Public Draft
Initial Study & Mitigated Negative Declaration

PENNSYLVANIA AVENUE WIDENING PROJECT

June 2021

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LIST OF ACRONYMS AND ABBREVIATIONS

ACM	Asbestos Containing Materials
ADA	Americans with Disabilities Act
ADL	Aerially Deposited Lead
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
AR4	Fourth Assessment Report
BACM	Best Available Control Measures
BAU	Business as Usual
BCC	Bird of Conservation Concern
BMPs	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_4	Methane

CIP	Capital Improvement Project
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CWA	Clean Water Act
dBA	Decibel
DBESP	Determination of Biologically Equivalent or Superior Preservation
DDT	Dichloro-Diphenyl-Trichloroethane
EIC	Eastern Information Center
EIR	Environmental Impact Report
Entech	Entech Consulting Group
EPA	Environmental Protection Agency
Farmland	Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
FEMA	Federal Emergency Management Agency
FGC	Fish and Game Code
FTA	Federal Transit Administration
General Plan EIR	Program Environmental Impact Report, Beaumont General Plan Update (Beaumont 2040 Plan)
GPU	General Plan Update
GHG	Greenhouse Gas
Guidance	Low Impact Development: Guidance and Standards for Transportation Projects
GWP	Global Warming Potential
HFCs	Hydrofluorocarbons
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
IS/MND	Initial Study / Mitigated Negative Declaration
I-10	Interstate 10
lb or lbs	Pound or Pounds
LBP	Lead Based Paint
Leq	Average Background Noise Level
LID	Low Impact Development
LOS	Level of Service
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MMT	Million Metric Tons
MND	Mitigated Negative Declaration
MLD	Most Likely Descendant

MSHCP	Multiple Species Habitat Conservation Plan (Western Riverside)
MS4	Municipal Separate Storm Sewer System Permit
MT	Metric Tons
NAAQS	National Ambient Air Quality Standards
ND	Negative Declaration
NOI	Notice of Intent
NOx	Oxides of Nitrogen
N_2O	Nitrous Oxide
NPDES	Nation Pollutant Discharge and Elimination System
NWI	National Wetlands Inventory
NRCS	Natural Resource Conservation Service
O_3	Ozone
PFCs	Perfluorocarbons
PM_{10}	Particulates 10 microns or less in diameter
$PM_{2.5}$	Particulates 2.5 microns or less in diameter
ppm	Parts per million
PPV	Peak Particle Velocity
Phase I	Phase I Environmental Site Assessment/Initial Site Assessment
PRC	Public Resources Code
Project	Pennsylvania Avenue Widening Project
RCALUC	Riverside County Airport Land Use Commission
RCA	Regional Conservation Authority
REC	Recognized Environmental Condition
RMS	Root Mean Square
ROG	Reactive Organic Gases
RTP/SCS	Regional Transportation Plan & Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBCM	San Bernardino County Museum
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH No.	State Clearinghouse Number
SF_6	sulfur hexafluoride
SOx	Oxides of Sulfur
SPRR	Southern Pacific Railroad
SRA	Source Receptor Area

SSC	Species of Special Concern
SWPPP	Eastern Information Center
TCE	Temporary Construction Easement
TCP	Traffic Control Plan
TMDL	Total Maximum Daily Loads
UPRR	Union Pacific Railroad
UST	Underground Storage Tank
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VdB	Vibration Decibels
VOCs	Volatile Organic Compounds
WDR	Waste Discharge Requirement
WQMP	Water Quality Management Plan

1.0 INTRODUCTION

1.1 Summary

The City of Beaumont has determined that the proposed Pennsylvania Avenue Widening Project (Project), and the required discretionary actions of the City for the Project, require compliance with the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study and Mitigated Negative Declaration (IS/MND) addresses the direct, indirect, and cumulative environmental effects associated with the proposed Project.

This IS/MND has been prepared in conformance with the California Environmental Quality Act of 1970, as amended (Public Resources Code Section 21000 *et seq.*); Section 15070 of the State Guidelines for Implementation of the California Environmental Quality Act of 1970 ("CEQA Guidelines"), as amended (CCR, Title 14, Chapter 3, Section 15000 et seq.); and applicable requirements of the Lead Agency, the City of Beaumont.

This IS/MND has determined that the proposed Project would result in potentially significant environmental impacts; however, mitigation measures are proposed that would reduce any potentially significant impact to less than significance levels. As such, an IS/MND is deemed as the appropriate document to provide the necessary environmental review and clearance.

1.2 Statutory Authority and Requirements

In accordance with CEQA (Public Resources Code Sections 21000-21177) and pursuant to Section 15063 of the CEQA Guidelines set forth at Title 14 of the California Code of Regulations (CCR), the City of Beaumont, acting in the capacity of Lead Agency, is required to undertake the preparation of an Initial Study (IS) to provide the City with information to use as the basis for determining whether an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) would be appropriate for providing the necessary environmental documentation for the proposed Project.

The purpose of an IS is to: (1) identify potential environmental impacts; (2) provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or ND; (3) enable the project sponsor/applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared; (4) facilitate environmental assessment early in the design of a project; (5) provide documentation of the factual basis for the finding in a ND that a project would not have a significant environmental effect; (6) eliminate needless EIRs; (7) determine whether a previously prepared EIR could be used for a project; and (8) assist in the preparation of an EIR, if required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

Section 15063 of the CEQA Guidelines identifies global disclosure requirements for inclusion in an IS. Pursuant to those requirements, an IS must include: (1) a description of the project, including the location of the project; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist, matrix or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the IS.

According to Section 15065(a) of the CEQA Guidelines, an EIR must be prepared for a particular project if any of the following conditions occur:

- The project has 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 an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory;

- The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals;

- The project has possible environmental effects that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects;

- The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

According to Section 15070(a) of the CEQA Guidelines, a ND is deemed appropriate if the IS shows that there is no substantial evidence, in light of the whole record before the lead agency, that the project may have a significant effect on the environment.

According to Section 15070(b), a MND is deemed appropriate if it identifies potentially significant effects, but:

- Revisions in the project plans or proposals made by or agreed to by the sponsor/applicant before a proposed IS/MND is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and

- There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

1.3 Intended Uses of this Initial Study and Mitigated Negative Declaration

This IS/MND is intended to be an informational document for the City of Beaumont as Lead Agency, the general-public, and for responsible agencies to review and use when approving subsequent discretionary actions for this Project. The resulting documentation is not a policy document, and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

The Notice of Intent (NOI) to adopt a MND and supporting analysis is subject to a 30-day public and agency review period (**July 8, 2021 to August 7, 2021**). During this review, comments on the document should be addressed to the City of Beaumont. Following review of any comments received, the City of Beaumont will consider these comments as a part of this Project's environmental review and include them with the IS/MND documentation for consideration by the Beaumont Planning Commission and City Council if needed.

1.4 Supportive Documentation

1.4.1 Tiered Documents

As permitted in Section 15152(a) of the CEQA Guidelines, information and discussions from other documents can be included into this document. Tiering is defined as follows:

> "Tiering refers to using the analysis of general matters contained in a broader EIR (such as the one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project."

For this document, the "Program Environmental Impact Report, Beaumont General Plan Update (Beaumont 2040 Plan)" (State Clearinghouse Number (SCH No.) 2018031022 certified in November 2020) or the "General Plan EIR" serves as the broader document, since it analyzes the entire City that contains the Project site (Beaumont 2020b). However, as discussed, site-specific impacts which these broader documents could not adequately address, are provided in this IS/MND for certain issue areas. This IS/MND evaluates each of those site-specific environmental issue areas and will rely upon analysis contained within the General Plan EIR with respect to remaining issue areas where appropriate.

Tiering also allows this document to comply with Section 15152(b) of the CEQA Guidelines, which discourages redundant analyses, as follows:

> "Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including the general plans, zoning changes, and development projects. This approach can eliminate repetitive discussion of the same issues and focus the later EIR or negative

declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration."

Section 15152(d) of the CEQA Guidelines further states:

"Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to effects which:

1. Were not examined as significant effects on the environment in the prior EIR; or

2. Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means."

1.4.2 Incorporation by Reference

Incorporation by reference is a procedure for reducing the size of environmental documents and is most appropriate for including long, descriptive, or technical materials that provide general background information, but do not contribute directly to the specific analysis of the project itself. This procedure is particularly useful when an EIR or Negative Declaration relies on a broadly-drafted EIR for its evaluation of cumulative impacts of related projects. (*Las Virgenes Homeowners Federation v. County of Los Angeles* (1986) 177 Cal.App.3d 300.) If an EIR or Negative Declaration relies on information from a supporting study that is available to the public, the EIR or Negative Declaration cannot be deemed unsupported by evidence or analysis. (*San Francisco Ecology Center v. City and County of San Francisco* (1975) 48 Cal.App.3d 584, 595.) This document incorporates by reference the document from which it is tiered, the General Plan EIR (SCH No. 2018031022), certified in November 2020 (Beaumont 2020b).

When an EIR or Negative Declaration incorporates a document by reference, the incorporation must comply with Section 15150 of the CEQA Guidelines as follows:

- The incorporated document must be available to the public or be a matter of public record (CEQA Guidelines Section 15150(a)). The General Plan EIR is available, along with this document, at the City of Beaumont, Planning Department, 550 East 6th Street Beaumont, CA 92223. However, due to the COVID-19 ("coronavirus") pandemic, offices are closed. Please contact the City's Project Contact listed in Section 2.3 of this document regarding viewing access of document hard copies. The General Plan EIR can also be accessed online at https://www.beaumontca.gov/121/General-Plan.

- This document must be available for inspection by the public at an office of the lead agency (CEQA Guidelines Section 15150(b)). This document is available at the City of Beaumont, Planning Department, 550 East 6th Street Beaumont, CA 92223. Please contact the City's Project Contact listed in Section 2.3 of this document regarding viewing access of document hard copies. This document can also be accessed online at https://www.beaumontca.gov/1125/Planning-Projects.

- This document must summarize the portion of the document being incorporated by reference or briefly describe information that cannot be summarized. Furthermore, this document must describe the relationship between the incorporated information and the analysis in the General Plan EIR (CEQA Guidelines Section 15150(c)). As discussed above, the General Plan EIR addresses the entire City of Beaumont and provides background and inventory information and data which apply to the Project site. Incorporated information and/or data will be cited in the appropriate sections.

- This document must include the State identification number of the incorporated document (CEQA Guidelines Section 15150(d)). The State Clearinghouse Number (SCH No.) for the General Plan EIR is 2018031022.

- The material to be incorporated in this document will include general background information (CEQA Guidelines Section 15150(f)).

1.4.3 Technical Studies

The following technical studies were prepared for the Project and are available for public review concurrently with the IS/MND. A hard copy of the technical studies is available at the City's Planning Department counter located at 550 East 6th in the City of Beaumont. Please contact the City's Project Contact listed in Section 2.3 of this document regarding viewing access of document hard copies. The IS/MND and supporting documents may also be viewed on the City's web site at the following link (https://www.beaumontca.gov/1125/Planning-Projects)

- Air Quality and Greenhouse Gas Study, Pennsylvania Avenue Widening Project, prepared by Entech Consulting Group, January 2021 (Entech 2021a).

- Biological Resources Assessment, Jurisdictional Delineation, prepared by Jericho Systems Inc., October 2020 (Jericho 2020a).

- CEQA Transportation (VMT) Screening for the Pennsylvania Avenue Widening between 6th Street and 1st Street Improvements Project, prepared by Minagar & Associates, December 2020 (Minagar & Associates 2020).

- Initial Site Assessment Pennsylvania Avenue Widening, Riverside County, California, prepared by Leighton Consulting, Inc., September 2018 (Leighton 2018).

- Noise Study Report, Pennsylvania Avenue Widening Project, prepared by Entech Consulting Group, February 2021 (Entech 2021b).

- Paleontological Resources Assessment Report, Pennsylvania Avenue Widening Project, prepared by CRM TECH, February 2021 (CRM 2021a).

- Pennsylvania Avenue Roadway Widening and Interchange Improvements Project DRAFT Hydrology and Hydraulics Report prepared by Kimley Horn, February 2018 (Kimley Horn 2018).

- Phase I Historical/Archaeological Resources Survey, Pennsylvania Avenue Widening Project, prepared by CRM TECH, October 2018.

- Addendum to Phase I Historical/Archaeological Resources Survey, Pennsylvania Avenue Widening Project, prepared by CRM TECH, February 2021 (CRM 2021b).

- Santa Ana Region MS4 Permit Program, Draft Low Impact development: Guidance and Standards for Transportation Projects, Pennsylvania Avenue Roadway Widening, CIP No. 2017-009, prepared by Kimley Horn, March 2020 (Kimley Horn 2020).

- Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis, Pennsylvania Avenue Widening, prepared by Jericho Systems Inc., October 2020 (Jericho 2020b).

2.0 INITIAL STUDY / ENVIRONMENTAL CHECKLIST

2.1 Project Title

Pennsylvania Avenue Widening Project

2.2 Lead Agency

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

2.3 Project Contact

Carole Kendrick, Senior Planner
City of Beaumont, Planning Department
550 East 6th Street
Beaumont, California 92223
(951) 769-8518
CKendrick@beaumontca.gov

2.4 Project Sponsor

City of Beaumont, Public Works Department
550 East 6th Street
Beaumont, California 92223

2.5 Project Location

The Project site is in the City of Beaumont, County of Riverside, California, located at the interchange of Interstate-10 and Pennsylvania Avenue (Figure 1). The Project site is within the United States Geological Survey (USGS) Beaumont Quadrangle, Section 10, Township 3 South, Range 1 West of the Riverside Baseline and Meridian.

