOISE

- When the noise levels at existing and future noise-sensitive land uses (e.g. residential, etc.):
    - are less than 60 dBA CNEL and the Project creates a *readily perceptible* 5 dBA CNEL or greater Project-related noise level increase; or
    - range from 60 to 65 dBA CNEL and the Project creates a *barely perceptible* 3 dBA CNEL or greater Project-related noise level increase; or
    - already exceed 65 dBA CNEL, and the Project creates a community noise level increase of greater than 1.5 dBA CNEL (FICON, 1992).
- When the noise levels at existing and future non-noise-sensitive land uses (e.g., office, commercial, industrial):
    - are less than the City of Beaumont General Plan Safety Element, Table 5-1, *desirable maximum* 70 dBA CNEL and the Project creates a *readily perceptible* 5 dBA CNEL or greater Project related noise level increase; or
    - are greater than the City of Beaumont General Plan Safety Element, Table 5-1, *desirable maximum* 70 dBA CNEL and the Project creates a *barely perceptible* 3 dBA CNEL or greater Project noise level increase.

OPERATIONAL NOISE

- If Project-related operational (stationary-source) noise levels exceed the exterior 55 dBA L_{eq} daytime or 45 dBA L_{eq} nighttime noise level standards at nearby sensitive receiver locations (City of Beaumont Municipal Code, 9.02.050)
- If the existing ambient noise levels at the nearby noise-sensitive receivers near the Project site:
    - are less than 60 dBA L_{eq} and the Project creates a *readily perceptible* 5 dBA L_{eq} or greater Project-related noise level increase; or

- range from 60 to 65 dBA L_{eq} and the Project creates a *barely perceptible* 3 dBA L_{eq} or greater Project-related noise level increase; or
- already exceed 65 dBA L_{eq} and the Project creates a community noise level increase of greater than 1.5 dBA L_{eq} (FICON, 1992).

CONSTRUCTION NOISE & VIBRATION

- If Project-related construction activities take place during the restricted hours between 7:00 a.m. and 6:00 p.m. (City of Beaumont Municipal Code Section 9.02.110(F).
- If Project-related construction activities create noise levels which exceed the 75 dBA L_{eq} acceptable exterior construction noise threshold based on the City of Beaumont 55 dBA L_{eq} interior noise level limit and the 20 dBA noise reduction associated with typical building construction.
- If Project generated operational vibration levels exceed the FTA's acceptable vibration thresholds of 78 VdB for daytime residential use and buildings where people normally sleep. (FTA Transit Noise and Vibration Impact Assessment).

TABLE 4-2: SIGNIFICANCE CRITERIA SUMMARY

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic[1]	Noise-Sensitive[1,2]	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise-Sensitive[1,2]	If ambient is < 70 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Residential[3]	Exterior Noise Level Standards	See Table 3-1	
		If ambient is < 60 dBA L_{eq}[1]	≥ 5 dBA L_{eq} Project increase	
		If ambient is 60 - 65 dBA L_{eq}[1]	≥ 3 dBA L_{eq} Project increase	
		If ambient is > 65 dBA L_{eq}[1]	≥ 1.5 dBA L_{eq} Project increase	
Construction	Noise-Sensitive	Permitted between 7:00 a.m. to 6:00 p.m.[4]		
		Noise Level Threshold[5]	75 dBA L_{eq}	n/a
		Vibration Level Threshold[6]	78 VdB	n/a

[1] Source: FICON, 1992.
[2] Source: City of Beaumont General Plan Safety Element.
[3] Source: City of Beaumont General Plan Municipal Code, Section 9.02.050
[4] Source: City of Beaumont General Plan Municipal Code, Section 9.02.110(F)
[5] Acceptable exterior construction noise level threshold based on the City of Beaumont 55 dBA Leq interior noise level limit and the 20 dBA noise reduction associated with typical building construction.
[6] Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

5 EXISTING NOISE LEVEL MEASUREMENTS

To assess the existing noise level environment, 24-hour noise level measurements were taken at four locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Exhibit 5-A provides the boundaries of the Project study area and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Thursday, December 12th, 2019. Appendix 5.1 includes study area photos.

5.1 MEASUREMENT PROCEDURE AND CRITERIA

To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the daytime and nighttime hourly noise levels and calculate the 24-hour CNEL. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (16)

5.2 NOISE MEASUREMENT LOCATIONS

The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. This is demonstrated in the Caltrans general site location guidelines which indicate that, *sites must be free of noise contamination by sources other than sources of interest. Avoid sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners unless it is the express intent of the analyst to measure these sources*. (3) Further, FTA guidance states, t*hat it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community*. (9)

Based on recommendations of Caltrans and the FTA, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. (9) In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels

and is necessary to assess potential noise impacts due to the Project's contribution to the ambient noise levels.

5.3 NOISE MEASUREMENT RESULTS

The noise measurements presented below focus on the average or equivalent sound levels (L_{eq}). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 5-1 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. Table 5-1 provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions.

TABLE 5-1: 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]		CNEL
		Daytime	Nighttime	
L1	Located east of the Project site near the San Gregorio Memorial Hospital.	65.6	64.2	71.1
L2	Located by the southern border of the Project site by Medical and Dental Offices.	58.6	56.6	63.7
L3	Located southwest of the Project site on Allegheny Street near the Tuscany Villas apartment complex.	58.5	56.4	63.5
L4	Located northwest of the Project site on East 8th Street near Palm Grove Health Care.	68.5	62.2	70.5

[1] See Exhibit 5-A for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.
"Day" = 7:00 a.m. to 10:00 p.m.; "Night" = 10:00 p.m. to 7:00 a.m.

These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 provides summary worksheets of the noise levels for each hour as well as the minimum, maximum, L_1, L_2, L_5, L_8, L_{25}, L_{50}, L_{90}, L_{95}, and L_{99} percentile noise levels observed during the daytime and nighttime periods. The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with Highland Springs Avenue and E 8th Street.

EXHIBIT 5-A: NOISE MEASUREMENT LOCATIONS

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6 METHODS AND PROCEDURES

The following section outlines the methods and procedures used to model and analyze the future traffic noise environment. Consistent with the City of Beaumont General Plan Safety Element, Table 5-1, *Noise and Land Use Compatibility Standards (Ambient Exterior Noise Exposure)* all transportation related noise levels are presented in terms of the 24-hour CNEL's.

6.1 FHWA TRAFFIC NOISE PREDICTION MODEL

The expected roadway noise level increases from vehicular traffic were calculated by Urban Crossroads, Inc. using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108. (17) The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. (18)

Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis. (19) This methodology is consistent with the County of Riverside Office of Industrial Hygiene *Requirements for Determining and Mitigating Traffic Noise Impacts to Residential Structures*, which specifically requires the FHWA RD-77-108 model to be used in analysis within the County's jurisdiction. (20)

6.2 OFF-SITE TRAFFIC NOISE PREDICTION MODEL INPUTS

Table 6-1 presents the roadway parameters used to assess the Project's off-site dBA CNEL transportation noise impacts. Table 6-1 identifies the 16 study area roadway segments, the distance from the centerline to adjacent land use based on the functional roadway classifications per the City of Beaumont General Plan Circulation Element, and the posted vehicle speeds. Where posted vehicle speeds are unavailable, the 40-mph speed identified in the County of Riverside Office of Industrial Hygiene Noise Study Guidelines is used. The ADT volumes used in this study area presented on Table 6-2 are based on the *Highland Springs and 8th Retail Traffic Impact Analysis*, prepared by Urban Crossroads, Inc. for the following traffic scenarios under both Without and With Project alternatives: Existing 2020 and Opening Year Cumulative 2021 conditions. (2)

The ADT volumes vary for each roadway segment based on the existing traffic volumes and the combination of project traffic distributions. In addition, the off-site traffic noise analysis maintains a peak hour to average daily traffic (peak-to-daily) relationship of approximately 7.37%. (2) Table 6-3 provides the time of day (daytime, evening, and nighttime) vehicle splits. Table 6-4 shows the traffic flow by vehicle type (vehicle mix) used for all traffic conditions.

TABLE 6-1: OFF-SITE ROADWAY PARAMETERS

ID	Roadway	Segment	Receiving Land Use[1]	Roadway Classification[1]	Distance from Centerline to Receiving Land Use (Feet)[2]	Vehicle Speed (mph)
1	Pennsylvania Ave.	n/o 8th St.	MFR/SFR	Collector	33'	30
2	Pennsylvania Ave.	s/o 8th St.	MFR/GC	Divided Collector	39'	30
3	Xenia Ave.	n/o 8th St.	SFR	Major	50'	45
4	Allegheny St.	s/o 8th St.	MFR/GC	Collector	33'	35
5	Highland Springs Ave.	n/o Wilson St.	SFR/GC/LDR	Arterial	55'	35
6	Highland Springs Ave.	s/o Wilson St.	CC/GC/PF/PO	Arterial	55'	35
7	Highland Springs Ave.	n/o Ramsey St.	GC/PO/GC	Arterial	55'	30
8	Highland Springs Ave.	s/o Ramsey St.	GC/PFRI	Urban Arterial	67'	35
9	Highland Springs Ave.	s/o I-10	CC/GC/PFRI	Urban Arterial	67'	35
10	8th St.	w/o Pennsylvania Ave.	MFR	Collector	33'	30
11	8th St.	e/o Pennsylvania Ave.	SFR/MFR	Secondary	44'	35
12	8th St.	e/o Xenia Ave.	SFR/MFR	Secondary	44'	35
13	8th St.	e/o Driveway 1	SFR/CC	Major	50'	45
14	Wilson St.	e/o Highland Springs Ave.	GC/HDR/MHP	Major	50'	45
15	6th St.	w/o Highland Springs Ave.	GC	Arterial	55'	35
16	Ramsey St.	e/o Highland Springs Ave.	GC/PO	Arterial	55'	45

[1] Source: City of Beaumont General Plan.

[2] Distance to receiving land use is based upon the right-of-way distances by roadway classification.

"MFR"= Multi-Family Residential; "SFR"= Single-Family Residential; "GC"= General Commercial; "LDR"= Low Density Residential; "CC"= Community Commercial; "PF"= Public Facilities; "PO"= Professional Office; "PFRI"= Public Facilities- Railroad/Interstate; "HDR"= High Density Residential; "MHP"= Mobile Home Parks.

TABLE 6-2: AVERAGE DAILY TRAFFIC VOLUMES

ID	Roadway	Segment	Average Daily Traffic Volumes[1]			
			Existing		Opening Year Cumulative	
			Without Project	With Project	Without Project	With Project
1	Pennsylvania Ave.	n/o 8th St.	10,808	10,918	11,202	11,312
2	Pennsylvania Ave.	s/o 8th St.	10,753	10,809	11,388	11,444
3	Xenia Ave.	n/o 8th St.	6,342	6,398	6,863	6,919
4	Allegheny St.	s/o 8th St.	767	932	782	947
5	Highland Springs Ave.	n/o Wilson St.	19,602	19,768	23,862	24,028
6	Highland Springs Ave.	s/o Wilson St.	21,342	21,756	25,663	26,077
7	Highland Springs Ave.	n/o Ramsey St.	21,684	22,015	26,014	26,345
8	Highland Springs Ave.	s/o Ramsey St.	31,684	31,960	35,531	35,807
9	Highland Springs Ave.	s/o I-10	40,286	40,342	43,164	43,220
10	8th St.	w/o Pennsylvania Ave.	3,890	4,000	5,274	5,384
11	8th St.	e/o Pennsylvania Ave.	4,452	4,728	6,241	6,517
12	8th St.	e/o Xenia Ave.	4,616	4,948	6,803	7,135
13	8th St.	e/o Driveway 1	5,205	5,618	7,401	7,814
14	Wilson St.	e/o Highland Springs Ave.	12,780	13,056	14,420	14,696
15	6th St.	w/o Highland Springs Ave.	17,780	17,946	18,762	18,928
16	Ramsey St.	e/o Highland Springs Ave.	16,356	16,577	17,467	17,688

[1] Source: Highland Springs and 8th Retail Traffic Impact Analysis.

TABLE 6-3: TIME OF DAY VEHICLE SPLITS

Vehicle Type	Time of Day Splits[1]			Total of Time of Day Splits
	Daytime	Evening	Nighttime	
Autos	75.55%	13.96%	10.49%	100.00%
Medium Trucks	48.91%	2.17%	48.91%	100.00%
Heavy Trucks	47.30%	5.41%	47.30%	100.00%

[1] Source: County of Riverside Office of Industrial Hygiene, 2017.
"Daytime" = 7:00 a.m. to 7:00 p.m.; "Evening" = 7:00 p.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

TABLE 6-4: WITHOUT PROJECT VEHICLE MIX

Classification	Total % Traffic Flow			Total
	Autos	Medium Trucks	Heavy Trucks	
All Roadways	97.42%	1.84%	0.74%	100.00%

[1] Source: County of Riverside Office of Industrial Hygiene, 2017.

6.3 VIBRATION ASSESSMENT

This analysis focuses on the potential ground-borne vibration associated with vehicular traffic and construction activities. Ground-borne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity. However, while vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized on Table 6-5. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential Project construction vibration levels using the following vibration assessment methods defined by the FTA. To describe the human response (annoyance) associated with vibration impacts the FTA provides the following equation: $L_{VdB}(D) = L_{VdB}(25\text{ ft}) - 30\log(D/25)$

TABLE 6-5: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Vibration Decibels (VdB) at 25 feet
Small bulldozer	58
Jackhammer	79
Loaded Trucks	86
Large bulldozer	87

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment

7 OFF-SITE TRANSPORTATION NOISE IMPACTS

To assess the off-site transportation CNEL noise level impacts associated with the proposed Project, noise contours were developed based on the *Highland Springs and 8th Retail Traffic Impact Analysis*. (2) Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway.

7.1 TRAFFIC NOISE CONTOURS

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area.

Tables 7-1 through 7-4 present a summary of the exterior dBA CNEL traffic noise levels without barrier attenuation. Roadway segments are analyzed from the without Project to the with Project conditions in each of the following timeframes: Existing 2020, and Opening Year Cumulative (OYC) 2021. Appendix 7.1 includes a summary of the dBA CNEL traffic noise level contours for each of the traffic scenarios.

TABLE 7-1: EXISTING 2020 WITHOUT PROJECT NOISE CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Pennsylvania Ave.	n/o 8th St.	MFR/SFR	68.5	RW	57	123
2	Pennsylvania Ave.	s/o 8th St.	MFR/GC	66.8	RW	51	110
3	Xenia Ave.	n/o 8th St.	SFR	67.6	RW	74	160
4	Allegheny St.	s/o 8th St.	MFR/GC	58.5	RW	RW	RW
5	Highland Springs Ave.	n/o Wilson St.	SFR/GC/LDR	69.4	RW	107	231
6	Highland Springs Ave.	s/o Wilson St.	CC/GC/PF/PO	69.7	RW	114	245
7	Highland Springs Ave.	n/o Ramsey St.	GC/PO/GC	68.3	RW	92	198
8	Highland Springs Ave.	s/o Ramsey St.	GC/PFRI	70.4	72	155	333
9	Highland Springs Ave.	s/o I-10	CC/GC/PFRI	71.5	84	181	391
10	8th St.	w/o Pennsylvania Ave.	MFR	64.1	RW	RW	62
11	8th St.	e/o Pennsylvania Ave.	SFR/MFR	63.9	RW	RW	80
12	8th St.	e/o Xenia Ave.	SFR/MFR	64.1	RW	RW	82
13	8th St.	e/o Driveway 1	SFR/CC	66.7	RW	65	140
14	Wilson St.	e/o Highland Springs Ave.	GC/HDR/MHP	70.4	53	114	245
15	6th St.	w/o Highland Springs Ave.	GC	68.9	RW	101	217
16	Ramsey St.	e/o Highland Springs Ave.	GC/PO	71.0	64	139	299

[1] Source: City of Beaumont General Plan.

[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road. "MFR"= Multi-Family Residential; "SFR"= Single-Family Residential; "GC"= General Commercial; "LDR"= Low Density Residential; "CC"= Community Commercial; "PF"= Public Facilities; "PO"= Professional Office; "PFRI"= Public Facilities- Railroad/Interstate; "HDR"= High Density Residential; "MHP"= Mobile Home Parks.

TABLE 7-2: EXISTING 2020 WITH PROJECT NOISE CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Pennsylvania Ave.	n/o 8th St.	MFR/SFR	68.6	RW	57	123
2	Pennsylvania Ave.	s/o 8th St.	MFR/GC	66.8	RW	51	111
3	Xenia Ave.	n/o 8th St.	SFR	67.6	RW	75	161
4	Allegheny St.	s/o 8th St.	MFR/GC	59.4	RW	RW	RW
5	Highland Springs Ave.	n/o Wilson St.	SFR/GC/LDR	69.4	RW	108	233
6	Highland Springs Ave.	s/o Wilson St.	CC/GC/PF/PO	69.8	RW	115	248
7	Highland Springs Ave.	n/o Ramsey St.	GC/PO/GC	68.4	RW	93	200
8	Highland Springs Ave.	s/o Ramsey St.	GC/PFRI	70.5	72	155	335
9	Highland Springs Ave.	s/o I-10	CC/GC/PFRI	71.5	84	182	391
10	8th St.	w/o Pennsylvania Ave.	MFR	64.2	RW	RW	63
11	8th St.	e/o Pennsylvania Ave.	SFR/MFR	64.2	RW	RW	83
12	8th St.	e/o Xenia Ave.	SFR/MFR	64.4	RW	RW	86
13	8th St.	e/o Driveway 1	SFR/CC	67.1	RW	69	148
14	Wilson St.	e/o Highland Springs Ave.	GC/HDR/MHP	70.5	54	115	249
15	6th St.	w/o Highland Springs Ave.	GC	69.0	RW	101	218
16	Ramsey St.	e/o Highland Springs Ave.	GC/PO	71.1	65	140	301

[1] Source: City of Beaumont General Plan.

[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road. "MFR"= Multi-Family Residential; "SFR"= Single-Family Residential; "GC"= General Commercial; "LDR"= Low Density Residential; "CC"= Community Commercial; "PF"= Public Facilities; "PO"= Professional Office; "PFRI"= Public Facilities- Railroad/Interstate; "HDR"= High Density Residential; "MHP"= Mobile Home Parks.

TABLE 7-3: OYC 2021 WITHOUT PROJECT NOISE CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Pennsylvania Ave.	n/o 8th St.	MFR/SFR	68.7	RW	58	126
2	Pennsylvania Ave.	s/o 8th St.	MFR/GC	67.0	RW	53	115
3	Xenia Ave.	n/o 8th St.	SFR	67.9	RW	78	169
4	Allegheny St.	s/o 8th St.	MFR/GC	58.6	RW	RW	RW
5	Highland Springs Ave.	n/o Wilson St.	SFR/GC/LDR	70.2	57	122	264
6	Highland Springs Ave.	s/o Wilson St.	CC/GC/PF/PO	70.5	60	128	277
7	Highland Springs Ave.	n/o Ramsey St.	GC/PO/GC	69.1	RW	104	223
8	Highland Springs Ave.	s/o Ramsey St.	GC/PFRI	70.9	77	167	360
9	Highland Springs Ave.	s/o I-10	CC/GC/PFRI	71.8	88	190	409
10	8th St.	w/o Pennsylvania Ave.	MFR	65.4	RW	35	76
11	8th St.	e/o Pennsylvania Ave.	SFR/MFR	65.4	RW	47	100
12	8th St.	e/o Xenia Ave.	SFR/MFR	65.7	RW	49	106
13	8th St.	e/o Driveway 1	SFR/CC	68.3	RW	82	178
14	Wilson St.	e/o Highland Springs Ave.	GC/HDR/MHP	70.9	57	123	266
15	6th St.	w/o Highland Springs Ave.	GC	69.2	RW	104	225
16	Ramsey St.	e/o Highland Springs Ave.	GC/PO	71.3	67	145	312

[1] Source: City of Beaumont General Plan.

[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road. "MFR"= Multi-Family Residential; "SFR"= Single-Family Residential; "GC"= General Commercial; "LDR"= Low Density Residential; "CC"= Community Commercial; "PF"= Public Facilities; "PO"= Professional Office; "PFRI"= Public Facilities- Railroad/Interstate; "HDR"= High Density Residential; "MHP"= Mobile Home Parks.

TABLE 7-4: OYC 2021 WITH PROJECT NOISE CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Pennsylvania Ave.	n/o 8th St.	MFR/SFR	68.7	RW	59	126
2	Pennsylvania Ave.	s/o 8th St.	MFR/GC	67.1	RW	53	115
3	Xenia Ave.	n/o 8th St.	SFR	68.0	RW	79	170
4	Allegheny St.	s/o 8th St.	MFR/GC	59.4	RW	RW	RW
5	Highland Springs Ave.	n/o Wilson St.	SFR/GC/LDR	70.2	57	123	265
6	Highland Springs Ave.	s/o Wilson St.	CC/GC/PF/PO	70.6	60	130	280
7	Highland Springs Ave.	n/o Ramsey St.	GC/PO/GC	69.2	RW	105	225
8	Highland Springs Ave.	s/o Ramsey St.	GC/PFRI	71.0	78	168	361
9	Highland Springs Ave.	s/o I-10	CC/GC/PFRI	71.8	88	190	410
10	8th St.	w/o Pennsylvania Ave.	MFR	65.5	RW	36	77
11	8th St.	e/o Pennsylvania Ave.	SFR/MFR	65.6	RW	48	103
12	8th St.	e/o Xenia Ave.	SFR/MFR	65.9	RW	51	110
13	8th St.	e/o Driveway 1	SFR/CC	68.5	RW	85	184
14	Wilson St.	e/o Highland Springs Ave.	GC/HDR/MHP	71.0	58	125	269
15	6th St.	w/o Highland Springs Ave.	GC	69.2	RW	105	226
16	Ramsey St.	e/o Highland Springs Ave.	GC/PO	71.4	68	146	315

[1] Source: City of Beaumont General Plan.

[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road. "MFR"= Multi-Family Residential; "SFR"= Single-Family Residential; "GC"= General Commercial; "LDR"= Low Density Residential; "CC"= Community Commercial; "PF"= Public Facilities; "PO"= Professional Office; "PFRI"= Public Facilities- Railroad/Interstate; "HDR"= High Density Residential; "MHP"= Mobile Home Parks.

7.2 EXISTING 2020 PROJECT TRAFFIC NOISE LEVEL INCREASES

An analysis of existing traffic noise levels plus traffic noise generated by the proposed Project has been included in this report to fully analyze all the existing traffic scenarios identified in the *Highland Springs and 8th Retail Traffic Impact Analysis* prepared by Urban Crossroads, Inc. This condition is provided solely for informational purposes and will not occur since the Project will not be fully developed and occupied under Existing conditions. Therefore, no mitigation measures are considered to reduce the Existing Plus Project traffic noise level increases. The future OYC traffic noise conditions that include all cumulative projects are used to determine the significance of the Project off-site traffic noise level increases on the study area roadway segments. Table 7-1 shows the Existing without Project conditions CNEL noise levels. The Existing without Project exterior noise levels are expected to range from 58.5 to 71.5 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 shows the Existing with Project conditions will range from 59.4 to 71.5 dBA CNEL. Table 7-5 shows that the Project off-site traffic noise level impacts will range from 0.0 to 0.9 dBA CNEL.

7.3 OYC 2021 PROJECT TRAFFIC NOISE LEVEL INCREASES

Table 7-3 presents the OYC without Project conditions CNEL noise levels. The OYC without Project exterior noise levels are expected to range from 58.6 to 71.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 shows that the OYC with Project conditions will range from 59.4 to 71.8 dBA CNEL. Table 7-6 shows that the Project off-site traffic noise level increases will range from 0.0 to 0.8 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-2, land uses adjacent to the study area roadway segments would experience *less than significant* noise level increases due to unmitigated Project-related traffic noise levels.

TABLE 7-5: EXISTING 2020 WITH PROJECT TRAFFIC NOISE LEVEL INCREASES

ID	Road	Segment	Receiving Land Use[1]	Noise-Sensitive Land Use?	CNEL at Receiving Land Use (dBA)[1]			Noise Level Increase Significance Criteria[2]	
					No Project	With Project	Project Increase	Criteria	Exceeded?
1	Pennsylvania Ave.	n/o 8th St.	MFR/SFR	Yes	68.5	68.6	0.1	1.5	No
2	Pennsylvania Ave.	s/o 8th St.	MFR/GC	Yes	66.8	66.8	0.0	1.5	No
3	Xenia Ave.	n/o 8th St.	SFR	Yes	67.6	67.6	0.0	1.5	No
4	Allegheny St.	s/o 8th St.	MFR/GC	Yes	58.5	59.4	0.9	5.0	No
5	Highland Springs Ave.	n/o Wilson St.	SFR/GC/LDR	Yes	69.4	69.4	0.0	1.5	No
6	Highland Springs Ave.	s/o Wilson St.	CC/GC/PF/PO	No	69.7	69.8	0.1	5.0	No
7	Highland Springs Ave.	n/o Ramsey St.	GC/PO/GC	No	68.3	68.4	0.1	5.0	No
8	Highland Springs Ave.	s/o Ramsey St.	GC/PFRI	No	70.4	70.5	0.1	3.0	No
9	Highland Springs Ave.	s/o I-10	CC/GC/PFRI	No	71.5	71.5	0.0	3.0	No
10	8th St.	w/o Pennsylvania Ave.	MFR	Yes	64.1	64.2	0.1	3.0	No
11	8th St.	e/o Pennsylvania Ave.	SFR/MFR	Yes	63.9	64.2	0.3	3.0	No
12	8th St.	e/o Xenia Ave.	SFR/MFR	Yes	64.1	64.4	0.3	3.0	No
13	8th St.	e/o Driveway 1	SFR/CC	Yes	66.7	67.1	0.4	1.5	No
14	Wilson St.	e/o Highland Springs Ave.	GC/HDR/MHP	Yes	70.4	70.5	0.1	1.5	No
15	6th St.	w/o Highland Springs Ave.	GC	No	68.9	69.0	0.1	5.0	No
16	Ramsey St.	e/o Highland Springs Ave.	GC/PO	No	71.0	71.1	0.1	3.0	No

[1] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

[2] Does the Project create an off-site transportation related noise level increase exceeding the significance criteria (Table 4-2)?

"RW" = Location of the respective noise contour falls within the right-of-way of the road. "MFR"= Multi-Family Residential; "SFR"= Single-Family Residential; "GC"= General Commercial; "LDR"= Low Density Residential; "CC"= Community Commercial; "PF"= Public Facilities; "PO"= Professional Office; "PFRI"= Public Facilities- Railroad/Interstate; "HDR"= High Density Residential; "MHP"= Mobile Home Parks.

TABLE 7-6: OYC 2021 WITH PROJECT TRAFFIC NOISE INCREASES

ID	Road	Segment	Receiving Land Use[1]	Noise-Sensitive Land Use?	CNEL at Receiving Land Use (dBA)[1]			Noise Level Increase Significance Criteria[2]	
					No Project	With Project	Project Increase	Criteria	Exceeded?
1	Pennsylvania Ave.	n/o 8th St.	MFR/SFR	Yes	68.7	68.7	0.0	1.5	No
2	Pennsylvania Ave.	s/o 8th St.	MFR/GC	Yes	67.0	67.1	0.1	1.5	No
3	Xenia Ave.	n/o 8th St.	SFR	Yes	67.9	68.0	0.1	1.5	No
4	Allegheny St.	s/o 8th St.	MFR/GC	Yes	58.6	59.4	0.8	5.0	No
5	Highland Springs Ave.	n/o Wilson St.	SFR/GC/LDR	Yes	70.2	70.2	0.0	1.5	No
6	Highland Springs Ave.	s/o Wilson St.	CC/GC/PF/PO	No	70.5	70.6	0.1	3.0	No
7	Highland Springs Ave.	n/o Ramsey St.	GC/PO/GC	No	69.1	69.2	0.1	5.0	No
8	Highland Springs Ave.	s/o Ramsey St.	GC/PFRI	No	70.9	71.0	0.1	3.0	No
9	Highland Springs Ave.	s/o I-10	CC/GC/PFRI	No	71.8	71.8	0.0	3.0	No
10	8th St.	w/o Pennsylvania Ave.	MFR	Yes	65.4	65.5	0.1	1.5	No
11	8th St.	e/o Pennsylvania Ave.	SFR/MFR	Yes	65.4	65.6	0.2	1.5	No
12	8th St.	e/o Xenia Ave.	SFR/MFR	Yes	65.7	65.9	0.2	1.5	No
13	8th St.	e/o Driveway 1	SFR/CC	Yes	68.3	68.5	0.2	1.5	No
14	Wilson St.	e/o Highland Springs Ave.	GC/HDR/MHP	Yes	70.9	71.0	0.1	1.5	No
15	6th St.	w/o Highland Springs Ave.	GC	No	69.2	69.2	0.0	5.0	No
16	Ramsey St.	e/o Highland Springs Ave.	GC/PO	No	71.3	71.4	0.1	3.0	No

[1] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

[2] Does the Project create an off-site transportation related noise level increase exceeding the significance criteria (Table 4-2)?

"RW" = Location of the respective noise contour falls within the right-of-way of the road. "MFR"= Multi-Family Residential; "SFR"= Single-Family Residential; "GC"= General Commercial; "LDR"= Low Density Residential; "CC"= Community Commercial; "PF"= Public Facilities; "PO"= Professional Office; "PFRI"= Public Facilities- Railroad/Interstate; "HDR"= High Density Residential; "MHP"= Mobile Home Parks.

8 RECEIVER LOCATIONS

To assess the potential for long-term operational and short-term construction noise impacts, the following receiver locations, as shown on Exhibit 8-A, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

Receiver locations are located in outdoor living areas (e.g., backyards) at 10 feet from any existing or proposed barriers or at the building façade, whichever is closer to the Project site, based on FHWA guidance, and consistent with additional guidance provided by Caltrans and the FTA, as previously described in Section 5.2. Distance is measured in a straight line from the project boundary to each receiver location.

R1: Located approximately 114 feet north of the Project site, R1 represents vacant land. Traffic noise from 8th Street represents the primary noise source at this location. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

R2: Location R2 represents the existing San Gorgonio Memorial Hospital located approximately 196 feet east of the Project site and Highland Springs Avenue. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.

R3: Location R3 represents the existing Westco Medical Supplies office use. The medical office use is located approximately 103 feet south of the Project site. The 24-hour noise level measurement L2 is used to describe the existing ambient noise environment.

R4: Location R4 represents the existing single-family residence located at 720 Allegheny Street approximately 296 feet south west of the Project site. The 24-hour noise level measurement L3 is used to describe the existing ambient noise environment.

R5: Location R5 represents the existing Palm Grove Health Care Center skilled nursing facility located at 1665 E 8th Street approximately 71 feet south west of the Project site. The 24-hour noise level measurement L3 is used to describe the existing ambient noise environment.

EXHIBIT 8-A: RECEIVER LOCATIONS

9 OPERATIONAL NOISE IMPACTS

This section analyzes the potential stationary-source operational noise impacts at the nearby receiver locations, identified in Section 8, resulting from the operation of the proposed Highland Springs and 8th Retail Project. Exhibit 9-A identifies the representative receiver locations and noise source locations used to assess the hourly average L_{eq} operational noise levels consistent with the City of Beaumont Municipal Code Section 9.02.050.

9.1 OPERATIONAL NOISE SOURCES

At the time this noise analysis was prepared the future tenants of the proposed Project were unknown. Therefore, this operational noise analysis is intended to describe noise level impacts associated with the expected typical of daytime and nighttime activities at the Project site. To present the potential worst-case noise conditions, this analysis assumes the Project would be operational 24 hours per day, seven days per week. The on-site Project-related noise sources are expected to include: roof-top air conditioning units, trash enclosure activity, drive-thru speakerphone and gas station activity.

9.2 REFERENCE NOISE LEVELS

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. This section provides a detailed description of the reference noise level measurements shown on Table 9-1 used to estimate the Project operational noise impacts. It is important to note that the following projected noise levels assume the worst-case noise environment with the roof-top air conditioning units, trash enclosure activity, drive-thru speakerphone and gas station activity all operating continuously. These sources of noise activity will likely vary throughout the day.

EXHIBIT 9-A: OPERATIONAL NOISE SOURCE LOCATIONS

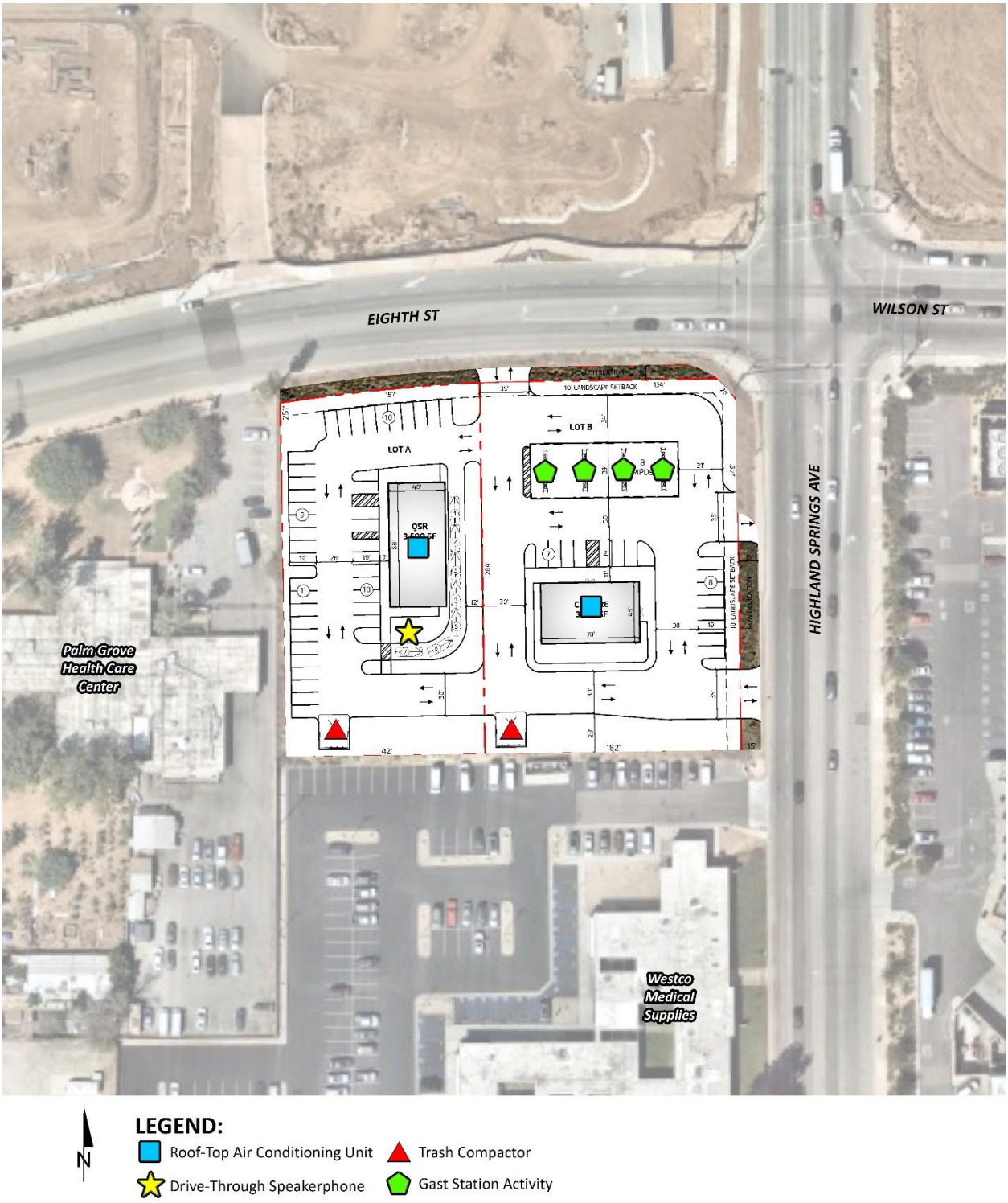

TABLE 9-1: REFERENCE NOISE LEVEL MEASUREMENTS

Noise Source	Duration (hh:mm:ss)	Ref. Distance (Feet)	Noise Source Height (Feet)	Min./Hour[5]		Reference Noise Level (dBA L_{eq})		Sound Power Level (dBA)[6]
				Day	Night	@ Ref. Dist.	@ 50 Feet	
Air Conditioning Units[1]	96:00:00	5'	5'	39	28	77.2	57.2	88.9
Trash Enclosure Activity[2]	00:00:32	5'	5'	5	0	77.3	57.3	94.0
Drive-Thru Speakerphone[3]	00:02:00	15'	3'	30	30	62.0	51.5	83.2
Gas Station Activity[4]	00:03:00	5'	5'	60	60	68.2	48.2	79.9

[1] As measured by Urban Crossroads, Inc. at the Santee Walmart located at 170 Town Center Parkway.
[2] As measured by Urban Crossroads, Inc. at a commercial and office park trash enclosure in the City of Costa Mesa.
[3] As measured by Urban Crossroads, Inc. at a Panera Bread drive-thru in the City of Brea.
[4] As measured by Urban Crossroads, Inc. at the ARCO gas station located at 6501 Quail Hill Parkway in Irvine.
[5] Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Day" = 7:00 a.m. to 10:00 p.m.; "Night" = 10:00 p.m. to 7:00 a.m.
[6] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.