2.6 General Plan / Zoning Designations

Circulation Element: Major Highway (Painted Median) – General Plan Figure 4.2 Roadway Classification (Beaumont 2020a).

Land Use: Downtown Mixed-Use, Industrial, and General Commercial/TOD Overlay – General Plan Figure 3.5 Land Use Plan (Beaumont 2020a).

Zoning: 6th Street Mixed-Use, Manufacturing, Commercial Community/TOD Overlay – General Plan EIR Figure 3-4 Zoning Map (Beaumont 2020b).

2.7 Environmental Setting and Surrounding Land Uses

The Project site lies mainly within the existing Pennsylvania Avenue roadway footprint and right-of-way between East 6th Street on the north and East 1st Street on the south (Figure 1 and Figure 2). Portions of the Project would extend approximately zero to 16 feet from the existing roadway into adjacent properties, expanding the existing right-of-way to allow for the proposed widening (Figure 3). These adjacent parcels are characterized by undeveloped/vacant land, an industrial pallet manufacturing facility and a commercial retail center. The Project crosses a Union Pacific Railroad (UPRR), two-track, at-grade rail crossing and an Interstate-10 freeway bridge overpass (Figure 2).

The Project's proposed section of Pennsylvania Avenue widening is a paved two-lane Collector but is designated in the General Plan Circulation Element as a Four-Lane Major Highway. Dedicated turn pockets exist for the Pennsylvania Avenue intersections at 6th Street, 3rd Street and 1st Street. Traffic control consists of a semi-protected traffic signal at 6th Street, one-way stop at 3rd Street, and a four-way stop at 1st Street. No curb, gutter or sidewalk improvements exist within the Project site except for approximately 490 feet along the frontage of the pallet manufacturing facility and approximately 240 feet along the frontage and parking lot of the commercial retail center. The Project site does not contain structures but does contain existing roadway, storm water infrastructure and various electrical, gas and water utility appurtenances.

2.8 Project Description

The Pennsylvania Avenue Widening Project (Project) proposes to widen and add two additional lanes to Pennsylvania Avenue between 1st Street and 6th Street, a distance of approximately 2,800 feet, in the City of Beaumont. The proposed widening and associated improvements would be predominantly within existing right-of-way except for areas requiring easements for stormwater infrastructure improvements and temporary construction easements (TCEs) needed for property frontage improvements and minor utility relocations.

The additional lanes within these limits would result in a four-lane Major Highway per the City of Beaumont General Plan Circulation Element (Beaumont 2020a). The widening would require improvements to the existing UPRR at-grade crossing and freeway ramp terminals at the I-10 Freeway within Caltrans right-of-way. Pedestrian access with a new sidewalk would be provided for the length of the Project on the west side and impacted intersections would be brought up to current Americans with Disabilities Act (ADA) standards with new and/or updated curb ramps.

Work activities include the following: excavation for underground electrical work, storm drain conduit/inlets, utility cover adjustments, relocation of existing power poles; grading and re-grading the existing slopes; roadway excavation of approximately 4,700 cubic yards; the application of approximately 4,750 tons of asphalt paving to new road bed; removal/restriping of lanes, and; removal/replacement and addition of roadway signage. Excavation would be within 4 feet of existing surface grade with several

deeper excavations (up to 20 feet below existing surface grade) for the power pole relocations. Staging of all equipment and materials would occur within the Project limits on the City's right-of-way and within TCEs on adjacent properties. Project right-of-way is provided in Figure 3 and an aerial of the Project site and proposed improvements are shown on Figure 2.

Construction of the Project would occur in three phases. Storm drain and utility relocations would occur prior to any major roadway improvements to reduce traffic impacts. The first phase would involve construction of the outer improvements for the widening to the north and south of the UPRR tracks with an estimated duration of four months. The second phase would involve the closure of the at-grade crossing to construct the improvements within UPRR right-of-way with an estimated duration of one month. The last phase would complete the remaining portion of construction within the center of the roadway north of the tracks and final paving with an estimated duration of three months.

2.9 Other Permits and Approvals

This IS/MND is intended to be an informational document for the City of Beaumont, as Lead Agency, to review and use when approving subsequent discretionary actions for this Project. Table 1 provides a potential, but not exhaustive, list of other responsible agencies and/or entities that may rely upon this IS/MND to grant subsequent discretionary approvals and/or permits, where applicable, related to Project implementation.

Table 1. Other Permits and Approvals

Agency/Entity	Permit/Approval	Description	Timing
Caltrans	Encroachment permit(s)	Construction and preliminary investigations within Caltrans' right-of-way	Prior to construction within right-of-way
Union Pacific Railroad	Encroachment permit(s)	Construction and preliminary investigations within Union Pacific Railroad right-of-way	Prior to construction within right-of-way
Regional Conservation Authority/ Wildlife Agencies	Multiple Species Habitat Conservation Plan Consistency Determination	Potential impacts to biological resources from construction and/or widening	Prior to construction
United States Army Corps of Engineers	404 Nationwide Permit or Individual Permit (not anticipated due to June 2020 regulations)	Potential impacts to jurisdictional waters from road widening and storm water infrastructure	Prior to impacts to Waters of the United States
Regional Water Quality Control Board	401 Water Quality Certification or Waste Discharge Requirement	Potential impacts to jurisdictional waters from road widening and storm water infrastructure	Prior to impacts to Waters of the United States/State

Agency/Entity	Permit/Approval	Description	Timing
California Department of Fish and Wildlife	1602 Streambed Alteration Agreement	Potential impacts to jurisdictional waters from road widening and storm water infrastructure	Prior to impacts to Waters of State
California Public Utilities Commission	Relocation of utilities/ encroachment permit(s)	Electric, gas, water, communications, rail, other	Prior to relocation
SoCalGas	Relocation of utilities/ encroachment permit(s)	Gas line, other	Prior to relocation
Beaumont Cherry Valley Water District	Relocation of Utility Lines and appurtenances/ Encroachment Permit(s)	Water appurtenances, other	Prior to relocation
Southern California Edison	Relocation of utilities/ encroachment permit(s)	Electrical vault, guy wire, power pole, street light, electrical pull box, other	Prior to relocation

2.10 Consultation with California Native American Tribe(s)

The following California Native American tribes traditionally and culturally affiliated with the Project area were notified of the Project pursuant to Public Resources Code section 21080.3.1: Agua Caliente Band of Cahuilla Indians; Augustine Band of Cahuilla Mission Indians; Cabazon Band of Mission Indians; Cahuilla Band of Indians; Los Coyotes Band of Cahuilla and Cupeno Indians; Morongo Band of Mission Indians; Ramona Band of Cahulla; Soboba Band of Mission Indians; Torres-Martinez Desert Cahuilla Indians; Santa Rosa Band of Cahuilla Indians.

The City of Beaumont, as the CEQA lead agency, initiated formal AB52 consultation requests on **June 5, 2020.** The City received responses from the Cabazon Band of Mission Indians and Soboba Band of Luiseño Indians. A summary of this correspondence is provided below:

- Cabazon Band of Mission Indians representative indicated on June 10, 2020 that there is no presence of Native American resources that may be impacted by the proposed Pennsylvania Avenue Widening Project.

- Soboba Band of Luiseño Indians requested to initiate formal consultation with the City of Beaumont on June 23, 2020. The City of Beaumont conducted consultation with the Soboba Band of Luiseño Indians on July 2, 2020. Soboba Band of Luiseño Indians indicated that they had no comments on the Project but wanted to conduct a consultation on behalf of Morongo Band of Mission Indians as they were having a transition in their staff. No requests for additional meetings, conditions of approval or mitigation resulted from these meetings.

The AB52 consultation period concluded on **July 20, 2020**. No conditions of approval or mitigation measures associated with tribal cultural resources were made a condition of the Project based on the results of the AB52 consultation process. Potential for impacts on tribal cultural resources are discussed in Section 3.18 of the IS/MND.

2.11 Environmental Factors Potentially Affected

All of the potential environmental impacts listed below are addressed in this Initial Study. Those that are checked below have been identified as involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages for which mitigation measures have been identified to reduce the impact to less than significant.

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

2.12 Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ 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 could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet (Appendix A) have been added to the Project. 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" 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." 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, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature: Carole Kendrick Date: 5/26/2021

Printed Name: Carole Kendrick Title: Senior Planner

3.0 ENVIRONMENTAL ANALYSIS

The environmental analysis provided below in Section 3.0 is patterned after the Initial Study Checklist recommended by the CEQA Guidelines, as amended, and used by the City of Beaumont in its environmental review process. For the environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the Project's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of this Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the Project. There are four possible responses to each question:

- ***No impact.*** The Project would not have any measurable environmental impact on the environment.

- ***Less than significant impact.*** The Project would have the potential to impact the environment, although this impact would be negligible, would be below established thresholds that are considered to be significant and/or would be reduced to less than significant with the implementation of established plans, policies, procedures and/or regulations.

- ***Less than significant with mitigation.*** The Project would have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the Project's physical or operational characteristics would reduce these impacts to levels that are less than significant.

- ***Potentially significant impact.*** The Project could have impacts which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

The following is a discussion of potential Project impacts as identified in the Initial Study/ Environmental Checklist. Explanations are provided for each item.

Aesthetics

Except as provided in Public Resources Code Section 21099, would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	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) 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?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1 Aesthetics

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

No impact. The City of Beaumont General Plan characterizes a potential adverse effect on a scenic vista to be an obstruction of distant or panoramic views of ridgelines from existing development, as a result of new development that visually degrades such views (Beaumont 2020a). According to the General Plan EIR, the City is located in the San Gorgonio Pass, with primary vistas of the San Gorgonio Mountains and San Bernardino Mountains to the north; the San Jacinto Mountains to the southeast; "Badlands" to the south, topographically characterized by deeply dissected ravines, with intervening ridgelines; and Mount Davis to the south (Beaumont 2020b).

The Project site is located mainly within the public right-of-way and partially on privately owned undeveloped and developed properties. The surrounding area is characterized by undeveloped/vacant land, an industrial pallet manufacturing facility, Union Pacific Railroad (UPRR) right-of-way, Interstate-10 Freeway overpass and a commercial retail center. The Project site does not contain any structures but does contain sections of existing sidewalk, utility poles and existing roadway and associated infrastructure. Views of the San Gorgonio Mountains and San Bernardino Mountains to the north and southeast are available from Pennsylvania Avenue. Development of the Project would not create additional obstructions to these existing viewsheds since it would not construct new buildings or structures at higher elevations than what is existing. The proposed roadway, sidewalk and associated storm water

infrastructure improvements would be low-lying features similar to existing conditions. Therefore, no impacts are anticipated, and no mitigation is 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. The Project site is located at the junction of Pennsylvania Avenue and the I-10 Highway. The I-10 Highway is not designated as a State Scenic Highway (Caltrans 2021). The nearest State Scenic Highway to the Project site is Highway 243, located approximately 5 miles to the east according to review of the California Scenic Highway Mapping System (Caltrans 2021) and General Plan EIR Figure 5.1-4 (Beaumont 2020b). Therefore, the Project would not damage scenic resources within a state scenic highway. No impacts are anticipated, and no mitigation is required.

c) Would the Project 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?

No impact. The Project would construct roadway and sidewalk improvements that would generally be consistent with existing conditions. The visual character of the site would be enhanced from its current conditions with new asphalt pavement and the construction of frontage improvements, which include gutter and sidewalk installation along the west side of Pennsylvania Avenue. The Project would be compatible with the existing development in the project area and would not degrade the existing visual character or quality of the site and its surroundings. No impacts are anticipated and no mitigation is required.

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

Less than significant impact. The Project would include installation of new street lighting fixtures for Pennsylvania Avenue, consistent with City roadway engineering standards. These light fixtures would provide increased visibility on the roadway at night for safety. Light fixtures would be sized, shielded and directed downward to avoid spillover effects to surrounding properties for compliance with the City of Beaumont's municipal code, Code of Ordinances Chapter 8.50.090 - Street Lighting Specifications, which establishes standards to reduce light pollution generated by outdoor lighting fixtures and devices. The Project would not construct buildings as part of the Project and, therefore, would not include structures that could cause substantial glare or night-lighting impacts. Potential permanent impacts to daytime and nighttime views would be less than significant.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required.

Sources:

California Scenic Highway Mapping System (Caltrans 2021); City of Beaumont Municipal Code, Code of Ordinances (Beaumont 2021); General Plan EIR (Beaumont 2020b).

Agricultural and 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 (CEQA 2021). – Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	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 non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing agricultural 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 non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

3.2 Agricultural and Forest Resources

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 non-agricultural use?

No impact. According to the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program California Important Farmland Finder, the Project site is located on land classified as Urban and Built-up Land and Farmland of Local Importance (CDC 2021). The Project site would not

be located on or encroach upon Prime Farmland, Unique Farmland, or Farmland of Statewide Importance also based on review of the General Plan EIR Figure 5.2-1 (Beaumont 2020b). The Project site exists mainly within the existing road right-of-way and only minor right-of-way encroachment into Farmland of Local Importance would occur at the southern stretch of the Project's proposed road/sidewalk limits. No existing or planned farming operations occur in these locations. Therefore, no impacts to Farmland would occur, and no mitigation is required.

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

No impact. The Project site is not located on land designated or zoned for agricultural use pursuant to the General Plan EIR, Figure 3-4 Land Use Plan and Figure 3-8 Zoning Map. The land use designation/zoning for the Project site is Downtown Mixed Use/6th Street Mixed-Use, Industrial/Manufacturing, and General Commercial/Community Commercial with TOD Overlay, respectively (Beaumont 2020b). Adjacent land is characterized by vacant parcels, an industrial pallet manufacturing company and commercial buildings. The Project site is also not zoned for agricultural use or subject to a Williamson Act contract pursuant to the General Plan EIR Figure 5.2-2 and Figure 5.2-3, respectively (Beaumont 2020b). Therefore, no impacts would occur, and no mitigation is 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 Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No impact. As previously discussed, the land use designation/zoning for the Project site and adjacent parcels is for street right-of-way and a combination of mixed-use, industrial, manufacturing and commercial development (Beaumont 2020b). The Project site is not located on or adjacent to land designated for forest land, timberland, or timberland zoned timberland production. No impact would occur, and no mitigation is 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 not located on forest land and does not contain forest or timber resources. The nearest such designated resource is the San Bernardino National Forest located over three miles to the northeast (Google Earth 2020). No impact would occur, and no mitigation is 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 non-agricultural use or conversion of forest land to non-forest use?

Less than significant impact. The Project site neither contains forest land nor forest resources as previously discussed. The Project site exists mainly within the existing road right-of-way and only minor right-of-way encroachment into CDC designated Farmland of Local Importance would occur at the

southern stretch of the Project's proposed road/sidewalk limits. No existing or planned farming operations occur in these locations. Therefore, potential impacts would be less than significant, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required.

Sources

California Important Farmland Finder, Farmland Mapping and Monitoring Program (CDC 2021); General Plan EIR (Beaumont 2020b); Google Earth (Google 2021).

Air Quality

Where available, the significance criteria established by the applicable air quality management district 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	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)?	☐	☐	☒	☐

3.3 Air Quality

The findings in this section are drawn from the Air Quality and Greenhouse Gas Study prepared for the Project by Entech Consulting Group (Entech) in January 2021 (Appendix B). Anticipated temporary construction pollutant emissions were modeled using the California Emissions Estimator Model (CalEEMod). The Project is not expected to generate any mobile trips and is intended to improve the level of service (LOS) conditions of the Project roadway segment; therefore, no permanent operational-source emissions were modeled (Entech 2021).

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

No impact. The South Coast Air Quality Management District (SCAQMD) is responsible for developing and adopting an Air Quality Management Plan (AQMP), which serves as guidance to bring the region into compliance with federal and state air quality standards. The plan includes rules to reduce emissions from various sources, including specific equipment, industrial processes, paints, solvents, and other consumer products. The SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of AQMPs. The SCAQMD Board adopted the Final 2016 Air Quality Management Plan on March 3, 2017, and its adoption by California Air Resources Board (CARB) occurred on March 23, 2017.

The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the AQMP, which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the South Coast Air Basin (SCAB), which is where the Project is located. For purposes of analyzing consistency with the AQMP, if the Project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP, then the Project would conflict with the AQMP. On the other hand, if the Project demonstrates no increase in violations or worsening of air quality, then the Project would not conflict with SCAQMD's attainment plans or the AQMP. California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) violations would occur only if regional significance thresholds or localized significance thresholds are exceeded.

As part of the Project's mass daily regional threshold analysis and Localized Significance Threshold (LST) analysis presented in the Air Quality and Greenhouse Gas Study (and summarized in Section 3.3 b) of this IS/MND, neither the mass daily regional thresholds nor the LST thresholds for the SCAB would be exceeded. Therefore, the Project is determined to be consistent with the SCAQMD AQMP, and no mitigation is required.

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?

Less than significant impact. The Project would generate temporary air pollutant emissions during construction, primarily from diesel combustion equipment, fugitive dust and worker vehicle exhaust traveling to and from the Project site. Similar to existing conditions, permanent or long-term operational emissions would continue to result from on-road automobiles traveling through the Project site along Pennsylvania Avenue during operation of the facility. The Project is not expected to generate any mobile trips and is intended to improve the LOS conditions of the Project roadway segment; therefore, no permanent operational-source emissions were modeled (Entech 2021a).

The City of Beaumont has not developed specific air quality thresholds for evaluating air quality impacts. However, as stated in Appendix G of the CEQA Guidelines, the applicable air quality management or air pollution control district's significance criteria may be relied upon to make significance determinations. As such, the significance thresholds and analysis methodologies in SCAQMD's CEQA Air Quality Handbook were used in evaluating the Project impacts (Entech 2021a).

The SCAQMD has established daily mass thresholds for regional pollutant emissions and LSTs for localized pollutant emissions, which are shown below in Table 2 and Table 3. SCAQMD includes thresholds for the following pollutants: Oxides of Nitrogen (NOx), Reactive Organic Gases (ROG) or

Volatile Organic Compounds (VOC)[1], Particulate Matter of 10 Microns or Less in Diameter (PM_{10}), Particulate Matter of 2.5 Microns or Less in Diameter ($PM_{2.5}$), Oxides of Sulfur (SOx), Carbon Monoxide (CO), and Lead. As Lead has been well below regulatory thresholds for decades, and the Project is not a Lead contributing source, Lead is not discussed further in this analysis (Entech 2021a).

The Project is located in the SCAB. The SCAB is a non-attainment area under the CAAQS for the following pollutants: PM_{10}, $PM_{2.5}$ and ozone (O_3). The SCAB is a non-attainment area under the NAAQS, also for $PM_{2.5}$ and O_3. Project impacts would be considered significant under CEQA if the anticipated emissions exceed either the mass daily regional thresholds or the LSTs presented in Table 2 and Table 3, respectively.

Mass Daily Regional Significance Thresholds

Construction activities would generate CO, ROG, NOx, SOx, PM_{10}, and $PM_{2.5}$ for a duration of approximately 8 months. Construction activity, equipment-type, and duration of each phase were based on information provided by the City's engineering consultant and defaults from the CalEEMod model. The construction schedule is assumed to represent a "worse case" analysis scenario of daily emissions. The anticipated emissions during construction are presented in Table 2. During construction, SCAQMD Rules require standard best available control measures (BACM) to be incorporated during construction and are not considered mitigation as they are standard regulatory requirements. These standard procedures include but are not limited to compliance with: Rule 1403 (Asbestos), Rule 1113 Architectural Coatings, Rule 431.2 (Low Sulfur Fuel), Rule 403 Fugitive Dust, and Rule 1186/1186.1 Street Sweepers. These BACMs are factored into the analysis presented in Table 2 and Table 3.

Table 2. Regional Construction Emissions of Maximum Daily Emissions (lbs/day)

Pollutants	CO	NOx	ROG	SOx	PM_{10}[1]	$PM_{2.5}$
Summer Emissions	21.87	41.32	3.66	0.05	2.70	12.4
Winter Emissions	21.94	41.32	3.66	0.05	2.62	12.4
SCAQMD Thresholds	550	100	75	150	150	55
Exceeds Threshold	No	No	No	No	No	No

Source: Air Quality and Greenhouse Gas Study, Table 8 (Appendix B of this IS/MND).
[1] SCAQMD Rule 403 applied for dust control.

[1] Both ROGs and VOCs refer to compounds of carbon. ROG is a term used by CARB and is identified based on a list of carbon compounds that exempts carbon compounds determined by CARB to be non-reactive. VOC is a term used by the United States Environmental Protection Agency (USEPA) and is identified based on USEPA's separate list of exempted compounds it identifies as having negligible photochemical reactivity.

As shown in Table 2, Project construction emissions would not exceed the applicable SCAQMD regional emission thresholds of significance for any pollutant. Implementation of Rule 403 would further reduce emissions to less than significant levels. Therefore, temporary impacts would be less than significant, and no mitigation is required.

The Project is not expected to generate any mobile trips and is intended to improve the LOS conditions of the Project roadway segment; therefore, no permanent operational-source emissions were modeled (Entech 2021a). No substantive change in operational emissions compared to existing conditions are anticipated. Potential permanent operational impacts would be less than significant, and no mitigation is required.

Localized Significance Thresholds

The SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the pollutant's ambient concentrations for each of the 38 source receptor areas (SRAs) in the SCAB. The localized thresholds found in the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold Methodology document were developed for use on less than or equal to 1-acre in size have a disturbance of less than or equal to 1 acre daily. LSTs are only applicable to the following criteria pollutants: NOx, CO, PM_{10}, and $PM_{2.5}$ (Table 3). The construction and operational LSTs for a 5-acre site in SRA 29 (Banning Airport) at a distance of approximately 189 feet from a sensitive receiver were used to evaluate the Project's localized air quality impacts.

The worst-case emissions from CalEEMod on-site emission results for the most intensive construction stages (i.e. site preparation and grading) were compared to LST values for a 2-acre site to provide a conservative evaluation. Therefore, if the Project's emissions would not exceed the applicable LSTs for a 2-acre site, then the Project impacts would not be significant. Table 3 identifies the unmitigated localized impacts at the nearest receptor location to the Project.

Table 3. Unmitigated Localized Construction Emissions of Maximum Daily Emissions (lbs/day)

Pollutants	NOx	CO	PM_{10}[1]	$PM_{2.5}$[1]
2020 Site prep Total	19.92	11.27	0.10	0.05
2021 Site prep Total	18.29	10.75	0.10	0.05
2020 Grading Total	21.34	9.94	2.34	1.33
2021 Grading Total	20.21	9.76	2.34	1.33
Total	79.76	41.72	4.88	2.76
SCAQMD Thresholds	265	2,049	32	4
Exceeds Threshold	No	No	No	No

Source: Air Quality and Greenhouse Gas Study, Table 9 (Appendix B of this IS/MND).
[1] SCAQMD Rule 403 applied for dust control.

As shown in Table 3, Project construction emissions would not exceed the applicable SCAQMD LSTs. Therefore, temporary impacts would be less than significant, and no mitigation is required.

The Project is not expected to generate any mobile trips and is intended to improve the LOS conditions of the Project roadway segment; therefore, no permanent operational-source emissions were modeled (Entech 2021a). No substantive change in operational emissions compared to existing conditions are anticipated. Potential permanent operational impacts would be less than significant, and no mitigation is required.

Cumulative Impacts

Cumulative impacts may result from individually minor but collectively significant projects. SCAQMD has developed a policy to address the cumulative impacts of CEQA Projects. The policy holds the cumulative threshold to be the same as the project-level threshold and indicates that project impacts are cumulatively considerable if they exceed the project-specific air quality significance thresholds. For this Project, impacts are considered less than significant as evaluated in Table 2 and Table 3 above. Therefore, a less than significant cumulative impact would occur since Project emissions would not exceed SCAQMD's thresholds. Mitigation is not required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. The potential impact of project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered sensitive receptors.

The LST analysis results indicate that the Project would not exceed the SCAQMD localized significance thresholds during construction (Table 3). Therefore, sensitive receptors would not be subjected to a significant air quality impact during construction. Potential impacts would be less than significant, and no mitigation is required.

The Project would also not result in a CO "hot-spot" due to Project-related traffic during temporary construction or permanent operations, nor would the Project result in a significant adverse health impact. An adverse CO concentration, known as a "hot spot," would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. At the time of the 1993 Handbook, the SCAG was designated nonattainment under the CAAQS and N AAQS for CO. It has long been recognized that CO hot-spots are caused by vehicular emissions, primarily when idling at congested intersections. However, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, California's allowable CO emissions standard is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, the introduction of cleaner fuels, and the implementation of

increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment. Also, CO concentrations in the project vicinity have steadily declined. Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour- or 24,000 vehicles per hour where vertical and/or horizontal air does not mix-in order to generate a significant CO impact. The Project would not produce this volume of traffic required to create a CO "hot spot." For the Project buildout under cumulative conditions, the highest daily volume would be 9,461, which is lower than the representative Bay Area Air Quality Management District threshold. Therefore, CO "hot-spots" are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile-source emissions would, therefore, be less than significant, and no mitigation is 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. Odors generated by construction activities are required to comply with SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. During construction, emissions from construction equipment, such as diesel exhaust, and VOCs from architectural coatings and paving activities may generate odors. However, these odors would be temporary and are not expected to affect a substantial number of people. Therefore, potential impacts resulting from construction would be less than significant, and no mitigation is required.

The SCAQMD Air Quality Handbook identifies the following uses as having potential odor issues: wastewater treatment plants, food processing plants, agricultural uses, chemical plants, composting, refineries, landfills, dairies, and fiberglass moldings. The Project does not propose any of these uses, therefore, no permanent operational impacts would occur, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required.

Sources

Air Quality and Greenhouse Gas Analysis (Entech 2021a).

Biological Resources

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	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 Wildlife 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, and regulations, or by the California Department of Fish and Wildlife 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?	☐	☒	☐	☐
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 Biological Resources

The analysis and findings presented in this section are based on the Project's Biological Resource Assessment Jurisdictional Delineation and Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, collectively referred to as "Biological Technical Reports" (Jericho 2020a and Jericho 2020b). The Biological Technical Reports were prepared by Jericho Systems, Inc. (Jericho) in October 2020 (Appendix C of this Initial Study). The Biological Technical Reports included a review of relevant available literature and databases including the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS), United States Fish and Wildlife Service (USFWS) federally

designated critical habitat maps, National Wetlands Inventory (NWI), Natural Resource Conservation Service (NRCS) Soil Survey, Environmental Protection Agency (EPA) Water Program, Stephen's Kangaroo Rat Habitat Conservation Plan, Western Riverside County Regional Conservation Authority (RCA) Western Riverside Multiple Species Habitat Conservation Plan (MSHCP), 2006 Burrowing Owl Survey Instructions, and other pertinent maps, scientific literature, and websites. The literature and database review were followed by a field survey of the Project site on June 15, 2018 and July 31, 2018. The purpose of the field survey was to assess the existing habitat, assess the presence or absence of onsite sensitive plant communities and jurisdictional waters, and to determine whether special status plant or wildlife species occur or could potentially occur within the Project site. Due to differences in habitat types, the Project site biological evaluation was separated into two different habitat segments; the area between 6th street and the UPRR tracks (Segment 1) and UPRR tracks to 1st Street (Segment 2).

a) Would the Project 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 Wildlife or the U.S. Fish and Wildlife Service?