9.2.1 MEASUREMENT PROCEDURES

The reference noise level measurements presented in this section were collected using a Larson Davis LxT Type 1 precisions sound level meter (serial number 01146). The LxT sound level meter was calibrated using a Larson-Davis calibrator, Model CAL 200, was programmed in "slow" mode to record noise levels in "A" weighted form and was located at approximately five feet above the ground elevation for each measurement. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (16)

9.2.2 TRASH ENCLOSURE ACTIVITY

To describe the noise levels associated with a trash enclosure, Urban Crossroads collected a reference noise level measurement at an existing commercial and office park trash enclosure within a parking lot on the northeast corner of Baker Street and Red Hill Avenue. The measured reference noise level at the uniform 50-foot reference distance is 57.3 dBA L_{eq} for the trash enclosure activity. The trash enclosure activity noise levels include two metal gates opening and closing, metal scraping against concrete floor sounds, dumpster movement on metal wheels, trash dropping into the metal dumpster, and background parking lot vehicle movements. Noise associated with trash enclosure activities is conservatively expected to occur for 5 minutes per hour.

9.2.3 DRIVE-THRU SPEAKERPHONE

To describe the potential noise level impacts associated with potential drive-thru speakerphones and vehicle activities, a reference noise level measurement was collected at a Panera Bread restaurant located at 423 South Associated Road in the City of Brea. The reference noise levels

collected at the Panera Bread restaurant are expected to reflect potential drive-thru speakerphone noise level activities at the Project site, since the reference measurement includes both drive-thru speakerphone and vehicle activity noise. The noise sources included in the reference noise level measurement consist of voices of the Panera Bread employees over the speakerphone, customers' voices ordering food, car engines idling, car radios playing music, and cars queuing in the drive-thru lane. At 50 feet from the speakerphone, a reference noise level of 51.5 dBA L_{eq} was measured. This reference noise level measurement overstates the actual average noise levels since it represents the average of 28 speakerphone menu board ordering events observed over a two-hour period. In other words, the Panera Bread speakerphone menu board reference noise level describes continuous drive-thru operations and does not include any periods of inactivity.

9.2.4 GAS STATION ACTIVITY

To describe the potential noise level impacts created by the gas station of the Project, a reference noise level measurement was collected at an ARCO gas station located at 6501 Quail Hill Parkway in the City of Irvine. The reference noise level measurement includes six cars fueling at once, car doors closing, engines starting, fuel pump TV sounds and background car pass-by events within a 3-minute period. At 50 feet from the gas station, a reference noise level of 48.2 dBA L_{eq} was measured.

9.3 CADNAA NOISE PREDICTION MODEL

To fully describe the exterior operational noise levels from the Project, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze the noise level of multiple types of noise sources and calculates the noise levels at any location using the spatially accurate Project site plan and includes the effects of topography, buildings, and multiple barriers in its calculations using the latest standards to predict outdoor noise impacts. Appendix 9.1 includes the detailed noise model inputs used to estimate the Project operational noise levels presented in this section. Using the spatially accurate Project site plan and flown aerial imagery from Nearmap, a CadnaA noise prediction model of the Project study area was developed. The noise model provides a three-dimensional representation of the Project study area using the following key data inputs:

- Ground absorption;
- Multiple reflections at buildings and barriers;
- Reference noise level sources by type (area, point, etc.) and noise source height;
- Multiple noise receiver locations and heights;
- Topography and earthen berms;
- Barrier and building heights.

Using the ISO 9613 protocol, the CadnaA noise prediction model will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level calculations at each receiver location and the partial noise level contributions by noise source. The reference sound power level (PWL) for the highest noise source expected at the Project site was input into the

CadnaA noise prediction model. While sound pressure levels (e.g. L_{eq}) quantify in decibels the intensity of given sound sources at a reference distance, sound power levels (PWL) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source and diminish as a result of intervening obstacles and barriers, air absorption, wind, and other factors. Sound power is the acoustical energy emitted by the sound source and is an absolute value that is not affected by the environment.

The operational noise level calculations provided in this noise study account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. Hard site conditions are used in the operational noise analysis which result in noise levels that attenuate (or decrease) at a rate of 6.0 dBA for each doubling of distance from a point source, based on existing conditions in the Project study area. A default ground attenuation factor of 1.0 was used in the CadnaA noise analysis to account for hard site conditions.

9.4 PROJECT OPERATIONAL NOISE LEVELS

Using the reference noise levels to represent the proposed Project operations that include roof-top air conditioning units, trash enclosure activity, drive-thru speakerphone and gas station activity, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Tables 9-2 shows the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 42.3 to 48.5 dBA L_{eq}.

TABLE 9-2: DAYTIME PROJECT OPERATIONAL NOISE LEVELS

Noise Source[1,2]	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Air Conditioning Units	42.6	39.5	42.9	38.4	44.5
Trash Enclosure Activity	35.8	37.6	43.9	38.4	45.2
Drive-Thru Speakerphone	17.3	27.2	35.3	32.1	39.3
Gas Station Activity	42.2	37.9	33.8	31.3	24.7
Total (All Noise Sources)	**45.9**	**43.3**	**47.0**	**42.3**	**48.5**

[1] See Exhibit 9-A for the noise source locations.
[2] CadnaA noise model calculations are included in Appendix 9.1.

Tables 9-3 shows the Project operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 38.2 to 44.3 dBA L_{eq}. The differences between the daytime and nighttime noise levels is largely related to the duration of noise activity (Table 9-1). For the purpose of this analysis, the trash enclosure activity was limited to the daytime operating hours with no nighttime activity. Appendix 9.1 includes the detailed noise model inputs used to estimate the Project operational noise levels presented in this section.

TABLE 9-3: NIGHTTIME PROJECT OPERATIONAL NOISE LEVELS

Noise Source[1,2]	Operational Noise Levels by Receiver Location (dBA Leq)				
	R1	R2	R3	R4	R5
Air Conditioning Units	40.2	37.1	40.5	36.0	42.0
Trash Enclosure Activity	-[3]	-[3]	-[3]	-[3]	-[3]
Drive-Thru Speakerphone	16.3	26.2	34.4	31.2	38.3
Gas Station Activity	42.2	37.9	33.8	31.3	24.7
Total (All Noise Sources)	**44.3**	**40.7**	**42.1**	**38.2**	**43.6**

[1] See Exhibit 9-A for the noise source locations.
[2] CadnaA noise model calculations are included in Appendix 9.1.
[3] No nighttime activities associated with this noise source.

9.5 PROJECT OPERATIONAL NOISE LEVEL COMPLIANCE

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Beaumont exterior noise level standards at nearby noise-sensitive receiver locations. Table 9-4 shows the operational noise levels associated with Highland Springs and 8th Retail Project will satisfy the City of Beaumont 55 dBA L_{eq} daytime and 45 dBA L_{eq} nighttime exterior noise level standards at all nearby receiver locations. Therefore, the operational noise impacts are considered *less than significant* at the nearby noise-sensitive receiver locations.

TABLE 9-4: OPERATIONAL NOISE LEVEL COMPLIANCE

Receiver Location[1]	Project Operational Noise Levels (dBA Leq)[2]		Noise Level Standards (dBA Leq)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	45.9	44.3	55	45	No	No
R2	43.3	40.7	55	45	No	No
R3	47.0	42.1	55	45	No	No
R3	42.3	38.2	55	45	No	No
R4	48.5	43.6	55	45	No	No

[1] See Exhibit 8-A for the receiver locations.
[2] Proposed Project operational noise levels as shown on Tables 9-2 and 9-3.
[3] Exterior noise level standards for noise sensitive residential land use, as shown on Table 4-2.
[4] Do the estimated Project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

9.6 PROJECT OPERATIONAL NOISE LEVEL INCREASES

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. Since the units used to measure noise, decibels (dB), are logarithmic units, the Project-operational and existing ambient noise levels

cannot be combined using standard arithmetic equations. (3) Instead, they must be logarithmically added using the following base equation:

$$SPL_{Total} = 10\log_{10}[10^{SPL1/10} + 10^{SPL2/10} + \ldots 10^{SPLn/10}]$$

Where "SPL1," "SPL2," etc. are equal to the sound pressure levels being combined, or in this case, the Project-operational and existing ambient noise levels. The difference between the combined Project and ambient noise levels describe the Project noise level increases to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented on Tables 9-5 and 9-6, respectively. As indicated on Tables 9-5 and 9-6, the Project will generate an unmitigated daytime and nighttime operational noise level increases ranging from 0.0 to 0.4 dBA L_{eq} at the nearby receiver locations. Project-related operational noise level increases will satisfy the operational noise level increase significance criteria presented in Table 4-2 the increases at the sensitive receiver locations will be *less than significant.*

TABLE 9-5: DAYTIME PROJECT OPERATIONAL NOISE LEVEL INCREASES

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Noise Sensitive Land Use?	Increase Criteria[7]	Increase Criteria Exceeded?[7]
R1	45.9	L4	68.5	68.5	0.0	Yes	1.5	No
R2	43.3	L1	65.6	65.6	0.0	Yes	1.5	No
R3	47.0	L2	58.6	58.9	0.3	Yes	5.0	No
R4	42.3	L3	58.5	58.6	0.1	Yes	5.0	No
R5	48.5	L3	58.5	58.9	0.4	Yes	5.0	No

[1] See Exhibit 8-A for the receiver locations.
[2] Total Project daytime operational noise levels as shown on Table 9-3.
[3] Reference noise level measurement locations as shown on Exhibit 5-A.
[4] Observed daytime ambient noise levels as shown on Table 5-1.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance increase criteria as shown on Table 4-2.

TABLE 9-6: NIGHTTIME OPERATIONAL NOISE LEVEL INCREASES

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Noise Sensitive Land Use?	Increase Criteria[7]	Increase Criteria Exceeded?[7]
R1	44.3	L4	62.2	62.3	0.1	Yes	3.0	No
R2	40.7	L1	64.2	64.2	0.0	Yes	3.0	No
R3	42.1	L2	56.6	56.8	0.2	Yes	5.0	No
R4	38.2	L3	56.4	56.5	0.1	Yes	5.0	No
R5	43.6	L3	56.4	56.6	0.2	Yes	5.0	No

[1] See Exhibit 8-A for the receiver locations.
[2] Total Project nighttime operational noise levels as shown on Table 9-3.
[3] Reference noise level measurement locations as shown on Exhibit 5-A.
[4] Observed nighttime ambient noise levels as shown on Table 5-1.
[5] Represents the combined ambient conditions plus the Project activities.
[6] The noise level increase expected with the addition of the proposed Project activities.
[7] Significance increase criteria as shown on Table 4-2.

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10 CONSTRUCTION IMPACTS

This section analyzes potential average dBA L_{eq} impacts resulting from the short-term construction activities associated with the development of the Project. Exhibit 10-A shows the construction noise source locations in relation to the nearby sensitive receiver locations previously described in Section 8.

10.1 CONSTRUCTION NOISE LEVELS

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment is expected to occur in the following stages, based on the *Highland Springs and 8th Retail Air Quality Impact Analysis* (21) for the Project:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

This construction noise analysis was prepared using reference noise level measurements taken by Urban Crossroads, Inc. to describe the typical construction activity noise levels for each stage of Project construction. The construction reference noise level measurements represent a list of typical construction activity noise levels.

10.2 CONSTRUCTION REFERENCE NOISE LEVELS

To describe the Project construction noise levels, measurements were collected for similar activities at several construction sites. Table 10-1 provides a summary of the construction reference noise level measurements. Since the reference noise levels were collected at varying distances of 30 feet and 50 feet, all construction noise level measurements presented on Table 10-1 have been adjusted for consistency to describe a uniform reference distance of 50 feet.

EXHIBIT 10-A: CONSTRUCTION NOISE SOURCE LOCATIONS

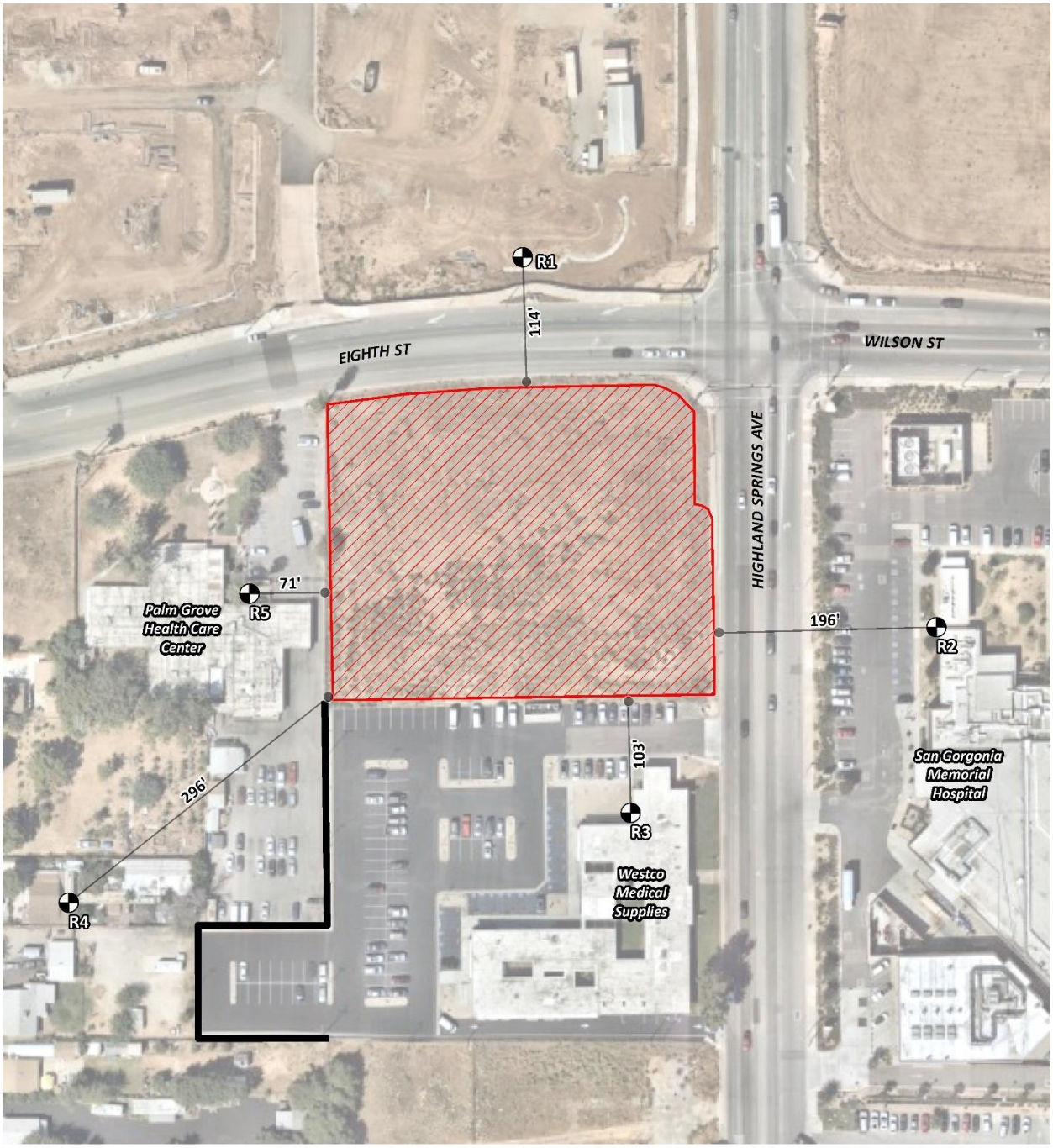

TABLE 10-1: CONSTRUCTION REFERENCE NOISE LEVELS

Construction Stage	Reference Construction Activity[1]	Reference Noise Level @ 50 Feet (dBA L_{eq})	Highest Reference Noise Level (dBA L_{eq})
Site Preparation	Scraper, Water Truck, & Dozer Activity	75.3	75.3
	Backhoe	64.2	
	Water Truck Pass-By & Backup Alarm	71.9	
Grading	Rough Grading Activities	73.5	73.5
	Water Truck Pass-By & Backup Alarm	71.9	
	Construction Vehicle Maintenance Activities	67.5	
Building Construction	Foundation Trenching	68.2	71.6
	Framing	62.3	
	Concrete Mixer Backup Alarms & Air Brakes	71.6	
Paving	Concrete Mixer Truck Movements	71.2	71.2
	Concrete Paver Activities	65.6	
	Concrete Mixer Pour & Paving Activities	65.9	
Architectural Coating	Air Compressors	65.2	65.2
	Generator	64.9	
	Crane	62.3	

[1] Reference construction noise level measurements taken by Urban Crossroads, Inc.

10.3 CONSTRUCTION NOISE ANALYSIS

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were completed. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location. As shown on Table 10-2, the construction noise levels are expected to range from 53.2 to 70.8 dBA L_{eq} at the nearby receiver locations. Appendix 10.1 includes the detailed CadnaA construction noise model inputs.

TABLE 10-2: CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	69.2	67.4	65.5	65.1	59.1	69.2
R2	65.9	64.1	62.2	61.8	55.8	65.9
R3	69.3	67.5	65.6	65.2	59.2	69.3
R4	63.3	61.5	59.6	59.2	53.2	63.3
R5	70.8	69.0	67.1	66.7	60.7	70.8

[1] Noise receiver locations are shown on Exhibit 10-A.
[2] Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1.

10.3 CONSTRUCTION NOISE LEVEL COMPLIANCE

To evaluate whether the Project will generate potentially significant short-term noise levels at nearby receiver locations, a construction-related noise level threshold of 75 dBA L_{eq} is used as acceptable thresholds to assess construction noise level impacts. The construction noise analysis shows that the nearby receiver locations will satisfy the 75 dBA L_{eq} significance threshold during Project construction activities as shown on Table 10-3. Therefore, the noise impacts due to Project construction noise is considered *less than significant* at all receiver locations

TABLE 10-3: CONSTRUCTION NOISE LEVEL COMPLIANCE

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	69.2	75	No
R2	65.9	75	No
R3	69.3	75	No
R4	63.3	75	No
R5	70.8	75	No

[1] Noise receiver locations are shown on Exhibit 10-A.
[2] Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 10-2.
[3] Exterior construction noise level standard represents the combination of the City of Beaumont 55 dBA L_{eq} interior noise level limit and the 20 dBA noise reduction associated with typical building construction.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?

10.5 CONSTRUCTION VIBRATION IMPACTS

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent,

localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. Using the vibration source level of construction equipment provided on Table 6-5 and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts.

Table 10-4 presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 71 feet (at location R5) to 296 feet (at location R4) from Project construction activities (at the Project site boundary), construction vibration levels are estimated to range from 54.8 to 73.4 VdB and will remain below the FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria of 78 VdB for daytime residential uses at all receiver locations. Therefore, the Project-related vibration impacts are considered *less than significant* during the construction activities at the Project site.

Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter.

TABLE 10-4: PROJECT CONSTRUCTION VIBRATION LEVELS

Receiver Location[1]	Distance to Construction Activity (Feet)	Receiver Vibration Levels (VdB)[2]					Threshold VdB[3]	Threshold Exceeded?[4]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Levels		
R1	114'	38.2	59.2	66.2	67.2	67.2	78	No
R2	196'	31.2	52.2	59.2	60.2	60.2	78	No
R3	103'	39.6	60.6	67.6	68.6	68.6	78	No
R4	296'	25.8	46.8	53.8	54.8	54.8	78	No
R5	71'	44.4	65.4	72.4	73.4	73.4	78	No

[1] Noise receiver locations are shown on Exhibit 10-A.
[2] Based on the Vibration Source Levels of Construction Equipment included on Table 6-5.
[3] Source: FTA Transit Noise and Vibration Impact Assessment maximum acceptable vibration criteria.
4 Does the vibration level exceed the maximum acceptable vibration threshold?

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11 REFERENCES

1. **State of California.** *California Environmental Quality Act, Appendix G.* 2018.
2. **Urban Crossroads, Inc.** *Highland Springs and 8th Retail Traffic Impact Analysis.* March 2020.
3. **California Department of Transportation Environmental Program.** *Technical Noise Supplement - A Technical Supplement to the Traffic Noise Analysis Protocol.* Sacramento, CA : s.n., September 2013.
4. **Environmental Protection Agency Office of Noise Abatement and Control.** *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety.* March 1974. EPA/ONAC 550/9/74-004.
5. **U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch.** *Highway Traffic Noise Analysis and Abatement Policy and Guidance.* December 2011.
6. **U.S. Department of Transportation, Federal Highway Administration.** *Highway Traffic Noise in the United States, Problem and Response.* April 2000. p. 3.
7. **U.S. Environmental Protection Agency Office of Noise Abatement and Control.** *Noise Effects Handbook-A Desk Reference to Health and Welfare Effects of Noise.* October 1979 (revised July 1981). EPA 550/9/82/106.
8. **Occupational Safety and Health Administration.** *Standard 29 CRF, Part 1910.*
9. **U.S. Department of Transportation, Federal Transit Administration.** *Transit Noise and Vibration Impact Assessment.* September 2018.
10. **Office of Planning and Research.** *State of California General Plan Guidelines.* October 2017.
11. **State of California.** *2016 California Green Building Standards Code.* January 2017.
12. **City of Beaumont.** *General Plan Saftey Element.* March 2007.
13. **California Court of Appeal.** *Gray v. County of Madera, F053661.* 167 Cal.App.4th 1099; - Cal.Rptr.3d, October 2008.
14. **Federal Interagency Committee on Noise.** *Federal Agency Review of Selected Airport Noise Analysis Issues.* August 1992.
15. **California Department of Transportation.** *Technical Noise Supplement.* November 2009.
16. **American National Standards Institute (ANSI).** *Specification for Sound Level Meters ANSI S1.4-2014/IEC 61672-1:2013.*
17. **U.S. Department of Transportation, Federal Highway Administration.** *FHWA Highway Traffic Noise Prediction Model.* December 1978. FHWA-RD-77-108.
18. **California Department of Transportation Environmental Program, Office of Environmental Engineering.** *Use of California Vehicle Noise Reference Energy Mean Emission Levels (Calveno REMELs) in FHWA Highway Traffic Noise Prediction.* September 1995. TAN 95-03.
19. **California Department of Transportation.** *Traffic Noise Attenuation as a Function of Ground and Vegetation Final Report.* June 1995. FHWA/CA/TL-95/23.
20. **County of Riverside, Office of Industrial Hygiene.** *Requirements for Determining and Mitigating Traffic Noise Impacts to Residential Structures.* April 2015.
21. **Urban Crossroads, Inc.** *Highland Springs and 8th Retail Air Quality Impact Analysis.* March 2020.

12 CERTIFICATION

The contents of this noise study report represent an accurate depiction of the noise environment and impacts associated with the proposed Highland Springs and 8th Retail Project. The information contained in this noise study report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (949) 336-5979.

Bill Lawson, P.E., INCE
Principal
URBAN CROSSROADS, INC.
260 E. Baker Street, Suite 200
Costa Mesa, CA 92626
(949) 336-5979
blawson@urbanxroads.com

EDUCATION

Master of Science in Civil and Environmental Engineering
California Polytechnic State University, San Luis Obispo • December, 1993

Bachelor of Science in City and Regional Planning
California Polytechnic State University, San Luis Obispo • June, 1992

PROFESSIONAL REGISTRATIONS

PE – Registered Professional Traffic Engineer – TR 2537 • January, 2009
AICP – American Institute of Certified Planners – 013011 • June, 1997–January 1, 2012
PTP – Professional Transportation Planner • May, 2007 – May, 2013
INCE – Institute of Noise Control Engineering • March, 2004

PROFESSIONAL AFFILIATIONS

ASA – Acoustical Society of America
ITE – Institute of Transportation Engineers

PROFESSIONAL CERTIFICATIONS

Certified Acoustical Consultant – County of Orange • February, 2011
FHWA-NHI-142051 Highway Traffic Noise Certificate of Training • February, 2013

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APPENDIX 3.1:

CITY OF BEAUMONT MUNICIPAL CODE

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Chapter 9.02 - NOISE CONTROL[1]

Footnotes:

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Editor's note— Ord. No. 1067, § 1(Exh. A), adopted Jan. 19, 2016 , amended Ch. 9.02 in its entirety to read as herein set out. Former Ch. 9.02, §§ 9.02.010—9.02.110, pertained to similar subject matter, and derived from Ord. No. 914, § 1, adopted July 3, 2007; Ord. 997, adopted May 3, 2011.

9.02.010 - Purpose.

The purpose of this Chapter is to establish criteria and standards for the regulation of noise levels within the City and to implement the noise provisions contained in the City's General Plan.

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.020 - Findings.

It is hereby found and declared that:

A. The making, creation or maintenance of excessive, unnecessary, unnatural or unusually loud noises which are prolonged, unusual and unnatural in their time, place and use, affect and are a detriment to public health, comfort, convenience, safety, welfare and prosperity of the residents of the City; and

B. The necessity for the provisions and prohibitions hereinafter contained and enacted is hereby declared as a matter of legislative determination and public policy. It is further declared that the provisions and prohibitions hereinafter contained and enacted are in pursuance of and for the purpose of securing and promoting the public health, comfort, convenience, safety, welfare and prosperity and the peace and quiet of the City.

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.030 - Definitions.

"Ambient noise" shall mean the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding any intrusive noise.

"Capital improvement" shall mean major construction, acquisition or maintenance/repair projects. Examples of capital improvements include street improvements, park development and construction of public buildings or structures, treatment plants. Structures include lighting, sewer and water pipelines and other related utility structures including treatment plants, gas, electric and other infrastructure, landscaping and drainage facilities and all other public infrastructure. "Acquisitions" include the acquisition of land or interest in land. Major maintenance/repairs may include street resurfacing and modifications to public buildings and structures.

"Commercial purpose" shall mean the use, operation or maintenance of any sound-amplifying equipment for the purpose of advertising any business, goods or services and/or for the purpose of advertising or attracting the attention of the public to or soliciting patronage for any performance, entertainment, exhibition or event, or for the purpose of demonstrating any such sound equipment.

"Cumulative time period" shall mean a period of time composed of individual time segments which may be continuous or interrupted.

"Decibel (dB)" shall mean a measurement unit of sound pressure level which denotes the ratio between two quantities which are proportional to power; the number of decibels corresponding to the ratio of two amounts of power is ten times the logarithm to the base ten of this ratio.

"Governmental agency" shall mean the United States (federal government), the State of California, the County of Riverside, the City of Beaumont, the school district and any special district within Riverside County or any combination of these agencies.

"Impact noise" shall mean the sound produced by the impact or collision of one moving object or mass with a second object or mass that is stationary or moving.

"Intrusive noise" shall mean a sound which intrudes over and above the existing ambient noise level at a given location.

"Motor-driven vehicle" shall include, but not be limited to, any automobile, truck, van, bus, motorcycle, minibike, go-cart or other self-propelled vehicle, on or off road, and aircraft.

"Noise" shall mean any sound that is loud or disturbing or that interferes with one's ability to hear some other sound.

"Noise level" shall mean the "A" weighted sound pressure level in decibels audible to humans obtained by using a sound level meter. The unit of noise level measurement shall be designated as dB(A).

"Person" shall mean a person, firm, association, partnership, joint venture, corporation or any entity, public or private in nature.

"Public property" shall mean property that is owned by any governmental agency as indicated in this section or held by the public, including, but not limited to, parks, streets, sidewalks, and alleys.

"Simple tone noise" shall mean a noise characterized by a predominant frequency or frequencies so that other frequencies cannot be readily distinguished.

"Sound pressure level of a sound, in decibels" shall mean 20 times the logarithm to the base ten of the ratio of the pressure of this sound to the reference pressure, which reference pressure shall be explicitly stated.

As used in Section 9.02.110(H), "public nuisance" is defined by Civil Code Section 3479.

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.040 - Noise level measurement criteria.

A. Any noise level measurement, made pursuant to the provisions of this Chapter, shall be determined by using a sound level meter that meets the minimum requirements of the American National Standard Institute for sound level meters, or by using an instrument with associated recording and analyzing equipment that will provide equivalent data.

B. The factors which shall be considered in determining whether a violation of the provisions of this section exists shall include, but not be limited to, the following:

1. The sound level of the objectionable noise;
2. The sound level of the ambient noise;
3. The proximity of the noise to residential sleeping facilities;
4. The nature and zoning of the area within which the noise emanates;
5. The number of persons affected by the noise source;
6. The time of day or night the noise occurs;
7. The duration of the noise and its tonal, informational or musical content;

8. Whether the noise is produced by a commercial or noncommercial activity.

C. The above factors shall be considered in addition to the noise levels set forth in this section in determining a violation. However, noises do not necessarily need to exceed those noise level limits to be considered unnecessary or unusual so as to cause discomfort or annoyance to persons in the area.

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.050 - Base ambient noise level.

All ambient noise measurements shall commence at the base ambient noise levels in decibels within the respective times and zones as follows:

Decibels	Time	Zone Use
45 dB(A)	10:00 p.m. — 7:00 a.m.	Residential
55 dB(A)	7:00 a.m. — 10:00 p.m.	Residential
50 dB(A)	10:00 p.m. — 7:00 a.m.	Industrial and Commercial
75 dB(A)	7:00 a.m. — 10:00 p:m.	Industrial and Commercial

Actual decibel measurements exceeding the levels set forth hereinabove at the times and within the zones corresponding thereto shall be employed as the "base ambient noise level" referred to in this Chapter. Otherwise, no ambient noise shall be deemed to be less than the above specified levels.

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.060 - Exterior noise level measurement.

Except as otherwise specifically provided herein, all reference to "exterior noise" or "exterior noise levels" as used in this Chapter shall be as measured at any point relative to the closest point of the source of the noise at the property line of the complaining party. Measurements will not be made during extraordinary times, such as during the movement of a nearby train or airplane.

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.070 - Maximum residential noise levels.

No noise level shall exceed the following for the duration periods specified:

Noise Level Exceeded	Maximum Duration Period

5 dB(A) above BANL	15 minutes any hour
10 dB(A) above BANL	5 minutes any hour
15 dB(A) above BANL	1 minute any hour
20 dB(A) above BANL	Not permitted

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.080 - Maximum interior noise levels.

A. No person shall operate or cause to be operated, any source of sound which causes the noise level, when measured inside another dwelling unit, school or hospital, to exceed:

Decibels	Time	Land Use
35 dB(A)	10:00 p.m. — 7:00 a.m.	Residential
45 dB(A)	7:00 a.m. — 10:00 p.m.	Residential
45 dB(A)	7:00 a.m. — 10:00 p.m. (while school is in session)	School
45 dB(A)	Anytime	Hospital

B. No person shall operate or cause to be operated, any source of sound which causes the noise level, when measured inside another dwelling unit, school or hospital, to exceed:

Noise Level Exceeded	Maximum Duration Period
5 dB(A) above interior BANL	5 minutes any hour
10 dB(A) above interior BANL	1 minutes any hour
Over 10 dB(A) above interior BANL	Not permitted

C. If the measured interior ambient noise level exceeds that permissible within the first two noise limit categories in this section, the allowable noise exposure standard shall be increased in five decibel increments in each category as appropriate to reflect the interior ambient noise level. In the event the interior ambient noise level exceeds the third noise limit category, the maximum allowable interior noise level under said category shall be increased to reflect the maximum interior ambient noise level.

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.090 - Maximum nonresidential noise levels.

Any provision contained herein to the contrary notwithstanding, no exterior noise level shall exceed the base ambient noise levels (BANL) for nonresidential land uses set forth in any development agreement applicable to such development or as otherwise specifically set forth in any development standard which is by its terms enforceable by the City against the noise maker.

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.100 - Exemptions.

Sound emanating from the following sources is exempt from the provisions of this Chapter:

A. Capital improvement projects of a governmental agency.

B. Maintenance and repair of public properties by a governmental agency.

C. Utility and street repairs, street sweepers, garbage services, emergency response warning noises, emergency generators and fire alarm systems are exempt from this Chapter.

D. Other public/governmental services or operations including, but not limited to trains and railway or airplanes and helicopter machinery, equipment or vehicles.

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.110 - Special provisions.

A. *Sound Performances and Special Events.* Sound performances and special events not exceeding 95 dB measured at a distance of 50 feet from the loudest source are exempt from this Chapter when approval therefore has been obtained from the appropriate governmental entity.

B. *Vehicle Horns.* Vehicle horns, back-up warning devices, or other devices primarily intended to create a loud noise for warning purposes, shall be used only when the vehicle is in a situation where life, health or property are endangered or as required by law.

C. *Alarm System.* An audible alarm system affixed to a motor vehicle shall be equipped with an automatic shutoff, which shuts off the alarm within a maximum of 15 minutes from the time of activation. Such alarm may not emit a sound similar to the sound emitted by sirens in use on emergency vehicles or to those used for civil defense purposes. For purposes of this section, any variable tone, as opposed to one steady pitch, shall be considered similar to the sound emitted by an emergency vehicle siren. The Police Department is authorized to abate the nuisance of an audible alarm system affixed to a motor vehicle, which sounds beyond 15 minutes by using any means necessary to disconnect the vehicle alarm. The expense of disconnecting the alarm shall be a lien against the motor vehicle and shall be the personal obligation of the owner thereof.

D. *Radios, Televisions, Stereos, Speakers, etc.* It shall be unlawful for any person, without special permit or as may otherwise be provided in this Chapter, to play, use, operate or permit to be played, used or operated, any radio, television, musical instrument, stereo equipment, or other machine or device used for producing, reproducing or amplifying sound at such sound levels as to cause the sound level to exceed 40 dB(A) as measured within the residence of any complaining person.

E. *Animals, Fowl, etc.* It shall be unlawful to keep or harbor any animal which emits, between the hours of 11:00 p.m. and 7:00 a.m., any unreasonable sound or cry which disturbs or may disturb the peace and comfort or repose of a reasonable person of normal sensitiveness who resides in the neighborhood or area in which such animal is located or kept. For barking dog, see limitations set forth in Section 6.04.080. This provision shall not apply to farm animals within any zone in which such farm animals are permitted under the Municipal Code.

F. *Construction, Landscape, Maintenance or Repair.*

1. It shall be unlawful for any person to engage in or permit the generation of noise related to landscape maintenance, construction including erection, excavation, demolition, alteration or repair of any structure or improvement, at such sound levels, as measured at the property line of the nearest adjacent occupied property, as to be in excess of the sound levels permitted under this Chapter, at other times than between the hours of 7:00 a.m. and 6:00 p.m. The person engaged in such activity is hereby permitted to exceed sound levels otherwise set forth in this Chapter for the duration of the activity during the above described hours for purposes of construction. However, nothing contained herein shall permit any person to cause sound levels to at any time exceed 55 dB(A) for intervals of more than 15 minutes per hour as measured in the interior of the nearest occupied residence or school.

2. Whenever a construction site is within one-quarter of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.

3. Construction related noise as defined in subsection (F)(1) and (2) above may take place outside the time period set forth therein and above the relative sound levels in case of urgent necessity in the interest of public health and safety, and then only with the prior permission of the building inspector. Such permit may be granted for a period not to exceed three days or until the emergency ends, whichever is less. The permit may be renewed for periods of three days while the emergency continues.

4. Unless exempted by this Chapter, if the building official should determine that the public health and safety will not be impaired by the construction related noise, the building inspector may issue a permit for construction within the hours of 6:00 p.m. and 7:00 a.m., upon application being made at the time the permit for the work is awarded or during the progress of the work. The building official may place such conditions on the issuance of the permit that are appropriate to maintain the public health and safety, as determined by the building official.