Less than significant with mitigation. Within Segment 1, the Project site and adjacent land primarily consists of bare earth, some ruderal and non-native vegetation, and scattered ornamental trees. Within Segment 2, the Project site and adjacent land primarily consists of tall grasses and invasive shrubs. According to the Biological Technical Reports, no sensitive plants or wildlife were identified during surveys and none are expected to occur based on site conditions and lack of suitable habitat needed to support such species. Please see Figure 4 for results of the CNDDB search and Figure 5 shows the MSHCP vegetation map.

Wildlife observed within Segment 1 were limited to typical urban species, and included house sparrow (*Passer domesticus*), house finch (*Haemorhous mexicanus*), mourning dove (*Zenaida macroura*), and western fence lizard (*Sceloporus occidentalis*). Other species expected to occur in this segment include raccoon (*Procyon lotor*), coyote (*Canis latrans*), and rock dove (*Columba livia*). In Segment 2, wildlife observed included black phoebe (*Sayornis nigricans*), mourning dove (*Zenaida macroura*), red-tailed hawk (*Buteo jamaicensis*), Anna's hummingbird (*Calypte anna*), killdeer (*Charadrius vociferus*), house finch (*Haemorhous mexicanus*), California towhee (*Melozone crissalis*), and bushtit (*Psaltriparus minimus*). Wildlife detections or signs included those for reptiles, birds, and mammals. The most common wildlife sign observed included coyote (*Canis latrans*), desert cottontail (*Sylvilagus audubonii*), and side-blotched lizard (*Uta stansburiana elegans*). Only common animal species associated with urban environments could inhabit the Project alignment in either Segment 1 or Segment 2.

Only the hardiest of plant species, tolerant of high levels of disturbance could inhabit the Project alignment in either Segment 1 or Segment 2. Plant species observed in Segment 1 included California pepper tree (*Schinus molle*), gum tree (*Eucalyptus* ssp), telegraph weed (*Heterotheca grandiflora*),

twiggy wreath plant (*Stephanomeria virgata*), short-podded mustard (*Hischfeldia incana*), tocalote *(Centaurea melitensis*), non-native grasses (*Bromus* ssp.) and wild oat (*Avena barbata*). In Segment 2, the vacant areas contain primarily tall grasses and invasive shrubs, except for some vegetation growing along two drainages on the east side of Pennsylvania Avenue. Along the initial flow area near the outlets of the UPRR tracks, some riparian vegetation was present, including tree of heaven (*Ailanthus altissima*) and rushes (*Cyperaceae)*, present within and along the banks of the drainage. Habitat and vegetation present included primarily non-native grasses and five eucalyptus trees along the western edge of Pennsylvania Avenue. There are two large drainages in Segment 2, which appear to have jurisdictional waters, but they are not expected to support candidate, sensitive or special status species based on their low-quality habitat value. Potential impacts to jurisdictional waters are discussed below under Section 3.4(b) and 3.4(c). Based on the findings of the Biological Technical Reports, no direct or indirect temporary or permanent impacts to candidate, sensitive or special status species would occur due to their absence from the Project site, and no mitigation is required (Jericho 2020a and 2020b).

As part of compliance with the MSHCP, a burrowing owl habitat suitability assessment was conducted in accordance with the Western Riverside County MSHCP (Jericho 2020b). Burrowing owl are not listed in the state or federal Endangered Species Act but are a USFWS bird of conservation concern (BCC) and California Species of Special Concern (SSC). Per the literature review, burrowing owl have not been documented in the immediate site vicinity but were documented in 2006, 3.8 miles southeast of the Project alignment. Neither segment of the Project alignment or immediate vicinity contain suitable habitat for this species. No burrowing owl individuals or sign (i.e., pellets, feathers or white wash) were observed on site during the survey conducted on June 15, 2018, and the site does not exhibit habitat elements and structure that can support burrowing owl. While both segments of the Project alignment do contain areas of short, sparse vegetation and contain well-drained, friable soils, no burrows of appropriate size and aspect were observed within or adjacent to the Project alignment. Based on the findings of the Biological Technical Reports, no direct or indirect temporary or permanent impacts to burrowing owl would occur due to their absence from the Project site. Although no temporary or permanent impacts are anticipated, a potential temporary impact could occur if Project construction were to disturb a burrowing owl that has since occupied an active construction area. To avoid the chance of disturbing burrowing owl, avoidance measure **AM BIO-1** would require a preconstruction survey and additional avoidance measures should burrowing owl be detected prior to construction. Implementation of **AM BIO-1** would reduce potential impacts to less than significant.

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, and regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Less than significant with mitigation. There is no agency-designated critical habitat within the Project site. According to the Biological Technical Reports, no sensitive plant or vegetation communities were identified during surveys and none are expected to occur. Vegetation within the Project site primarily

includes some ruderal and non-native vegetation, scattered ornamental trees, tall grasses, and invasive shrubs.

None of the plant species observed are sensitive species but riparian/riverine habitat in the drainage area would be subject to the Fish and Game Code (FGC) under the jurisdiction of the California Department of Fish and Wildlife (CDFW) and be considered a riverine/riparian area under the MSHCP.

There are no features within the Project site that are dominated by riparian trees, shrubs, or emergent vegetation. However, some rushes are present near the box culverts immediately south of the UPRR tracks, and these drainage features connect to a larger drainage on the vacant lot to the east of the Project alignment. Due to the immediate connectivity of the drainages to a larger riverine/riparian area and the presence of some riparian vegetation, riverine/riparian resources are considered present on the Project site, and the Project would impact portions of this resource. Figure 6 shows the location of these drainage features and Table 4 summarizes the temporary and permanent Project impacts.

Table 4. Impacts to Riverine/Riparian Areas and State Jurisdictional Waters within the Project Alignment

Feature	Length (feet)	Riverine/Riparian Areas / FGC 1600 CDFW / Porter Cologne RWQCB Jurisdiction[1]	
		Temporary Impact (acres)	Permanent Impact (acres)
Drainage A	145	0.15	0.075
Drainage B	90	0.09	0.50
Total		0.24	0.125

Source: Biological Resource Assessment Jurisdictional Delineation, Table 2 (Jericho 2020)
[1] Due to federal 2020 guidance that ephemeral streams are not Waters of the United States, no USACE jurisdiction or USACE permitting requirements are anticipated.

If all impacts to riparian/riverine habitat cannot be avoided during final design, Section 6.1.2 of the MSHCP identifies that a Determination of Biologically Equivalent or Superior Preservation (DBESP), essentially a mitigation plan, must be prepared and submitted to the Wildlife Agencies (a division of USFWS and the CDFW) to ensure replacement of any lost functions and values of habitat as it relates to Covered Species. Impacts to these riparian/riverine resources may also require additional regulatory review/permitting by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and/or CDFW if the resources meet the definition of jurisdictional Waters of the United States or Waters of the State. Mitigation Measure **MM BIO-2** would require the preparation and implementation of a DBESP for impacts to riparian/riverine resources and require obtaining all required regulatory agency permits for any impacts to Waters of the United States or Waters of the State prior to activities within jurisdictional areas. Implementation of **MM BIO-2** would reduce both temporary and permanent impacts to less than significant.

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?

Less than significant with mitigation. The Project site was assessed for state and federal jurisdictional waters that are subject to Sections 401 and 404 of the Clean Water Act through the USACE and the RWQCB, Porter-Cologne, Section 1602 of the FGC administered by the CDFW, and Riverine/Riparian and Vernal Pool habitat subject to Section 6.1.2 of the MSHCP. Jurisdictional resources subject to the Clean Water Act (CWA) regulations include non-wetland waters and wetland Waters of the United States, whereas jurisdictional resources subject to Porter-Cologne include non-wetland waters and Waters of the State. No wetlands meeting the USACE's three parameters occur in the Project site. The three required parameters, hydrophytic vegetation, hydric soils and/or wetland hydrology, are not all present based on the absence of hydric soil indicators and/or wetland hydrology.

All indicators for vernal pools are absent from the Project site. There are no depressional features that could develop vernal pools or support vernal pool species. The soils on site are well-drained sandy loams, which do not support the formation of vernal pools. Further, there is no historical, biological, or hydrological evidence that would indicate the historic presence of vernal pools on this site.

Two unnamed ephemeral drainages, Drainage A and Drainage B, were identified within the Project site, south of the UPRR tracks/I-10 that would meet the definition of Waters of the State (Figure 6). Since they meet the definition of being a state streambed water, they also meet the criteria for being a riverine/riparian area under the MSHCP. These drainages, however, are not subject to the federal CWA under the 2020 guidance as they are ephemeral and therefore excluded from federal jurisdiction. Therefore, impacts to federal jurisdictional Waters of the United States under the CWA would not occur.

Drainage A and Drainage B both have a definable bed and bank and Drainage A also supports rushes (Cyperaceae), which is restricted to the streambed and absent from the surrounding upland habitat. Therefore, given that these drainages have a definable bed and bank and support some riparian associated vegetation (in Drainage A), they both would be subject to the FGC under the jurisdiction of the CDFW and be considered a riverine/riparian area under the MSHCP. Drainages A and B are also considered jurisdictional under the Porter Cologne as a State Streambed Water. The Project could result in up to approximately 0.24 acres of temporary impacts or 0.125 acres of permanent impacts to these riverine/riparian areas and state jurisdictional waters (Table 4). Impacts to state and MSHCP jurisdictional waters would require preparation and implementation of a Wildlife Agency DBESP, a CDFW issued Lake and Streambed Alteration Agreement (1600) permit, and a RWQCB Waste Discharge Requirement (WDR) permit. These approvals and permits are standard requirements for temporary and permanent impacts to jurisdictional waters.

Mitigation Measure **MM BIO-2** would require the preparation and implementation of a DBESP for impacts to riparian/riverine resources and require obtaining all required regulatory agency permits for

any impacts to Waters of the State prior to activities within jurisdictional areas. Implementation of **MM BIO-2** would reduce both temporary and permanent impacts to less than significant.

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. Habitat linkages provide links between larger undeveloped habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet inadequate for others. Wildlife corridors are significant features for dispersal, seasonal migration, breeding, and foraging. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The Project alignment is not considered an established wildlife movement corridor or nursery site for native or migratory wildlife, because the area does not connect two or more significant habitat areas and it is not a major feature influencing the local plant and small mammal communities. The Project would not create any shift in habitat use by wildlife, alter population dynamics, or change the local species compositions. Therefore, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species through the Project site. Potential temporary and permanent impacts would be less than significant and mitigation is not required.

The Project site does support suitable habitat for nesting birds, such as trees and shrubs. The Migratory Bird Treaty Act (MBTA) prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the United States Fish and Wildlife Service. Potential impacts to MBTA covered birds could occur if ground disturbance or vegetation trimming or removal occurs during nesting bird season (typically considered in Southern California as February 1 through September 15). As standard practice for most projects, the Project would require pre-construction nesting bird surveys and additional avoidance measures to minimize the potential for impacts to MBTA covered nesting birds should they be detected. This requirement is included in avoidance measure **AM BIO-3**. Implementation of **AM BIO-3** would reduce the potential for impacts to less than significant.

e) Would the Project conflict with any local policies or ordinance protecting biological resources, such as a tree preservation policy or ordinance?

No impact. The Project site contains some scattered ornamental trees; however, the City of Beaumont does not maintain a local policy or ordinance for the protection of trees located on private property. Therefore, any tree-trimming or removal required in these areas would not be subject to City protections

or require special authorization. Any tree removal required within City right-of-way would be done in compliance with the municipal code, Code or Ordinances Section 12.12.130 – Tree Removal (Beaumont 2021). There is no other biological resource associated with or protected by a local policy or ordinance occurring at the Project site. Therefore, no impacts would occur, and no mitigation is required.

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

Less than significant with mitigation. The Project site is located within the western Riverside County MSHCP boundary. The Project site is not located within a criteria cell, public/quasi-public land. Figure 7 shows that a portion of the Project site lies within the MSHCP survey areas for burrowing owl, Marvin's onion, and many-stemmed dudleya. Table 5 below provides a summary of information related to Project consistency with the MSHCP.

Table 5. MSHCP Consistency Analysis

MSHCP Element/Requirements	Project Consistency
Criteria Cell/Cell Group	The Project site is not located within a MSHCP Criteria Area or Criteria Cell Group. No special Project requirements are needed for MSHCP consistency.
Habitat Management Unit	The Project site is located within the San Timoteo Habitat Management Unit and Badlands Habitat Management Unit. No requirements are imposed on the Project based on its presence in this habitat management unit.
Public/Quasi Public Conservation Land	The Project site is not located within Public/Quasi Public Conservation Land. No special Project requirements are needed for MSHCP consistency.
MSHCP Conservation Areas	The Project site is not located within or adjacent to MSHCP Conservation Areas. No special Project requirements are needed for MSHCP consistency.
Narrow Endemic Plants (*MSHCP Section 6.1.3*)	Part of Project site (Segment 2) is located within the Narrow Endemic Plant Species Survey Areas for both Marvin's onion and many-stemmed dudleya (Figure 7). However, both species require clay soils, a soil type not found at the Project site. Therefore, focused surveys are not required, no impacts would occur, and no mitigation is required. No special Project requirements are needed for MSHCP consistency.

MSHCP Element/Requirements	Project Consistency
Additional Species Surveys (including Burrowing Owl, Criteria Area Species, Amphibians, and Mammals) [*MSHCP Section 6.3.2*]	Part of the Project site (Segment 2) is in a burrowing owl survey area (Figure 7); however, the Step I Habitat Assessment did not identify any burrowing owls or suitable habitat at the Project site and therefore focused surveys are not required pursuant to the MSHCP. Although not required as part of the MSHCP, pre-construction surveys would be conducted under AM BIO-1 to avoid impacts to burrowing owls. The Project is not in an amphibian, criteria area, or mammal survey area. No special Project requirements are needed for MSHCP consistency.
Riparian/Riverine Resources (*MSHCP Section 6.1.2*)	Part of the Project site (Segment 2) is considered to have riparian/riverine areas. There are no vernal pools within the Project site. None of the riparian/riverine or vernal pool species identified in the MSHCP were observed on the Project site. Mitigation measure MM BIO-2 requires preparation of a DBESP (mitigation plan) for impacts to riparian/riverine areas. Implementation of MM BIO-2 ensure MSHCP consistency.
Guidelines Pertaining to Urban/ Wildlands Interface (*MSHCP Section 6.1.4*)	The Project site is not located adjacent to a MSHCP Conservation Area, therefore the guidelines pertaining to the Urban/Wildlands Interface are not applicable to this Project. No special Project requirements are needed for MSHCP consistency.
Source: Biological Technical Reports (Jericho 2020a and Jericho 2020b)	

The Project would be consistent with the MSHCP (Table 5). Since the Project site is located within the MSHCP boundary, the Project would be required to comply with applicable standard BMPs found in Appendix C of the MSHCP. Applicable BMPs include measures for locating equipment, storage and staging areas and for use of construction practices and materials to avoid or minimize impacts to species, water quality and sensitive areas. The complete list of applicable BMPs is noted in the attached Multiple Species Habitat Conservation Plan Consistency Analysis (Jericho 2020b), Appendix C of this IS/MND.

Implementation of standard MSHCP project BMPs and implementation of **AM BIO-1**, **MM-BIO-2**, and **AM BIO-3** would ensure consistency with the MSHCP and would reduce potential temporary and permanent impacts to less than significant.

Avoidance, Minimization and/or Mitigation Measures

The following mitigation measures would be implemented to avoid and/or minimize potential impacts and to reduce potential impacts to less than significant:

AM BIO-1 Prior to issuance of a grading permit, the applicant shall perform a preconstruction survey that shall be conducted within 30 days prior to ground disturbance to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site, no additional measures are required. If burrowing owls are found to be present or nesting on-site during the

preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From March 1 through March 15 and from August 1 through August 31 exclusion and relocation activities may take place if it is proven to the Lead Agency and/or appropriate agencies (if any) that egg laying or chick rearing is not taking place. This determination must be made by a qualified biologist. This measure may be modified as necessary to meet conditions of any required regulatory permits.

MM BIO-2 Prior to work within riparian/riverine or other jurisdictional waters, the City shall obtain all required regulatory agency permits and approvals. If temporary and/or permanent impacts to riparian/riverine habitat cannot be avoided, a Determination of Biologically Equivalent or Superior Preservation (DBESP) shall be prepared pursuant to the Wildlife Agencies' requirements. The DBESP shall be submitted to the Wildlife Agencies for a 60-day review and response period. The City shall maintain a written record of determinations that shall be included in any required annual reporting documentation. The City or City's consultant shall also initiate the required pre-application requirements with the applicable regulatory agencies and obtain all required permits. Mitigation for impacts to riparian/riverine resources and jurisdictional waters shall either be completed through applicant sponsored mitigation, purchase of mitigation credits, or payment of in lieu fees to an agency approved entity or mitigation bank. A minimum replacement ratio of 1:1 shall be required for all permanent impacts. This measure may be modified as necessary to meet conditions of any required regulatory permits.

AM BIO-3 Bird nesting season generally extends from February 1 through September 15 in southern California and specifically, April 15 through August 31 for migratory passerine birds. In general, Projects should be constructed outside of this time to avoid impacts to nesting birds. If the Project cannot be constructed outside of nesting season, the project site shall be surveyed for nesting birds by a qualified avian biologist within five (5) days prior to initiating the construction activities. If active nests are found during the pre-construction nesting bird surveys, a Nesting Bird Plan will be prepared and implemented which at a minimum will include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The Nesting Bird Plan will include a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be determined by the biologist, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist has determined the young birds have successfully fledged and a monitoring report has been submitted reviewed and approved by the City of Beaumont. This measure may be modified as necessary to meet conditions of any required regulatory permits.

Sources

Biological Resource Assessment Jurisdictional Delineation (Jericho 2020a); Multiple Species Habitat Conservation Plan Consistency Analysis (Jericho 2020b); Municipal Code, Code of Ordinances (Beaumont 2021).

Cultural Resources

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	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 formal cemeteries?	☐	☐	☐	☒

3.5 Cultural Resources

The information and findings provided in this section are based on the Phase I Historical/Archaeological Resources Survey dated September 2018 and Addendum dated February 2021 (Cultural Report), which was prepared for the Project site by CRM TECH and is included in this IS/MND as Appendix D (CRM TECH 2018 and CRM TECH 2021b). The Cultural Report comprised the following research methods: historical/archaeological resources records search at the Eastern Information Center (EIC), historical background research, contact with Native American representatives, and an intensive-level field survey of the Project site.

The Project site is located within the San Gorgonio Pass area, which has long been part of the traditional homeland of the Cahuilla Indians, a Takic-speaking people who were primarily hunters and gatherers prior to European contact. The San Gorgonio Pass area has been known as a nexus for cross-desert travels dating back to ancient times. Most notable among early roads through the pass was the Cocomaricopa Trail, a Native American trading route connecting the coastal region of California to areas along the Colorado River. It was later renamed the Bradshaw Trail in 1862 and served as the main thoroughfare between the Los Angeles area and gold mines near present-day Ehrenberg, Arizona, until the completion of the Southern Pacific Railroad (SPRR) in 1876.

Settlement and land development increased in the 1880s, after the completion of the SPRR and the competing Santa Fe Railway facilitated a rapid land boom in southern California. In 1884, at the height of the land boom, a 320-acre townsite named San Gorgonio was established in what is now Beaumont. Beaumont was incorporated as a city in 1912 but retained much of its rural character until the onset of the current wave of residential and commercial development in the late 20th century. Development

generally within one mile of the Project followed a typical pattern for rural towns and communities established along railroad routes across southern California. In the late 1870s, the only man-made features reported in this area were the SPRR and a few trails (CRM TECH 2018 and CRM TECH 2021b).

Three of the roads in existence along the Project alignment today, Pennsylvania Avenue, 1st Street and 3rd Street, developed between 1897-1898 and 1939-1941, followed by 3rd Street during the 1940s or the early 1950s (CRM TECH 2018 and CRM TECH 2021b). Prior to the completion of the I-10 freeway in the 1960s, 6th Street served as a part of U.S. Route 60/70, the original Ocean-to-Ocean Highway from southern California to Virginia and North Carolina. By the early 1950s, the first buildings known to be along the Project alignment had also appeared on the east side of Pennsylvania Avenue between 6th Street and the SPRR.

a) Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No impact. According to the Cultural Report, all four of the buildings noted in the 1950s have been removed, two of them evidently to make way for the construction of I-10. The existing car wash, adjacent to the Project site and located at 560 Pennsylvania Avenue, was built in 1965. The corner market to the north of the carwash, at 1201 East 6th Street, also outside of the Project boundary, was constructed around 1972. The commercial pallet and storage facility south of the freeway was developed gradually over the years, beginning sometime between 1967 and 1972, while the rest of the land along the Project alignment has evidently remained undeveloped. The Project proposes no alterations to existing buildings.

An SPRR line (33-009498) and Southern California Edison (SCE) power transmission line (33-023484) were observed during the field survey at their recorded locations as documented during previous cultural studies in the area. The former SPRR line at this location remains in daily use as a part of the Union Pacific Railroad system, mainly for freight transportation. Due to repeated upgrading and constant maintenance over the years, the existing railroad is completely modern in appearance (CRM TECH 2018 and CRM TECH 2021b). Associated features in the Project site include a metal utility cabinet and a pair of pole-mounted crossing signals. The SCE power transmission line runs along the north side of 1st Street to the west of Pennsylvania Avenue and the south side of 1st Street to the east, merging briefly with a north-south transmission line along Pennsylvania Avenue for the transition at the intersection. Observations during the field survey confirmed that the transmission line at this location was modern in appearance, material, and design as previously documented (CRM TECH 2018 and CRM TECH 2021b).

No structural remains or historic-period artifacts were found near the historic buildings that once stood in the 1950s near the Project site. Some scattered refuse was observed along either side of Pennsylvania Avenue, but all of the materials are modern in origin and none of them retains any historical/archaeological interest (CRM TECH 2018 and CRM TECH 2021b). The only other features encountered within or partially within the Project site that are more than 50 years of age were the existing roadways, namely Pennsylvania Avenue, 1st Street, 3rd Street, and 6th Street, all of them dating originally

to the early or mid-20th century. Like the former SPRR and the SCE power transmission line, the current configuration and appearance of these roads reflect many years of gradual alterations during the modern era and are no longer historical in character.

As the result of extensive modern alterations, none of the features discussed above demonstrate any particularly historical characteristics in their current configuration. Therefore, none of them constitutes a potential "historical resource" that warrants formal evaluation. The SPRR and the SCE power transmission line, were previously recorded into the California Historical Resources Inventory as parts of Site 33-009498 and Site 33-023484, respectively. However, Site 33-023484 was determined not to be eligible for listing in the California Register of Historical Resources, as were various segments of the SPRR in similar conditions. At the locations where they cross the Project site, both features are essentially modern in appearance, and neither retains any distinctly historical characteristics to contribute to the potential significance or integrity of the recorded sites. Therefore, no impacts would result from Project modification of these features and no mitigation is required.

b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than significant with mitigation. According to EIC records, the Project site had not been surveyed systematically for cultural resources prior to the Cultural Report study, although a 1988 linear survey for a fiberoptic cable project followed the Union Pacific Railroad alignment across the Project site and two other linear surveys completed in 2013 and 2015 covered a power transmission line corridor along 1st Street (CRM TECH 2018 and CRM TECH 2021b). Outside the Project site but within a one-mile radius, EIC records show roughly 40 additional studies on various tracts of land and linear features, which collectively covered about a third of the land within the scope of the records search.

As a result of these and other similar studies, 150 historical/archaeological sites have been recorded within the one-mile radius. Only one of the 150 sites was of prehistoric—i.e., Native American— origin, consisting of a small lithic scatter (33-004038) recorded about a half-mile south of 1st Street. All the other sites dated to the historic period. Among these, two were linear features recorded as lying across the Project site, namely the Southern Pacific Railroad (33-009498/CARIV- 6381H) and the power transmission line along 1st Street (33-023484). As discussed above in Section 3.5.a, these features have been modernized and are not eligible for listing in the California Register of Historical Resources. The remaining 147 sites recorded within the scope of the records search were predominantly buildings in the downtown Beaumont area, numbering 143 in total. Also recorded within the scope was another power transmission line along State Route 79 (Beaumont Avenue), a wagon trail, a structural foundation, and a small segment of 1st Street where it crosses State Route 79, approximately 0.6 mile west of the Project site. None of these 147 sites was found in the immediate vicinity of the Project site.

Based on results of the Cultural report and level of disturbance at the Project site, the Project site does not appear to be particularly sensitive for buried archaeological remains (CRM TECH 2018 and CRM TECH 2021b). Nonetheless, minimization measure **MM CUL-1** would require the Project to retain a qualified archeologist to be on-call in the event of an unanticipated archeological discovery during site earthwork. Implementation of **MM CUL-1** would reduce the potential for impacts to less than significant.

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

No impact. No human remains are known to exist at the Project site and therefore no impacts are expected to occur; however, should human remains be discovered during ground disturbance, the City/Contractor would be required to follow all standard protocols and regulations required of any project that uncovers human remains. To comply with State Health and Safety Code Section 7050.5, if human remains are encountered, the County Coroner must be notified of the find immediately. No further disturbance would occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the Coroner would notify the Native American Heritage Commission, which would determine and notify a Most Likely Descendant (MLD). The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Avoidance, Minimization and/or Mitigation Measures

The following minimization measure would be implemented to reduce potential impacts to less than significant:

MM CUL-1 Archeological Resources. Prior to issuance of a grading permit or construction permit (requiring earthwork), the City shall verify that the name and contact information of an on-call archeological monitor meeting Secretary of Interior standards is included in the resident engineer file or on the construction plans along with the following note: "In the event that an archeological cultural resource or Native American cultural resource is discovered during project activities, all earthwork within a 50-foot buffer shall cease and the qualified archaeologist shall be notified immediately to assess the find. Work on other portions of the project outside of the buffer area may continue during this assessment period. If the resource is determined by the archeologist to not be Native American, the archeologist shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resource(s). In accordance with Section 15064.5 of the CEQA Guidelines, such measures may include but are not limited to avoidance, excavation of the finds, collection, evaluation of the materials, additional testing, relocation, and curation. If the resource is determined by the archeologist to be Native American, the San Manuel Band of Mission Indians will be contacted, provided information about the resource, and be permitted/invited to perform a site visit when the archaeologist makes their assessment, so as to provide Tribal input.

Sources

Phase I Historical/Archaeological Resources Survey and Addendum to Phase I Historical/Archaeological Resources Survey (Cultural Report) (CRM TECH 2018 and CRM TECH 2021b).