G. *Machinery, Equipment, Fans and Air Conditioning.* It shall be unlawful for any person to operate, cause to operate or permit the operation of any machinery, equipment, device, pump, fan, compressor, air conditioning apparatus or similar mechanical device, including but not limited to the use of any steam shovel, pneumatic hammer, derrick, steam or electric hoist, blower or power fan, or any internal combustion engine, the operation of which causes noise due to the explosion of operating gases or fluids, or other appliance, in any manner so as to create any noise which would cause the noise level at the property line of the property upon which the equipment or machinery is operated to exceed the base ambient noise level by five dB(A).

H. *Motor Driven Vehicles.* It shall be unlawful for any person to operate any motor driven vehicle within the City that, due to the nature of the operation of the vehicle, or due to the operating condition of the vehicle, or due to any modification made to the vehicle, in such manner as to exceed noise levels set forth in Section 9.02.050 hereof.

1. Exhaust. It shall be unlawful for any person to discharge into the open air the exhaust of any steam engine, stationary internal combustion engine, motorboat or motor driven vehicle except through a muffler or other device which will effectively prevent loud or explosive noises there from.

2. No person shall use or operate a stereo system, radio, electronic music device, television or similar device in a vehicle on a public street which is audible to a person of normal hearing sensitivity, more than 50 feet from said vehicle.

I. Notwithstanding any other provisions of this Chapter and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or creates a public nuisance. The standard which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following:

1. The level of noise;

2. Whether the nature of the noise is usual or unusual;

3. Whether the origin of the noise is natural or unnatural;

4. The level and intensity of the background noise, if any;

5. The proximity of the noise to residential sleeping facilities;

6. The nature of the zoning of the area within which the noise emanates;

7. The density of the inhabitation of the area within which the noise emanates;

8. The time of the day and night the noise occurs;

9. Whether the noise is recurrent, intermittent, or constant;

10. The duration of the noise; and

11. Whether the noise is produced by a commercial or noncommercial activity.

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.120 - Exception permits.

If the applicant can show to the City manager or designee, that a diligent investigation of available noise abatement techniques indicates that immediate compliance with the requirements of this Chapter would be impractical or unreasonable, a permit to allow exception from the provisions contained in this Chapter may be issued, with appropriate conditions to minimize the public detriment caused by such exceptions. Any such permit shall be of as short duration as possible, but in no case for longer than six months. These permits are renewable upon a showing of good cause, and shall be conditioned by a schedule for compliance and details of compliance methods in appropriate cases.

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.130 - Application between zones.

In applying the regulations set forth in this Chapter, each source of noise shall be subject only to such regulation as shall apply to the zone, including any designated truck route, within which it is located. A use lying adjacent to a zone with a more restrictive noise requirement hereunder shall not be required to conform to that more restrictive requirement. For purposes of this subsection, "zone" shall be as utilized in Title 17 of the Beaumont Municipal Code.

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.140 - Penalty for violation.

In the discretion of the Enforcement Officer, any person violating the provisions of this Chapter may be issued an Administrative Citation pursuant to Beaumont Municipal Code Chapter 1.17 or shall be guilty of an infraction pursuant to Beaumont Municipal Code Chapter 1.16. In either case, the amount of the fine shall be the appropriate amount set forth in Section 1.16.030 of this Code. Each such violation shall be deemed a separate offense as specified in Section 1.16.040.

Notwithstanding the foregoing, a first offense may be charged and prosecuted as a misdemeanor, punishable by a fine of $1,000.00, or six months in jail, or both

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.150 - Additional remedy—Injunction.

As an additional remedy, the operation or maintenance of any device, instrument, vehicle or machinery in violation of any provision hereof and which causes discomfort or annoyance to reasonable persons of normal sensitiveness or which endangers the comfort, repose, health or peace of residents in the area shall be deemed, and is declared to be a public nuisance and may be subject to abatement summarily by a restraining order or injunction issued by a court of competent jurisdiction.

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

9.02.160 - No mandatory duty created.

No section of this Chapter shall impose a mandatory duty on the City, or on any officer, official, agent, employee, board, council, or commission of the City. Instead, if any section purports to impose a mandatory duty of enforcement, that section shall be deemed to invest the City, and the appropriate officer, official, agent, employee, board, council, or commission with discretion to enforce the section or not to enforce it. A police officer, for example, shall have the discretion to quiet a nuisance without applying standards detailed herein.

(Ord. No. 1067, § 1(Exh. A), 1-19-2016)

APPENDIX 5.1:

STUDY AREA PHOTOS

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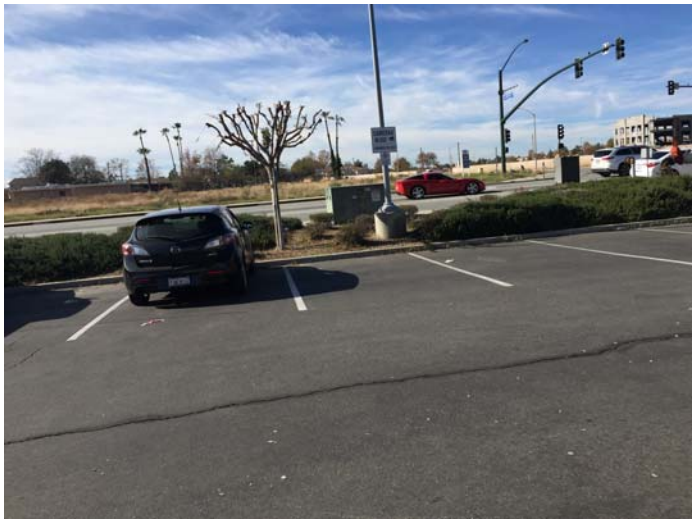
JN: 13073 Study Area Photos

L1_E
33, 55' 56.790000", 116, 56' 47.600000"

L1_N
33, 55' 56.910000", 116, 56' 47.960000"

L1_S
33, 55' 56.710000", 116, 56' 47.520000"



L1_W
33, 55' 56.820000", 116, 56' 47.600000"

L2_E
33, 55' 55.020000", 116, 56' 51.060000"

L2_N
33, 55' 54.980000", 116, 56' 51.090000"

JN: 13073 Study Area Photos

L2_S
33, 55' 54.990000", 116, 56' 51.090000"

L2_W
33, 55' 55.060000", 116, 56' 51.040000"

L3_E
33, 55' 52.380000", 116, 56' 57.760000"

L3_N
33, 57' 35.150000", 116, 57' 40.090000"

L3_S
33, 55' 52.380000", 116, 56' 57.760000"

L3_W
33, 55' 52.480000", 116, 56' 57.900000"

JN: 13073 Study Area Photos

L4_E
33, 55' 57.420000", 116, 56' 54.660000"

L4_N
33, 55' 57.450000", 116, 56' 54.720000"

L4_S
33, 55' 57.450000", 116, 56' 54.720000"

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APPENDIX 5.2:

NOISE LEVEL MEASUREMENT WORKSHEETS

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24-Hour Noise Level Measurement Summary

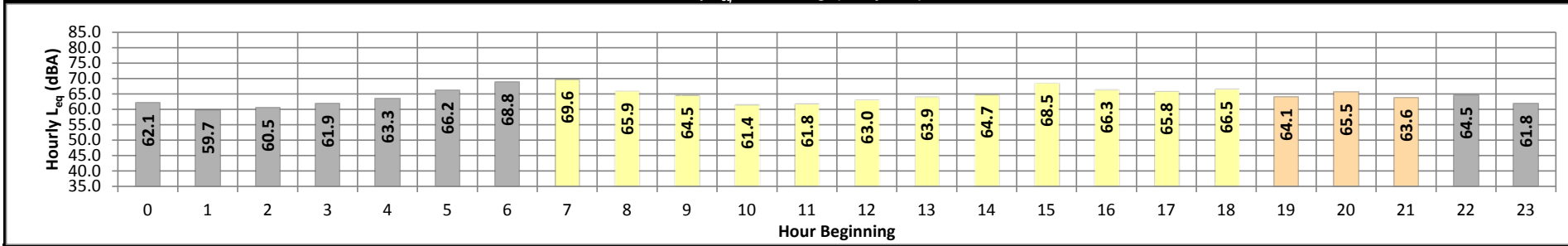
Date: Thursday, December 12, 2019
Project: Highland Springs and 8th Retail

Location: L1 - Located east of the Project site near the San Gregorio Memorial Hospital.

Meter: Piccolo II

JN: 13073
Analyst: P. Mara

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	62.1	69.0	57.5	68.8	68.4	66.8	65.5	62.5	60.6	58.3	57.9	57.6	62.1	10.0	72.1
	1	59.7	65.9	55.1	65.6	65.3	64.3	63.3	60.2	58.3	56.0	55.6	55.3	59.7	10.0	69.7
	2	60.5	66.5	56.5	66.2	65.8	64.6	63.7	61.0	59.3	57.3	57.0	56.6	60.5	10.0	70.5
	3	61.9	68.1	57.8	67.8	67.5	66.3	65.4	62.1	60.5	58.6	58.3	57.9	61.9	10.0	71.9
	4	63.3	67.5	60.1	67.2	67.0	66.2	65.7	64.1	62.6	60.9	60.5	60.2	63.3	10.0	73.3
	5	66.2	72.0	62.7	71.8	71.4	70.1	69.1	66.5	65.2	63.4	63.1	62.8	66.2	10.0	76.2
	6	68.8	75.6	64.9	75.3	74.8	73.3	72.3	68.9	67.4	65.7	65.3	65.0	68.8	10.0	78.8
Day	7	69.6	78.6	62.5	78.2	77.8	76.5	74.9	68.6	65.8	63.5	63.0	62.6	69.6	0.0	69.6
	8	65.9	73.8	59.7	73.4	73.0	71.8	70.5	65.9	63.9	60.8	60.2	59.8	65.9	0.0	65.9
	9	64.5	74.0	57.1	73.5	72.8	70.9	69.5	63.7	61.3	58.4	57.9	57.2	64.5	0.0	64.5
	10	61.4	68.6	55.9	68.1	67.6	66.2	65.2	62.1	59.5	56.9	56.4	56.0	61.4	0.0	61.4
	11	61.8	68.8	55.8	68.5	68.0	66.6	65.7	62.6	59.9	56.8	56.3	55.9	61.8	0.0	61.8
	12	63.0	70.4	56.7	70.0	69.5	68.3	67.1	63.6	61.0	57.8	57.3	56.9	63.0	0.0	63.0
	13	63.9	73.7	56.8	72.9	72.3	69.9	68.2	63.8	60.6	57.8	57.3	56.9	63.9	0.0	63.9
	14	64.7	74.8	56.8	74.4	73.8	71.3	69.6	63.6	60.8	57.9	57.5	56.9	64.7	0.0	64.7
	15	68.5	78.9	57.8	78.5	78.1	76.4	74.3	66.1	62.1	59.2	58.6	58.0	68.5	0.0	68.5
	16	66.3	75.7	58.0	75.2	74.7	72.9	71.4	66.0	62.4	59.1	58.6	58.1	66.3	0.0	66.3
	17	65.8	75.2	58.9	74.7	74.0	72.1	70.4	65.3	63.2	60.0	59.5	59.0	65.8	0.0	65.8
	18	66.5	76.3	58.0	76.0	75.5	73.9	72.6	65.1	62.5	59.2	58.7	58.1	66.5	0.0	66.5
Evening	19	64.1	73.6	57.1	73.1	72.2	69.8	68.3	63.9	61.3	58.1	57.7	57.2	64.1	5.0	69.1
	20	65.5	76.6	57.6	76.0	75.2	71.7	69.9	64.3	61.6	58.5	58.1	57.7	65.5	5.0	70.5
	21	63.6	72.4	56.3	72.0	71.4	70.1	68.0	63.4	60.8	57.4	56.9	56.4	63.6	5.0	68.6
Night	22	64.5	74.1	54.6	73.3	72.8	71.4	69.9	64.9	58.9	55.7	55.2	54.8	64.5	10.0	74.5
	23	61.8	70.5	55.6	70.1	69.6	67.9	66.1	61.7	58.9	56.4	56.0	55.7	61.8	10.0	71.8

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	61.4	68.6	55.8	68.1	67.6	66.2	65.2	62.1	59.5	56.8	56.3	55.9
	Max	69.6	78.9	62.5	78.5	78.1	76.5	74.9	68.6	65.8	63.5	63.0	62.6
Energy Average		65.8	Average:		73.6	73.1	71.4	70.0	64.7	61.9	58.9	58.4	58.0
Evening	Min	63.6	72.4	56.3	72.0	71.4	69.8	68.0	63.4	60.8	57.4	56.9	56.4
	Max	65.5	76.6	57.6	76.0	75.2	71.7	69.9	64.3	61.6	58.5	58.1	57.7
Energy Average		64.5	Average:		73.7	72.9	70.5	68.7	63.9	61.2	58.0	57.5	57.1
Night	Min	59.7	65.9	54.6	65.6	65.3	64.3	63.3	60.2	58.3	55.7	55.2	54.8
	Max	68.8	75.6	64.9	75.3	74.8	73.3	72.3	68.9	67.4	65.7	65.3	65.0
Energy Average		64.2	Average:		69.6	69.2	67.9	66.8	63.5	61.3	59.1	58.8	58.4

L_{eq} (dBA)

24-Hour	*Daytime*	*Nighttime*
65.1	**65.6**	**64.2**

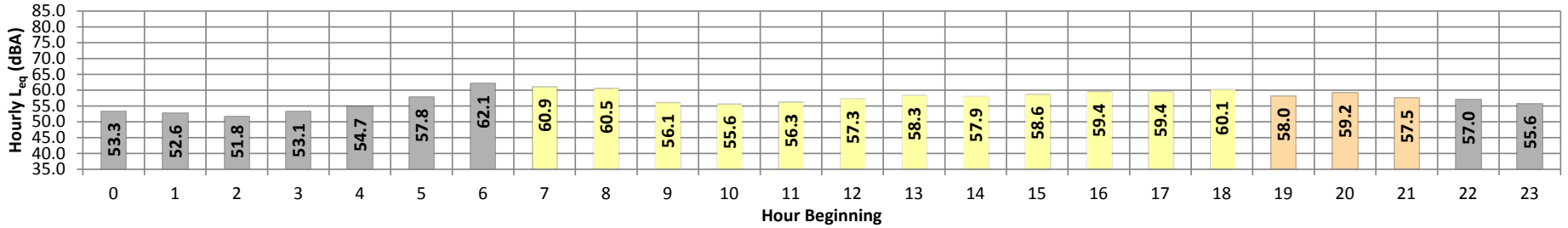
24-Hour CNEL (dBA)

71.1

24-Hour Noise Level Measurement Summary

Date: Thursday, December 12, 2019
Project: Highland Springs and 8th Retail
Location: L2 - Located by the southern border of the Project site by Medical and Dental Offices.
Meter: Piccolo II
JN: 13073
Analyst: P. Mara

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	53.3	59.0	49.7	58.7	58.4	57.4	56.6	53.6	52.2	50.4	50.1	49.8	53.3	10.0	63.3
	1	52.6	59.1	48.8	58.3	57.8	56.6	55.8	53.2	51.2	49.4	49.2	48.9	52.6	10.0	62.6
	2	51.8	57.3	48.9	56.8	56.4	55.3	54.6	52.0	50.8	49.5	49.2	48.9	51.8	10.0	61.8
	3	53.1	58.6	49.9	58.4	58.1	57.1	56.3	53.2	52.0	50.5	50.3	50.0	53.1	10.0	63.1
	4	54.7	59.2	51.8	58.9	58.5	57.7	57.1	55.3	54.2	52.5	52.2	51.9	54.7	10.0	64.7
	5	57.8	65.3	53.7	65.0	64.4	62.8	61.5	57.4	56.1	54.4	54.1	53.8	57.8	10.0	67.8
	6	62.1	72.9	55.7	71.9	71.0	68.7	66.5	60.6	58.7	56.5	56.1	55.8	62.1	10.0	72.1
Day	7	60.9	70.0	55.8	69.4	68.2	66.4	65.2	60.6	58.3	56.6	56.2	55.9	60.9	0.0	60.9
	8	60.5	72.7	53.0	71.8	70.7	66.8	64.6	57.8	55.8	53.9	53.5	53.1	60.5	0.0	60.5
	9	56.1	63.3	50.9	62.8	62.3	61.0	59.9	56.5	54.3	51.9	51.5	51.1	56.1	0.0	56.1
	10	55.6	62.5	50.5	62.1	61.6	60.4	59.4	56.0	53.9	51.5	51.0	50.6	55.6	0.0	55.6
	11	56.3	63.1	50.8	62.6	62.3	61.2	60.2	56.9	54.4	51.7	51.3	50.9	56.3	0.0	56.3
	12	57.3	64.4	52.5	63.9	63.5	61.9	60.7	57.7	55.8	53.4	53.0	52.7	57.3	0.0	57.3
	13	58.3	66.2	51.5	65.8	65.3	64.0	62.9	58.7	55.4	52.4	52.0	51.6	58.3	0.0	58.3
	14	57.9	67.9	51.6	67.3	66.7	63.7	61.3	57.3	55.2	52.7	52.2	51.7	57.9	0.0	57.9
	15	58.6	67.8	52.2	67.2	66.4	64.6	62.5	58.3	55.7	53.2	52.8	52.3	58.6	0.0	58.6
	16	59.4	68.8	52.6	68.3	67.7	65.3	63.5	59.5	56.2	53.5	53.2	52.8	59.4	0.0	59.4
	17	59.4	67.5	54.1	67.0	66.4	64.7	63.6	59.3	57.2	55.0	54.6	54.2	59.4	0.0	59.4
	18	60.1	69.6	53.6	69.3	68.8	66.4	63.9	59.6	57.0	54.5	54.1	53.7	60.1	0.0	60.1
Evening	19	58.0	65.2	53.7	64.8	64.2	62.9	62.0	58.0	56.3	54.4	54.2	53.8	58.0	5.0	63.0
	20	59.2	69.8	53.2	69.1	68.2	65.0	62.7	58.5	56.2	54.1	53.7	53.3	59.2	5.0	64.2
	21	57.5	65.4	52.2	64.9	64.5	63.3	61.6	57.2	55.5	53.1	52.7	52.3	57.5	5.0	62.5
Night	22	57.0	64.4	50.6	64.2	63.9	63.3	62.2	57.1	54.4	51.4	51.1	50.7	57.0	10.0	67.0
	23	55.6	63.5	50.9	62.9	62.5	60.9	60.2	55.2	53.4	51.7	51.4	51.1	55.6	10.0	65.6

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	55.6	62.5	50.5	62.1	61.6	60.4	59.4	56.0	53.9	51.5	51.0	50.6
	Max	60.9	72.7	55.8	71.8	70.7	66.8	65.2	60.6	58.3	56.6	56.2	55.9
Energy Average		58.7	Average:		66.5	65.8	63.9	62.3	58.2	55.8	53.4	53.0	52.6
Evening	Min	57.5	65.2	52.2	64.8	64.2	62.9	61.6	57.2	55.5	53.1	52.7	52.3
	Max	59.2	69.8	53.7	69.1	68.2	65.0	62.7	58.5	56.3	54.4	54.2	53.8
Energy Average		58.3	Average:		66.3	65.6	63.7	62.1	57.9	56.0	53.9	53.5	53.2
Night	Min	51.8	57.3	48.8	56.8	56.4	55.3	54.6	52.0	50.8	49.4	49.2	48.9
	Max	62.1	72.9	55.7	71.9	71.0	68.7	66.5	60.6	58.7	56.5	56.1	55.8
Energy Average		56.6	Average:		61.7	61.2	60.0	59.0	55.3	53.7	51.8	51.5	51.2

L_{eq} (dBA)

24-Hour	Daytime	Nighttime
58.0	58.6	56.6

24-Hour CNEL (dBA)

63.7

24-Hour Noise Level Measurement Summary

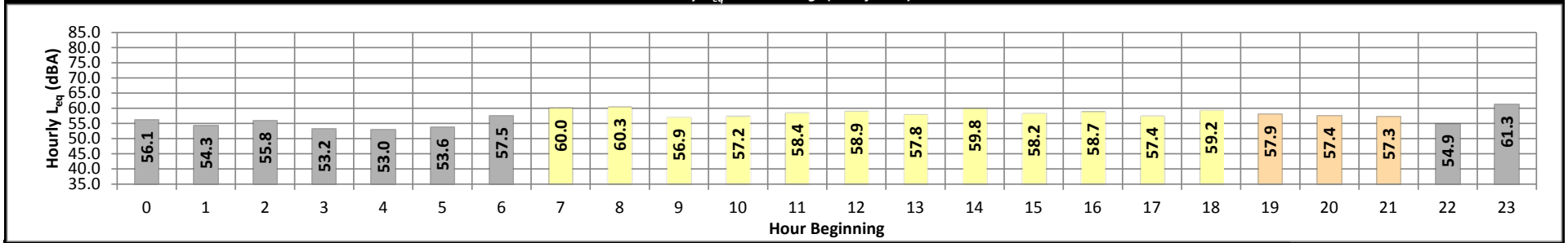
Date: Thursday, December 12, 2019
Project: Highland Springs and 8th Retail

Location: L3 - Located southwest of the Project site on Allegheny Street near the Tuscany Villas apartment complex.

Meter: Piccolo I

JN: 13073
Analyst: P. Mara

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	56.1	75.7	48.3	60.0	59.0	58.0	57.0	56.0	54.0	51.0	51.0	49.0	56.1	10.0	66.1
	1	54.3	63.3	47.0	58.0	57.0	57.0	56.0	55.0	53.0	51.0	50.0	49.0	54.3	10.0	64.3
	2	55.8	65.5	49.3	61.0	60.0	58.0	58.0	56.0	55.0	52.0	51.0	50.0	55.8	10.0	65.8
	3	53.2	73.1	45.1	64.0	60.0	57.0	55.0	51.0	49.0	47.0	46.0	45.0	53.2	10.0	63.2
	4	53.0	74.8	47.0	57.0	57.0	56.0	55.0	53.0	52.0	50.0	49.0	48.0	53.0	10.0	63.0
	5	53.6	66.1	47.7	58.0	57.0	56.0	55.0	54.0	52.0	51.0	50.0	49.0	53.6	10.0	63.6
	6	57.5	82.7	48.5	66.0	64.0	60.0	58.0	54.0	53.0	51.0	50.0	49.0	57.5	10.0	67.5
Day	7	60.0	74.6	51.3	66.0	65.0	63.0	62.0	60.0	59.0	56.0	54.0	52.0	60.0	0.0	60.0
	8	60.3	88.3	50.5	65.0	63.0	62.0	60.0	57.0	55.0	52.0	52.0	51.0	60.3	0.0	60.3
	9	56.9	69.8	50.7	65.0	64.0	62.0	61.0	56.0	54.0	52.0	52.0	51.0	56.9	0.0	56.9
	10	57.2	76.6	50.9	65.0	63.0	61.0	59.0	56.0	54.0	53.0	52.0	52.0	57.2	0.0	57.2
	11	58.4	75.6	52.0	67.0	66.0	63.0	61.0	57.0	55.0	53.0	53.0	52.0	58.4	0.0	58.4
	12	58.9	79.7	50.3	67.0	66.0	63.0	61.0	57.0	56.0	54.0	53.0	53.0	58.9	0.0	58.9
	13	57.8	75.1	52.2	67.0	65.0	61.0	59.0	56.0	55.0	54.0	53.0	52.0	57.8	0.0	57.8
	14	59.8	79.2	52.9	70.0	68.0	64.0	62.0	57.0	56.0	54.0	54.0	53.0	59.8	0.0	59.8
	15	58.2	73.4	52.0	68.0	66.0	63.0	61.0	56.0	55.0	53.0	53.0	52.0	58.2	0.0	58.2
	16	58.7	76.9	52.7	67.0	66.0	63.0	61.0	57.0	56.0	54.0	54.0	53.0	58.7	0.0	58.7
	17	57.4	72.3	52.1	66.0	63.0	60.0	59.0	57.0	55.0	54.0	53.0	53.0	57.4	0.0	57.4
	18	59.2	73.8	53.8	68.0	66.0	63.0	61.0	58.0	57.0	55.0	55.0	54.0	59.2	0.0	59.2
Evening	19	57.9	75.1	53.4	64.0	62.0	60.0	59.0	57.0	56.0	55.0	54.0	54.0	57.9	5.0	62.9
	20	57.4	77.7	52.1	63.0	61.0	59.0	58.0	57.0	56.0	54.0	54.0	53.0	57.4	5.0	62.4
	21	57.3	73.8	50.7	66.0	64.0	59.0	58.0	56.0	55.0	53.0	53.0	52.0	57.3	5.0	62.3
Night	22	54.9	70.5	49.2	61.0	58.0	57.0	56.0	55.0	54.0	52.0	51.0	50.0	54.9	10.0	64.9
	23	61.3	84.4	51.9	71.0	65.0	60.0	59.0	57.0	56.0	54.0	54.0	53.0	61.3	10.0	71.3

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	56.9	69.8	50.3	65.0	63.0	60.0	59.0	56.0	54.0	52.0	52.0	51.0
	Max	60.3	88.3	53.8	70.0	68.0	64.0	62.0	60.0	59.0	56.0	55.0	54.0
Energy Average		58.7	Average:		66.8	65.1	62.3	60.6	57.0	55.6	53.7	53.2	52.3
Evening	Min	57.3	73.8	50.7	63.0	61.0	59.0	58.0	56.0	55.0	53.0	53.0	52.0
	Max	57.9	77.7	53.4	66.0	64.0	60.0	59.0	57.0	56.0	55.0	54.0	54.0
Energy Average		57.5	Average:		64.3	62.3	59.3	58.3	56.7	55.7	54.0	53.7	53.0
Night	Min	53.0	63.3	45.1	57.0	57.0	56.0	55.0	51.0	49.0	47.0	46.0	45.0
	Max	61.3	84.4	51.9	71.0	65.0	60.0	59.0	57.0	56.0	54.0	54.0	53.0
Energy Average		56.4	Average:		61.8	59.7	57.7	56.6	54.6	53.1	51.0	50.2	49.1

L_{eq} (dBA)

24-Hour	*Daytime*	*Nighttime*
57.8	**58.5**	**56.4**

24-Hour CNEL (dBA)

63.5

24-Hour Noise Level Measurement Summary

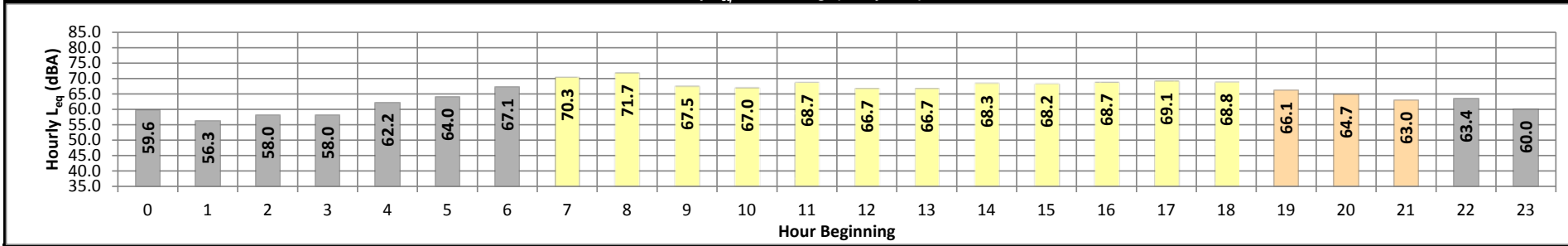
Date: Thursday, December 12, 2019
Project: Highland Springs and 8th Retail

Location: L4 - Located northwest of the Project site on East 8th Street near Palm Grove Health Care.

Meter: Piccolo II

JN: 13073
Analyst: P. Mara

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	59.6	70.3	50.8	69.9	69.2	66.4	64.3	58.8	55.0	51.6	51.3	50.9	59.6	10.0	69.6
	1	56.3	67.7	49.2	67.2	66.4	62.8	59.7	54.8	52.5	50.1	49.7	49.4	56.3	10.0	66.3
	2	58.0	69.5	49.2	69.1	68.4	65.6	62.9	55.2	51.9	49.7	49.5	49.2	58.0	10.0	68.0
	3	58.0	68.6	51.2	68.2	67.5	64.6	62.0	57.1	54.0	51.8	51.6	51.3	58.0	10.0	68.0
	4	62.2	73.3	53.4	72.8	72.1	69.0	66.8	60.9	57.1	54.3	53.9	53.5	62.2	10.0	72.2
	5	64.0	75.0	55.2	74.5	73.7	70.9	68.8	62.6	58.6	56.0	55.7	55.3	64.0	10.0	74.0
	6	67.1	76.7	58.4	76.3	75.6	73.6	72.1	66.9	63.1	59.4	58.9	58.5	67.1	10.0	77.1
Day	7	70.3	78.5	61.6	78.1	77.5	75.8	74.7	71.2	67.9	62.7	62.2	61.7	70.3	0.0	70.3
	8	71.7	81.1	61.0	80.6	80.0	78.2	77.0	71.6	67.8	62.4	61.8	61.2	71.7	0.0	71.7
	9	67.5	79.0	54.3	78.4	77.6	74.1	71.8	66.8	61.4	55.6	55.0	54.4	67.5	0.0	67.5
	10	67.0	76.8	56.3	76.4	75.8	73.6	72.0	66.8	62.3	57.5	57.0	56.4	67.0	0.0	67.0
	11	68.7	79.5	58.2	78.6	77.3	74.7	73.6	68.5	64.1	59.7	59.0	58.4	68.7	0.0	68.7
	12	66.7	76.1	54.3	75.8	75.2	73.7	72.4	66.8	61.6	55.6	54.9	54.4	66.7	0.0	66.7
	13	66.7	75.7	55.1	75.2	74.6	73.1	72.1	67.4	62.2	56.5	55.8	55.2	66.7	0.0	66.7
	14	68.3	76.3	56.5	75.9	75.1	73.4	72.5	69.5	66.3	59.4	57.9	56.7	68.3	0.0	68.3
	15	68.2	77.6	54.5	76.9	76.3	74.4	73.1	69.2	63.9	56.4	55.5	54.6	68.2	0.0	68.2
	16	68.7	77.8	55.4	77.3	76.5	74.5	73.4	69.9	64.9	57.2	56.2	55.6	68.7	0.0	68.7
	17	69.1	78.2	56.1	77.8	77.1	75.1	73.7	70.2	65.4	57.8	57.0	56.2	69.1	0.0	69.1
	18	68.8	78.4	56.3	77.9	77.0	75.0	73.5	69.5	64.9	58.2	57.2	56.5	68.8	0.0	68.8
Evening	19	66.1	75.7	54.7	75.3	74.6	72.8	71.5	66.3	61.4	55.9	55.3	54.8	66.1	5.0	71.1
	20	64.7	74.6	53.4	74.2	73.5	71.4	70.2	64.6	59.1	54.5	54.0	53.5	64.7	5.0	69.7
	21	63.0	73.1	52.2	72.8	72.2	70.1	68.4	62.2	57.3	53.2	52.7	52.3	63.0	5.0	68.0
Night	22	63.4	74.9	51.2	74.1	73.3	70.6	68.8	62.0	56.7	52.3	51.8	51.4	63.4	10.0	73.4
	23	60.0	70.1	51.1	69.8	69.3	67.0	65.2	58.7	55.4	52.1	51.6	51.2	60.0	10.0	70.0

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	66.7	75.7	54.3	75.2	74.6	73.1	71.8	66.8	61.4	55.6	54.9	54.4
	Max	71.7	81.1	61.6	80.6	80.0	78.2	77.0	71.6	67.9	62.7	62.2	61.7
Energy Average		68.7	Average:		77.4	76.7	74.6	73.3	68.9	64.4	58.2	57.5	56.8
Evening	Min	63.0	73.1	52.2	72.8	72.2	70.1	68.4	62.2	57.3	53.2	52.7	52.3
	Max	66.1	75.7	54.7	75.3	74.6	72.8	71.5	66.3	61.4	55.9	55.3	54.8
Energy Average		64.8	Average:		74.1	73.4	71.4	70.0	64.4	59.2	54.5	54.0	53.5
Night	Min	56.3	67.7	49.2	67.2	66.4	62.8	59.7	54.8	51.9	49.7	49.5	49.2
	Max	67.1	76.7	58.4	76.3	75.6	73.6	72.1	66.9	63.1	59.4	58.9	58.5
Energy Average		62.2	Average:		71.3	70.6	67.8	65.6	59.7	56.0	53.0	52.7	52.3

L_{eq} (dBA)

24-Hour	*Daytime*	*Nighttime*
66.8	**68.2**	**62.2**

24-Hour CNEL (dBA)

70.5

APPENDIX 7.1:

OFF-SITE TRAFFIC NOISE CONTOURS

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: Pennsylvania Ave.
Road Segment: n/o 8th St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	10,808 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	797 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	34 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	33.0 feet
Centerline Dist. to Observer:	33.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	28.723
Medium Trucks:	28.413
Heavy Trucks:	28.444

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	61.75	-1.18	3.51	-1.20	*-4.52*	0.000	0.000
Medium Trucks:	73.48	-18.42	3.58	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	79.92	-22.37	3.57	-1.20	*-5.69*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	62.9	62.2	60.9	54.9	63.3	63.9
Medium Trucks:	57.4	54.9	47.4	56.1	62.3	62.3
Heavy Trucks:	59.9	57.2	53.8	58.5	64.7	64.7
Vehicle Noise:	65.4	64.0	61.8	61.5	68.3	68.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	25	55	118	254
CNEL:	26	57	123	264

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: Pennsylvania Ave.
Road Segment: s/o 8th St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	10,753 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	792 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	24 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	39.0 feet
Centerline Dist. to Observer:	39.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	37.443
Medium Trucks:	37.206
Heavy Trucks:	37.230

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	61.75	-1.20	1.78	-1.20	*-4.58*	0.000	0.000
Medium Trucks:	73.48	-18.44	1.82	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	79.92	-22.39	1.82	-1.20	*-5.57*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	61.1	60.4	59.1	53.1	61.5	62.2
Medium Trucks:	55.7	53.1	45.6	54.3	60.5	60.5
Heavy Trucks:	58.1	55.4	52.0	56.7	62.9	63.0
Vehicle Noise:	63.7	62.2	60.1	59.7	66.5	66.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	23	49	106	229
CNEL:	24	51	110	238

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: Xenia Ave.
Road Segment: n/o 8th St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	6,342 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	467 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	54 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	42.379
Medium Trucks:	42.170
Heavy Trucks:	42.190

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	68.46	-5.25	0.97	-1.20	*-4.65*	0.000	0.000
Medium Trucks:	79.45	-22.49	1.01	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	84.25	-26.45	1.00	-1.20	*-5.43*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	63.0	62.3	61.0	55.0	63.4	64.0
Medium Trucks:	56.8	54.2	46.7	55.4	61.6	61.6
Heavy Trucks:	57.6	54.9	51.5	56.1	62.3	62.4
Vehicle Noise:	64.8	63.6	61.6	60.3	67.3	67.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	33	71	153	329
CNEL:	35	74	160	345

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: Allegheny St.
Road Segment: s/o 8th St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	767 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	57 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	34 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	33.0 feet
Centerline Dist. to Observer:	33.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	28.723
Medium Trucks:	28.413
Heavy Trucks:	28.444

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-13.34	3.51	-1.20	*-4.52*	0.000	0.000
Medium Trucks:	75.75	-30.57	3.58	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	81.57	-34.53	3.57	-1.20	*-5.69*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	53.3	52.6	51.3	45.3	53.7	54.3
Medium Trucks:	47.6	45.0	37.5	46.2	52.4	52.4
Heavy Trucks:	49.4	46.7	43.3	47.9	54.1	54.2
Vehicle Noise:	55.5	54.1	52.1	51.4	58.2	58.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	5	12	25	54
CNEL:	6	12	26	57

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: Highland Springs Ave.
Road Segment: n/o Wilson St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	19,602 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,445 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	0.74	0.30	-1.20	*-4.67*	0.000	0.000
Medium Trucks:	75.75	-16.50	0.33	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	81.57	-20.46	0.32	-1.20	*-5.38*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	64.1	63.5	62.1	56.1	64.6	65.2
Medium Trucks:	58.4	55.8	48.3	57.1	63.2	63.3
Heavy Trucks:	60.2	57.5	54.1	58.8	65.0	65.1
Vehicle Noise:	66.4	65.0	62.9	62.2	69.1	69.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	48	103	222	477
CNEL:	50	107	231	498

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: Highland Springs Ave.
Road Segment: s/o Wilson St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	21,342 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,573 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	1.11	0.30	-1.20	*-4.67*	0.000	0.000
Medium Trucks:	75.75	-16.13	0.33	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	81.57	-20.09	0.32	-1.20	*-5.38*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	64.5	63.8	62.5	56.5	64.9	65.5
Medium Trucks:	58.7	56.2	48.7	57.4	63.6	63.6
Heavy Trucks:	60.6	57.9	54.5	59.1	65.3	65.4
Vehicle Noise:	66.7	65.4	63.3	62.6	69.4	69.7

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	51	109	235	505
CNEL:	53	114	245	527

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: Highland Springs Ave.
Road Segment: n/o Ramsey St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	21,684 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,598 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	61.75	1.85	0.30	-1.20	*-4.67*	0.000	0.000
Medium Trucks:	73.48	-15.39	0.33	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	79.92	-19.35	0.32	-1.20	*-5.38*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	62.7	62.0	60.7	54.7	63.1	63.7
Medium Trucks:	57.2	54.6	47.1	55.9	62.1	62.1
Heavy Trucks:	59.7	57.0	53.6	58.2	64.4	64.5
Vehicle Noise:	65.2	63.8	61.6	61.3	68.1	68.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	41	88	190	409
CNEL:	43	92	198	426

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: Highland Springs Ave.
Road Segment: s/o Ramsey St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	31,684 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	2,335 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	2.82	-0.69	-1.20	*-4.71*	0.000	0.000
Medium Trucks:	75.75	-14.41	-0.67	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	81.57	-18.37	-0.67	-1.20	*-5.29*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	65.2	64.6	63.2	57.2	65.6	66.3
Medium Trucks:	59.5	56.9	49.4	58.1	64.3	64.4
Heavy Trucks:	61.3	58.6	55.2	59.9	66.1	66.2
Vehicle Noise:	67.5	66.1	64.0	63.3	70.2	70.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	69	148	319	688
CNEL:	72	155	333	718

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: Highland Springs Ave.
Road Segment: s/o I-10

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	40,286 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	2,969 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	3.87	-0.69	-1.20	*-4.71*	0.000	0.000
Medium Trucks:	75.75	-13.37	-0.67	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	81.57	-17.33	-0.67	-1.20	*-5.29*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	66.3	65.6	64.3	58.3	66.7	67.3
Medium Trucks:	60.5	57.9	50.4	59.2	65.4	65.4
Heavy Trucks:	62.4	59.7	56.3	60.9	67.1	67.2
Vehicle Noise:	68.5	67.1	65.1	64.4	71.2	71.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	81	174	375	807
CNEL:	84	181	391	842

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: 8th St.
Road Segment: w/o Pennsylvania Ave.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	3,890 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	287 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	34 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	33.0 feet
Centerline Dist. to Observer:	33.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	28.723
Medium Trucks:	28.413
Heavy Trucks:	28.444

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	61.75	-5.62	3.51	-1.20	*-4.52*	0.000	0.000
Medium Trucks:	73.48	-22.85	3.58	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	79.92	-26.81	3.57	-1.20	*-5.69*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	58.4	57.8	56.4	50.4	58.9	59.5
Medium Trucks:	53.0	50.4	42.9	51.7	57.9	57.9
Heavy Trucks:	55.5	52.8	49.4	54.0	60.2	60.3
Vehicle Noise:	61.0	59.5	57.4	57.1	63.9	64.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	13	28	60	128
CNEL:	13	29	62	134

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: 8th St.
Road Segment: e/o Pennsylvania Ave.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	4,452 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	328 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	36 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	44.0 feet
Centerline Dist. to Observer:	44.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	40.460
Medium Trucks:	40.241
Heavy Trucks:	40.262

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-5.70	1.28	-1.20	*-4.61*	0.000	0.000
Medium Trucks:	75.75	-22.94	1.31	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	81.57	-26.89	1.31	-1.20	*-5.50*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	58.7	58.0	56.7	50.7	59.1	59.7
Medium Trucks:	52.9	50.4	42.8	51.6	57.8	57.8
Heavy Trucks:	54.8	52.1	48.7	53.3	59.5	59.6
Vehicle Noise:	60.9	59.5	57.5	56.8	63.6	63.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	17	36	77	165
CNEL:	17	37	80	172

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: 8th St.
Road Segment: e/o Xenia Ave.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	4,616 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	340 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	36 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	44.0 feet
Centerline Dist. to Observer:	44.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	40.460
Medium Trucks:	40.241
Heavy Trucks:	40.262

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-5.54	1.28	-1.20	*-4.61*	0.000	0.000
Medium Trucks:	75.75	-22.78	1.31	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	81.57	-26.74	1.31	-1.20	*-5.50*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	58.8	58.2	56.8	50.8	59.2	59.9
Medium Trucks:	53.1	50.5	43.0	51.8	57.9	58.0
Heavy Trucks:	54.9	52.2	48.8	53.5	59.7	59.8
Vehicle Noise:	61.1	59.7	57.6	56.9	63.8	64.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	17	36	79	169
CNEL:	18	38	82	177

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: 8th St.
Road Segment: e/o Driveway 1
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA		NOISE MODEL INPUTS	
Highway Data		**Site Conditions (Hard = 10, Soft = 15)**	
Average Daily Traffic (Adt):	5,205 vehicles	Autos:	15
Peak Hour Percentage:	7.37%	Medium Trucks (2 Axles):	15
Peak Hour Volume:	384 vehicles	Heavy Trucks (3+ Axles):	15
Vehicle Speed:	45 mph		
Near/Far Lane Distance:	54 feet		
Site Data		**Vehicle Mix**	
Barrier Height:	**0.0 feet**		
Barrier Type (0-Wall, 1-Berm):	0.0		
Centerline Dist. to Barrier:	50.0 feet		
Centerline Dist. to Observer:	50.0 feet		
Barrier Distance to Observer:	0.0 feet		
Observer Height (Above Pad):	5.0 feet		
Pad Elevation:	0.0 feet		
Road Elevation:	0.0 feet		
Road Grade:	0.0%		
Left View:	-90.0 degrees		
Right View:	90.0 degrees		

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	42.379
Medium Trucks:	42.170
Heavy Trucks:	42.190

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-6.11	0.97	-1.20	-4.65	0.000	0.000
Medium Trucks:	79.45	-23.35	1.01	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-27.31	1.00	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	62.1	61.4	60.1	54.1	62.5	63.2
Medium Trucks:	55.9	53.3	45.8	54.6	60.8	60.8
Heavy Trucks:	56.7	54.0	50.6	55.3	61.5	61.6
Vehicle Noise:	64.0	62.7	60.7	59.5	66.4	66.7

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	29	62	134	289
CNEL:	30	65	140	303

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: Wilson St.
Road Segment: e/o Highland Springs Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA		NOISE MODEL INPUTS	
Highway Data		**Site Conditions (Hard = 10, Soft = 15)**	
Average Daily Traffic (Adt):	12,780 vehicles	Autos:	15
Peak Hour Percentage:	7.37%	Medium Trucks (2 Axles):	15
Peak Hour Volume:	942 vehicles	Heavy Trucks (3+ Axles):	15
Vehicle Speed:	45 mph		
Near/Far Lane Distance:	48 feet		
Site Data		**Vehicle Mix**	
Barrier Height:	**0.0 feet**		
Barrier Type (0-Wall, 1-Berm):	0.0		
Centerline Dist. to Barrier:	50.0 feet		
Centerline Dist. to Observer:	50.0 feet		
Barrier Distance to Observer:	0.0 feet		
Observer Height (Above Pad):	5.0 feet		
Pad Elevation:	0.0 feet		
Road Elevation:	0.0 feet		
Road Grade:	0.0%		
Left View:	-90.0 degrees		
Right View:	90.0 degrees		

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-2.21	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	79.45	-19.45	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-23.41	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.8	65.1	63.8	57.7	66.2	66.8
Medium Trucks:	59.5	57.0	49.5	58.2	64.4	64.4
Heavy Trucks:	60.4	57.7	54.3	58.9	65.1	65.2
Vehicle Noise:	67.6	66.3	64.4	63.1	70.1	70.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	50	109	234	504
CNEL:	53	114	245	528

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: 6th St.
Road Segment: w/o Highland Springs Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA		NOISE MODEL INPUTS	
Highway Data		**Site Conditions (Hard = 10, Soft = 15)**	
Average Daily Traffic (Adt):	17,780 vehicles	Autos:	15
Peak Hour Percentage:	7.37%	Medium Trucks (2 Axles):	15
Peak Hour Volume:	1,310 vehicles	Heavy Trucks (3+ Axles):	15
Vehicle Speed:	35 mph		
Near/Far Lane Distance:	58 feet		
Site Data		**Vehicle Mix**	
Barrier Height:	**0.0 feet**		
Barrier Type (0-Wall, 1-Berm):	0.0		
Centerline Dist. to Barrier:	55.0 feet		
Centerline Dist. to Observer:	55.0 feet		
Barrier Distance to Observer:	0.0 feet		
Observer Height (Above Pad):	5.0 feet		
Pad Elevation:	0.0 feet		
Road Elevation:	0.0 feet		
Road Grade:	0.0%		
Left View:	-90.0 degrees		
Right View:	90.0 degrees		

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	0.31	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	75.75	-16.92	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-20.88	0.32	-1.20	-5.38	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.7	63.0	61.7	55.7	64.1	64.8
Medium Trucks:	58.0	55.4	47.9	56.6	62.8	62.8
Heavy Trucks:	59.8	57.1	53.7	58.3	64.5	64.6
Vehicle Noise:	65.9	64.6	62.5	61.8	68.7	68.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	45	96	208	447
CNEL:	47	101	217	467

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: Existing (2020)
Road Name: Ramsey St.
Road Segment: e/o Highland Springs Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA		NOISE MODEL INPUTS	
Highway Data		**Site Conditions (Hard = 10, Soft = 15)**	
Average Daily Traffic (Adt):	16,356 vehicles	Autos:	15
Peak Hour Percentage:	7.37%	Medium Trucks (2 Axles):	15
Peak Hour Volume:	1,205 vehicles	Heavy Trucks (3+ Axles):	15
Vehicle Speed:	45 mph		
Near/Far Lane Distance:	58 feet		
Site Data		**Vehicle Mix**	
Barrier Height:	**0.0 feet**		
Barrier Type (0-Wall, 1-Berm):	0.0		
Centerline Dist. to Barrier:	55.0 feet		
Centerline Dist. to Observer:	55.0 feet		
Barrier Distance to Observer:	0.0 feet		
Observer Height (Above Pad):	5.0 feet		
Pad Elevation:	0.0 feet		
Road Elevation:	0.0 feet		
Road Grade:	0.0%		
Left View:	-90.0 degrees		
Right View:	90.0 degrees		

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-1.14	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-18.38	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-22.33	0.32	-1.20	-5.38	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.4	65.7	64.4	58.4	66.8	67.5
Medium Trucks:	60.2	57.6	50.1	58.9	65.0	65.1
Heavy Trucks:	61.0	58.3	54.9	59.6	65.8	65.9
Vehicle Noise:	68.3	67.0	65.0	63.8	70.7	71.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	61	132	285	614
CNEL:	64	139	299	643

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: Pennsylvania Ave.
Road Segment: n/o 8th St.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	10,918 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	805 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	34 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	33.0 feet
Centerline Dist. to Observer:	33.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	28.723
Medium Trucks:	28.413
Heavy Trucks:	28.444

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	-1.13	3.51	-1.20	-4.52	0.000	0.000
Medium Trucks:	73.48	-18.37	3.58	-1.20	-4.86	0.000	0.000
Heavy Trucks:	79.92	-22.33	3.57	-1.20	-5.69	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	62.9	62.2	60.9	54.9	63.3	64.0
Medium Trucks:	57.5	54.9	47.4	56.2	62.3	62.4
Heavy Trucks:	60.0	57.2	53.8	58.5	64.7	64.8
Vehicle Noise:	65.5	64.0	61.9	61.6	68.3	68.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	26	55	119	256
CNEL:	27	57	123	266

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: Pennsylvania Ave.
Road Segment: s/o 8th St.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	10,809 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	797 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	24 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	39.0 feet
Centerline Dist. to Observer:	39.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	37.443
Medium Trucks:	37.206
Heavy Trucks:	37.230

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	-1.18	1.78	-1.20	-4.58	0.000	0.000
Medium Trucks:	73.48	-18.42	1.82	-1.20	-4.87	0.000	0.000
Heavy Trucks:	79.92	-22.37	1.82	-1.20	-5.57	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.2	60.5	59.2	53.1	61.6	62.2
Medium Trucks:	55.7	53.1	45.6	54.4	60.5	60.6
Heavy Trucks:	58.2	55.4	52.1	56.7	62.9	63.0
Vehicle Noise:	63.7	62.2	60.1	59.8	66.5	66.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	23	49	107	229
CNEL:	24	51	111	239

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: Xenia Ave.
Road Segment: n/o 8th St.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	6,398 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	472 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	54 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	42.379
Medium Trucks:	42.170
Heavy Trucks:	42.190

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-5.22	0.97	-1.20	-4.65	0.000	0.000
Medium Trucks:	79.45	-22.45	1.01	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-26.41	1.00	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.0	62.3	61.0	55.0	63.4	64.1
Medium Trucks:	56.8	54.2	46.7	55.5	61.7	61.7
Heavy Trucks:	57.6	54.9	51.5	56.2	62.4	62.5
Vehicle Noise:	64.9	63.6	61.6	60.4	67.3	67.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	33	71	154	331
CNEL:	35	75	161	347

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: Allegheny St.
Road Segment: s/o 8th St.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	932 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	69 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	34 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	33.0 feet
Centerline Dist. to Observer:	33.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	28.723
Medium Trucks:	28.413
Heavy Trucks:	28.444

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-12.49	3.51	-1.20	-4.52	0.000	0.000
Medium Trucks:	75.75	-29.73	3.58	-1.20	-4.86	0.000	0.000
Heavy Trucks:	81.57	-33.68	3.57	-1.20	-5.69	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.1	53.4	52.1	46.1	54.5	55.2
Medium Trucks:	48.4	45.8	38.3	47.1	53.2	53.3
Heavy Trucks:	50.3	47.5	44.1	48.8	55.0	55.1
Vehicle Noise:	56.4	55.0	52.9	52.2	59.1	59.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	6	13	29	62
CNEL:	6	14	30	64

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: Highland Springs Ave.
Road Segment: n/o Wilson St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	19,768 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,457 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	0.77	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	75.75	-16.46	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-20.42	0.32	-1.20	-5.38	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.2	63.5	62.2	56.2	64.6	65.2
Medium Trucks:	58.4	55.8	48.3	57.1	63.3	63.3
Heavy Trucks:	60.3	57.6	54.2	58.8	65.0	65.1
Vehicle Noise:	66.4	65.0	63.0	62.3	69.1	69.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	48	103	223	480
CNEL:	50	108	233	501

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: Highland Springs Ave.
Road Segment: s/o Wilson St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	21,756 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,603 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	1.19	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	75.75	-16.05	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-20.00	0.32	-1.20	-5.38	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.6	63.9	62.6	56.6	65.0	65.6
Medium Trucks:	58.8	56.3	48.8	57.5	63.7	63.7
Heavy Trucks:	60.7	58.0	54.6	59.2	65.4	65.5
Vehicle Noise:	66.8	65.5	63.4	62.7	69.5	69.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	51	110	238	512
CNEL:	53	115	248	534

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: Highland Springs Ave.
Road Segment: n/o Ramsey St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	22,015 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,623 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	1.91	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	73.48	-15.33	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	79.92	-19.28	0.32	-1.20	-5.38	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	62.8	62.1	60.8	54.8	63.2	63.8
Medium Trucks:	57.3	54.7	47.2	56.0	62.1	62.2
Heavy Trucks:	59.8	57.0	53.6	58.3	64.5	64.6
Vehicle Noise:	65.3	63.8	61.7	61.4	68.1	68.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	41	89	192	414
CNEL:	43	93	200	430

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: Highland Springs Ave.
Road Segment: s/o Ramsey St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	31,960 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	2,355 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	2.86	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	75.75	-14.38	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	81.57	-18.33	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.3	64.6	63.3	57.3	65.7	66.3
Medium Trucks:	59.5	56.9	49.4	58.2	64.4	64.4
Heavy Trucks:	61.4	58.6	55.2	59.9	66.1	66.2
Vehicle Noise:	67.5	66.1	64.1	63.4	70.2	70.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	69	149	321	692
CNEL:	72	155	335	722

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: Highland Springs Ave.
Road Segment: s/o I-10

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	40,342 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	2,973 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	3.87	-0.69	-1.20	*-4.71*	0.000	0.000
Medium Trucks:	75.75	-13.37	-0.67	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	81.57	-17.32	-0.67	-1.20	*-5.29*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	66.3	65.6	64.3	58.3	66.7	67.3
Medium Trucks:	60.5	57.9	50.4	59.2	65.4	65.4
Heavy Trucks:	62.4	59.7	56.3	60.9	67.1	67.2
Vehicle Noise:	68.5	67.1	65.1	64.4	71.2	71.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	81	174	375	808
CNEL:	84	182	391	843

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: 8th St.
Road Segment: w/o Pennsylvania Ave.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	4,000 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	295 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	34 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	33.0 feet
Centerline Dist. to Observer:	33.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	28.723
Medium Trucks:	28.413
Heavy Trucks:	28.444

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	61.75	-5.49	3.51	-1.20	*-4.52*	0.000	0.000
Medium Trucks:	73.48	-22.73	3.58	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	79.92	-26.69	3.57	-1.20	*-5.69*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	58.6	57.9	56.6	50.6	59.0	59.6
Medium Trucks:	53.1	50.6	43.1	51.8	58.0	58.0
Heavy Trucks:	55.6	52.9	49.5	54.1	60.3	60.4
Vehicle Noise:	61.1	59.6	57.5	57.2	64.0	64.2

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	13	28	61	131
CNEL:	14	29	63	136

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: 8th St.
Road Segment: e/o Pennsylvania Ave.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	4,728 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	348 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	36 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	44.0 feet
Centerline Dist. to Observer:	44.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	40.460
Medium Trucks:	40.241
Heavy Trucks:	40.262

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-5.44	1.28	-1.20	*-4.61*	0.000	0.000
Medium Trucks:	75.75	-22.68	1.31	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	81.57	-26.63	1.31	-1.20	*-5.50*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	58.9	58.3	56.9	50.9	59.4	60.0
Medium Trucks:	53.2	50.6	43.1	51.9	58.0	58.1
Heavy Trucks:	55.0	52.3	48.9	53.6	59.8	59.9
Vehicle Noise:	61.2	59.8	57.7	57.0	63.9	64.2

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	17	37	80	172
CNEL:	18	39	83	180

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: 8th St.
Road Segment: e/o Xenia Ave.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	4,948 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	365 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	36 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	44.0 feet
Centerline Dist. to Observer:	44.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	40.460
Medium Trucks:	40.241
Heavy Trucks:	40.262

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-5.24	1.28	-1.20	*-4.61*	0.000	0.000
Medium Trucks:	75.75	-22.48	1.31	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	81.57	-26.43	1.31	-1.20	*-5.50*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	59.1	58.5	57.1	51.1	59.5	60.2
Medium Trucks:	53.4	50.8	43.3	52.1	58.2	58.3
Heavy Trucks:	55.2	52.5	49.1	53.8	60.0	60.1
Vehicle Noise:	61.4	60.0	57.9	57.2	64.1	64.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	18	38	82	177
CNEL:	19	40	86	185

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: 8th St.
Road Segment: e/o Driveway 1
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	5,618 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	414 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	54 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	42.379
Medium Trucks:	42.170
Heavy Trucks:	42.190

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-5.78	0.97	-1.20	-4.65	0.000	0.000
Medium Trucks:	79.45	-23.02	1.01	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-26.97	1.00	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	62.5	61.8	60.5	54.4	62.9	63.5
Medium Trucks:	56.2	53.7	46.2	54.9	61.1	61.1
Heavy Trucks:	57.1	54.4	51.0	55.6	61.8	61.9
Vehicle Noise:	64.3	63.0	61.1	59.8	66.8	67.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	30	65	141	304
CNEL:	32	69	148	318

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: Wilson St.
Road Segment: e/o Highland Springs Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	13,056 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	962 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-2.12	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	79.45	-19.36	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-23.31	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.9	65.2	63.9	57.8	66.3	66.9
Medium Trucks:	59.6	57.1	49.6	58.3	64.5	64.5
Heavy Trucks:	60.5	57.8	54.4	59.0	65.2	65.3
Vehicle Noise:	67.7	66.4	64.5	63.2	70.1	70.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	51	110	237	512
CNEL:	54	115	249	536

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: 6th St.
Road Segment: w/o Highland Springs Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	17,946 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,323 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	0.35	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	75.75	-16.88	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-20.84	0.32	-1.20	-5.38	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.8	63.1	61.8	55.7	64.2	64.8
Medium Trucks:	58.0	55.4	47.9	56.7	62.8	62.9
Heavy Trucks:	59.9	57.1	53.7	58.4	64.6	64.7
Vehicle Noise:	66.0	64.6	62.5	61.8	68.7	69.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	45	97	209	450
CNEL:	47	101	218	470

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: E+P
Road Name: Ramsey St.
Road Segment: e/o Highland Springs Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	16,577 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,222 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-1.08	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-18.32	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-22.28	0.32	-1.20	-5.38	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.5	65.8	64.5	58.5	66.9	67.5
Medium Trucks:	60.3	57.7	50.2	58.9	65.1	65.1
Heavy Trucks:	61.1	58.4	55.0	59.6	65.8	65.9
Vehicle Noise:	68.3	67.1	65.1	63.8	70.8	71.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	62	133	288	619
CNEL:	65	140	301	649

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021) | *Project Name:* Highland Springs and 8th
Road Name: Pennsylvania Ave. | *Job Number:* 13073
Road Segment: n/o 8th St.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	11,202	vehicles
Peak Hour Percentage:	7.37%	
Peak Hour Volume:	826	vehicles
Vehicle Speed:	30	mph
Near/Far Lane Distance:	34	feet

Site Data

Barrier Height:	**0.0**	**feet**
Barrier Type (0-Wall, 1-Berm):	0.0	
Centerline Dist. to Barrier:	33.0	feet
Centerline Dist. to Observer:	33.0	feet
Barrier Distance to Observer:	0.0	feet
Observer Height (Above Pad):	5.0	feet
Pad Elevation:	0.0	feet
Road Elevation:	0.0	feet
Road Grade:	0.0%	
Left View:	-90.0	degrees
Right View:	90.0	degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	28.723
Medium Trucks:	28.413
Heavy Trucks:	28.444

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	61.75	-1.02	3.51	-1.20	*-4.52*	0.000	0.000
Medium Trucks:	73.48	-18.26	3.58	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	79.92	-22.22	3.57	-1.20	*-5.69*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	63.0	62.4	61.0	55.0	63.4	64.1
Medium Trucks:	57.6	55.0	47.5	56.3	62.4	62.5
Heavy Trucks:	60.1	57.4	54.0	58.6	64.8	64.9
Vehicle Noise:	65.6	64.1	62.0	61.7	68.4	68.7

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	26	56	121	260
CNEL:	27	58	126	270

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021) | *Project Name:* Highland Springs and 8th
Road Name: Pennsylvania Ave. | *Job Number:* 13073
Road Segment: s/o 8th St.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	11,388	vehicles
Peak Hour Percentage:	7.37%	
Peak Hour Volume:	839	vehicles
Vehicle Speed:	30	mph
Near/Far Lane Distance:	24	feet

Site Data

Barrier Height:	**0.0**	**feet**
Barrier Type (0-Wall, 1-Berm):	0.0	
Centerline Dist. to Barrier:	39.0	feet
Centerline Dist. to Observer:	39.0	feet
Barrier Distance to Observer:	0.0	feet
Observer Height (Above Pad):	5.0	feet
Pad Elevation:	0.0	feet
Road Elevation:	0.0	feet
Road Grade:	0.0%	
Left View:	-90.0	degrees
Right View:	90.0	degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	37.443
Medium Trucks:	37.206
Heavy Trucks:	37.230

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	61.75	-0.95	1.78	-1.20	*-4.58*	0.000	0.000
Medium Trucks:	73.48	-18.19	1.82	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	79.92	-22.15	1.82	-1.20	*-5.57*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	61.4	60.7	59.4	53.4	61.8	62.4
Medium Trucks:	55.9	53.3	45.8	54.6	60.8	60.8
Heavy Trucks:	58.4	55.7	52.3	56.9	63.1	63.2
Vehicle Noise:	63.9	62.5	60.3	60.0	66.8	67.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	24	51	110	238
CNEL:	25	53	115	247

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021) | *Project Name:* Highland Springs and 8th
Road Name: Xenia Ave. | *Job Number:* 13073
Road Segment: n/o 8th St.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	6,863	vehicles
Peak Hour Percentage:	7.37%	
Peak Hour Volume:	506	vehicles
Vehicle Speed:	45	mph
Near/Far Lane Distance:	54	feet

Site Data

Barrier Height:	**0.0**	**feet**
Barrier Type (0-Wall, 1-Berm):	0.0	
Centerline Dist. to Barrier:	50.0	feet
Centerline Dist. to Observer:	50.0	feet
Barrier Distance to Observer:	0.0	feet
Observer Height (Above Pad):	5.0	feet
Pad Elevation:	0.0	feet
Road Elevation:	0.0	feet
Road Grade:	0.0%	
Left View:	-90.0	degrees
Right View:	90.0	degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	42.379
Medium Trucks:	42.170
Heavy Trucks:	42.190

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	68.46	-4.91	0.97	-1.20	*-4.65*	0.000	0.000
Medium Trucks:	79.45	-22.15	1.01	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	84.25	-26.11	1.00	-1.20	*-5.43*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	63.3	62.6	61.3	55.3	63.7	64.4
Medium Trucks:	57.1	54.5	47.0	55.8	62.0	62.0
Heavy Trucks:	58.0	55.2	51.8	56.5	62.7	62.8
Vehicle Noise:	65.2	63.9	61.9	60.7	67.6	67.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	35	75	161	347
CNEL:	36	78	169	364

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021) | *Project Name:* Highland Springs and 8th
Road Name: Allegheny St. | *Job Number:* 13073
Road Segment: s/o 8th St.

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	782	vehicles
Peak Hour Percentage:	7.37%	
Peak Hour Volume:	58	vehicles
Vehicle Speed:	35	mph
Near/Far Lane Distance:	34	feet

Site Data

Barrier Height:	**0.0**	**feet**
Barrier Type (0-Wall, 1-Berm):	0.0	
Centerline Dist. to Barrier:	33.0	feet
Centerline Dist. to Observer:	33.0	feet
Barrier Distance to Observer:	0.0	feet
Observer Height (Above Pad):	5.0	feet
Pad Elevation:	0.0	feet
Road Elevation:	0.0	feet
Road Grade:	0.0%	
Left View:	-90.0	degrees
Right View:	90.0	degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	28.723
Medium Trucks:	28.413
Heavy Trucks:	28.444

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	-13.25	3.51	-1.20	*-4.52*	0.000	0.000
Medium Trucks:	75.75	-30.49	3.58	-1.20	*-4.86*	0.000	0.000
Heavy Trucks:	81.57	-34.44	3.57	-1.20	*-5.69*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	53.4	52.7	51.4	45.4	53.8	54.4
Medium Trucks:	47.6	45.1	37.6	46.3	52.5	52.5
Heavy Trucks:	49.5	46.8	43.4	48.0	54.2	54.3
Vehicle Noise:	55.6	54.2	52.2	51.5	58.3	58.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	5	12	26	55
CNEL:	6	12	27	57

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021)
Road Name: Highland Springs Ave.
Road Segment: n/o Wilson St.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	23,862 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,759 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	1.59	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	75.75	-15.65	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-19.60	0.32	-1.20	-5.38	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.0	64.3	63.0	57.0	65.4	66.0
Medium Trucks:	59.2	56.7	49.2	57.9	64.1	64.1
Heavy Trucks:	61.1	58.4	55.0	59.6	65.8	65.9
Vehicle Noise:	67.2	65.9	63.8	63.1	69.9	70.2

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	54	117	253	544
CNEL:	57	122	264	568

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021)
Road Name: Highland Springs Ave.
Road Segment: s/o Wilson St.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	25,663 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,891 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	1.91	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	75.75	-15.33	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-19.29	0.32	-1.20	-5.38	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.3	64.6	63.3	57.3	65.7	66.3
Medium Trucks:	59.5	57.0	49.5	58.2	64.4	64.4
Heavy Trucks:	61.4	58.7	55.3	59.9	66.1	66.2
Vehicle Noise:	67.5	66.2	64.1	63.4	70.2	70.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	57	123	265	571
CNEL:	60	128	277	596

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021)
Road Name: Highland Springs Ave.
Road Segment: n/o Ramsey St.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	26,014 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,917 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	2.64	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	73.48	-14.60	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	79.92	-18.56	0.32	-1.20	-5.38	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.5	62.8	61.5	55.5	63.9	64.5
Medium Trucks:	58.0	55.4	47.9	56.7	62.9	62.9
Heavy Trucks:	60.5	57.8	54.4	59.0	65.2	65.3
Vehicle Noise:	66.0	64.6	62.4	62.1	68.9	69.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	46	100	215	462
CNEL:	48	104	223	481

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021)
Road Name: Highland Springs Ave.
Road Segment: s/o Ramsey St.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	35,531 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	2,619 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	3.32	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	75.75	-13.92	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	81.57	-17.87	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	65.7	65.0	63.7	57.7	66.1	66.8
Medium Trucks:	60.0	57.4	49.9	58.6	64.8	64.8
Heavy Trucks:	61.8	59.1	55.7	60.4	66.6	66.6
Vehicle Noise:	68.0	66.6	64.5	63.8	70.7	70.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	74	160	345	742
CNEL:	77	167	360	775

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021)
Road Name: Highland Springs Ave.
Road Segment: s/o I-10

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	43,164 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	3,181 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	4.17	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	75.75	-13.07	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	81.57	-17.03	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.6	65.9	64.6	58.6	67.0	67.6
Medium Trucks:	60.8	58.2	50.7	59.5	65.7	65.7
Heavy Trucks:	62.7	59.9	56.6	61.2	67.4	67.5
Vehicle Noise:	68.8	67.4	65.4	64.7	71.5	71.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	85	182	392	845
CNEL:	88	190	409	882

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021)
Road Name: 8th St.
Road Segment: w/o Pennsylvania Ave.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	5,274 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	389 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	34 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	33.0 feet
Centerline Dist. to Observer:	33.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	28.723
Medium Trucks:	28.413
Heavy Trucks:	28.444

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	-4.29	3.51	-1.20	-4.52	0.000	0.000
Medium Trucks:	73.48	-21.53	3.58	-1.20	-4.86	0.000	0.000
Heavy Trucks:	79.92	-25.49	3.57	-1.20	-5.69	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.8	59.1	57.8	51.8	60.2	60.8
Medium Trucks:	54.3	51.8	44.3	53.0	59.2	59.2
Heavy Trucks:	56.8	54.1	50.7	55.3	61.5	61.6
Vehicle Noise:	62.3	60.8	58.7	58.4	65.2	65.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	16	34	73	157
CNEL:	16	35	76	164

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021)
Road Name: 8th St.
Road Segment: e/o Pennsylvania Ave.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	6,241 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	460 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	36 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	44.0 feet
Centerline Dist. to Observer:	44.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	40.460
Medium Trucks:	40.241
Heavy Trucks:	40.262

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-4.23	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	75.75	-21.47	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-25.43	1.31	-1.20	-5.50	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.1	59.5	58.1	52.1	60.6	61.2
Medium Trucks:	54.4	51.8	44.3	53.1	59.2	59.3
Heavy Trucks:	56.2	53.5	50.1	54.8	61.0	61.1
Vehicle Noise:	62.4	61.0	58.9	58.2	65.1	65.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	21	45	96	207
CNEL:	22	47	100	216

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021)
Road Name: 8th St.
Road Segment: e/o Xenia Ave.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	6,803 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	501 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	36 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	44.0 feet
Centerline Dist. to Observer:	44.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	40.460
Medium Trucks:	40.241
Heavy Trucks:	40.262

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-3.86	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	75.75	-21.10	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-25.05	1.31	-1.20	-5.50	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.5	59.8	58.5	52.5	60.9	61.6
Medium Trucks:	54.8	52.2	44.7	53.4	59.6	59.7
Heavy Trucks:	56.6	53.9	50.5	55.2	61.4	61.4
Vehicle Noise:	62.8	61.4	59.3	58.6	65.5	65.7

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	22	47	102	219
CNEL:	23	49	106	229

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021)
Road Name: 8th St.
Road Segment: e/o Driveway 1
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	7,401 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	545 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	54 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	42.379
Medium Trucks:	42.170
Heavy Trucks:	42.190

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-4.58	0.97	-1.20	-4.65	0.000	0.000
Medium Trucks:	79.45	-21.82	1.01	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-25.78	1.00	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.7	63.0	61.7	55.6	64.1	64.7
Medium Trucks:	57.4	54.9	47.4	56.1	62.3	62.3
Heavy Trucks:	58.3	55.6	52.2	56.8	63.0	63.1
Vehicle Noise:	65.5	64.2	62.3	61.0	68.0	68.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	37	79	169	365
CNEL:	38	82	178	383

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021)
Road Name: Wilson St.
Road Segment: e/o Highland Springs Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	14,420 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,063 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-1.69	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	79.45	-18.93	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-22.88	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.3	65.6	64.3	58.3	66.7	67.3
Medium Trucks:	60.1	57.5	50.0	58.7	64.9	64.9
Heavy Trucks:	60.9	58.2	54.8	59.4	65.6	65.7
Vehicle Noise:	68.1	66.9	64.9	63.6	70.6	70.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	55	118	254	547
CNEL:	57	123	266	573

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021)
Road Name: 6th St.
Road Segment: w/o Highland Springs Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	18,762 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,383 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	0.55	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	75.75	-16.69	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-20.65	0.32	-1.20	-5.38	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.9	63.3	62.0	55.9	64.4	65.0
Medium Trucks:	58.2	55.6	48.1	56.9	63.0	63.1
Heavy Trucks:	60.0	57.3	53.9	58.6	64.8	64.9
Vehicle Noise:	66.2	64.8	62.7	62.0	68.9	69.2

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	46	100	215	464
CNEL:	48	104	225	484

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC (2021)
Road Name: Ramsey St.
Road Segment: e/o Highland Springs Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	17,467 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,287 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.85	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-18.09	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-22.05	0.32	-1.20	-5.38	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.7	66.0	64.7	58.7	67.1	67.7
Medium Trucks:	60.5	57.9	50.4	59.2	65.3	65.4
Heavy Trucks:	61.3	58.6	55.2	59.9	66.1	66.2
Vehicle Noise:	68.5	67.3	65.3	64.0	71.0	71.3

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	64	138	298	641
CNEL:	67	145	312	672

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: Pennsylvania Ave.
Road Segment: n/o 8th St.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	11,312 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	834 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	34 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	33.0 feet
Centerline Dist. to Observer:	33.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	28.723
Medium Trucks:	28.413
Heavy Trucks:	28.444

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	-0.98	3.51	-1.20	-4.52	0.000	0.000
Medium Trucks:	73.48	-18.22	3.58	-1.20	-4.86	0.000	0.000
Heavy Trucks:	79.92	-22.17	3.57	-1.20	-5.69	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.1	62.4	61.1	55.1	63.5	64.1
Medium Trucks:	57.6	55.1	47.6	56.3	62.5	62.5
Heavy Trucks:	60.1	57.4	54.0	58.6	64.8	64.9
Vehicle Noise:	65.6	64.2	62.0	61.7	68.5	68.7

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	26	56	121	262
CNEL:	27	59	126	272

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: Pennsylvania Ave.
Road Segment: s/o 8th St.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	11,444 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	843 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	24 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	39.0 feet
Centerline Dist. to Observer:	39.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	37.443
Medium Trucks:	37.206
Heavy Trucks:	37.230

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	-0.93	1.78	-1.20	-4.58	0.000	0.000
Medium Trucks:	73.48	-18.17	1.82	-1.20	-4.87	0.000	0.000
Heavy Trucks:	79.92	-22.12	1.82	-1.20	-5.57	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	61.4	60.7	59.4	53.4	61.8	62.4
Medium Trucks:	55.9	53.4	45.9	54.6	60.8	60.8
Heavy Trucks:	58.4	55.7	52.3	56.9	63.1	63.2
Vehicle Noise:	63.9	62.5	60.3	60.0	66.8	67.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	24	51	111	238
CNEL:	25	53	115	248

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: Xenia Ave.
Road Segment: n/o 8th St.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	6,919 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	510 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	54 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	42.379
Medium Trucks:	42.170
Heavy Trucks:	42.190

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-4.88	0.97	-1.20	-4.65	0.000	0.000
Medium Trucks:	79.45	-22.11	1.01	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-26.07	1.00	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.4	62.7	61.4	55.3	63.8	64.4
Medium Trucks:	57.1	54.6	47.1	55.8	62.0	62.0
Heavy Trucks:	58.0	55.3	51.9	56.5	62.7	62.8
Vehicle Noise:	65.2	63.9	62.0	60.7	67.7	68.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	35	75	162	349
CNEL:	37	79	170	366

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: Allegheny St.
Road Segment: s/o 8th St.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	947 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	70 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	34 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	33.0 feet
Centerline Dist. to Observer:	33.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	28.723
Medium Trucks:	28.413
Heavy Trucks:	28.444

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-12.42	3.51	-1.20	-4.52	0.000	0.000
Medium Trucks:	75.75	-29.66	3.58	-1.20	-4.86	0.000	0.000
Heavy Trucks:	81.57	-33.61	3.57	-1.20	-5.69	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.2	53.5	52.2	46.2	54.6	55.2
Medium Trucks:	48.5	45.9	38.4	47.1	53.3	53.4
Heavy Trucks:	50.3	47.6	44.2	48.9	55.1	55.2
Vehicle Noise:	56.4	55.1	53.0	52.3	59.2	59.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	6	13	29	62
CNEL:	7	14	30	65

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: Highland Springs Ave.
Road Segment: n/o Wilson St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	24,028 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,771 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	1.62	0.30	-1.20	*-4.67*	0.000	0.000
Medium Trucks:	75.75	-15.62	0.33	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	81.57	-19.57	0.32	-1.20	*-5.38*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	65.0	64.3	63.0	57.0	65.4	66.1
Medium Trucks:	59.3	56.7	49.2	57.9	64.1	64.1
Heavy Trucks:	61.1	58.4	55.0	59.7	65.8	65.9
Vehicle Noise:	67.3	65.9	63.8	63.1	70.0	70.2

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	55	118	254	547
CNEL:	57	123	265	571

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: Highland Springs Ave.
Road Segment: s/o Wilson St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	26,077 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,922 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	1.98	0.30	-1.20	*-4.67*	0.000	0.000
Medium Trucks:	75.75	-15.26	0.33	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	81.57	-19.22	0.32	-1.20	*-5.38*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	65.4	64.7	63.4	57.4	65.8	66.4
Medium Trucks:	59.6	57.0	49.5	58.3	64.5	64.5
Heavy Trucks:	61.5	58.8	55.4	60.0	66.2	66.3
Vehicle Noise:	67.6	66.2	64.2	63.5	70.3	70.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	58	124	268	578
CNEL:	60	130	280	603

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: Highland Springs Ave.
Road Segment: n/o Ramsey St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	26,345 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,942 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	61.75	2.69	0.30	-1.20	*-4.67*	0.000	0.000
Medium Trucks:	73.48	-14.55	0.33	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	79.92	-18.50	0.32	-1.20	*-5.38*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	63.5	62.9	61.5	55.5	64.0	64.6
Medium Trucks:	58.1	55.5	48.0	56.7	62.9	62.9
Heavy Trucks:	60.5	57.8	54.4	59.1	65.3	65.4
Vehicle Noise:	66.1	64.6	62.5	62.1	68.9	69.2

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	47	100	216	466
CNEL:	49	105	225	485

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: Highland Springs Ave.
Road Segment: s/o Ramsey St.

Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	35,807 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	2,639 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	*Grade Adjustment:*	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	64.30	3.35	-0.69	-1.20	*-4.71*	0.000	0.000
Medium Trucks:	75.75	-13.88	-0.67	-1.20	*-4.88*	0.000	0.000
Heavy Trucks:	81.57	-17.84	-0.67	-1.20	*-5.29*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	65.8	65.1	63.8	57.8	66.2	66.8
Medium Trucks:	60.0	57.4	49.9	58.7	64.8	64.9
Heavy Trucks:	61.9	59.1	55.7	60.4	66.6	66.7
Vehicle Noise:	68.0	66.6	64.6	63.9	70.7	71.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	75	161	346	746
CNEL:	78	168	361	779

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: Highland Springs Ave.
Road Segment: s/o I-10
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	43,220 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	3,185 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	78 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	67.0 feet
Centerline Dist. to Observer:	67.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	54.708
Medium Trucks:	54.546
Heavy Trucks:	54.562

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	4.17	-0.69	-1.20	-4.71	0.000	0.000
Medium Trucks:	75.75	-13.07	-0.67	-1.20	-4.88	0.000	0.000
Heavy Trucks:	81.57	-17.02	-0.67	-1.20	-5.29	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.6	65.9	64.6	58.6	67.0	67.6
Medium Trucks:	60.8	58.2	50.7	59.5	65.7	65.7
Heavy Trucks:	62.7	60.0	56.6	61.2	67.4	67.5
Vehicle Noise:	68.8	67.4	65.4	64.7	71.5	71.8

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	85	182	393	846
CNEL:	88	190	410	883

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: 8th St.
Road Segment: w/o Pennsylvania Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	5,384 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	397 vehicles
Vehicle Speed:	30 mph
Near/Far Lane Distance:	34 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	33.0 feet
Centerline Dist. to Observer:	33.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	28.723
Medium Trucks:	28.413
Heavy Trucks:	28.444

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	61.75	-4.20	3.51	-1.20	-4.52	0.000	0.000
Medium Trucks:	73.48	-21.44	3.58	-1.20	-4.86	0.000	0.000
Heavy Trucks:	79.92	-25.40	3.57	-1.20	-5.69	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	59.9	59.2	57.9	51.8	60.3	60.9
Medium Trucks:	54.4	51.8	44.3	53.1	59.3	59.3
Heavy Trucks:	56.9	54.2	50.8	55.4	61.6	61.7
Vehicle Noise:	62.4	60.9	58.8	58.5	65.3	65.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	16	34	74	160
CNEL:	17	36	77	166

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: 8th St.
Road Segment: e/o Pennsylvania Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	6,517 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	480 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	36 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	44.0 feet
Centerline Dist. to Observer:	44.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	40.460
Medium Trucks:	40.241
Heavy Trucks:	40.262

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-4.04	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	75.75	-21.28	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-25.24	1.31	-1.20	-5.50	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.3	59.6	58.3	52.3	60.7	61.4
Medium Trucks:	54.6	52.0	44.5	53.3	59.4	59.5
Heavy Trucks:	56.4	53.7	50.3	55.0	61.2	61.3
Vehicle Noise:	62.6	61.2	59.1	58.4	65.3	65.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	21	46	99	213
CNEL:	22	48	103	222

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: 8th St.
Road Segment: e/o Xenia Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	7,135 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	526 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	36 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	44.0 feet
Centerline Dist. to Observer:	44.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	40.460
Medium Trucks:	40.241
Heavy Trucks:	40.262

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	-3.65	1.28	-1.20	-4.61	0.000	0.000
Medium Trucks:	75.75	-20.89	1.31	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-24.85	1.31	-1.20	-5.50	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	60.7	60.0	58.7	52.7	61.1	61.8
Medium Trucks:	55.0	52.4	44.9	53.6	59.8	59.9
Heavy Trucks:	56.8	54.1	50.7	55.4	61.6	61.7
Vehicle Noise:	63.0	61.6	59.5	58.8	65.7	65.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	23	49	105	226
CNEL:	24	51	110	236

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: 8th St.
Road Segment: e/o Driveway 1
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	7,814 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	576 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	54 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	42.379
Medium Trucks:	42.170
Heavy Trucks:	42.190

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-4.35	0.97	-1.20	-4.65	0.000	0.000
Medium Trucks:	79.45	-21.59	1.01	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-25.54	1.00	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	63.9	63.2	61.9	55.9	64.3	64.9
Medium Trucks:	57.7	55.1	47.6	56.3	62.5	62.6
Heavy Trucks:	58.5	55.8	52.4	57.0	63.2	63.3
Vehicle Noise:	65.7	64.5	62.5	61.2	68.2	68.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	38	82	176	379
CNEL:	40	85	184	397

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: Wilson St.
Road Segment: e/o Highland Springs Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	14,696 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,083 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	48 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	44.147
Medium Trucks:	43.947
Heavy Trucks:	43.966

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-1.60	0.71	-1.20	-4.65	0.000	0.000
Medium Trucks:	79.45	-18.84	0.74	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-22.80	0.73	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.4	65.7	64.4	58.4	66.8	67.4
Medium Trucks:	60.1	57.6	50.1	58.8	65.0	65.0
Heavy Trucks:	61.0	58.3	54.9	59.5	65.7	65.8
Vehicle Noise:	68.2	66.9	65.0	63.7	70.7	71.0

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	55	119	257	553
CNEL:	58	125	269	580

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: 6th St.
Road Segment: w/o Highland Springs Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	18,928 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,395 vehicles
Vehicle Speed:	35 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	64.30	0.59	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	75.75	-16.65	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	81.57	-20.61	0.32	-1.20	-5.38	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	64.0	63.3	62.0	56.0	64.4	65.0
Medium Trucks:	58.2	55.7	48.1	56.9	63.1	63.1
Heavy Trucks:	60.1	57.4	54.0	58.6	64.8	64.9
Vehicle Noise:	66.2	64.8	62.8	62.1	68.9	69.2

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	47	101	217	466
CNEL:	49	105	226	487

Tuesday, March 24, 2020

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario: OYC+P (2021)
Road Name: Ramsey St.
Road Segment: e/o Highland Springs Ave.
Project Name: Highland Springs and 8th
Job Number: 13073

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	17,688 vehicles
Peak Hour Percentage:	7.37%
Peak Hour Volume:	1,304 vehicles
Vehicle Speed:	45 mph
Near/Far Lane Distance:	58 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	55.0 feet
Centerline Dist. to Observer:	55.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	97.42%
Medium Trucks:	48.9%	2.2%	48.9%	1.84%
Heavy Trucks:	47.3%	5.4%	47.3%	0.74%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.006	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	47.000
Medium Trucks:	46.811
Heavy Trucks:	46.830

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	68.46	-0.80	0.30	-1.20	-4.67	0.000	0.000
Medium Trucks:	79.45	-18.04	0.33	-1.20	-4.87	0.000	0.000
Heavy Trucks:	84.25	-21.99	0.32	-1.20	-5.38	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	66.8	66.1	64.8	58.8	67.2	67.8
Medium Trucks:	60.5	58.0	50.5	59.2	65.4	65.4
Heavy Trucks:	61.4	58.7	55.3	59.9	66.1	66.2
Vehicle Noise:	68.6	67.3	65.4	64.1	71.1	71.4

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	65	139	300	647
CNEL:	68	146	315	678

Tuesday, March 24, 2020

APPENDIX 9.1:

CADNAA OPERATIONAL NOISE MODEL INPUTS

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13073

CadnaA Noise Prediction Model: 13073_2.cna
Date: 26.03.20
Analyst: B. Lawson

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
RECEIVERS		R1	45.9	44.4	51.1	55.0	45.0	0.0				5.00	a	6350058.89	2283838.04	5.00
RECEIVERS		R2	43.3	40.7	47.6	55.0	45.0	0.0				5.00	a	6350422.50	2283513.23	5.00
RECEIVERS		R3	46.9	42.1	49.4	55.0	45.0	0.0				5.00	a	6350153.85	2283350.09	5.00
RECEIVERS		R4	42.2	38.2	45.3	55.0	45.0	0.0				5.00	a	6349660.03	2283271.21	5.00
RECEIVERS		R5	48.4	43.6	50.9	55.0	45.0	0.0				5.00	a	6349818.88	2283542.64	5.00

Point Source(s)

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			K0	Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night				X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(dB)	(ft)		(ft)	(ft)	(ft)
POINTS		AC01	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	0.0	5.00	g	6350107.35	2283555.08	25.00
POINTS		AC02	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	0.0	5.00	g	6349985.08	2283596.65	25.00
POINTS		DT	83.2	83.2	83.2	Lw	83.2		450.00	0.00	270.00	0.0	3.00	a	6349978.56	2283537.14	3.00
POINTS		GAS01	79.9	79.9	79.9	Lw	79.9					0.0	5.00	a	6350074.75	2283650.44	5.00
POINTS		GAS02	79.9	79.9	79.9	Lw	79.9					0.0	5.00	a	6350102.46	2283651.26	5.00
POINTS		GAS03	79.9	79.9	79.9	Lw	79.9					0.0	5.00	a	6350130.17	2283652.08	5.00
POINTS		GAS04	79.9	79.9	79.9	Lw	79.9					0.0	5.00	a	6350157.89	2283652.08	5.00
POINTS		TRASH01	94.0	94.0	94.0	Lw	94		75.00	0.00	0.00	0.0	5.00	a	6349927.21	2283468.67	5.00
POINTS		TRASH02	94.0	94.0	94.0	Lw	94		75.00	0.00	0.00	0.0	5.00	a	6350051.11	2283468.67	5.00

Building(s)

Name	M.	ID	RB	Residents	Absorption	Height		Coordinates			
						Begin		x	y	z	Ground
						(ft)		(ft)	(ft)	(ft)	(ft)
BUILDINGS		QSR	x	0		20.00	a	6349965.52	2283642.29	20.00	0.00
								6350004.65	2283640.66	20.00	0.00
								6350004.65	2283555.08	20.00	0.00
								6349963.89	2283554.26	20.00	0.00
BUILDINGS		CS	x	0		20.00	a	6350070.67	2283569.75	20.00	0.00
								6350139.95	2283571.38	20.00	0.00
								6350139.95	2283528.99	20.00	0.00
								6350071.48	2283531.44	20.00	0.00

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APPENDIX 10.1:

CADNAA CONSTRUCITON NOISE MODEL INPUTS

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13073

CadnaA Noise Prediction Model: 13073_Construction.cna
Date: 24.03.20
Analyst: B. Lawson

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
RECEIVERS		R1	69.2	69.2	75.8	75.0	0.0	0.0				5.00	a	6350058.89	2283838.04	5.00
RECEIVERS		R2	65.9	65.9	72.6	75.0	0.0	0.0				5.00	a	6350422.50	2283513.23	5.00
RECEIVERS		R3	69.3	69.3	76.0	75.0	0.0	0.0				5.00	a	6350153.85	2283350.09	5.00
RECEIVERS		R4	63.3	63.3	69.9	75.0	0.0	0.0				5.00	a	6349660.03	2283271.21	5.00
RECEIVERS		R5	70.8	70.8	77.5	75.0	0.0	0.0				5.00	a	6349818.88	2283542.64	5.00

Area Source(s)

ID	Result. PWL			Result. PWL''			Lw / Li		Operating Time			Moving Pt. Src			Height
	Day	Evening	Night	Day	Evening	Night	Type	Value	Day	Special	Night	Number			
	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			(min)	(min)	(min)	Day	Evening	Night	(ft)
CONSTRUCTION	114.5	114.5	114.5	75.3	75.3	75.3	Lw''	75.3							8

Name	Height				Coordinates			
	Begin		End		x	y	z	Ground
	(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
SITE	8.00	a			6349891.89	2283449.08	8.00	0.00
					6349887.03	2283708.80	8.00	0.00
					6349955.78	2283717.83	8.00	0.00
					6350032.17	2283723.38	8.00	0.00
					6350174.53	2283726.16	8.00	0.00
					6350183.56	2283723.38	8.00	0.00
					6350195.36	2283717.13	8.00	0.00
					6350209.25	2283702.55	8.00	0.00
					6350209.94	2283621.30	8.00	0.00
					6350216.19	2283619.91	8.00	0.00
					6350221.75	2283616.44	8.00	0.00
					6350225.22	2283608.11	8.00	0.00
					6350227.31	2283453.94	8.00	0.00

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APPENDIX I
TRAFFIC IMPACT ANALYSIS
APRIL 23, 2020

Highland Springs and 8th Retail

TRAFFIC IMPACT ANALYSIS

CITY OF BEAUMONT

PREPARED BY:

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APRIL 23, 2020

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LIST OF EXHIBITS

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
DIF	Development Impact Fee
E+P	Existing Plus Project
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
NCHRP	National Cooperative Highway Research Program
OPR	Office of Planning and Research
PHF	Peak Hour Factor
Project	Highland Springs and 8th Retail
RCTC	Riverside County Transportation Commission
SB	Senate Bill
SHS	State Highway System
TIA	Traffic Impact Analysis
TUMF	Transportation Uniform Mitigation Fee
WRCOG	Western Riverside Council of Governments
V/C	Volume to Capacity
VMT	Vehicle Miles Traveled

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1 INTRODUCTION

This report presents the results of the traffic impact analysis (TIA) for the proposed Highland Springs and 8th Retail development ("Project"), which is located on the southwest corner of Highland Springs Avenue and 8th Street in the City of Beaumont, as shown on Exhibit 1-1.

The purpose of this TIA is to evaluate the potential deficiencies related to traffic and circulation system deficiencies that may result from the development of the proposed Project, and to recommend improvements to resolve identified deficiencies and to achieve acceptable circulation system operational conditions. This traffic study has been prepared in accordance with the County of Riverside's Traffic Impact Analysis Preparation Guide (August 2008), the California Department of Transportation (Caltrans) Guide for the Preparation of Traffic Impact Studies, and through consultation with City of Beaumont staff during the scoping process. (1) (2) The Project Traffic Study Scoping agreement is provided in Appendix 1.1 of this TIA, which has been approved by both the lead agency (City of Beaumont) and the neighboring City of Banning.

1.1 SUMMARY OF FINDINGS

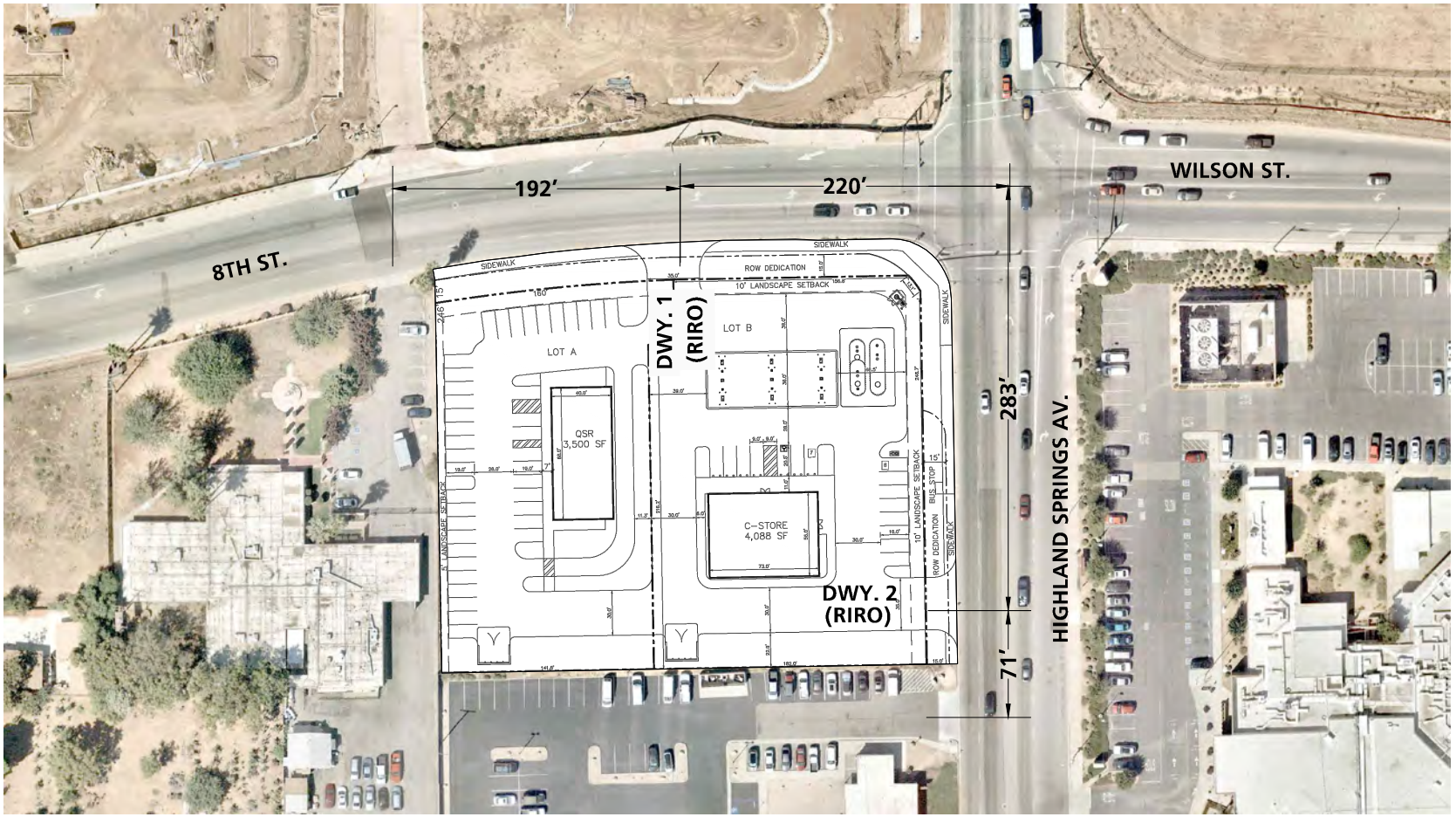
The Project is to construct the following improvements as a design features in conjunction with development of the site:

- Both Highland Springs Avenue and 8th Street are built out to their ultimate half-sections. However, the Project will construct additional curb, gutter, and sidewalk improvements along the Project's frontage, as needed for site access.
- Project to install a stop control on the northbound approach at Driveway 1 on 8th Street and on the eastbound approach at Driveway 2 on Highland Springs Avenue.

Additional details and intersection lane geometrics are provided in Section 1.7 *Recommendations* of this report.

The proposed Project is not anticipated to require the construction of any other off-site improvements, however, there are improvement needs identified at off-site intersections for future cumulative traffic analysis scenarios. As such, the Project Applicant's responsibility for the Project's contributions towards off-site deficient intersections is fulfilled through payment of fair share and/or payment into pre-existing fee programs (if applicable) that would be assigned to the future construction of the identified recommended improvements. The Project Applicant would be required to pay requisite fees and/or fair share contributions consistent with the City's requirements (see Section 7 *Local and Regional Funding Mechanisms*).

EXHIBIT 1-1: PRELIMINARY SITE PLAN



LEGEND:

RIRO = RIGHT-IN/RIGHT-OUT ONLY ACCESS

N

URBAN CROSSROADS

1.2 PROJECT OVERVIEW

The Project is proposed to consist of the following uses:

- 3,500 square feet of Fast-Food Restaurant with Drive-Through Window use
- 12 vehicle fueling position gasoline service station with convenience market

The Project opening year is 2021. Vehicular access will be provided via the following driveways (see Exhibit 1-1):

- 8th Street via Driveway 1 – right-in/right-out only
- Highland Springs Avenue via Driveway 2 – right-in/right-out only

Regional access to the Project site is available from the I-10 Freeway via Highland Springs Avenue.

Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, (10th Edition, 2017). (3) The proposed Project is anticipated to generate a total of 1,100 trip-ends per day, 145 AM peak hour trips and 100 PM peak hour trips. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.3 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2020)
- Existing Plus Project (E+P)
- Opening Year Cumulative (2021) Without Project
- Opening Year Cumulative (2021) With Project

1.3.1 EXISTING (2020) CONDITIONS

Information for Existing (2020) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared. Traffic counts were conducted in December 2019. A 1.0% growth rate has been applied to the 2019 traffic counts to reflect 2020 conditions.

1.3.2 EXISTING PLUS PROJECT CONDITIONS

The E+P analysis determines any potential circulation system deficiencies that would occur on the existing roadway system in the scenario of the Project being placed upon Existing conditions.

1.3.3 OPENING YEAR CUMULATIVE (2021) CONDITIONS

The Opening Year Cumulative (2021) conditions analysis determines the potential near-term cumulative circulation system deficiencies. To account for background traffic growth, traffic associated with other known cumulative development projects in conjunction with an ambient growth from Existing (2020) conditions of 2.0% is included for Opening Year Cumulative (2021) traffic conditions. This comprehensive list was compiled from information provided by the City of Beaumont and City of Banning and is consistent with other recent studies in the study area.

1.4 STUDY AREA

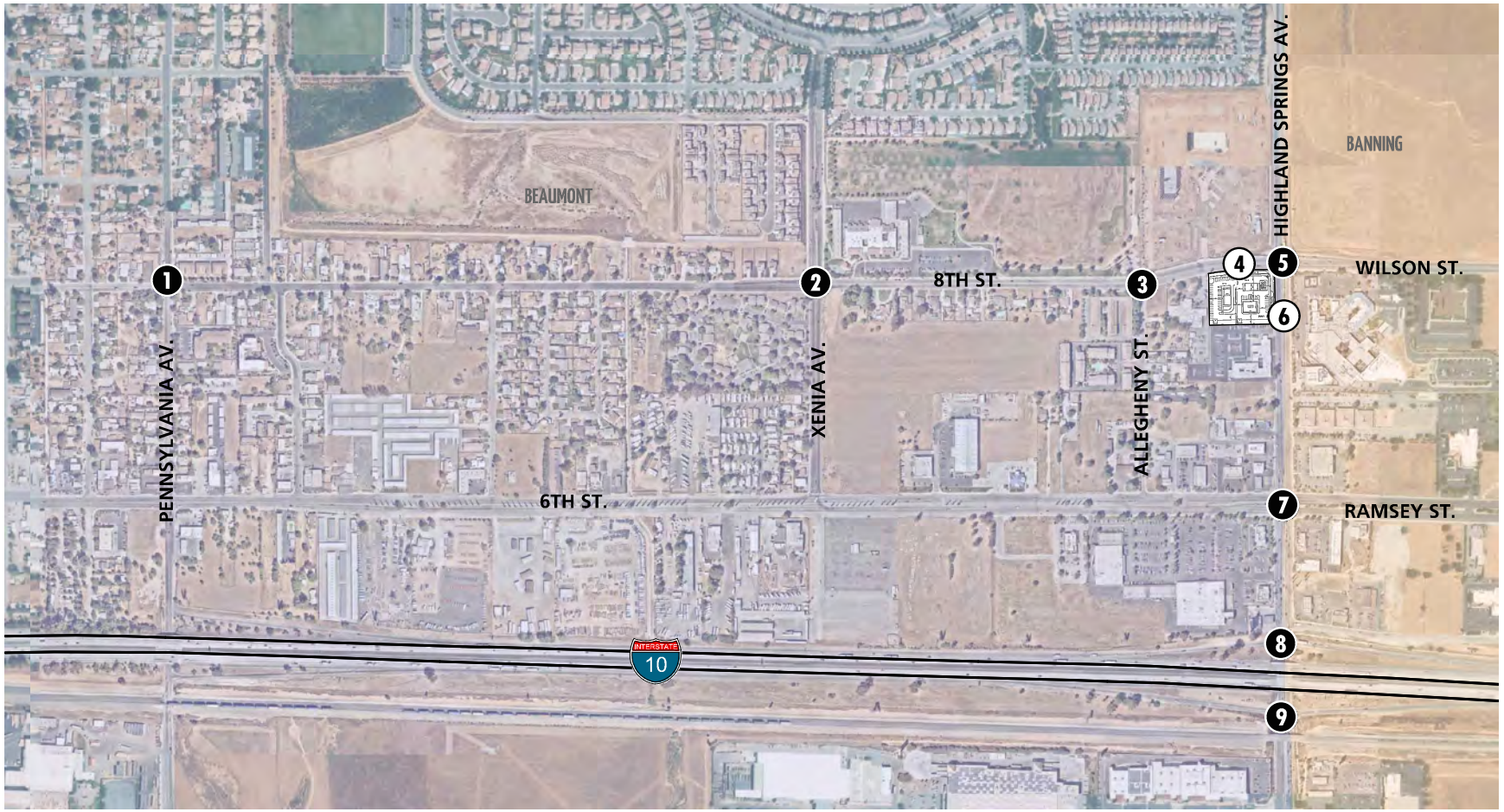
To ensure that this TIA satisfies the City of Beaumont's traffic study requirements, Urban Crossroads, Inc. prepared a project traffic study scoping package for review by City of Beaumont and City of Banning staff prior to the preparation of this report. This agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology. The agreement approved by both the City of Beaumont and City of Banning is included in Appendix 1.1 of this report.

The 9 study area intersections shown on Exhibit 1-2 and listed in Table 1-1 were selected for evaluation in this TIA based on consultation with City of Beaumont staff. The study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per the County of Riverside's traffic study guidelines. (1) The "50 peak hour trip" criteria represents a minimum number of trips at which a typical intersection would have the potential to be substantively affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within Riverside County for estimating a potential area of influence (i.e., study area).

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

ID	Intersection Location	Jurisdiction	CMP?
1	Pennsylvania Av. & 8th St.	City of Beaumont	No
2	Xenia Av. & 8th	City of Beaumont	No
3	Allegheny St. & 8th St.	City of Beaumont	No
4	Driveway 1 & 8th St. – Future Intersection	City of Beaumont	No
5	Highland Springs Av. & 8th St./Wilson St.	City of Beaumont, City of Banning	No
6	Highway Springs Av. & Driveway 2 – Future Intersection	City of Beaumont, City of Banning	No
7	Highland Springs Av. & 6th St./Ramsey St.	City of Beaumont, City of Banning	No
8	Highland Springs Av. & I-10 WB Ramps	City of Beaumont, City of Banning, Caltrans	No
9	Highland Springs Av. & I-10 EB Ramps	City of Beaumont, City of Banning, Caltrans	No

EXHIBIT 1-2: LOCATION MAP



LEGEND:

0 = EXISTING INTERSECTION ANALYSIS LOCATION

(0) = FUTURE INTERSECTION ANALYSIS LOCATION

N

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and updated most recently updated in 2011. The Riverside County Transportation Commission (RCTC) adopted the 2011 CMP for the County of Riverside in December 2011. (4) CMP intersections are identified in Table 1-1. There are no study area intersections identified as a Riverside County CMP facility.

1.5 SENATE BILL 743 – VEHICLE MILES TRAVELED (VMT)

Senate Bill 743 (SB 743), approved in 2013, endeavors to change the way transportation impacts will be determined according to the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles traveled (VMT) as the replacement for automobile delay-based Level of Service (LOS). In December 2018, the Natural Resources Agency finalized updates to CEQA Guidelines to incorporate SB 743 (i.e., VMT). While a lead agency has the option to immediately apply the new VMT based analysis methodology and thresholds for the purposes of evaluating transportation impacts, statewide application of the new guidelines is required July 1, 2020.

The revised Caltrans traffic impact analysis guidelines are set to be available in Spring/Summer 2020, however, Caltrans acknowledges automobile delay will no longer be considered a CEQA impact for development projects and will use VMT as the metric for determining impacts on the SHS. As such, the LOS operations included in this TIA for study area intersections and freeway facilities are informational and are not anticipated to support the environmental document.

1.6 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis and Section 5 *E+P Traffic Conditions* and Section 6 *Opening Year Cumulative (2021) Traffic Conditions* includes the detailed analysis. A summary of LOS results for all analysis scenarios is presented on Exhibit 1-3.

1.6.1 E+P CONDITIONS

Intersections

All study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours, consistent with Existing (2020) traffic conditions.

Off-Ramp Queues

There are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows, consistent with Existing (2020) traffic conditions.

EXHIBIT 1-3: SUMMARY OF DEFICIENT INTERSECTIONS BY ANALYSIS SCENARIO

#	Intersection	Existing (2020)	E+P	Opening Year Cumulative (2021) Without Project	Opening Year Cumulative (2021) With Project
1	Pennsylvania Av. & 8th St.				
2	Xenia Av. & 8th St.				
3	Allegheny St. & 8th St.				
4	Dwy. 1 & 8th St.	NA		NA	
5	Highland Springs Av. & 8th St. / Wilson St.				
6	Highland Springs Av. & Dwy. 2	NA		NA	
7	Highland Springs Av. & 6th St. / Ramsey St.				
8	Highland Springs Av. & I-10 WB Ramps				
9	Highland Springs Av. & I-10 EB Ramps				

LEGEND:

= AM PEAK HOUR ACCEPTABLE LOS

= AM PEAK HOUR DEFICIENT LOS

= PM PEAK HOUR ACCEPTABLE LOS

= PM PEAK HOUR DEFICIENT LOS

NA = NOT AN ANALYSIS LOCATION FOR THIS SCENARIO

1.6.2 OPENING YEAR CUMULATIVE (2021) CONDITIONS

Intersections

The following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours under Opening Year Cumulative (2021) Without Project traffic conditions:

- Pennsylvania Avenue & 8th Street (#1) – LOS F AM peak hour; LOS E PM peak hour
- Highland Springs Avenue & 8th Street/Wilson Street (#5) – LOS D AM peak hour; LOS F PM peak hour
- Highland Springs Avenue & 6th Street/Ramsey Street (#7) – LOS D PM peak hour only

There are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic under Opening Year Cumulative (2021) With Project traffic conditions, in addition to the intersections identified above for Opening Year Cumulative (2021) Without Project traffic conditions.

Off-Ramp Queues

There are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Opening Year Cumulative (2021) traffic conditions, consistent with Existing (2020) traffic conditions.

1.7 RECOMMENDATIONS

1.7.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

The following recommendations are based on the improvements needed to accommodate site access. Exhibit 1-4 shows the site adjacent recommendations.

At the intersection of Highland Springs Avenue & 8th Street/Wilson Street, no improvements are recommended; the existing traffic control and intersection geometrics should be maintained.

Recommendation 1.1 – Driveway 1 & 8th Street (#4) – The following improvement is necessary to accommodate site access:

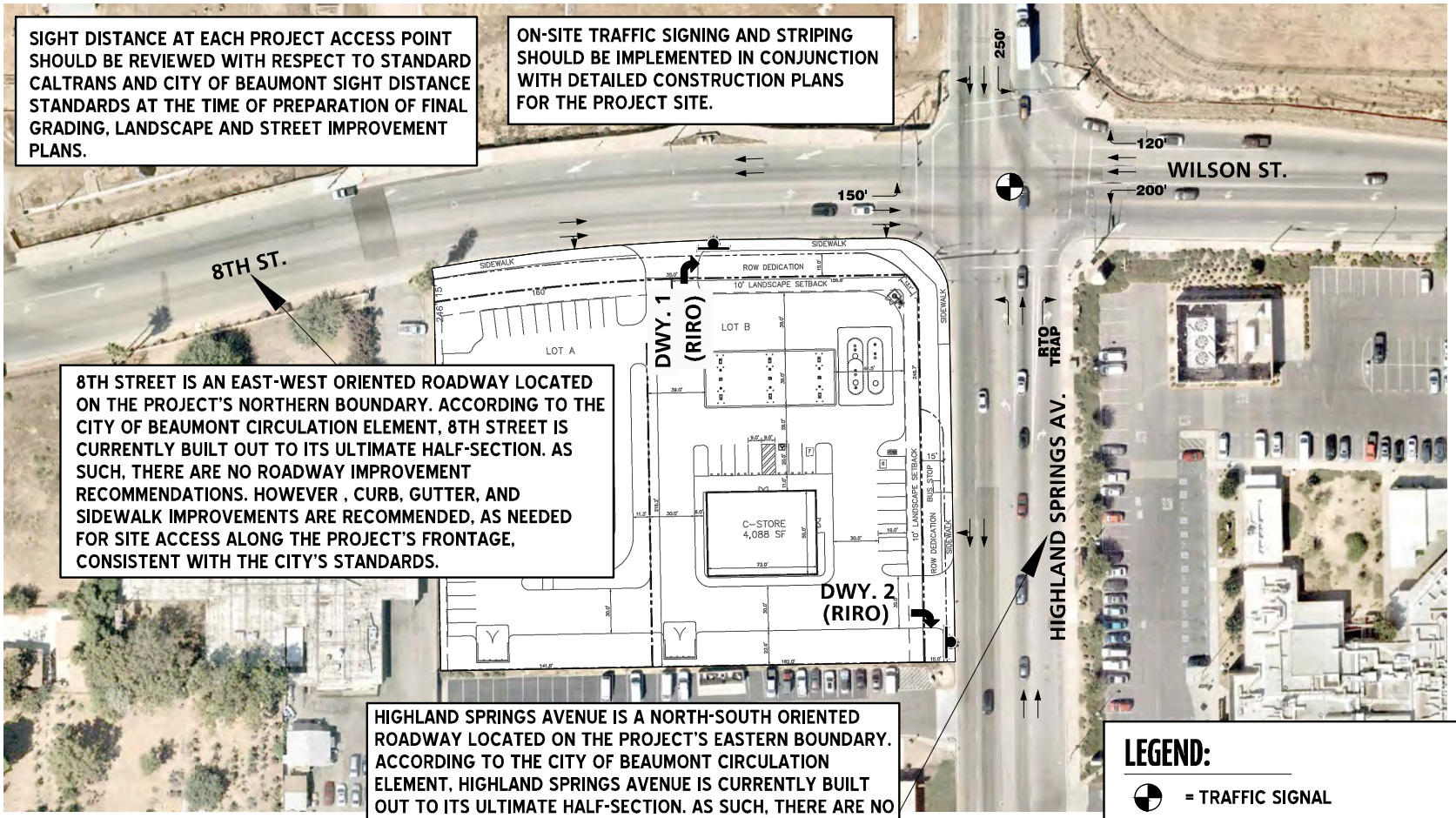
- Project to install a stop control on the northbound approach and a right turn lane (driveway).