Energy

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption 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 Energy

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

No impact. The Project proposes to widen the existing Pennsylvania Avenue consistent with the General Plan Figure 4.2 circulation element roadway classification as a Major Highway (Beaumont 2020a). Temporary construction activities would require use of fossil fuels to operate equipment, but no unusual circumstances are anticipated that would result in the wasteful consumption of such fuels. Once construction is complete, Pennsylvania Avenue would continue to function as a roadway with a negligible or no permanent operational change in energy consumption compared to existing conditions. In addition, level of service along Pennsylvania Avenue is anticipated to improve with increased roadway capacity and reduced traffic, which may result in less vehicle fuel consumption traveling through the Project limits. No wasteful, inefficient, or unnecessary consumption of energy resources is anticipated, and no mitigation is required.

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

No Impact. The Project would be constructed consistent with the General Plan circulation element roadway classifications (Beaumont 2020a). The Project would not conflict with or obstruct renewable energy or efficiency requirements for construction equipment used to build the Project or vehicles using the completed Project, which are regulated at the state-level. Based on the nature of the proposed Project, no temporary or permanent impacts are anticipated, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required.

Sources

General Plan (Beaumont 2020a).

Geology and Soils

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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 or most current edition), 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 Geology and Soils

a) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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.

Less than significant impact. Pursuant to the General Plan EIR Figure 5.6-4 Faults and Fault Zones, the Project is approximately 1 mile to the north and east of the Alquist-Priolo Beaumont Plain Fault Zone (Beaumont 2020b). Temporary construction activities within the Project site would be typical in nature and not pose an unusual or substantial risk to temporary construction workers should an earthquake occur. In addition, the Project does not propose the construction of tall or habitable structures that could be at permanent risk if located along a fault zone. The Project only proposes widening of an existing road and associated improvements that would be designed to comply with current engineering standards. Both potential temporary and permanent impacts would be less than significant, and no mitigation is required.

ii) Strong seismic ground shaking?

Less than significant impact. Beaumont is a seismically active area located at the junction of the Transverse Ranges and Peninsular Ranges (Beaumont 2020a). The possibility of adverse effects from Project construction or operations is considered low since active faults are not known to cross the site. In addition, the Project does not propose the construction of tall or habitable structures that could be at risk during seismic ground shaking. The Project only proposes widening of an existing road and construction of associated sidewalk and utility improvements that would be required to meet current engineering standards. Therefore, potential temporary construction and permanent operational impacts would be less than significant, and no mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

No impact. Liquefaction is a ground failure hazard that typically occurs during seismic events in areas where loose sandy soils exist below shallow groundwater. The Project site has a low susceptibility to liquefaction pursuant to review of the General Plan EIR Figure 5.6-6 Liquefaction Potential (Beaumont 2020b). Given the Project site's low liquefaction susceptibility and absence of proposed habitable structures, no temporary or permanent impacts are anticipated, and no mitigation is required.

iv) Landslides?

No impact. The Project site is in a relatively flat area (i.e., 0-5 degrees of slope) pursuant to the General Plan EIR Figure 5.6-5 Steep Slopes, with no onsite or adjacent hills. Therefore, landslides are not anticipated. In addition, the Project's proposed roadway improvements would be constructed to current engineering standards for any required slope contours created during grading or retaining walls built during construction. No temporary or permanent impacts are anticipated, and no mitigation is required.

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

Less than significant impact. The Project site and surrounding area are relatively flat with characteristics that are not indicative of erosive conditions. The Project does not propose substantial grade changes that could result in erosion. During construction, the Project would be required to comply with National Pollutant Discharge and Elimination System (NPDES) requirements under the Construction General Permit to minimize the potential for temporary impacts associated with erosion of exposed soils during construction. Long-term soil and erosion control resulting from the permanent improvements would be controlled by stormwater infrastructure incorporated into the project design (i.e., structural best management practices (BMPs)) and by revegetation of disturbed exposed areas after construction grading. Consequently, potential temporary and permanent impacts would be less than significant, and no mitigation is required.

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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

No impact. The Project site and adjacent areas are relatively flat with no anticipated risk of landslides. As discussed above, the potential for liquefaction to occur at the Project site is low (Beaumont 2020b). Pursuant to General Plan EIR Figure 5.6-7 Subsidence Potential, the Project in an area that is susceptible to subsidence but is not in an active subsidence area (Beaumont 2020b). Ground subsidence is the sudden shrinking or gradual downward settling and compaction of soil. Although the Project site is in an area susceptible to subsidence, no new development or habitable structures are proposed that could be at risk. The Project only proposes the widening of an existing roadway that would be designed to comply with engineering standards and accounts for existing soil conditions. No temporary construction or permanent operational impacts are anticipated, and no mitigation is 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 of life or property?

Less than significant impact. Expansive soils can be widely dispersed throughout the City of Beaumont and may occur within the Project area (Beaumont 2020a). Expansive soils are characteristically clay soils that are prone to large volume changes (swelling and shrinking) directly related to changes in water content. The shrinking and swelling of soils can exert stress on building foundations and structures over time. The Project does not propose the construction of new structures such as buildings that could pose a risk of life or property. In addition, issues regarding expansive soils are now routinely alleviated by following the California Building Code. The Project would be constructed to meet applicable building requirements and pursuant to the Project's geotechnical assessment and recommendations. Therefore, potential temporary and permanent impacts would be less than significant with implementation of standard building code regulations and project-specific geotechnical recommendations, and no mitigation is required.

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?

No impact. The Project does not propose septic tanks or alternative waste water disposal systems; so, there would be no temporary or permanent impact.

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

Less than significant with mitigation. Information and findings in this section are based on the Paleontological Resources Assessment Report prepared by CRM TECH and is included in this IS/MND as Appendix E (CRM TECH 2021a). The scope of the assessment included a records search of the San Bernardino County Museum (SBCM); literature review of topographic, geologic, and soil maps of the Beaumont area, published geologic literature pertaining to the project location, the Riverside County General Plan and Geographic Information System, satellite and aerial images; and field survey of the Project site.

The records search identified no known paleontological localities within the project area or a one-mile radius; however, existing records indicate the presence of one paleontological locality about five miles to the northwest that was found in similar soils to those occurring in the Project vicinity. Other resources have been reported within three miles to the south but from much older soils that are not found in the Project vicinity. The SBCM described the soils in the Project area as late-to-middle Pleistocene-aged Old Alluvial Valley Deposits (Qof) and middle-to-early Pleistocene-aged Very Old Alluvial Fan Deposits (Qvof), which are known to contain fossil remains of mammoth, mastodon, ground sloths, dire wolf, short-faced bear, sabre-toothed cat, large and small horses, large and small camels, and bison. Therefore, the SBCM assigned the Project area a "high potential to yield significant nonrenewable paleontological resources subject to adverse impact during development related excavation."

Based on the literature review, the surface geology in the Project area was mapped as Qc, or nonmarine sediments from the Pleistocene age. The surface geology in the Project area was mapped as Qf, or alluvial fan of San Gorgonio Pass, derived from sand and gravel of plutonic and gneissic detritus originating from the San Bernardino Mountains to the north, Pleistocene in age. Riverside County paleontological sensitivity maps classified the Project location as Undetermined Sensitivity. According to definitions outlined in the County's General Plan: "Areas underlain by sedimentary rocks for which literature or unpublished studies are not available have undetermined potential for containing significant paleontological resources. These areas need to be inspected by a qualified vertebrate paleontologist before a specific determination of high potential or low potential can be assigned."

During the field survey, no surface manifestation of any paleontological remains was observed within the Project area. It was noted during the survey; however, that the ground surface in virtually the entire Project area has been extensively disturbed in the past and no longer represents an accurate reflection of the paleontological sensitivity of the native soils in the vicinity.

Based on the findings of the Paleontological Resources Assessment Report as summarized above, the Project's potential to impact significant, nonrenewable paleontological resources appears to be high in the undisturbed native soils located approximately 5 to 6 feet below surface grade. Therefore, minimization measure **MM GEO-1** would require implementation of a paleontological resource impact mitigation program to monitor ground disturbance in sensitive locations, and collect and document any resources uncovered during construction. Implementation of **MM GEO-1** would reduce potential temporary construction impacts to less than significant. No long-term or permanent impacts associated with operation of the completed facility would occur, and no additional mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

The following minimization measure would be implemented to reduce potential impacts to less than significant:

MM GEO-1 A paleontological resource impact mitigation program in accordance with the provisions of CEQA and proposed guidelines of the Society of Vertebrate Paleontology shall be implemented as follows:

1. All earth-moving operations reaching beyond the disturbed surface soils, generally five to six feet in depth within the existing roadbed and two to three feet in depth elsewhere, shall be monitored by a qualified paleontological monitor. The monitor shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays and shall collect samples of sediments that are likely to contain fossil remains of small vertebrates or invertebrates. The monitor shall have the power to temporarily halt or divert grading and excavator equipment to allow for the removal of abundant or large specimens.

2. Collected samples of sediment shall be processed to recover small fossils, and all recovered specimens shall be identified and curated at a repository with permanent retrievable storage.

3. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the procedures outlined above. The report shall include a discussion of the significance of the paleontological findings, if any. The report and the inventory, when submitted to the City of Beaumont, will signify completion of the program to mitigate potential impacts on paleontological resources.

Sources

General Plan (Beaumont 2020a); General Plan EIR (Beaumont 2020b); Earthquake Zones of Required Investigation EQ Zapp (California Department of Conservation 2019); Paleontological Resources Assessment Report (CRM TECH 2021a).

Greenhouse Gas Emissions

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	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 Greenhouse Gas Emissions

The findings in this section are drawn from the Air Quality and Greenhouse Gas Study prepared for the Project and is included in this IS/MND as Appendix B (Entech 2021a).

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. The increased concentration of Greenhouse Gases (GHGs) in the atmosphere has been linked to global warming, leading to climate change. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e). Construction and operation of the Project would incrementally contribute to GHG emissions along with the past, present, and future activities, and the CEQA Guidelines acknowledge this as a cumulative impact. As such, the impacts of GHG emissions are analyzed here on a cumulative basis.

While SCAQMD has issued proposed standards and guidelines, there is no adopted state or local standard for determining the cumulative significance of the Project's GHG emissions. In December 2008, SCAQMD adopted a 10,000 MT CO_2e/year for industrial facilities, but only with respect to projects where SCAQMD is the lead agency. Additionally, SCAQMD has proposed, but not adopted, a 3,000 MT/year CO_2e threshold for mixed-use developments, a 3,500 MT/year CO_2e threshold for residential developments, and a 1,400 MT/year CO_2e threshold for commercial developments. As an alternative to the aforementioned proposed thresholds for residential, commercial, and mixed-use developments, SCAQMD has also recommended using a single numerical threshold of 3,000 MT CO_2e/year for all non-industrial projects. These thresholds were developed for individual land-use projects. These thresholds have not been adopted as of this writing. The City, as the Lead Agency for the Project, has determined

that the most appropriate threshold that would apply would be the 3,000 MT/year CO_2e threshold for all non-industrial projects.

Construction activities would be temporary and occur over approximately eight months. Construction activities would consist of site preparation, grading, paving, and painting (i.e., traffic striping). The construction activities would result in the emission of GHGs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Total estimated construction-related GHG emissions for the Project are shown in Table 6. As shown, the Project's total estimated mitigated GHG emissions during construction would equal approximately 132.82 MT CO_2e/year. This would equate to approximately 4.43 MT CO_2e per year after amortization over 30 years per SCAQMD methodology.

Table 6. Estimated Total Construction-Related GHG Emissions

Construction Emissions	Estimated CO2e Emissions
Total	132.82 (MT)
Annual construction (amortized over 30 years)	4.43 (MT/Yr)
Significance Threshold	3,000 (MT/yr)
Significant?	No
Source: Air Quality and Greenhouse Gas Study, Table 10 (Appendix B of this IS/MND).	

Table 6 shows that the Project would result in an estimated 132.82 MT CO_2e/year, which is less than the 3,000 MT CO_2e/year screening threshold. The Project would result in an incremental increase in GHG emissions that would not exceed thresholds. Therefore, potential impacts would be less than significant, and no mitigation is required.

The Project is not expected to generate any mobile trips and is intended to improve the LOS conditions of the Project roadway segment; therefore, no permanent operational-source emissions were modeled (Entech 2021a). No substantive change in operational emissions compared to existing conditions are anticipated. Potential permanent operational impacts would be less than significant, and no mitigation is required.

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

No impact. In December 2008, CARB approved the AB 32 Scoping Plan, outlining its strategy to achieve the 2020 GHG emissions limit. This Scoping Plan, developed by CARB in coordination with the Climate Action Team, proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify California's energy sources, save energy, create new jobs, and enhance public health.

As required by AB 32, the Scoping Plan must be updated at least every five years to evaluate the mix of AB 32 policies to ensure that California is on track to meet the targets set out in the legislation. In October

2013, a draft Update to the initial Scoping Plan was developed by CARB in collaboration with the California Climate Action Team. The draft Update builds upon the initial Scoping Plan with new strategies and expanded measures and identifies opportunities to leverage existing and new funds to drive GHG emission reductions through strategic planning and targeted program investments. The draft Update to the initial Scoping Plan was presented to CARB's Board for discussion at its February 20, 2014 meeting. Subsequently, the first update to the AB 32 Scoping Plan was approved on May 22, 2014, by CARB.