Recommendation 2.1 – Highland Springs Avenue & Driveway 2 (#6) – The following improvement is necessary to accommodate site access:

- Project to install a stop control on the eastbound approach and a right turn lane (driveway).

Recommendation 3.1 – 8th Street is an east-west oriented roadway located along the Project's northern boundary. According to the City of Beaumont Circulation Element, 8th Street is currently built out to its ultimate half-section. As such, there are no roadway improvement recommendations. However, curb, gutter, and sidewalk improvements are recommended, as needed for site access along the Project's frontage, consistent with the City's standards.

EXHIBIT 1-4: SITE ADJACENT ROADWAY AND SITE ACCESS RECOMMENDATIONS



URBAN CROSSROADS

Recommendation 4.1 – Highland Springs Avenue is a north-south oriented roadway located along the Project's eastern boundary. According to the City of Beaumont Circulation Element, Highland Springs Avenue is currently built out to its ultimate half-section. As such, there are no roadway improvement recommendations. However, curb, gutter, and sidewalk improvements are recommended, as needed for site access along the Project's frontage, consistent with the City's standards.

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Beaumont sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

1.7.2 OFF-SITE RECOMMENDATIONS

The recommended improvements needed to address the cumulative deficiencies identified under Existing (2020), E+P, Opening Year Cumulative (2021) traffic conditions are shown in Table 1-2. For those improvements listed in Table 1-2 and not constructed as part of the Project, the Project Applicant's responsibility for the Project's contributions towards deficient intersections is fulfilled through payment of fair share and/or Transportation Uniform Mitigation Fee (TUMF)/Development Impact Fee (DIF) program fees (if applicable) that would be assigned to construction of the identified recommended improvements. Preliminary cost estimates and fee assessments for these improvements are summarized in Table 1-2. The Project Applicant would be required to pay TUMF/DIF and/or fair share fees consistent with the City's requirements (see Section 7 *Local and Regional Funding Mechanisms*).

Recommendation 5.1 – Prior to the issuance of building permits, the Project Applicant shall pay the Project's fair share amount of $14,462 for the improvements identified in Table 1-2 at intersections located within the City of Beaumont, or as agreed to by the City and Project Applicant.

Recommendation 6.1 – The Developer's fair-share amount for the intersections that either share a mutual border with or are wholly located within the City of Banning that have recommended improvements which are not covered by a pre-existing fee program is $2,547. Developer shall be required to pay the amount shown above to the City of Beaumont prior to the issuance of building permits. The City of Beaumont shall hold Developer's Fair Share contribution in trust and shall apply Developer's Fair Share Contribution to any fee program adopted or agreed upon by the City of Beaumont and other agencies.

Table 1-2

Summary of Improvements by Analysis Scenario

#	Intersection Location	Jurisdiction	Recommended Improvements[1]				Improvements in Fee Program?[1]	Project Responsibility[2]	Total Cost[4]	Fair Share %[3]	Fair Share Cost[5]
			Existing (2020)	E+P	2021 Without Project	2021 With Project					
1	Pennsylvania Av. & 8th St.	Beaumont	None	None	Install a Traffic Signal	Same	No	Fair Share	$400,000	2.6%	$10,390
					Restripe the NB approach to provide one left turn lane and one shared through-right turn lane	Same	No	Fair Share	$39,200		$1,018
					Restripe the SB approach to provide one left turn lane and one shared through-right turn lane	Same	No	Fair Share	$39,200		$1,018
					Restripe the EB approach to provide one left turn lane and one shared through-right turn lane	Same	No	Fair Share	$39,200		$1,018
					Restripe the WB approach to provide one left turn lane and one shared through-right turn lane	Same	No	Fair Share	$39,200		$1,018
								Total	**$556,800**		**$14,462**
5	Highland Springs Av. & 8th St./Wilson St.	Beaumont, Banning	None	None	Restripe the NB approach to provide one left turn lane, two through lanes, and one right turn lane	Same	Yes (TUMF)	Fees	$0	--	$0
								Total	**$0**		**$0**
7	Highland Springs Av. & 6th St./Ramsey St.	Beaumont, Banning	None	None	Add 2nd WB left turn lane	Same	No	Fair Share	$78,400	2.2%	$1,698
					Stripe the WB defacto right turn lane	Same	No	Fair Share	$39,200		$849
								Total	**$117,600**		**$2,547**
Total Costs for Horizon Year (2040) Improvements									**$674,400**		**$17,010**
Total Project Fair Share Contribution to the City of Beaumont (non-DIF)[6]									**$14,462**		
Total Project Fair Share Contribution to the City of Banning[7]									**$2,547**		

[1] Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at discretion of City.

[2] Identifies the Project's responsibility to construct an improvement or contribute a fee payment or fair share towards the implementation of the improvements shown.

[3] Represents the fair share percentage for the Project during the most impacted peak hour.

[4] Costs have been estimated using the data provided in Appendix "G" of the CMP (2016 Update) for preliminary construction costs.

[5] Rough order of magnitude cost estimate.

[6] Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections wholly or partially within the City of Beaumont.

[7] Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections wholly or partially within the City of Banning.

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2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. Since the City of Beaumont does not have their own traffic study guidelines, the methodologies described are generally consistent with the County of Riverside and Caltrans traffic study guidelines. (1) (2)

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (5) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The City of Beaumont and City of Banning require signalized intersection operations analysis based on the methodology described in the HCM (6th Edition). Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1. Study area intersections have been evaluated using the Synchro (Version 10) analysis software package.

The traffic modeling and signal timing optimization software package Synchro (Version 10) is utilized to analyze signalized intersections within the City of Beaumont. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up	F	F

Source: HCM, 6th Edition

A saturation flow rate of 1900 has been utilized for all study area intersections located within the City of Beaumont and City of Banning. The peak hour traffic volumes are adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Common practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g. PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (5)

California Department of Transportation (Caltrans)

Per the Caltrans Guide for the Preparation of Traffic Impact Studies, the traffic modeling and signal timing optimization software package Synchro (Version 10) has also been utilized to analyze signalized intersections under Caltrans' jurisdiction, which include interchange to arterial ramps (i.e. I-10 Freeway ramps at Highland Springs Avenue). (2) Signal timing for the freeway arterial-to-ramp intersections have been obtained from Caltrans District 8 and were utilized for the purposes of this analysis.

2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Beaumont and City of Banning require the operations of unsignalized intersections be evaluated using the methodology described the HCM. (5) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays.	0 to 10.00	A	F
Short traffic delays.	10.01 to 15.00	B	F
Average traffic delays.	15.01 to 25.00	C	F
Long traffic delays.	25.01 to 35.00	D	F
Very long traffic delays.	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F	F

Source: HCM, 6th Edition

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole.

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by the Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TIA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices *(CA MUTCD)*. (6)

The signal warrant criteria for Existing conditions are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The Caltrans CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (6) Specifically, this TIA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing study area intersections for all analysis scenarios. Warrant 3 is appropriate to use for this TIA because it provides specialized warrant criteria for intersections with rural characteristics (e.g. located in communities with populations of less than 10,000 persons or with adjacent major streets operating above 40 miles per hour). For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection.

Traffic signal warrant analyses were performed for the following unsignalized study area intersection shown in Table 2-3:

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

ID	Intersection Location	Jurisdiction
1	Pennsylvania Av. & 8th St.	City of Beaumont
2	Xenia Av. & 8th	City of Beaumont
3	Allegheny St. & 8th St.	City of Beaumont

Although unsignalized, traffic signal warrants have not been performed for the intersection of Driveway 1 at 8th Street and Driveway 2 at Highland Springs Avenue since these intersections will be restricted to right-in/right-out access only and signalization of these locations is not recommended. The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *E+P Traffic Conditions,* and Section 6 *Opening Year Cumulative (2021) Traffic* Conditions of this report.

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 FREEWAY OFF-RAMP QUEUING ANALYSIS

Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the I-10 Freeway at Highland Springs Avenue interchange. Specifically, the queuing analysis is utilized to identify any potential queuing and "spill back" onto the I-10 Freeway mainline from the off-ramps.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the intersections with traffic added from the proposed Project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The footnote from the Synchro output sheets indicates if the 95th percentile cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays. The 95th percentile queue is derived from the average queue plus 1.65 standard deviations. The 95th percentile queue is not necessarily ever observed it is simply based on statistical calculations.

2.5 MINIMUM LEVEL OF SERVICE (LOS)

The definition of an intersection deficiency has been obtained from each of the applicable surrounding jurisdictions.

2.5.1 CITY OF BEAUMONT

The City of Beaumont has established LOS D as the minimum level of service for all roadways/intersections within the City (Policy 10 of the General Plan Circulation Element). Therefore, any intersection operating at LOS E or F will be considered deficient for the purposes of this analysis.

2.5.2 CITY OF BANNING

The City of Banning has established LOS C as the minimum level of service for all roadways/intersections within the City. Therefore, any City of Banning intersection operating at LOS D, E, or F will be considered deficient for the purposes of this analysis.

2.5.3 CALTRANS

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway System (SHS) facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. Consistent with the City of Beaumont minimum LOS of LOS D, LOS D will be used as the target LOS for both arterial-to-freeway ramps and freeway mainline segments and ramp junctions.

2.6 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies.

2.6.1 CITY OF BEAUMONT INTERSECTIONS

To determine whether the addition of project traffic at a study intersection results in a direct project-related deficiency, the following thresholds of significance will be utilized:

- A significant project-related impact occurs at a study intersection if the addition of project-generated trips reduces the peak hour level of service of the study intersection to change from acceptable level of service (LOS A, B, C or D) to an unacceptable level of service (LOS E or F);
- A significant cumulative impact occurs at a study intersection if the Project contributes 50 or more peak hour trips to an intersection that is anticipated to operate at a deficient LOS without the Project (LOS E or F).

2.6.2 CITY OF BANNING INTERSECTIONS

To determine whether the addition of project traffic at a study intersection results in a direct project-related deficiency, the following thresholds of significance will be utilized:

- A significant project-related impact occurs at a study intersection if the addition of project-generated trips reduces the peak hour level of service of the study intersection to change from acceptable level of service (LOS A, B, or C) to an unacceptable level of service (LOS D, E, or F);
- A significant cumulative impact occurs at a study intersection if the Project contributes 50 or more peak hour trips to an intersection that is anticipated to operate at a deficient LOS without the Project (LOS D, E, or F).

2.7 PROJECT FAIR SHARE CALCULATION METHODOLOGY

Improvements found to be included in the TUMF and/or DIF will be identified as such. For improvements that do not appear to be in either of the pre-existing fee programs, a fair share contribution based on the Project's proportional share may be imposed in order to address the Project's share of deficiencies in lieu of construction. It should be noted that fair share calculations are for informational purposes only and the City Traffic Engineer will determine the appropriate improvements to be implemented by a project (to be identified in the conditions of approval).

The Project's fair share contribution is determined based on the following equation, which is the ratio of Project traffic to total future traffic:

Project Fair Share % = Project Traffic / Opening Year Cumulative (2021) Total Traffic

3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Beaumont General Plan Circulation Network, and a review of existing peak hour intersection operations, traffic signal warrant, and off-ramp queuing analyses.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the scoping agreement with City of Beaumont staff (Appendix 1.1), the study area includes a total of 9 existing and future intersections as shown previously on Exhibit 1-2, where the Project is anticipated to contribute 50 or more peak hour trips. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 GENERAL PLAN CIRCULATION ELEMENTS

As noted previously, the Project site is located within the City of Beaumont. The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified on City of Beaumont General Plan Circulation Element, are described subsequently. Exhibit 3-2 shows the City of Beaumont General Plan Circulation Element and Exhibit 3-3 illustrates the City of Beaumont General Plan roadway cross-sections.

Urban Arterials are six-lane divided roadways (typically divided by a raised median or painted two-way turn-lane) with a 120-foot to 134-foot right-of-way and a 102-foot curb-to-curb measurement. These roadways serve both regional through-traffic and inter-city traffic and typically direct traffic onto and off-of the freeways. The following study area roadway within the City of Beaumont is classified as an Urban Arterial:

- Highland Springs Avenue, between 1st Street and 6th Street

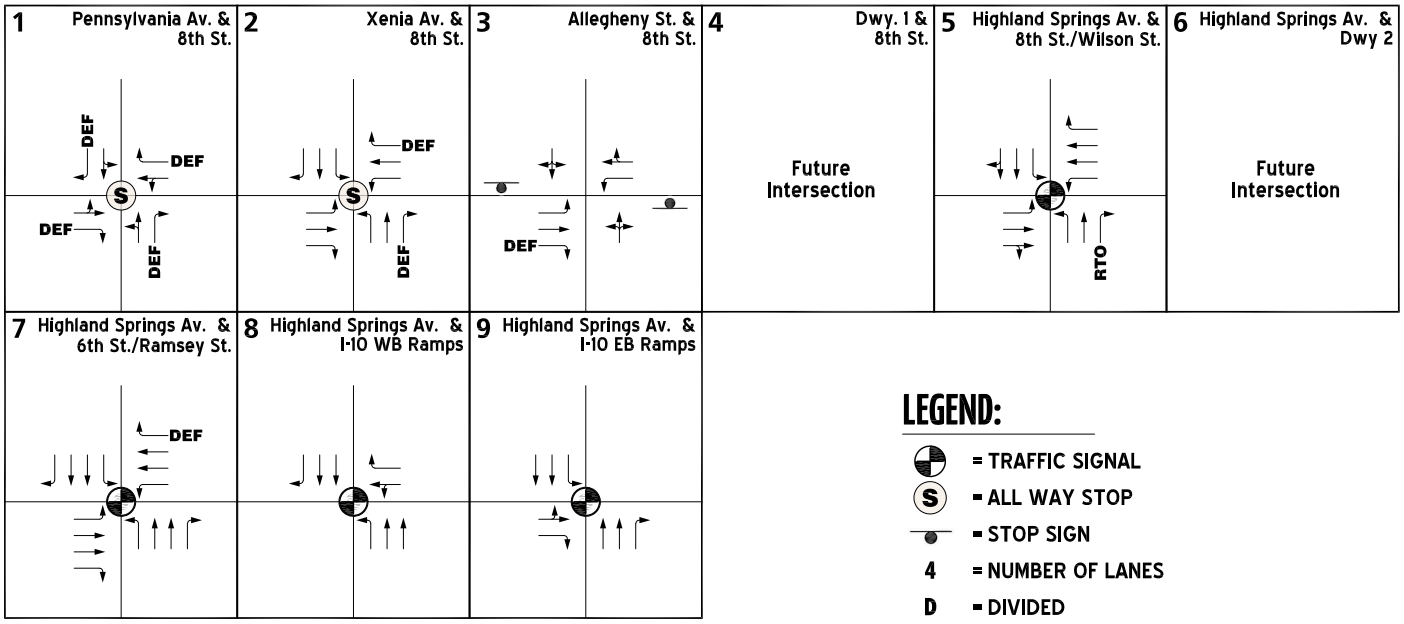
Arterial Highways are six lane divided roadways (divided by a painted or raised median) with a 110-foot right-of-way and 86-foot curb-to-curb measurement. These roadways serve both regional through-traffic and inter-city traffic. The following study area roadway within the City of Beaumont is classified as an Arterial Highway:

- Highland Springs Avenue, north of 6th Street

Major Roadways are four lane divided roadways and may provide on-street parking. These roadways typically have an 88-foot to 100-foot right-of-way and a 70-foot to 76-foot curb-to-curb measurement. These roadways typically direct traffic through major development areas and serve to move large volumes of inter-city traffic. The following study area roadway within the City of Beaumont is classified as a Major Roadway:

- 8th Street, east of Allegheny Avenue

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



LEGEND:

- = TRAFFIC SIGNAL
- S = ALL WAY STOP
- = STOP SIGN
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- RTO = RIGHT TURN OVERLAP
- DEF = DEFACTO RIGHT TURN
- SPEED LIMIT 25 = SPEED LIMIT (MPH)

N

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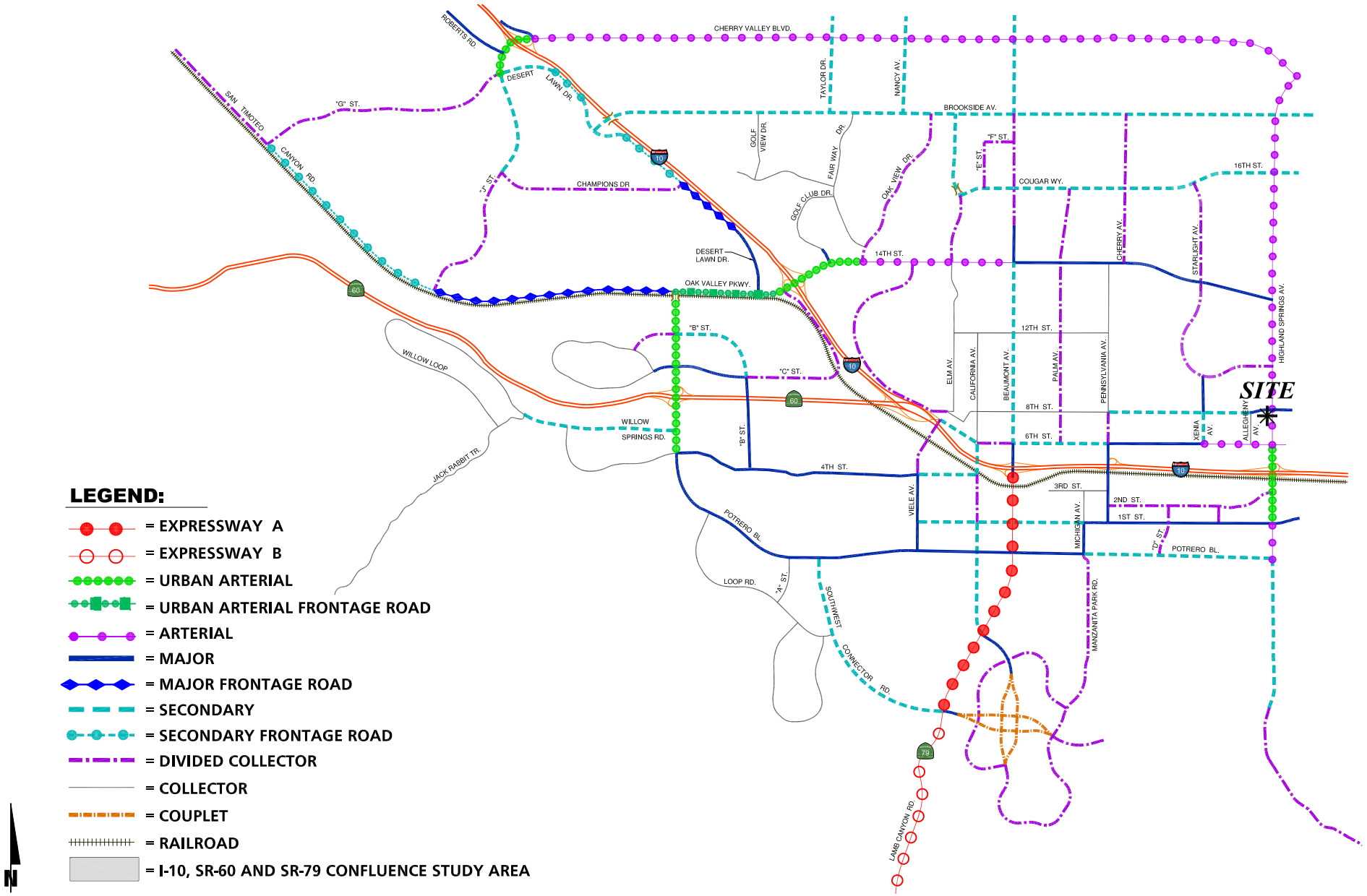
URBAN CROSSROADS

EXHIBIT 3-2: CITY OF BEAUMONT GENERAL PLAN CIRCULATION ELEMENT



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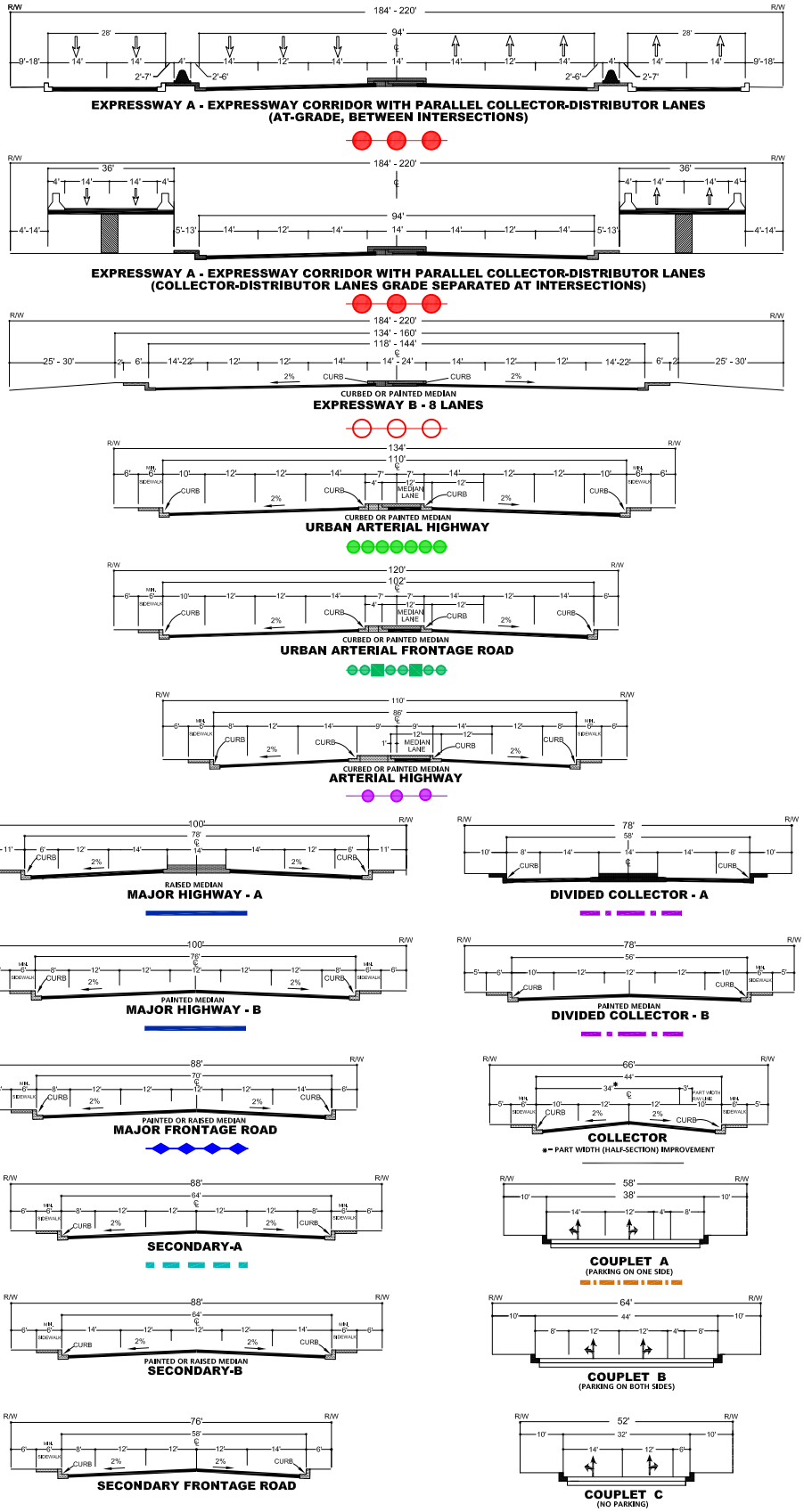
URBAN CROSSROADS

EXHIBIT 3-3: CITY OF BEAUMONT GENERAL PLAN ROADWAY CROSS-SECTIONS



Secondary Streets are four-lane roadways and may include a painted median. These roadways typically have a 76-foot to 86-foot right-of-way and a 56-foot to 64-foot curb-to-curb measurement. These roadways typically direct traffic through major development areas and a lesser capacity than Major Roadways. The following study area roadways within the City of Beaumont are classified as a Secondary Street:

- Xenia Avenue, south of 8th Street
- 8th Street, between Pennsylvania Avenue and Allegheny Avenue

Collector Streets are two-lane roadways and provide on-street parking on both sides. These roadways typically have a 66-foot to 78-foot right-of-way and a 44-foot curb-to-curb measurement. These roadways provide connections to secondary streets, arterials, and freeways, with most traffic being through-traffic or intra-city traffic. The following study area roadways within the City of Beaumont are classified as a Collector Street:

- Pennsylvania Avenue, north of 8th Street
- 8th Street, west of Pennsylvania Avenue
- Allegheny Avenue

3.3 CITY OF BANNING GENERAL PLAN CIRCULATION ELEMENT

The study area is also partially located within the City of Banning. Exhibit 3-4 shows the City of Banning General Plan Circulation Element, and Exhibit 3-5 illustrates the City of Banning General Plan roadway cross-sections.

3.4 TRANSIT SERVICE

The study area is currently served by the Pass Transit with bus services along 6th Street, 8th Street, Pennsylvania Avenue, Highland Springs Avenue, and Xenia Avenue via Routes 2, 3, 4, and 125. The transit services are illustrated on Exhibit 3-6. There appears to be existing transit routes that could potentially serve the Project. Transit service is reviewed and updated by Pass Transit periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

3.5 BICYCLE & PEDESTRIAN FACILITIES

Class II bikeways, also referred to as "bike lanes," are intended to delineate the right-of-way assigned to bicyclists and motorists, and to provide for more predictable movements of each. Bike lane signs and pavement marking help define the bikeway. A more important reason for bike lanes is to better accommodate bicyclists through corridors where insufficient room exists for safe bicycling on existing streets. 6th Street/Ramsey Street currently has Class II bike lanes in the vicinity of the Project site. Field observations conducted in February 2020 indicate nominal pedestrian and bicycle activity within the study area. Exhibit 3-7 illustrates the existing pedestrian facilities, including sidewalks and crosswalks.

EXHIBIT 3-4: CITY OF BANNING GENERAL PLAN CIRCULATION ELEMENT

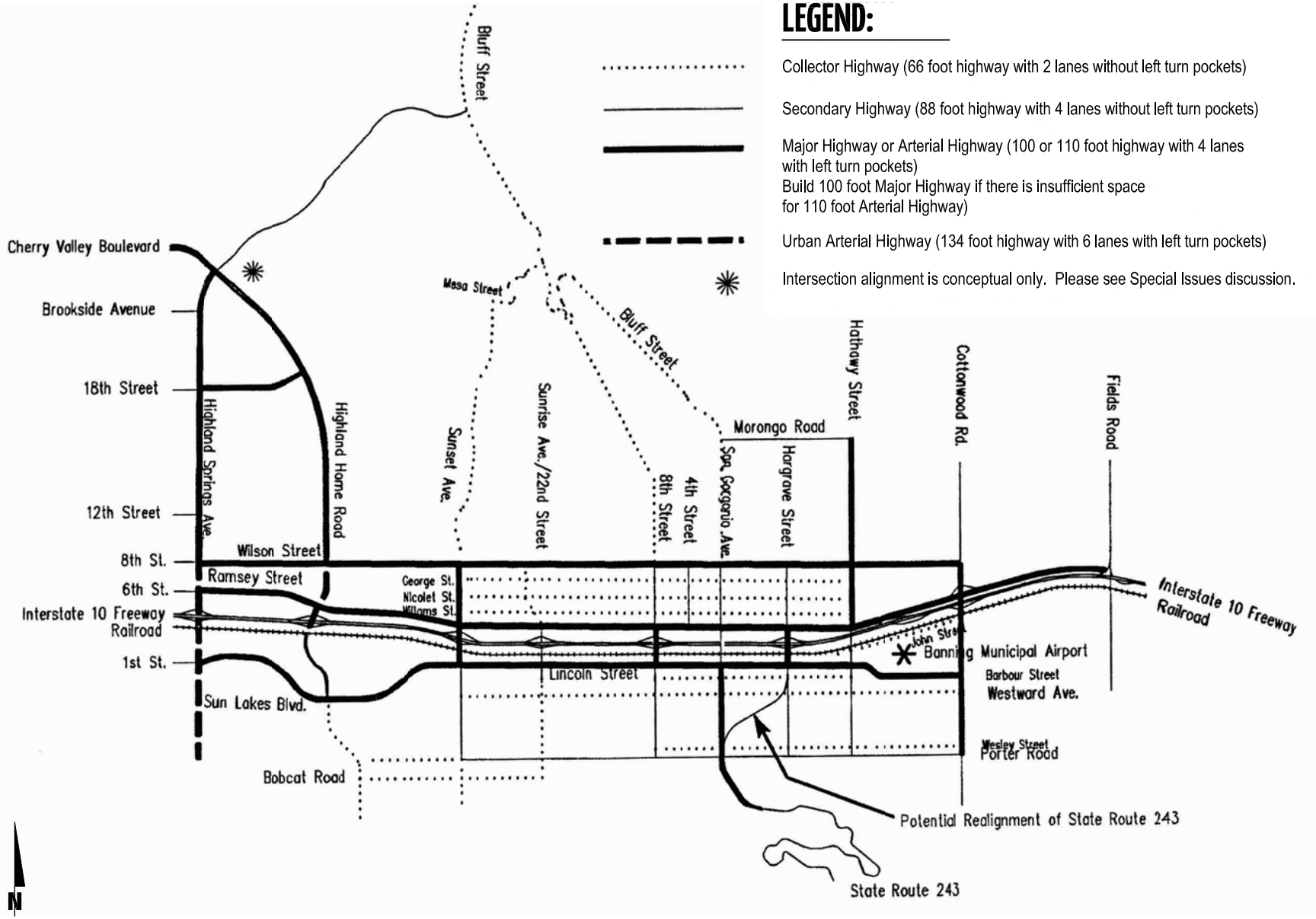
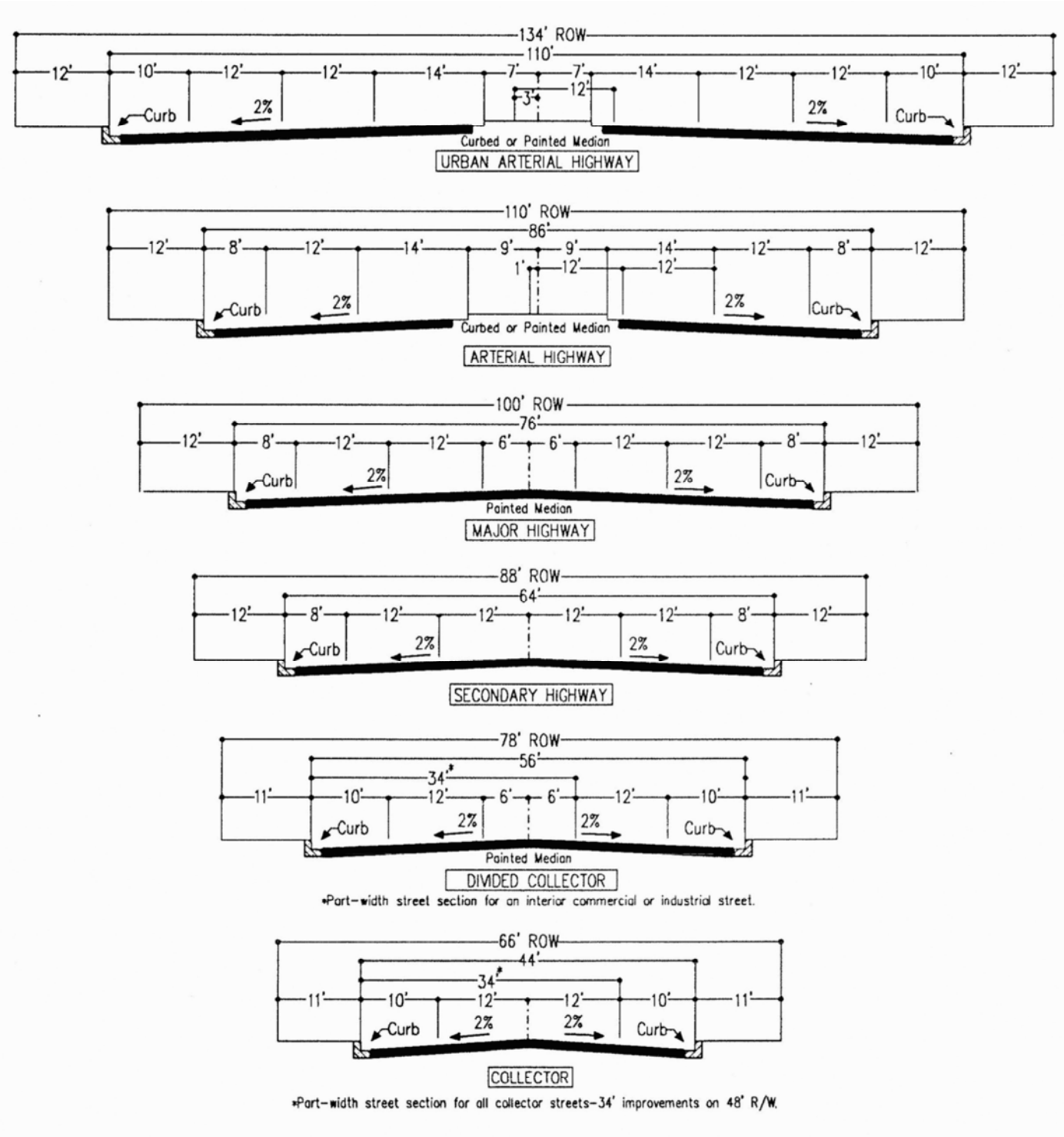
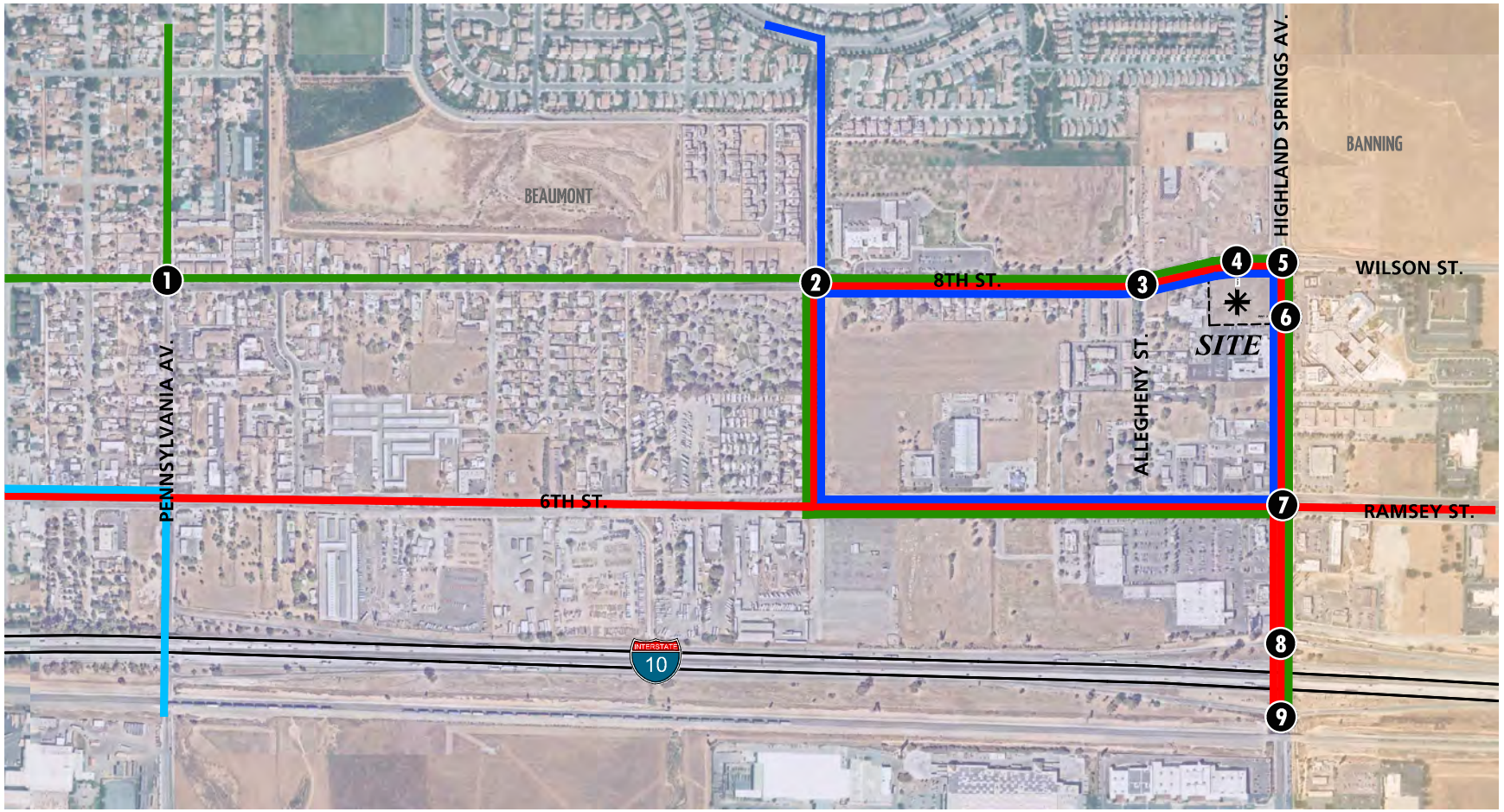