As part of the Scoping Plan's proposed update, the emissions reductions required to meet the 2020 statewide GHG emissions limit were further adjusted. The primary reason for adjusting the 2020 statewide emissions limit was based on the fact that the original Scoping Plan relied on the Intergovernmental Panel on Climate Change's (IPCC) 1996 Second Assessment Report to assign the global warming potentials (GWPs) of greenhouse gases. In accordance with the United Nations Framework Convention on Climate Change, international climate agencies have agreed to begin using the scientifically updated GWP values in the IPCC's Fourth Assessment Report (AR4) released in 2007. Because CARB has begun to transition to the use of the AR4 100-year GWPs in its climate change programs, CARB recalculated the Scoping Plan's 1990 GHG emissions level with the AR4 GWPs. As the recalculation resulted in 431 Million Metric Tons (MMT) CO_2e, the 2020 GHG emissions limit established in response to AB 32 is now slightly higher than the 427 MMT CO_2e in the initial Scoping Plan. Considering that the proposed update also adjusted the 2020 Business As Usual (BAU) forecast of GHG emissions to 509 MMT CO_2e, a 15 percent reduction below the estimated BAU levels was determined to be necessary to return to 1990 levels by 2020.

The Project would reduce vehicle emissions through traffic flow improvements, which is consistent with the Regional Transportation Reduction Targets of the CARB Scoping Plan. Additionally, construction emissions for the Project would be below the SCAQMD GHG emissions threshold of 3,000 MT CO_2e per year. Consistent with the City's Climate Action Plan (CAP) or "Sustainable Beaumont, The City's Roadmap to Greenhouse Gas Reductions," Measure 7.1 Encourage Non-Motorized Transportation Options (Beaumont 2015), the Project would also add a sidewalk connection for the length of the Project to encourage pedestrian mobility. Therefore, the Project would not conflict with an applicable plan, policy, or regulation adopted and consistent with the CARB Scoping Plan or CAP to reduce emissions of greenhouse gases. No impacts are anticipated, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required.

Sources

Air Quality and Greenhouse Gas Analysis (Entech 2021a); Sustainable Beaumont, The City's Roadmap to Greenhouse Gas Reductions (Beaumont 2015).

Hazards and Hazardous Materials

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	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 complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a Project located within 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 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 Hazards and Hazardous Materials

This section is based in-part on the Initial Site Assessment (ISA) for Pennsylvania Avenue Widening (Phase I) that was prepared for the Project site by Leighton Group and is included in this IS/MND as Appendix F (Leighton 2018). The Phase I scope of work included: a reconnaissance-level site visit for evidence of the releases of hazardous materials and petroleum products, assessment of potential for onsite releases of hazardous materials and petroleum products, and record reviews of previous environmental reports, governmental databases, and historical reports. The findings and determinations made in this section are based on the Phase I analyses and additional desktop research.

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 impact. The Project proposes to widen an existing roadway; it does not propose the routine transport, use, or disposal of hazardous materials. During construction, some hazardous materials would be used such as petroleum-based fuels, lubricants, paints, and other similar common construction materials; however, use of such materials would not be routine. In addition, the implementation of Best Management Practices (BMPs) stipulating proper storage and handling of hazardous materials and vehicle refueling would be implemented during construction as a standard requirement through a Project-specific Stormwater Pollution Prevention Plan (SWPPP). With the implementation of typical BMPs, the Project would not create a significant hazard. Potential temporary construction impacts would be less than significant, and no mitigation is required.

Once the widening is complete, vehicles would continue to utilize Pennsylvania Avenue similar to existing conditions. Any transport of hazardous materials in vehicles using Pennsylvania Avenue would continue to be regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. Therefore, no substantial change would occur from existing conditions. Potential permanent operational impacts would be less than significant, and no mitigation is 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 with mitigation. During construction, some hazardous materials such as petroleum-based fuels, lubricants, paints, and other similar common construction materials would be used. As previously noted, a Project-specific SWPPP listing BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements would be implemented as a standard requirement. In addition, all transport, handling, use, and disposal of substances such as petroleum products paints, and solvents would comply with federal, state, and local laws regulating management and use of hazardous materials. With the implementation of BMPs and standard regulations, potential impacts would be less than significant, and no mitigation is required.

The following two recognized environmental conditions (RECs) in connection with the Project were identified during preparation of the Phase I:

1. The Project site has been occupied by Pennsylvania Avenue (since before 1938) and Interstate 10 was constructed in the 1960s, including an overpass over Pennsylvania Avenue and an on-ramp and off-ramp. The portion of Pennsylvania Avenue between the eastbound on-ramp and East 6th Street appears likely to have been heavily travelled and there is the potential for historical near surface soil impacts from aerially deposited lead (ADL) in the unpaved areas of the Project adjacent to Pennsylvania Avenue. Use of lead in gasoline occurred for approximately 75 years

until it started to be phased out by the EPA in the 1970s and was officially banned by the Clean Air Act in 1996.

2. The Union Pacific Railroad (UPRR) tracks cross Pennsylvania Avenue south of Interstate 10 and the potential for historical near surface soil impacts from heavy metals, petroleum hydrocarbons, and polynuclear aromatic hydrocarbons related to the rail operations exists within the railroad right-of-way.

Due to the potential presence of contaminated soils from historic use of leaded gasoline and from rail operations, soil disturbances during construction in these areas could potentially expose workers to pollutants. Therefore, mitigation measure **MM HAZ-1** would require preconstruction subsurface soil sampling for contaminants of concern within proposed earthwork areas that are located along the portion of Pennsylvania Avenue between the eastbound on-ramp and East 6th Street and within the UPRR right-of-way. If soil sampling indicates pollutant concentrations exceed federal or state thresholds, additional measures would be required to minimize the potential for construction worker exposure and to ensure the long-term permanent operational safety of Pennsylvania Avenue. Implementation of **MM HAZ-1** would reduce the potential for temporary and permanent impacts to less than significant.

Although not identified as RECs, the Phase I analysis also noted the potential presence of Asbestos Containing Materials (ACM) in the I-10 bridge structure overpass and potential presence of lead-based paint (LBP) within existing yellow traffic striping. Because the Project proposes no modifications to the bridge structure, no temporary or permanent impacts associated with ACM would occur. Potential impacts would be less than significant, and no mitigation is required. Yellow striping removal may occur during construction; therefore, mitigation measure **MM HAZ-2** would require testing and removal of yellow striping in accordance with California Department of Transportation (Caltrans) Construction Program Procedure Bulletin 99-2. Implementation of **MM HAZ-2** would reduce potential temporary and permanent impacts to less than significant.

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?

No impact. The Project is not expected to result in the release of any hazardous emissions. In addition, the nearest school, Palm Elementary School located at 751 Palm Avenue, is approximately 0.35-mile west of the Project site (Google Earth 2020). Based on proposed uses and the fact that the site is not within one-quarter mile of an existing or proposed school, no impacts are anticipated, and no mitigation is 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. A search of selected government databases was conducted as part of the Phase I. Regulatory database lists were reviewed for cases pertaining to Leaking Underground Storage Tanks, Above Ground Storage Tanks, hazardous waste sites, and abandoned sites within a specified radius of 1 mile. No potentially contaminated listings associated with the Project site were identified except for a former gas station facility, 1201 East 6th Street, located at the southeast corner of Pennsylvania Avenue and 6th Street, and a former Square D Company facility, 1060 East 3rd Street, located at the northwest corner of Pennsylvania Avenue and East 3rd Street.

Historically, two 10,000-gallon gasoline underground storage tanks (USTs) were located at the former gas station at 1201 E 6th Street, until their removal in 1999. Petroleum impacted soil was identified, characterized, and removal of this soil was recommended. The USTs and the petroleum impacted soil were removed from the property and disposed of according to regulatory standards, and case closure was issued by the Riverside County Department of Environmental Health.

Historically the former Square D Company, a copper foil manufacturer, operated at the facility located at 1060 East 3rd Street, from 1970 until closure in 1989. Metals impacted soil was identified at the main facility (parcel 1) and within the eastern and southeastern adjacent properties (parcels 2 and 3). The impacted soil was removed and transported offsite or utilized as part of the remediation plan in which the former pond areas, identified as the North Post-Closure Area, were capped with impacted soil. A separate parcel number is associated with the North Post-Closure Area, identified as Assessor Parcel Number (APN) 418-360-001, and located approximately 730 feet west of Pennsylvania Avenue (Leighton 2018). A land use covenant was placed on parcel 1 and restricted the land use to industrial use only. The remaining areas of the facility were granted case closure by the Department of Toxic Substances Control.

Based on the findings of the Phase I analysis, no additional investigation was recommended for the purpose of the Project (Leighton 2018). Based on these findings, potential temporary construction impacts and potential permanent operational impacts are considered less than significant, and no mitigation is required.

e) For a Project located within 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 result in a safety hazard or excessive noise for people residing or working in the Project area?

No impact. The Project site is not within an airport land use plan. The closest airport to the Project site is Banning Municipal Airport, which is approximately 6 miles east of the Project site (Google Earth, 2020). According to the Riverside County Airport Land Use Compatibility Plan, the Project site is not located within the Banning Municipal Airport Influence Area (RCALUC 2004). Therefore, no impacts would occur, and no mitigation is 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. The Project would neither physically interfere with nor impair implementation of any existing emergency response plan or emergency evacuation plan. Review of the General Plan EIR Figure 5.8-3 Evacuation Routes shows that the I-10 freeway is a designated evacuation route (Beaumont 2020b). Pennsylvania Avenue is not. Potential impacts regarding access to the I-10 via Pennsylvania Avenue during temporary construction activities would be minimized through implementation of a Traffic Control Plan (TCP) pursuant to the contractor's contract documents and specifications. The TCP is required for implementation of vehicular and pedestrian traffic controls, maintenance of vehicular and pedestrian access through work areas, detours, and street closures. Implementation of the TCP would reduce potential temporary construction impacts to less than significant. Once Project construction is complete, the Project would result in an expanded Pennsylvania Avenue that should provide improved access to I-10 in the event of an emergency evacuation. Therefore, potential permanent operational impacts would be less than significant, and no mitigation is 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. Wildland fires are recognized as potentially significant hazards within the City of Beaumont. Beaumont has been identified by CAL FIRE as being located within a "wildland-urban interface." A wildland-urban interface is where urbanized properties adjoin undeveloped areas containing substantial available fuel loads. The Project site is adjacent to several undeveloped parcels that are regularly maintained but could be a source of available fuel should maintenance activities lapse; however, the Project is a roadway expansion project that would not place habitable business's or residential structures at potential risk. Pursuant to the General Plan EIR Figure 5.20-1 Fire Hazard Severity Zones, Pennsylvania Ave from 1st Street to 6th Street is outside of the high fire hazard area. Pursuant to review of the Very High Fire Hazard Severity Zones in Local Responsibility Area, the Project site is located outside of the moderate, high, and very high Fire Hazard Severity Zone (CAL FIRE 2021). Therefore, potential impacts are considered less than significant, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

The following mitigation measures would be implemented to avoid and/or minimize potential impacts, reducing the potential for impacts to less than significant:

MM HAZ-1 Soils Management. Subsurface soil sampling shall be conducted for pollutants prior to ground disturbance in unpaved areas within Union Pacific Railroad (UPRR) right-of-way and within unpaved areas along Pennsylvania Avenue between the I-10 eastbound on-ramp and East 6th Street. UPRR areas shall be tested for heavy metals, petroleum hydrocarbons, and polynuclear aromatic hydrocarbons. Pennsylvania Avenue areas shall be tested for Aerially Deposited Lead (ADL). If pollutant

concentrations are detected below federal and state thresholds, no additional measures are required. If pollutant concentrations are detected above federal or state thresholds, additional measures shall be implemented to safely reuse the soils onsite, or if pollutant levels do not allow for re-use, to safely transport and dispose of offsite pursuant to applicable health and safety regulations. Alternatively, soils in the above mentioned locations that are not tested shall be treated as hazardous waste and removed and disposed of offsite pursuant to applicable health and safety regulations.

MM HAZ-2 Yellow Striping. Yellow striping that will be removed within the Project site shall be tested and removed in accordance with Construction Program Procedure Bulletin 99-2 (Caltrans 2006). Alternatively, yellow striping that is not tested prior to removal shall be treated as hazardous waste and removed in accordance with Construction Program Procedure Bulletin 99-2 (Caltrans 2006).

Sources

Current Compatibility Plans, Volume 1 Banning Municipal (RCALUC 2004); Phase I Environmental Site Assessment (Leighton 2018); General Plan (Beaumont 2020a); General Plan EIR (Beaumont 2020b); Google Earth Review (Moffatt & Nichol 2020); Project Development Procedures Manual, Guidelines for ISA (Caltrans 2006); Very High Fire Hazard Severity Zones in Local Responsibility Area (CAL FIRE 2021).

Hydrology and Water Quality

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
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 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 flooding on- or offsite;	☐	☐	☒	☐
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				
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 Hydrology and Water Quality

The federal Clean Water Act (CWA) establishes requirements for the discharge of urban runoff from Municipal Separate Storm Sewer Systems (MS4) under the National Pollutant Discharge Elimination System (NPDES) program. On January 29, 2010, the Santa Ana Regional Water Quality Control Board (RWQCB) issued Permit Order No. R8-2010-0033 ("MS4 Permit") to authorize the discharge of urban runoff from MS4 facilities in Riverside County within the Santa Ana Region MS4 Permit area.

The MS4 Permit requires development of a standard design and post-development Best Management Practices (BMP) guidance to guide application of Low Impact Development (LID) BMPs to the maximum extent practicable on streets, roads or highways. The Santa Ana Region MS4 Permit Program prepared the Low Impact Development: Guidance and Standards for Transportation Projects ("Guidance") to provide direction on how to address MS4 Permit requirements for public works transportation projects within their jurisdiction. Information and determinations made in this section are based in part on the Guidance document prepared for the Project by Kimley Horn and is included in this IS/MND as Appendix G (Kimley Horn 2020).