EXHIBIT 3-5: CITY OF BANNING GENERAL PLAN ROADWAY CROSS-SECTIONS



SOURCE: CITY OF BANNING (June 6, 2005)

EXHIBIT 3-6: EXISTING TRANSIT ROUTES



LEGEND:

- = PASS TRANSIT ROUTE 2
- = PASS TRANSIT ROUTE 3
- = PASS TRANSIT ROUTE 4
- = PASS TRANSIT COMMUTER 125

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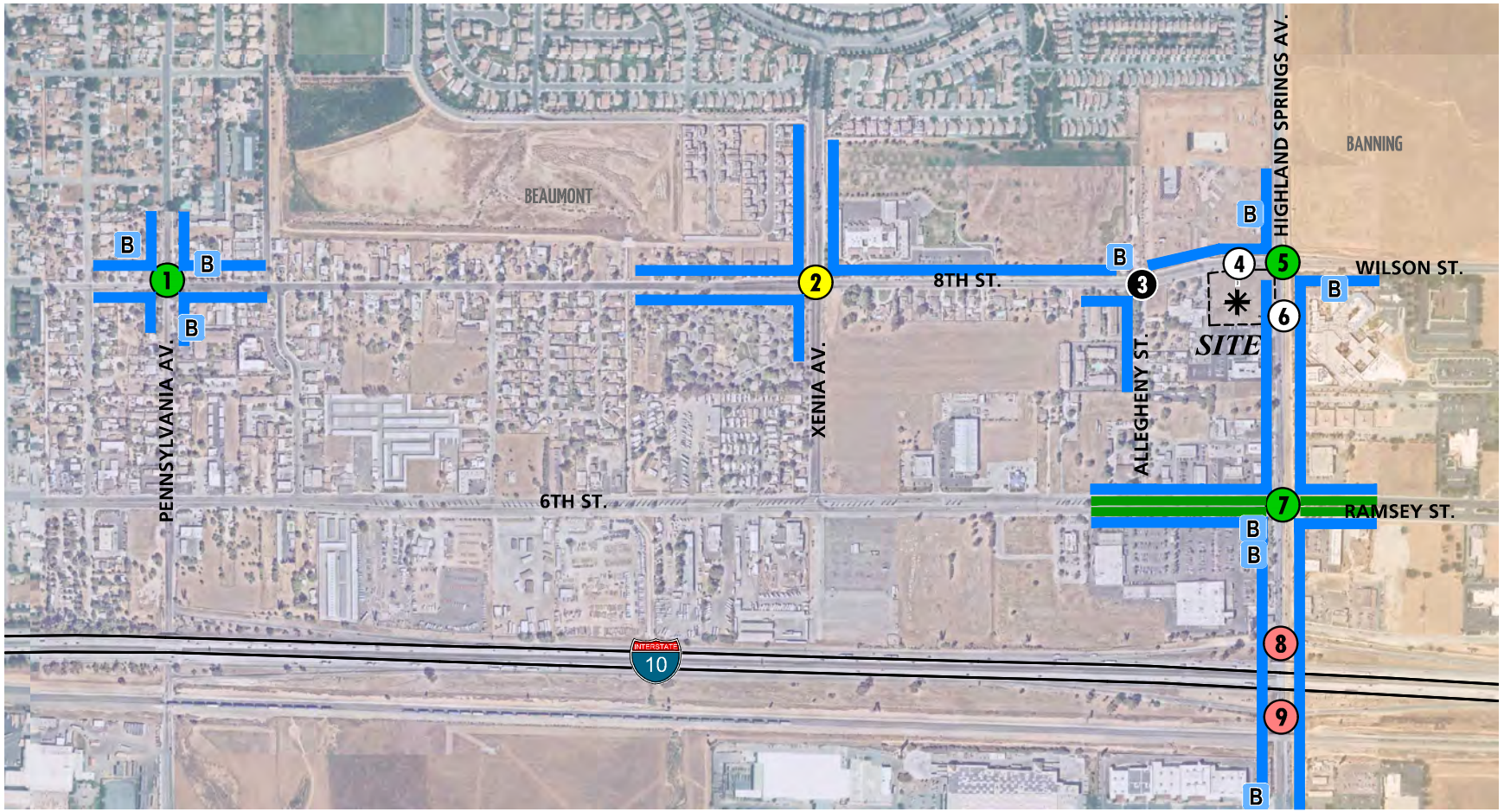
EXHIBIT 3-7: EXISTING PEDESTRIAN FACILITIES



LEGEND:

- = SIDEWALK
- = BIKE LANE
- B = BUS STOP
- 0 = NO CROSSWALK
- 0 = FUTURE INTERSECTION
- 0 = CROSSWALK ON FOUR APPROACHES
- 0 = CROSSWALK ON TWO APPROACHES
- 0 = SCHOOL CROSSWALK ON FOUR APPROACHES

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3.6 EXISTING TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in December 2019, while schools were in session. An ambient growth factor of 1.0% has been applied to the existing 2019 traffic counts to reflect 2020 conditions. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The weekday AM and weekday PM peak hour count data are representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes, and near-by schools were in session and operating on normal schedules. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1. These raw turning volumes have been flow conserved between intersections with limited access, no access, and where there are currently no uses generating traffic.

Existing weekday Average Daily Traffic (ADT) volumes on arterial highways throughout the study area are shown on Exhibit 3-8. Where actual 24-hour tube count data was not available, Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 13.56 = Leg Volume

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 7.37 percent. As such, the above equation utilizing a factor of 13.56 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 7.37 percent (i.e., 1/0.0737 = 13.56) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. Existing weekday AM and weekday PM peak hour intersection volumes are also shown on Exhibit 3-8.

3.7 EXISTING (2020) INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1 which indicates that all of the study area intersections are currently operating at an acceptable LOS during the peak hours.

EXHIBIT 3-8: EXISTING (2020) TRAFFIC VOLUMES

1 Pennsylvania Av. & 8th St.	2 Xenia Av. & 8th St.	3 Allegheny St. & 8th St.	4 Dwy. 1 & 8th St.	5 Highland Springs Av. & 8th St./Wilson St.	6 Highland Springs Av. & Dwy 2
33(17) ↓ 321(230) ↓ 87(56) 89(64) ← 116(80) ← 47(35) 16(22) → 72(83) → 44(26) 39(59) ↑ 271(408) ↑ 28(34)	55(32) ↓ 157(117) ↓ 85(28) 146(55) ← 179(104) ← 73(20) 60(34) → 111(98) → 28(34) 10(25) ↑ 97(201) ↑ 53(35)	0(0) ↓ 0(0) ↓ 0(0) 0(0) ← 349(168) ← 13(15) 0(0) → 260(171) → 25(19) 10(8) ↑ 0(0) ↑ 12(14)	Future Intersection	112(15) ↓ 591(431) ↓ 299(191) 213(146) ← 149(102) ← 196(165) 30(20) → 113(116) → 128(48) 101(66) ↑ 347(641) ↑ 152(222)	Future Intersection

7 Highland Springs Av. & 6th St./Ramsey St.	8 Highland Springs Av. & I-10 WB Ramps	9 Highland Springs Av. & I-10 EB Ramps
83(95) ↓ 645(505) ↓ 98(69) 47(81) ← 150(295) ← 199(299) 113(197) → 176(321) → 217(194) 110(209) ↑ 439(651) ↑ 140(141)	329(295) ↓ 740(804) 144(295) ← 4(6) ← 205(326) 277(322) ↑ 660(942)	747(1013) ↓ 198(117) 271(314) → 0(1) → 403(527) 666(950) ↑ 367(480)

LEGEND:

10.0 = ACTUAL (COUNT-BASED) VEHICLES PER DAY (1000'S)
10.0 = ESTIMATED VEHICLES PER DAY (1000'S)
10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES

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Table 3-1

Intersection Analysis for Existing (2020) Conditions

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service		Acceptable LOS[4]
			Northbound			Southbound			Eastbound			Westbound							
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	
1	Pennsylvania Av. & 8th St.	AWS	0	1	d	0	1	d	0	1	d	0	1	d	29.3	22.3	D	C	D
2	Xenia Av. & 8th	AWS	1	1	d	1	1	1	1	1	1	1	1	d	12.7	10.9	B	B	D
3	Allegheny St. & 8th St.	CSS	0	1	0	0	1	0	1	1	d	1	1	0	11.8	9.8	B	A	D
4	Driveway 1 & 8th St.		Future Intersection																
5	Highland Springs Av. & 8th St./Wilson St.	TS	1	1	1>	1	2	0	1	2	0	1	2	1	32.1	29.8	C	C	C
6	Highway Springs Av. & Driveway 2		Future Intersection																
7	Highland Springs Av. & 6th St./Ramsey St.	TS	1	2	1	1	2	1	1	2	1	1	2	d	26.2	33.4	C	C	C
8	Highland Springs Av. & I-10 WB Ramps	TS	1	2	0	1	2	1	0	0	0	0	1	1	22.0	30.5	C	C	C
9	Highland Springs Av. & I-10 EB Ramps	TS	0	2	1	1	2	0	0	1	1	0	0	0	20.8	20.8	C	C	C

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d= Defacto Right Turn Lane; > = Right Turn Overlap Phasing

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All-way Stop; CSS = Cross-street Stop; TS = Traffic Signal

[4] Minimum acceptable LOS for each applicable jurisdiction.

It should be noted, based on field observations, the intersections of I-10 Westbound Ramps & Highland Springs Avenue (#8) and I-10 Eastbound Ramps & Highland Springs Avenue (#9) experienced queuing issues along Highland Springs Avenue during the AM peak hour. The northbound and southbound left turns onto the I-10 Freeway experienced heavy queues on Highland Springs Avenue only (not on the off-ramps). However, the entire length of the northbound and southbound left turn queues cleared each cycle. As such, the intersection operations analysis results shown in Table 3-1 reflect the field conditions at the time this TIA was prepared.

Consistent with Table 3-1, a summary of the peak hour intersection LOS for Existing conditions is shown on Exhibit 3-9. The intersection operations analysis worksheets are included in Appendix 3.2 of this TIA.

3.8 EXISTING (2020) TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. There are no unsignalized study area intersections that currently warrant a traffic signal for Existing (2020) traffic conditions. Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

3.9 EXISTING (2020) OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the I-10 Freeway and Highland Springs Avenue interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-10 Freeway mainline. Queuing analysis findings are presented in Table 3-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 3-2, there are no movements that are currently experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows. This finding is consistent with field observations at the time traffic counts were conducted. Worksheets for Existing (2020) traffic conditions off-ramp queuing analysis are provided in Appendix 3.4.

3.10 RECOMMENDED IMPROVEMENTS

3.10.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

All existing study area intersections currently operate at an acceptable LOS; therefore, no improvements are recommended for Existing (2020) traffic conditions.

3.10.2 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 3-2, there are currently no peak hour queuing issues at the I-10 Freeway and Highland Springs Avenue interchange for Existing (2020) traffic conditions. As such, no improvements have been recommended.

EXHIBIT 3-9: EXISTING (2020) SUMMARY OF LOS

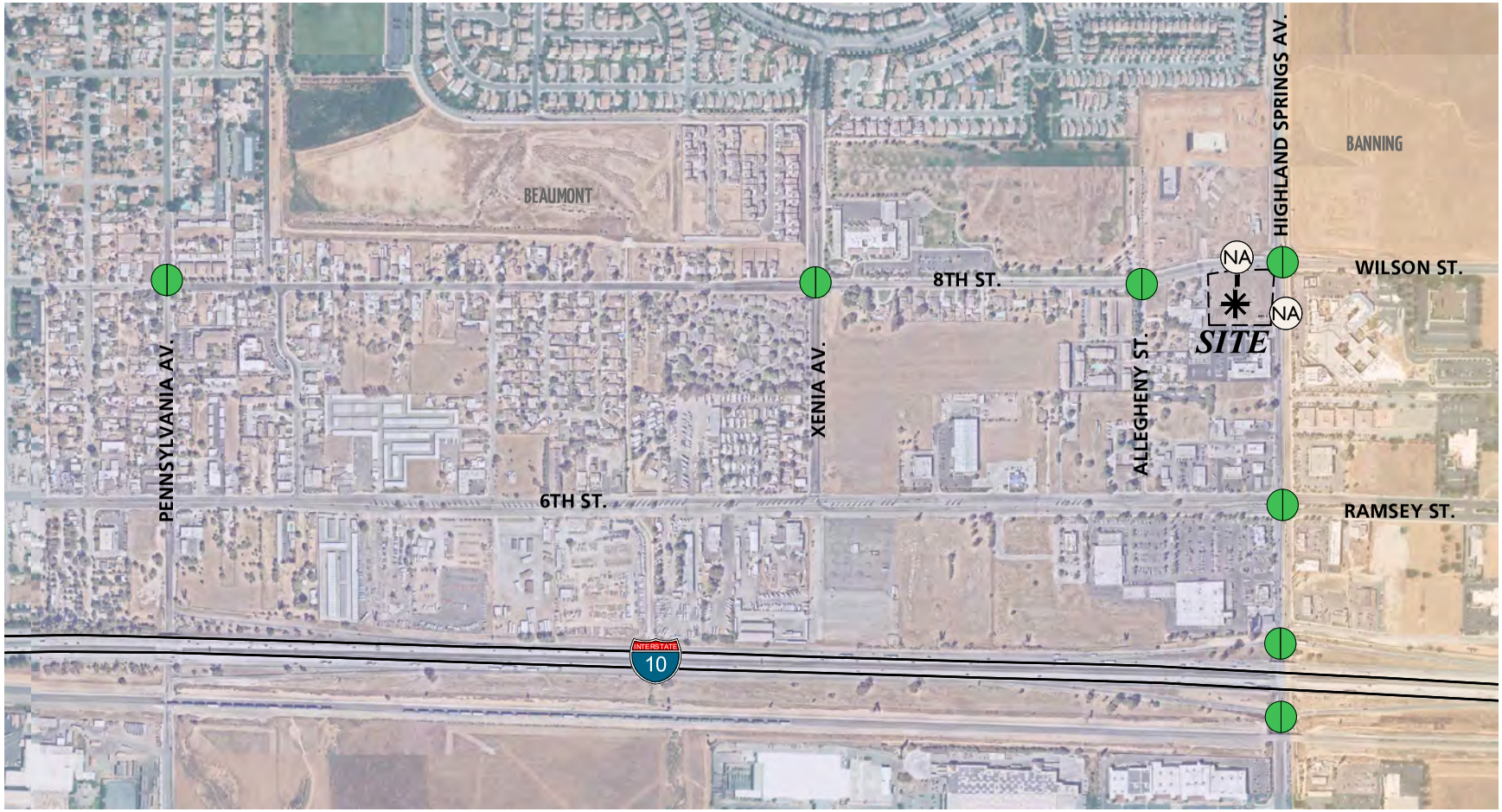

Table 3-2

Peak Hour Queuing Summary for Existing (2020) Conditions

Intersection	Movement		95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM
Highland Springs Av. & I-10 WB Ramps	WBL/T	350	240	398 [2,3]	Yes	Yes
	WBR	1,600	54	188	Yes	Yes
Highland Springs Av. & I-10 EB Ramps	EBL/T	630	243	268	Yes	Yes
	EBR	1,300	302	498 [2]	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

[2] 95th percentile volume exceeds capacity, queue may be longer.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 Freeway mainline.

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4 PROJECTED FUTURE TRAFFIC

The Project is proposed to consist of the following uses:

- 3,500 square feet of Fast-Food Restaurant with Drive-Through Window use
- 12 vehicle fueling position gasoline service station with convenience market

The Project opening year is 2021. Vehicular access will be provided via the following driveways:

- 8th Street via Driveway 1 – right-in/right-out only
- Highland Springs Avenue via Driveway 2 – right-in/right-out only

Regional access to the Project site is available from the I-10 Freeway via Highland Springs Avenue.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates and resulting Project trip generation summary are shown in Table 4-1. The trip generation rates used for this analysis are based upon information collected by the ITE as provided in their Trip Generation Manual (10th Edition, 2017) for Fast-Food Restaurant with Drive-Through Window (ITE Land Use Code 934) and Super Convenience Market/Gas Station (ITE Land Use Code 960). (3)

Pass-by trips are defined as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. These types of trips are many times associated with retail and restaurant uses. As the Project is proposed to include restaurant and gas station uses, pass-by percentages have been obtained from the ITE Trip Generation Handbook (3rd Edition, 2017). (3)

Patrons of the restaurant use may also visit the gas station on-site, without leaving the site. The ITE Trip Generation Handbook has been utilized to determine the internal capture for the applicable mix of uses. Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual restaurant and gas station uses on-site and can be made either by walking or using internal roadways without using external streets. As such, an internal capture reduction was applied to recognize the interactions that would occur between the various complementary land uses. The internal capture is based on the National Cooperative Highway Research Program's (NCHRP Report 684) internal capture trip capture estimation tool.

As shown in Table 4-1, the proposed Project is anticipated to generate a total of 1,100 trip-ends per day, with 145 AM peak hour trips and 100 PM peak hour trips.

Table 4-1

Project Trip Generation Summary

Land Use	ITE Code	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Fast Food Restaurant With Drive-Thru	934	TSF	20.50	19.69	40.19	16.99	15.68	32.67	470.95
Super Convenience Market/Gas Station	960	VFP	14.04	14.04	28.08	11.48	11.48	22.96	230.52

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Fast Food Restaurant With Drive-Thru	3.500	TSF	72	69	141	59	55	114	1,648
Internal Capture:			-10	-22	-32	-23	-17	-40	-580
Pass-By (49% AM, 50% PM/Daily):			-23	-23	-46	-18	-18	-36	-534
Super Convenience Market/Gas Station	12	VFP	168	168	336	138	138	276	2,766
Internal Capture:			-22	-10	-32	-17	-23	-40	-402
Pass-By (76% AM/PM/Daily):			-111	-111	-222	-87	-87	-174	-1,798
Project Total:			**74**	**71**	**145**	**52**	**48**	**100**	**1,100**

[1] TSF = Thousand Square Feet; VFP = Vehicle Fueling Position

4.2 PROJECT TRIP DISTRIBUTION

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Project traffic would distribute. The Project trip distribution was developed based on anticipated travel patterns to and from the Project site and are consistent with other similar projects that have been reviewed and approved by City of Beaumont staff. The Project trip distribution patterns were developed based on an understanding of existing travel patterns in the area for each land use type, the geographical location of the site, and the site's proximity to the regional arterial and state highway system. The Project trip distribution pattern was reviewed and approved by the City of Beaumont and City of Banning as part of the traffic study scoping process (see Appendix 1.1). The Project trip distribution pattern is graphically depicted on Exhibit 4-1.

4.3 MODAL SPLIT

The traffic reducing potential of public transit, walking, or bicycling have not been considered in this TIA. Essentially, the traffic projections are "conservative" in that these alternative travel modes might be able to reduce the forecasted traffic volumes.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project only ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-2.

4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon a background (ambient) growth factor of 2.0% per year for 2021 traffic conditions. The ambient growth factor is intended to approximate traffic growth. The total ambient growth is 2.0% for 2021 traffic conditions. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects.

Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. Opening Year Cumulative (2021) traffic volumes are provided in Section 6 of this report.

EXHIBIT 4-1: PROJECT TRIP DISTRIBUTION

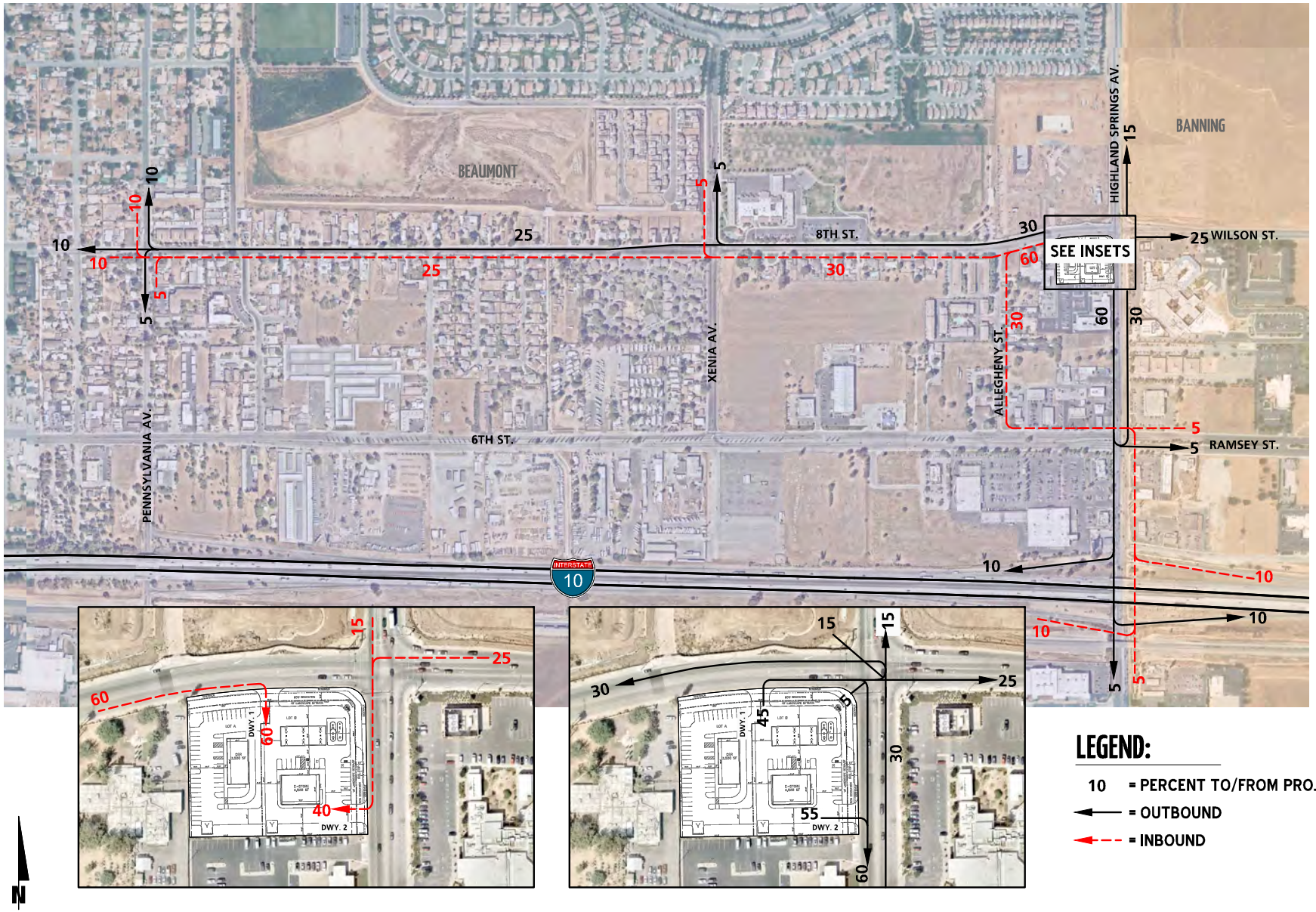

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EXHIBIT 4-2: PROJECT ONLY TRAFFIC VOLUMES

1 Pennsylvania Av. & 8th St.	2 Xenia Av. & 8th St.	3 Allegheny St. & 8th St.	4 Dwy. 1 & 8th St.	5 Highland Springs Av. & 8th St./Wilson St.	6 Highland Springs Av. & Dwy 2
0(0) 0(0) 7(5) → 7(5) ← 4(2) 0(0) 7(5) → 0(0) 0(0) 4(3) 0(0)	0(0) 0(0) 4(3) → 4(2) ← 18(12) ← 0(0) 0(0) 19(13) → 0(0) 0(0) 0(0) 0(0)	0(0) 0(0) 0(0) → 0(0) ← 21(14) ← 0(0) 0(0) 22(16) → 0(0) 0(0) 22(16) 0(0)	← 21(14) -40(-32) → 72(54) 84(63)	0(0) 11(8) 0(0) → 0(0) ← 0(0) ← 19(13) 11(7) 18(12) → 21(14) 0(0) 0(0) 4(2)	124(94) → -90(-71) 133(99) → 21(14)

7 Highland Springs Av. & 6th St./Ramsey St.	8 Highland Springs Av. & I-10 WB Ramps	9 Highland Springs Av. & I-10 EB Ramps
0(0) 18(12) 25(17) → 0(0) ← 4(3) ← 0(0) 0(0) 0(0) 0(0) → 19(13) 0(0) 0(0) 0(0)	7(5) 11(7) → 7(5) ← 0(0) ← 0(0) 0(0) 11(8) 0(0)	4(2) 7(5) 7(5) → 4(3) 0(0) 0(0) 0(0)

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES
10.0 = VEHICLES PER DAY (1000'S)

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4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Beaumont. The cumulative project list includes known and foreseeable projects that are anticipated to contribute traffic to the study area intersections. Known projects in the adjacent City of Banning has also been included.

Where applicable, cumulative projects anticipated to contribute measurable traffic (i.e. 50 or more peak hour trips) to study area intersections have been manually added to the study area network to generate Opening Year Cumulative (2021) forecasts. In other words, this list of cumulative development projects has been reviewed to determine which projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative projects in close proximity to the proposed Project). For the purposes of this analysis, the cumulative projects that were determined to affect one or more of the study area intersections are shown on Exhibit 4-3, listed in Table 4-2, and have been considered for inclusion.

Although it is unlikely that all of these cumulative projects would be fully built and occupied by Year 2021, they have been included in an effort to conduct a conservative analysis and overstate as opposed to understate potential traffic deficiencies. Any other cumulative projects located beyond the cumulative study area that are not expected to contribute measurable traffic to study area intersections have not been included since the traffic would dissipate due to the distance from the Project site and study area intersections. Any additional traffic generated by other projects not on the cumulative projects list is likely accounted for through background ambient growth factors that have been applied to the peak hour volumes at study area intersections as discussed in Section 4.5 *Background Traffic*. Cumulative Only ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-4.

EXHIBIT 4-3: CUMULATIVE DEVELOPMENT PROJECTS LOCATION MAP

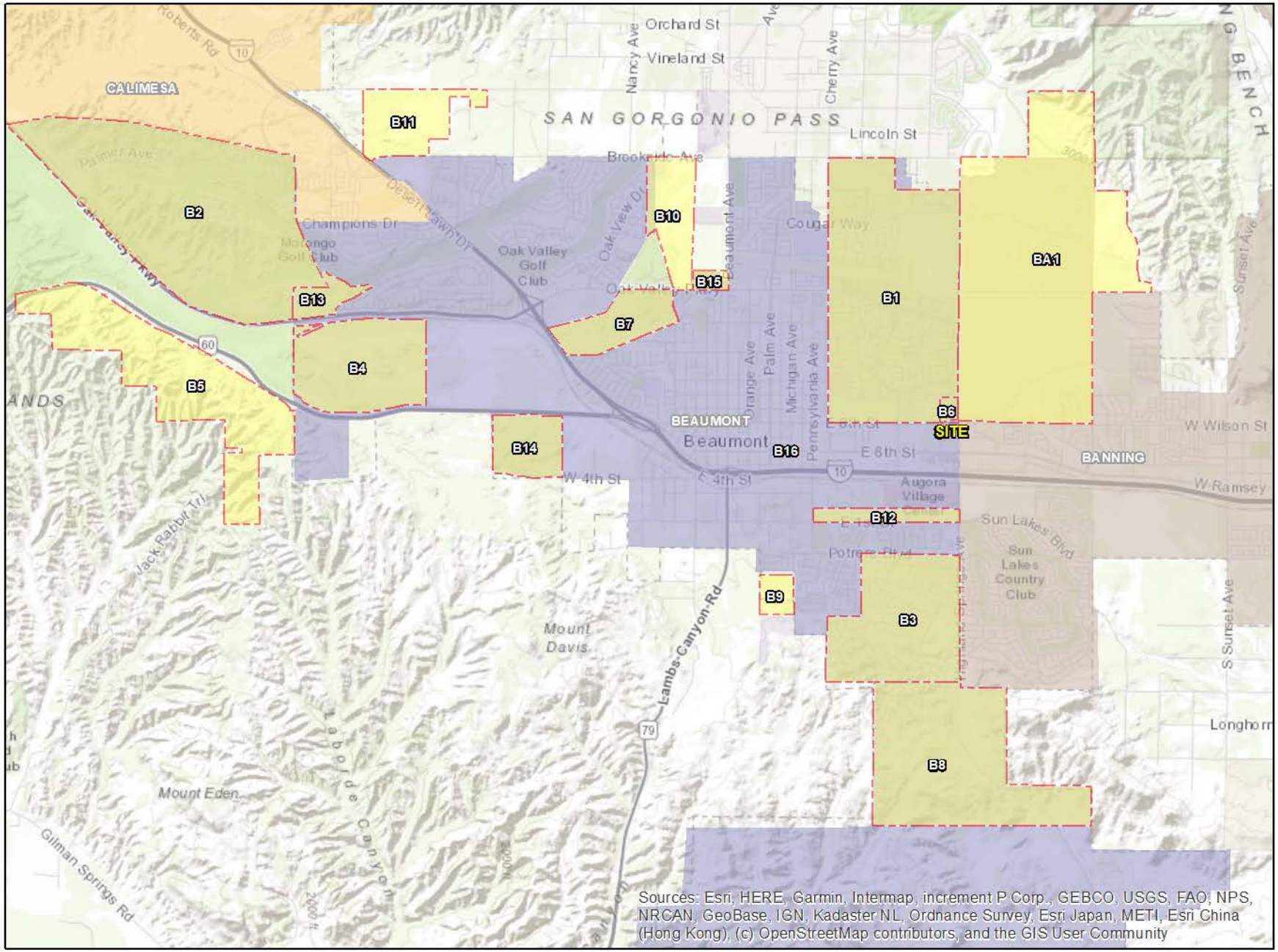

EXHIBIT 4-4: CUMULATIVE ONLY TRAFFIC VOLUMES

1 Pennsylvania Av. & 8th St.	2 Xenia Av. & 8th St.	3 Allegheny St. & 8th St.	4 Dwy. 1 & 8th St.	5 Highland Springs Av. & 8th St./Wilson St.	6 Highland Springs Av. & Dwy 2
0(0) 6(4) 2(4) → 1(4) ← 81(103) 11(21)	0(0) 0(0) 6(18) → 4(19) ← 70(111) 0(0)	0(0) 0(0) 0(0) → 0(0) ← 74(130) 0(0)	Future Intersection	21(16) 243(283) 17(25) → 11(30) ← 38(52) 58(56)	Future Intersection
0(0) 52(124) 0(0) → 0(0) 2(7) 8(23) ←	0(0) 50(124) 0(0) → 0(0) 0(0) 0(0) ←	0(0) 57(142) 0(0) → 0(0) 0(0) 0(0) ←		10(25) 25(60) 7(17) → 8(16) 143(364) 35(74) ←	

7 Highland Springs Av. & 6th St./Ramsey St.	8 Highland Springs Av. & I-10 WB Ramps	9 Highland Springs Av. & I-10 EB Ramps
17(25) 267(281) 24(31) → 15(39) ← 5(9) 3(9)	124(122) 148(192) → 25(69) ← 0(0) 7(18)	114(154) 41(57) →
11(30) 5(9) 0(0) → 0(0) 161(384) 6(7) ←	12(15) 140(324) ←	67(164) 0(0) 7(18) → 88(174) 12(15) ←

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES

10.0 = VEHICLES PER DAY (1000'S)

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Table 4-2

Cumulative Development Land Use Summary

TAZ	Project	Land Use	Quantity[1]
City of Beaumont			
B1	Sundance	Residential	4,450 DU
B2	Fairway Canyon SCPGA	Residential	3,300 DU
B3	Four Seasons Tract No. 32260 & 33096	Residential	1,890 DU
B4	Heartland (Olivewood)	Residential	981 DU
B5	Hidden Canyon Industrial	Industrial	2,890.000 TSF
B6	Sundance Corporate Center	Commercial/Industrial	13.60 AC
B7	Kirkwood Ranch	Residential	403 DU
B8	Potrero Creek Estates	Residential	700 DU
B9	Tract No. 32850	Residential	95 DU
B10	Noble Creek Vistas	Residential	648 DU
B11	Sunny-Cal Specific Plan	Residential	571 DU
B12	San Gorgonio Village Phase 2	Commercial	22.50 AC
B13	Tournament Hills 3, TM 36307	Residential	279 DU
B14	Rolling Hills Ranch Industrial Phase 2	Industrial	2,850.000 TSF
B15	Beaumont Village	Commercial	50.810 TSF
B16	Beyond Beaumont	Commercial	6.589 TSF
City of Banning			
BA1	Butterfield Specific Plan	Residential	5,387 DU
		Commercial	549.000 TSF
		Golf Course	253.9 AC
		School	23.0 AC
BA2	7-11 NWC Ramsey St. & Sunset Ave.	Gasoline/Service Station w/Conven. Mkt.	10.0 VFP
BA3	Nourish	Commercial	1.07 AC
BA4	The Alley Barber & Hair Styling	Commercial	0.16 AC

[1] AC = Acres; DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

4.7 NEAR-TERM TRAFFIC CONDITIONS

The "buildup" approach combines existing traffic counts with a background ambient growth factor to forecast the near-term 2021 traffic conditions. An ambient growth factor of 2.0% accounts for background (area-wide) traffic increases that occur over time up to the year 2021 from the year 2020. Traffic volumes generated by cumulative development projects are then added to assess the Opening Year Cumulative (2021) traffic conditions. Lastly, Project traffic is added to assess "With Project" traffic conditions. The 2021 roadway network is similar to the existing conditions roadway network with the exception of intersections proposed to be developed by the Project.

The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Opening Year Cumulative Without Project
    - Existing 2020 counts
    - Ambient growth traffic (2.0%)
    - Cumulative Development Project traffic
- Opening Year Cumulative With Project
    - Existing 2020 counts
    - Ambient growth traffic (2.0%)
    - Cumulative Development Project traffic
    - Project traffic

5 E+P TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Existing Plus Project (E+P) conditions and the resulting intersection operations, traffic signal warrant, and off-ramp queuing analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for E+P conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).

5.2 E+P TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus Project traffic. The ADT and peak hour intersection turning movement volumes which can be expected for E+P traffic conditions are shown on Exhibit 5-1.

5.3 INTERSECTION OPERATIONS ANALYSIS

E+P peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TIA. The intersection analysis results are summarized in Table 5-1, which indicates that with the addition of Project traffic, all study area intersections are anticipated to continue to operate at an acceptable LOS under E+P traffic conditions, consistent with Existing (2020) traffic conditions. A summary of the peak hour intersection LOS for E+P traffic conditions is shown on Exhibit 5-2. The intersection operations analysis worksheets for E+P traffic conditions are included in Appendix 5.1 of this TIA.

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants have been performed (based on CA MUTCD) for E+P traffic conditions based on peak hour intersection turning movement volumes. There are no additional unsignalized study area intersections anticipated to meet a traffic signal warrant with the addition of Project traffic for E+P traffic conditions (see appendix 5.2).

EXHIBIT 5-1: E+P TRAFFIC VOLUMES

1 Pennsylvania Av. & 8th St.	2 Xenia Av. & 8th St.	3 Allegheny St. & 8th St.	4 Dwy. 1 & 8th St.	5 Highland Springs Av. & 8th St./Wilson St.	6 Highland Springs Av. & Dwy 2
33(17) 321(230) 94(61) → 96(69) ← 120(85) ← 47(37)	55(32) 157(117) 89(31) → 150(57) ← 197(116) ← 73(20)	0(0) 0(0) 0(0) → 0(0) ← 370(182) ← 13(15)	← 384(197)	112(15) 602(439) 299(191) → 213(146) ← 149(102) ← 215(178)	124(94) 825(573) →
16(22) → 79(88) → 51(26) →	60(34) → 130(111) → 28(34) →	0(0) → 282(187) → 25(19) →	232(169) → 84(63) →	41(27) → 131(128) → 132(50) →	133(99) →
39(59) 271(408) ↑ 32(37) ↑	10(25) 97(201) ↑ 53(35) ↑	10(8) 0(0) ↑ 34(30) ↑	72(54) ↑	122(80) 347(641) ↑ 152(222) ↑	621(943) ↑

7 Highland Springs Av. & 6th St./Ramsey St.	8 Highland Springs Av. & I-10 WB Ramps	9 Highland Springs Av. & I-10 EB Ramps
83(95) 663(517) 123(86) → 47(81) ← 154(298) ← 199(299)	336(300) 751(811) → 151(300) ← 4(6) ← 205(326)	751(1015) 205(122) →
113(197) → 176(321) → 217(194) →		278(319) → 0(1) → 403(527) →
129(222) 439(651) ↑ 140(141) ↑	277(322) 671(950) ↑	670(953) 367(480) ↑

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES
10.0 = VEHICLES PER DAY (1000'S)

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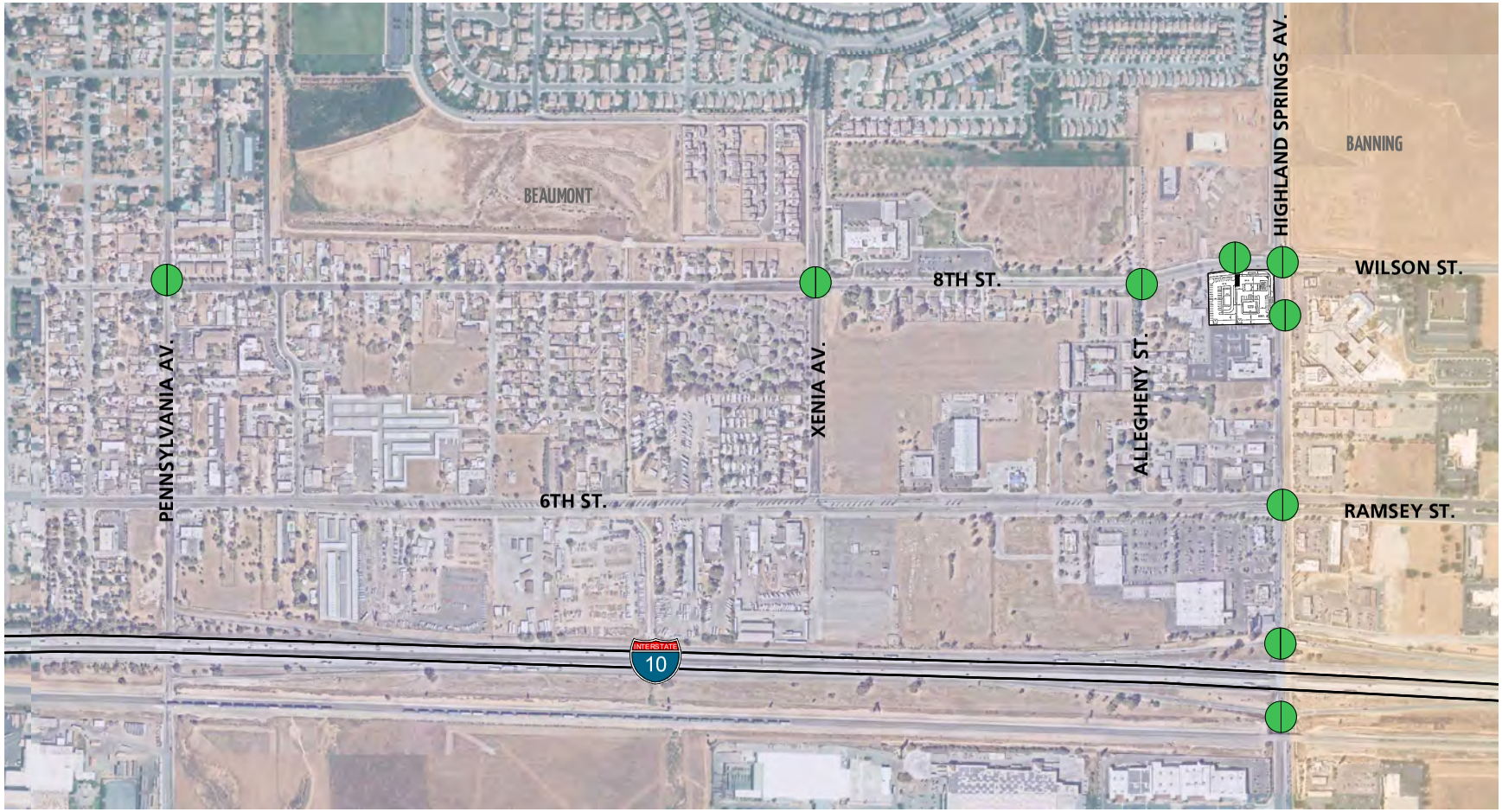
EXHIBIT 5-2: E+P SUMMARY OF LOS



LEGEND:

- = AM PEAK HOUR ACCEPTABLE LOS
- = AM PEAK HOUR DEFICIENT LOS
- = PM PEAK HOUR ACCEPTABLE LOS
- = PM PEAK HOUR DEFICIENT LOS

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Table 5-1

Intersection Analysis for E+P Conditions

#	Intersection	Traffic Control[2]	Existing (2020)				E+P				Acceptable LOS[3]
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service		
			AM	PM	AM	PM	AM	PM	AM	PM	
1	Pennsylvania Av. & 8th St.	AWS	29.3	22.3	D	C	32.5	24.1	D	C	D
2	Xenia Av. & 8th	AWS	12.7	10.9	B	B	13.3	11.1	B	B	D
3	Allegheny St. & 8th St.	CSS	11.8	9.8	B	A	11.8	9.8	B	A	D
4	Driveway 1 & 8th St.	**CSS**	Future Intersection				9.7	9.3	A	A	D
5	Highland Springs Av. & 8th St./Wilson St.	TS	32.1	29.8	C	C	34.7	30.7	C	C	C
6	Highway Springs Av. & Driveway 2	**CSS**	Future Intersection				15.0	11.8	C	B	C
7	Highland Springs Av. & 6th St./Ramsey St.	TS	26.2	33.4	C	C	27.5	34.5	C	C	C
8	Highland Springs Av. & I-10 WB Ramps	TS	22.0	30.5	C	C	22.1	30.6	C	C	C
9	Highland Springs Av. & I-10 EB Ramps	TS	20.8	20.8	C	C	21.3	21.0	C	C	C

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] AWS = All-way Stop; CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

[3] Minimum acceptable LOS for each applicable jurisdiction.

5.5 OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the I-10 Freeway and Highland Springs Avenue interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-10 Freeway mainline. Queuing analysis findings are presented in Table 5-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 5-2 and consistent with Existing (2020) traffic conditions, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows with the addition of Project traffic. Worksheets for E+P traffic conditions off-ramp queuing analysis are provided in Appendix 5.3.

5.6 RECOMMENDED IMPROVEMENTS

5.6.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

All study area intersections are anticipated to operate at an acceptable LOS; therefore, no improvements are recommended for E+P traffic conditions.

5.6.2 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON OFF-RAMP QUEUES

As shown previously in Table 5-2, there are no anticipated peak hour queuing issues at the I-10 Freeway and Highland Springs Avenue interchange for E+P traffic conditions. As such, no improvements have been recommended.

Table 5-2

Peak Hour Queuing Summary for E+P Conditions

Intersection	Movement	Available Stacking Distance (Feet)	Existing (2020)				E+P			
			95th Percentile Queue (Feet)		Acceptable? [1]		95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
Highland Springs Av. & I-10 WB Ramps	WBL/T	350	240	398 [2,3]	Yes	Yes	240	398 [2,3]	Yes	Yes
	WBR	1,600	54	188	Yes	Yes	55	194	Yes	Yes
Highland Springs Av. & I-10 EB Ramps	EBL/T	630	243	268	Yes	Yes	249	273	Yes	Yes
	EBR	1,300	302	498 [2]	Yes	Yes	303	500 [2]	Yes	Yes

[*] **BOLD** = Queue length exceeds available stacking distance.

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

[2] 95th percentile volume exceeds capacity, queue may be longer.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 Freeway mainline.

6 OPENING YEAR CUMULATIVE (2021) TRAFFIC CONDITIONS

This section discusses the methods used to develop Opening Year Cumulative (2021) Without and With Project traffic forecasts, and the resulting intersection operations, traffic signal warrant, and off-ramp queuing analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2021) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Opening Year Cumulative conditions only (e.g., intersection and roadway improvements along the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for Opening Year Cumulative conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages and driveways).

6.2 OPENING YEAR CUMULATIVE (2021) WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus an ambient growth factor of 2.0% plus traffic from pending and approved but not yet constructed known development projects in the area. Exhibit 6-1 shows the ADT and peak hour intersection turning movement volumes which can be expected for Opening Year Cumulative (2021) Without Project.

6.3 OPENING YEAR CUMULATIVE (2021) WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes, an ambient growth factor of 2.0%, traffic from pending and approved but not yet constructed known development projects in the area and the addition of Project traffic. Exhibit 6-2 shows the ADT and peak hour intersection turning movement volumes which can be expected for Opening Year Cumulative (2021) With Project.

EXHIBIT 6-1: OPENING YEAR CUMULATIVE (2021) WITHOUT PROJECT TRAFFIC VOLUMES

1 Pennsylvania Av. & 8th St.	2 Xenia Av. & 8th St.	3 Allegheny St. & 8th St.	4 Dwy. 1 & 8th St.	5 Highland Springs Av. & 8th St./Wilson St.	6 Highland Springs Av. & Dwy 2
34(18) ↓ 334(239) ↓ 91(61) 92(69) ← 200(185) ← 59(57) 16(23) → 125(208) → 45(27) ↓ 40(60) ↑ 278(423) ↑ 37(58)	56(33) ↓ 160(120) ↓ 93(47) 153(75) ← 252(217) ← 74(21) 61(35) → 163(224) → 29(35) ↓ 10(26) ↑ 99(205) ↑ 54(36)	0(0) ↓ 0(0) ↓ 0(0) 0(0) ← 430(301) ← 13(15) 0(0) → 322(316) → 26(20) ↓ 10(8) ↑ 0(0) ↑ 12(14)	Future Intersection	136(32) ↓ 845(722) ↓ 321(220) 228(179) ← 190(156) ← 258(224) 41(45) → 140(178) → 138(66) ↓ 111(83) ↑ 497(1018) ↑ 189(300)	Future Intersection

7 Highland Springs Av. & 6th St./Ramsey St.	8 Highland Springs Av. & I-10 WB Ramps	9 Highland Springs Av. & I-10 EB Ramps
101(122) ↓ 925(796) ↓ 124(101) 63(121) ← 158(310) ← 206(314) 126(231) → 184(337) → 221(198) ↓ 112(213) ↑ 609(1049) ↑ 149(151)	459(423) ↓ 903(1012) 172(369) ← 4(6) ← 216(351) 294(344) ↑ 812(1285) ↑	876(1187) ↓ 243(176) 343(484) → 0(1) → 418(556) ↓ 766(1144) ↑ 386(504) ↑

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES

10.0 = VEHICLES PER DAY (1000'S)

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EXHIBIT 6-2: OPENING YEAR CUMULATIVE (2021) WITH PROJECT TRAFFIC VOLUMES

1 Pennsylvania Av. & 8th St.	2 Xenia Av. & 8th St.	3 Allegheny St. & 8th St.	4 Dwy. 1 & 8th St.	5 Highland Springs Av. & 8th St./Wilson St.	6 Highland Springs Av. & Dwy 2
34(18) 334(239) 98(66) → 99(74) ← 204(190) ← 59(59)	56(33) 160(120) 97(50) → 157(77) ← 270(229) ← 74(21)	0(0) 0(0) 0(0) → 0(0) ← 451(315) ← 13(15)	← 465(330)	136(32) 856(730) 321(220) → 228(179) ← 190(156) ← 277(237)	124(94) 1151(941) → 819(1415)
16(23) → 132(213) → 52(27) →	61(35) → 182(237) → 29(35) →	0(0) → 344(332) → 26(20) →	294(315) → 84(63) →	52(52) → 158(190) → 142(68) →	133(99) →
← 40(60) ← 278(423) ← 41(61)	← 10(26) ← 99(205) ← 54(36)	← 10(8) ← 0(0) ← 34(30)	← 72(54)	← 132(97) ← 497(1018) ← 189(300)	

7 Highland Springs Av. & 6th St./Ramsey St.	8 Highland Springs Av. & I-10 WB Ramps	9 Highland Springs Av. & I-10 EB Ramps
101(122) 943(808) 149(118) → 63(121) ← 162(313) ← 206(314)	466(428) 914(1019) → 179(374) ← 4(6) ← 216(351)	880(1189) 250(181) →
126(231) → 184(337) → 221(198) →		350(489) → 0(1) → 418(556) →
← 131(226) ← 609(1049) ← 149(151)	← 294(344) ← 823(1293)	← 770(1147) ← 386(504)

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES

10.0 = VEHICLES PER DAY (1000'S)

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6.4 INTERSECTION OPERATIONS ANALYSIS

6.4.1 OPENING YEAR CUMULATIVE (2021) WITHOUT PROJECT TRAFFIC CONDITIONS

Opening Year Cumulative (2021) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection analysis results are summarized in Table 6-1, which indicate that the following study area intersections are anticipated to operate at an unacceptable LOS during the peak hours under Opening Year Cumulative (2021) Without Project:

- Pennsylvania Avenue & 8th Street (#1) – LOS F AM peak hour; LOS E PM peak hour
- Highland Springs Avenue & 8th Street/Wilson Street (#5) – LOS D AM peak hour; LOS F PM peak hour
- Highland Springs Avenue & 6th Street/Ramsey Street (#7) – LOS D PM peak hour only

A summary of the peak hour intersection LOS for Opening Year Cumulative (2021) Without Project conditions is shown on Exhibit 6-3. The intersection operations analysis worksheets for Opening Year Cumulative Without Project traffic conditions are included in Appendix 6.1 of this TIA.

6.4.2 OPENING YEAR CUMULATIVE (2021) WITH PROJECT TRAFFIC CONDITIONS

As shown in Table 6-1 and illustrated on Exhibit 6-4, there are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic, in addition to the intersections previously identified under Opening Year Cumulative (2021) Without Project traffic conditions. The intersection operations analysis worksheets for Opening Year Cumulative (2021) With Project traffic conditions are included in Appendix 6.2 of this TIA.

6.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants have been performed (based on CA MUTCD) for Opening Year Cumulative (2021) traffic conditions based on peak hour intersection turning movements volumes. The following unsignalized study area intersection is anticipated to meet a traffic signal warrant under Opening Year Cumulative (2021) Without Project traffic conditions (see Appendix 6.3):

- Pennsylvania Avenue & 8th Street (#1)

With the addition of Project traffic, the following additional unsignalized study area intersection is anticipated to meet a traffic signal warrant under Opening Year Cumulative (2021) With Project (see Appendix 6.4):

- Xenia Avenue & 8th Street (#2)

Table 6-1

Intersection Analysis for Opening Year Cumulative (2021) Conditions

#	Intersection	Traffic Control[2]	2021 Without Project				2021 With Project				Acceptable LOS[3]
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service		
			AM	PM	AM	PM	AM	PM	AM	PM	
1	Pennsylvania Av. & 8th St.	TS	**51.2**	**49.5**	**F**	**E**	**55.2**	**52.1**	**F**	**F**	D
2	Xenia Av. & 8th	**CSS**	15.4	14.6	C	B	16.6	15.3	C	C	D
3	Allegheny St. & 8th St.	**CSS**	12.9	11.1	B	B	12.8	11.1	B	B	D
4	Driveway 1 & 8th St.	**CSS**	Future Intersection				10.0	9.8	B	A	D
5	Highland Springs Av. & 8th St./Wilson St.	AWS	**41.5**	**105.5**	**D**	**F**	**45.0**	**105.6**	**D**	**F**	C
6	Highway Springs Av. & Driveway 2	**CSS**	Future Intersection				19.8	14.9	C	B	C
7	Highland Springs Av. & 6th St./Ramsey St.	TS	27.8	**38.2**	C	**D**	29.5	**39.9**	C	**D**	C
8	Highland Springs Av. & I-10 WB Ramps	TS	23.4	33.6	C	C	23.5	34.1	C	C	C
9	Highland Springs Av. & I-10 EB Ramps	TS	28.2	29.6	C	C	29.7	30.2	C	C	C

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] AWS = All-way Stop; CSS = Cross-street Stop; TS = Traffic Signal; **CSS** = Improvement

[3] Minimum acceptable LOS for each applicable jurisdiction.

EXHIBIT 6-3: OPENING YEAR CUMULATIVE (2021) WITHOUT PROJECT SUMMARY OF LOS

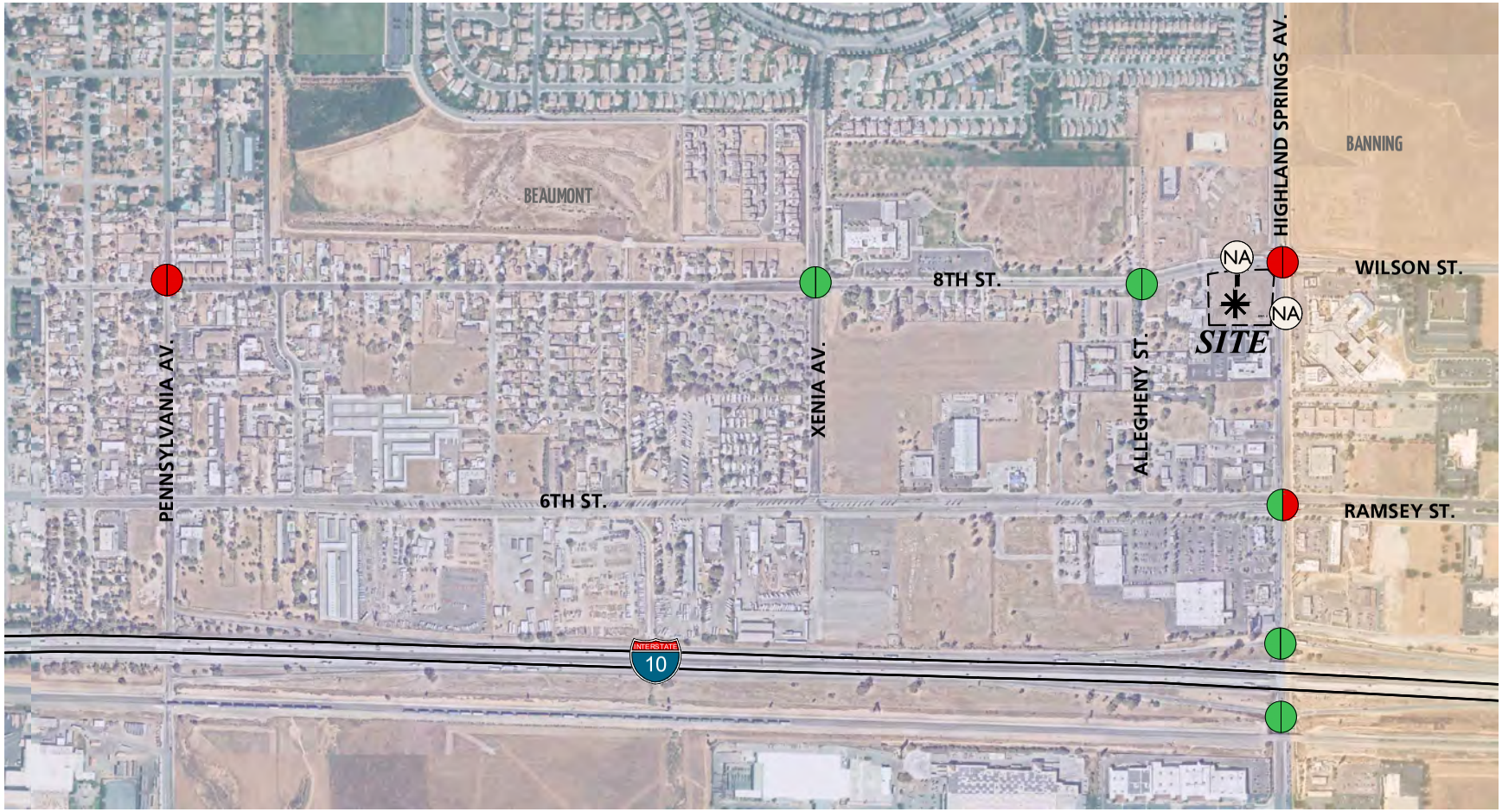
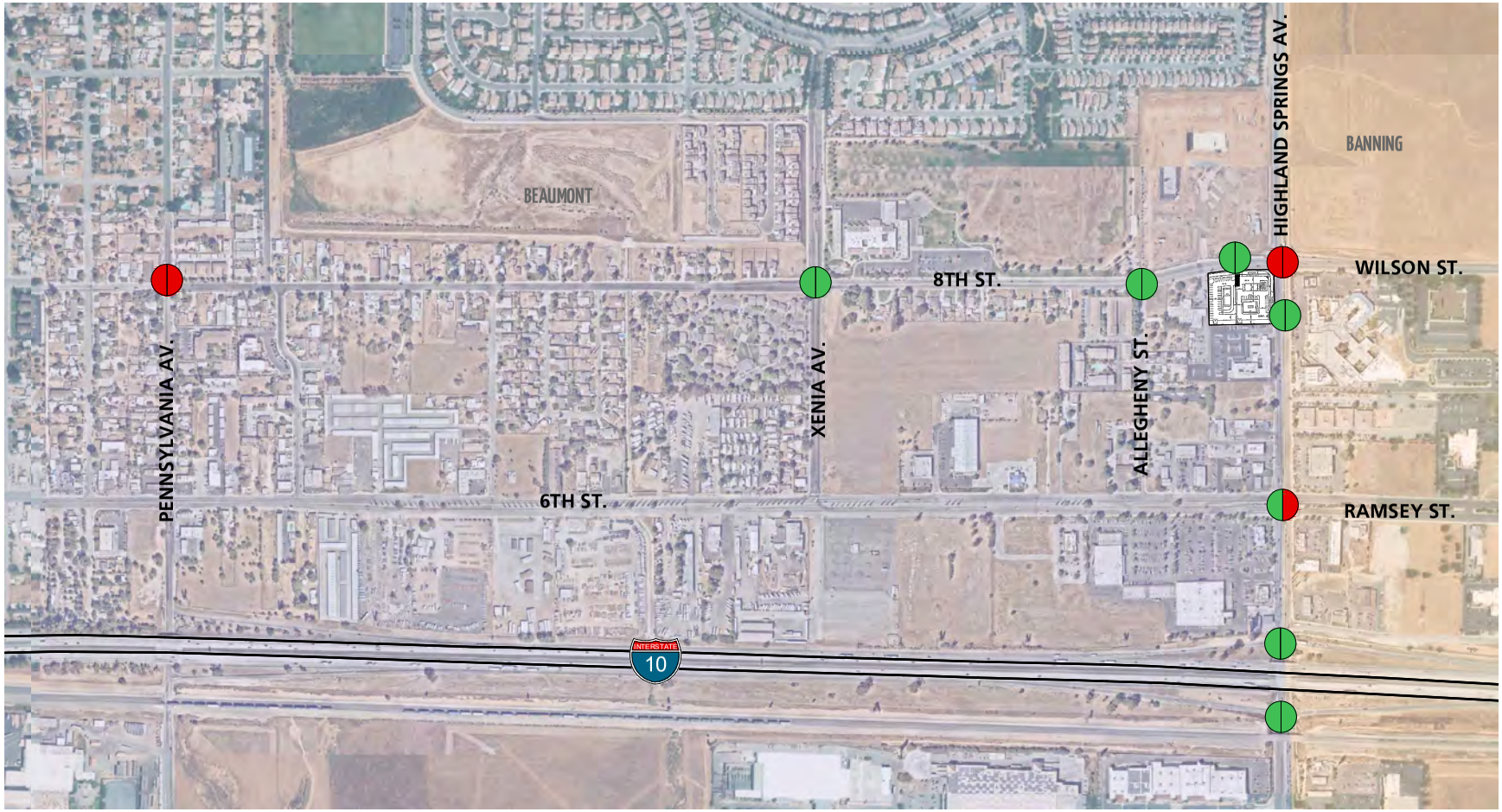


EXHIBIT 6-4: OPENING YEAR CUMULATIVE (2021) WITH PROJECT SUMMARY OF LOS



6.6 OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the off-ramps at the I-10 Freeway and Highland Springs Avenue interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-10 Freeway mainline. Queuing analysis findings are presented in Table 6-2. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown in Table 6-2 and consistent with Existing (2020) traffic conditions, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2021) Without Project and With Project traffic conditions. Worksheets for Opening Year Cumulative (2021) Without Project and With Project traffic conditions off-ramp queuing analysis are provided in Appendices 6.5 and 6.6, respectively.

6.7 RECOMMENDED IMPROVEMENTS

6.7.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient in an effort to reduce each location's peak hour delay and improve the associated LOS grade to acceptable LOS. The effectiveness of the recommended improvement strategies discussed below to address Opening Year Cumulative (2021) traffic deficiencies are presented in Table 6-3 and described below. The intersection operations analysis worksheets for Opening Year Cumulative (2021) Without Project and With Project traffic conditions, with improvements, are included in Appendices 6.7 and 6.8, respectively.

Recommended Improvement – Pennsylvania Avenue & 8th Street (#1) – The following improvements are necessary to bring the LOS back to acceptable levels:

- Install a traffic signal.
- Restripe the northbound approach to provide one left turn lane and one shared through-right turn lane.
- Restripe the southbound approach to provide one left turn lane and one shared through-right turn lane.
- Restripe the eastbound approach to provide one left turn lane and one shared through-right turn lane.
- Restripe the westbound approach to provide one left turn lane and one shared through-right turn lane.

Recommended Improvement – Highland Springs Avenue & 8th Street/Wilson Street (#5) – The following improvement is necessary to bring the LOS back to acceptable levels:

- Restripe the northbound approach to provide one left turn lane, two through lanes, and one right turn lane.

Table 6-2

Peak Hour Queuing Summary for Opening Year Cumulative (2021) Conditions

Intersection	Movement	Available Stacking Distance (Feet)	Without Project				With Project			
			95th Percentile Queue (Feet)		Acceptable? [1]		95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
Highland Springs Av. & I-10 WB Ramps	WBL/T	350	253	387 [2,3]	Yes	Yes	253	387 [2,3]	Yes	Yes
	WBR	1,600	59	374 [2]	Yes	Yes	61	386 [2]	Yes	Yes
Highland Springs Av. & I-10 EB Ramps	EBL/T	630	311	453	Yes	Yes	318	459	Yes	Yes
	EBR	1,300	347	582 [2]	Yes	Yes	347	582 [2]	Yes	Yes

[*] **BOLD** = Queue length exceeds available stacking distance.

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

[2] 95th percentile volume exceeds capacity, queue may be longer.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 Freeway mainline.

Table 6-3

Intersection Analysis for Opening Year Cumulative (2021) Conditions With Improvements

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[1] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Pennsylvania Av. & 8th St.																	
	- Without Project	**TS**	**1**	1	**0**	**1**	1	**0**	**1**	1	**0**	**1**	1	**0**	15.4	15.0	B	B
	- With Project	**TS**	**1**	1	**0**	**1**	1	**0**	**1**	1	**0**	**1**	1	**0**	15.8	15.2	B	B
5	Highland Springs Av. & 8th St./Wilson St.																	
	- Without Project	TS	1	**2**	1>	1	2	0	1	2	0	1	2	1	32.7	31.7	C	C
	- With Project	TS	1	**2**	1>	1	2	0	1	2	0	1	2	1	34.9	32.9	C	C
7	Highland Springs Av. & 6th St./Ramsey St.																	
	- Without Project	TS	1	2	1	1	2	1	1	2	1	**2**	2	**1**	26.0	33.2	C	C
	- With Project	TS	1	2	1	1	2	1	1	2	1	**2**	2	**1**	27.6	34.6	C	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; **1** = Improvement

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; **CSS** = Improvement

Recommended Improvement – Highland Springs Avenue & 8th Street (#1) – The following improvements are necessary to bring the LOS back to acceptable levels:

- Modify the existing median to provide a 2nd westbound left turn lane.
- Stripe the westbound defacto right turn lane.

6.7.2 RECOMMENDED IMPROVEMENTS TO ADDRESS OFF-RAMP QUEUES

As shown previously in Table 6-2, there are no anticipated peak hour queuing issues at the I-10 Freeway and Highland Springs Avenue interchange for Opening Year Cumulative (2021) traffic conditions. As such, no improvements have been recommended.

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7 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the City of Beaumont are funded through a combination of improvements constructed by the Project, development impact fee programs or fair share contributions. Fee programs applicable to the Project are described below.

7.1 RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)

The TUMF program is administered by the Western Riverside Council of Governments (WRCOG) based upon a regional Nexus Study most recently updated in 2016 to address major changes in right of way acquisition and improvement cost factors. (7) This regional program was put into place to ensure that development pays its fair share and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County.

7.2 CITY OF BEAUMONT DEVELOPMENT IMPACT FEE (DIF) PROGRAM

The City of Beaumont has created its own local DIF program to impose and collect fees from new residential, commercial and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the City's General Plan Circulation Element. The City's DIF includes Street & Bridges Impact Fee, Traffic Signal Impact Fee and Railroad Crossing Impact Fee. Under the City's DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

The Project Applicant will be subject to the City's DIF fee program and will pay the requisite City DIF fees at the rates then in effect. The Project Applicant's payment of the requisite DIF fees at the rates then in effect pursuant to the DIF Program will mitigate its impacts to DIF-funded facilities.

7.3 MEASURE A

Measure A, Riverside County's half-cent sales tax for transportation, was adopted by voters in 1988 and extended in 2002. It will continue to fund transportation improvements through 2039. Measure A funds a wide variety of transportation projects and services throughout the County. RCTC is responsible for administering the program. Measure A dollars are spent in accordance with a voter-approved expenditure plan that was adopted as part of the 1988 election.

7.4 FAIR SHARE CONTRIBUTION

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, have been provided in Table 7-1 for the applicable deficient study area intersection. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

Table 7-1

Project Fair Share Calculations

#	Intersection		Project	2021 With Project	Project Fair Share[1]
1	Pennsylvania Av. & 8th St.				
		AM:	36	1,386	**2.6%**
		PM:	25	1,451	1.7%
7	Highland Springs Av. & 6th St./Ramsey St.				
		AM:	66	3,047	**2.2%**
		PM:	45	3,987	1.1%

* Highest deficient peak hour represented in **BOLD** and shown on Table 1-2.

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8 REFERENCES

1. **Riverside County Transportation Department.** *Traffic Impact Analysis Preparation Guide.* County of Riverside : s.n., April 2008.

2. **California Department of Transportation.** *Guide for the Preparation of Traffic Impact Studies.* December 2002.

3. **Institute of Transportationi Engineers (ITE).** *Trip Generation Manual.* 10th Edition. 2017.

4. **Riverside County Transportation Commission.** *2011 Riverside County Congestion Management Program.* County of Riverside : RCTC, December 14, 2011.

5. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.

6. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CAMUTCD).* 2017.

7. **Western Riverside Council of Governments.** *TUMF Nexus Study, 2016 Program Update.* July 2017.

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APPENDIX J
TRIBAL CONSULTATION SUMMARY

Southwest Corner 8th and Highland Tribal Consultation Summary

The City of Beaumont

July 21, 2020
21231

On April 22, 2020, Governor Newsome issued Executive Order N-52-20 to extend tribal consultation timelines under AB 52. The Executive Order suspended the timeframes when a California Native American tribe must request consultation for 60 days, in consideration that tribal capacity to engage in or request consultation may be limited. The 60-day period concluded on June 22, 2020.

On May 7, 2020, the City of Beaumont submitted AB 52 notification letters to 15 Native American tribal governments or designated tribal representatives via certified mail and submitted letters digitally on May 11, 2020. Of the 15 tribes or tribal representatives (in some cases multiple letters were sent to representatives of the same tribe), the City received responses from three tribes.

Responses and consultation requests were received from the following tribes within the extended timeframes as signed under the Executive Order:

- Torres Martinez Desert Cahuilla Indians (May 12, 2020): The tribe stated that while the project area falls within the bounds of their Tribal Traditional Use Areas, they do not have specific concerns regarding known cultural resources, but does request that the appropriate consultation continue to take place between concerned tribes, project proponents, and local agencies. The Tribe wished to defer all future project notifications to Soboba Band of Luiseño Indians.
- Agua Caliente Band of Cahuilla Indians (June 10, 2020): The tribe requested consultation within the extended timeframe under AB 52 and requested a copy of the records search and associates survey reports and site records, a cultural resources inventory, copies of any cultural resources document, and the presence of an approved Agua Caliente Native American Cultural Resource Monitor(s). Copies of the requested documents were sent to the Tribal Historic Preservation Officer on June 22, 2020.
- Soboba Band of Luiseño Indians (June 12, 2020): Due to the extended timeframe under the Executive Order, the tribe indicated that they would provide a response to the project. A follow-up email was sent to Joseph Ontiveros on July 7, 2020. Mr. Ontiveros followed-up with an email on the same day stating that the Soboba Band of Mission Indians would be deferring to the Morongo Band of Mission Indians due to their closer proximity to the project area. Mr. Ontiveros carbon copied the new Tribal Historic Preservation Officer, Ms. Ann Brierty, who recently replaced the departing Mr. Travis Armstrong.
- On July 8, 2020 Morongo THPO Ann Brierty contacted Chambers Group informing them of the changes in staff at the tribe and requested documents related to the AB 52 notice be forwarded to her. These documents were forwarded on the same date to Ms. Brierty. At this time, no additional requests or comments have been received.

Pursuant to PRC 21080.3.1(d), each tribal government or representative was given 30 days upon receipt of the AB 52 notification letter, in addition to the extended timeframe from the Executive Order, to provide a request for consultation on the Project. In consideration that tribal capacity to engage in or request consultation may be limited even after the Executive Order deadline, the City will continue and accept consultation with the contacted tribes during the public review period. However, the City of Beaumont, as lead agency, has fulfilled its obligations under AB 52 to engage in tribal consultations with all other tribal governments.