A Draft Hydrology and Hydraulics Report was also prepared by Kimley Horn and is included in this IS/MND as Appendix H (Kimley Horn 2018), which is intended to evaluate the adequacy of the existing drainage facilities and to establish that the proposed facilities within Pennsylvania Avenue meet the criteria set forth in the California Department of Transportation (Caltrans) Highway Design Manual, Sixth Edition . Information and determinations made in this section are also based in part on the Draft Hydrology and Hydraulics Report and on additional desktop research performed by Moffatt & Nichol.

a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than significant impact. The sequence of connecting downstream receiving waters from the Project site are Potrero Creek, San Jacinto River Reach 3, Canyon Lake, San Jacinto Reach 1, and then Lake Elsinore. Potrero Creek, San Jacinto River Reach 3, Canyon Lake, and San Jacinto River Reach 1 are not listed as Section 303(d)[2] impaired water bodies for any pollutants within the San Jacinto River Region. Lake Elsinore is listed as an Impaired Water Body for dichloro-diphenyl-trichloroethane (DDT), nutrients, organic enrichment/low dissolved oxygen, and toxicity within the San Jacinto River Region. At times of large storm events, Lake Elsinore overflows to join the Santa Ana River via Temescal Creek, which adds the following potential additional receiving waters further downstream: Santa Ana River Reach 2 and Santa Ana River Reach 1. These bodies of water are not listed as impaired water bodies for any pollutants. There are no Total Maximum Daily Loads (TMDLs)[3] or water quality impairments in the nearest significant receiving downstream waters from the Project site (Kimley Horn 2020). Therefore, there are no special water quality standards that need to be met based on the existing environmental conditions.

[2] The 303(d) list identifies receiving waters where standards are not met, pollutants or toxicity contributing to standards exceedance, and the Total Maximum Daily Load (TMDL) completion schedule.

[3] Total Maximum Daily Load (TMDL) is a regulatory term in the U.S. Clean Water Act, describing a plan for restoring impaired waters that identifies the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards.

According to the Santa Ana Region Basin Plan, Potrero Creek is listed as having the following beneficial uses[4]: Agricultural Supply (AGR); Groundwater Recharge (GWR); Water Contact Recreation (REC1); Non-contact Water Recreation (REC2); Warm Freshwater Habitat (WARM); Wildlife Habitat (WILD); and Rare, Threatened or Endangered Species (RARE). All the above beneficial uses are listed as intermittent, except for RARE, because Potrero Creek is an ephemeral stream and beneficial uses are only available during or after rain events when water is present (RWQCB 2019). Beneficial uses listed for groundwater management zones in the Upper San Jacinto River basin and San Timoteo Sub-basin include Municipal and Domestic Supply (MUN); AGR; Industrial Service Supply (IND); and Industrial Process Supply (PROC) (RWQCB 2019; Beaumont 2020b). The Project is not anticipated to impact these listed beneficial uses during temporary construction or permanent operation of the facility as further discussed below.

During construction, some hazardous materials such as petroleum-based fuels, lubricants, paints, and other similar common construction materials would be used. As previously noted, a Project-specific SWPPP with BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements would be implemented as a standard requirement. In addition, all transport, handling, use, and disposal of substances such as petroleum products paints, and solvents would comply with federal, state, and local laws regulating management and use of hazardous materials. With the implementation of BMPs and standard regulations, potential temporary construction impacts would be less than significant, and no mitigation is required.

According to the Federal Highway Administration, ordinary roadway operations and the wear and tear of vehicles result in the dropping of oil, grease, rust, hydrocarbons, rubber particles, and other solid materials on the highway surface (FHWA 2016). These materials are often washed off the highway during rain events. Pennsylvania Avenue would continue to generate these pollutants similar to existing conditions after construction. Permanent operational impacts would potentially increase due to additional roadway capacity and vehicle use. For consistency with the Santa Ana Region MS4 Permit Program Guidance (Appendix G), the Project has been designed with LID-based BMPs (physical design features) and incorporates source control BMPs (programmatic maintenance) to reduce potential release of additional polluted runoff. Two underground bioretention BMPs would be installed at the proposed catch basins on the south end of Pennsylvania Avenue, between 1st Street and the UPRR tracks. Catch basin inserts would also be installed at each inlet to capture trash and debris to meet full trash capture as required by the RWQCB (Kimley Horn 2020). In addition, sweeping of transportation surfaces adjoining curb and gutter and drainage facility inspection and maintenance would also be employed to minimize the chance for release of pollution downstream. Implementation of these design BMPs and programmatic BMPs would reduce potential permanent operational impacts to less than significant.

[4] A beneficial use is one of the various ways that water can be used for the benefit of people and/or wildlife pursuant to the RWQCB.

Based on the absence of TMDLs and 303(d) impairments in the immediate offsite area and considering use of proposed maintenance BMPs and LID design BMPs, potential temporary and permanent impacts to water quality and beneficial uses would be less than significant, and no mitigation is required.

b) 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. The Project's proposed street widening would increase the amount of impervious surface area from approximately 147,668 square feet (3.39 acres) to approximately 253,955 square feet (5.83 acres). In some cases, an increase in impervious surface area can reduce the amount of surface water ability to percolate into the ground. Geotechnical borings and infiltration testing of the Project site performed by Kleinfelder indicated poor soil infiltration within the Project area (Kimley Horn 2020). Due to these existing site conditions, the Project's increased impervious surface area of approximately 2.44 acres is not anticipated to substantially reduce the amount of potential groundwater recharge at the site and infiltration systems were not recommended as part of the project design (Kimley Horn 2020). In addition, the Project proposes no pumping or extraction of groundwater. The Project would not deplete groundwater supplies and would not interfere with groundwater recharge by building additional wells or increasing the demand for groundwater supplies. Therefore, potential impacts would be less than significant, and no mitigation is required.

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 substantial erosion or siltation on- or off-site;

Less than significant impact. The Project would be required to comply with the NPDES under the Construction General Permit to minimize temporary impacts associated with erosion of exposed soils during grading or construction would occur. Typical BMPs anticipated to be employed by the contractor include use of temporary straw wattles and/or silt fences to keep storm water events from eroding exposed areas during construction. The Project is also anticipated to require a permit from the RWQCB for compliance with Section 401 of the Clean Water Act. A RWQCB-issued 401 Water Quality Certification or Waste Discharge Requirement would require implementation of standard construction measures like use of temporary erosion control devices to minimize the chance for substantial erosion. Implementation of standard BMPs and permit compliance would reduce temporary impacts to less than significant.

The Project would permanently alter the onsite drainage pattern and increase the amount of impervious surface area from approximately 147,668 square feet (3.39 acres) to approximately 253,955 square feet (5.83 acres). Onsite improvements include new and replacement stormwater facilities to manage and treat onsite flows prior to release into the existing offsite system. Pursuant to the Draft Hydrology and Hydraulics Report (Appendix H), the Project would be designed to meet the criteria set forth in the

Caltrans Highway Design Manual, Sixth Edition (Kimley Horn 2018). Per the County of Riverside Transportation Department, the Project would need to handle the 10-year severity storm event with a maximum allowable flooding to the top of curb and handle the 100-year severity storm event with a maximum allowable flooding at or below the right-of-way line. Based on the Project design requirements and inclusion of bioretention LID facilities, potential permanent operation impacts are considered less than significant, and no mitigation is required.

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

Less than significant impact. The proposed facilities would be designed to manage the 10-year and 100-year severity storm events and manage flows prior to a controlled release into the downstream system. See impact discussion above in Section 3.10(c)(i) and below in Section 3.10(c)(iii).

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;

Less than significant impact. As mentioned above, the proposed onsite underground LID bioretention BMPs would manage the flow rate of water prior to release into the offsite system. The increased onsite flow would be accounted for by increasing water storage capacity in the proposed underground bioretention system, which would also treat water of pollutants prior to downstream release. With proper sizing of the bioretention BMPs, the volume of water and velocity of flows released into the existing offsite system would be similar to pre-redevelopment conditions. Consequently, potential impacts would be less than significant, and no mitigation would be required.

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

No impact. The Project site is not located near the ocean or other large body of water that could subject the site to tsunami or seiche. According to the Federal Emergency Management Agency (FEMA) Flood Map Service Center online database and the General Plan EIR, Figure 5.9-3 Flood Hazard Zones, most of the Project site is located in the 0.2% annual chance flood hazard zone (FEMA 2020). Sections of the Project adjacent to I-10 are within the 1% shallow flood zone. However, the Project would not construct uses that would be at risk of releasing pollutants if inundated. The Project would not construct permanent habitable businesses, residential structures or uses associated with storage, use or handling of hazardous materials or hazardous waste. The Project only proposes to widen an existing roadway. Therefore, no temporary or permanent impact would occur, and no mitigation is required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No impact. The Project is not anticipated to impact beneficial uses listed for surface waters in Potrero

Creek or groundwater management zones in the Upper San Jacinto River basin or San Timoteo Sub-basin (Section 3.10(a)). The Project would be required to comply with the NPDES under the Construction General Permit to minimize potential temporary impacts associated with release of pollutants during construction. The Project has incorporated the use of onsite permanent LID BMPs, including an underground bioretention system to manage and treat storm water flows prior to release to the downstream system (Kimley Horn 2020). A permanent increase in impervious surface would not substantially reduce the opportunity for surface waters to percolate into the ground at the Project site based on existing soil conditions and infiltration testing results (Section 3.10(b)). Neither potential temporary construction activities nor permanent operation of the improved Pennsylvania Avenue would obstruct a water quality control plan or groundwater management plan. No temporary or permanent impacts are anticipated, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required.

Sources

Draft Hydrology and Hydraulics Report (Kimley Horn 2018); FEMA Flood Map Service Center (FEMA 2020); FHWA Environmental Technology Brief (FHWA 2016); Santa Ana Region MS4 Permit Program, Low Impact Development (LID) Guidance and Standards for Transportation Projects (Kimley Horn 2020); Santa Ana River Basin Plan (RWQCB 2019).

Land Use and Planning

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	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 Land Use and Planning

a) Would the Project physically divide an established community?

No impact. The Project site is predominantly within the existing roadway footprint and right-of-way of Pennsylvania Avenue. Approximately zero to 16 feet of encroachment into adjacent properties would be required for the widening (Figure 3). The land use/zoning designations for these properties are Downtown Mixed Use/6th Street Mixed-Use, Industrial/Manufacturing, and General Commercial/Community Commercial with TOD Overlay, respectively (Beaumont 2020b). Adjacent land is predominantly characterized by vacant parcels, an industrial pallet manufacturing company and commercial buildings. The Project entails widening an existing street, which would not divide an established community. No temporary or permanent impact would occur, and no mitigation is 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 is intended to widen Pennsylvania Avenue to a four lane Major Highway pursuant to the General Plan EIR Figure 3-5 Roadway Classification (Beaumont 2020b). Improvements would include new curb, gutter and sidewalk construction for compliance with current Americans with Disabilities Act (ADA) standards. The Project would be consistent with all zoning requirements as stated in the City of Beaumont municipal code, Code of Ordinances (Beaumont 2021). Therefore, no temporary or permanent impacts are anticipated and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required.

Sources

City of Beaumont Municipal Code, Code of Ordinances (Beaumont 2021); General Plan EIR (Beaumont 2020b).

Mineral Resources

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	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 Mineral Resources

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?

No impact. According to the General Plan EIR Figure 5.11 Mineral Resource Zones, there are no known or identified mineral resources of regional or statewide importance within the City (Beaumont 2020b). Additionally, the USGS Minerals Resource Data System did not identify the Project site as a location where a known mineral resource occurs (USGS 2021). Therefore, the Project would not 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. The nearest mining activities to the Project site are over two miles away (USGS 2021). No temporary or permanent impact would occur, and no mitigation is 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?

No impact. According to the General Plan EIR Figure 5.11 Mineral Resource Zones, the City does not contain any "locally important mineral resource recovery sites" (Beaumont 2020b). Neither the City's 2020 General Plan, existing Zoning Map, or any specific plan within the Planning Area identifies a locally-important mineral resource recovery site (Beaumont 2020a). Therefore, no temporary or permanent impact would occur, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required.

Sources

General Plan (Beaumont 2020a); General Plan EIR (Beaumont 2020b); Mineral Resources Data System (USGS 2021).

Noise

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	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 Noise

The findings in this section are drawn from the Noise Study Report prepared for the Project by Entech Consulting Group and is included in this IS/MND as Appendix I (Entech 2021b). Noise is generally considered a loud, unpleasant, unexpected, or undesired sound typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance),
- Interference effects (e.g., communication, sleep, and learning interference),
- Physiological effects (e.g., startle response), and
- Physical effects (e.g., hearing loss).

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities (e.g., normal conversations, watching television, telephone conversations, and interference with sleep).

Sound is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) is used. On this scale, the human

range of hearing extends from approximately 3- dBA to around 140 dBA. Table 7 includes examples of A-weighted noise levels from common indoor and outdoor activities.

Table 7. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night, concert
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

dBA = A-weighted decibels; mph = miles per hour
Source: Noise Study Report, Table 3-2 (Entech 2021b)

An important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the existing ambient noise environment). The more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- A 3 dBA change in noise levels is considered a barely perceivable difference outside of the laboratory.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as a doubling of the perceived loudness.

These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion; hence the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a straightforward additive fashion but rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

Vibration is energy transmitted in waves through the ground or human-made structures. These energy waves generally dissipate with distance from the vibration source. Familiar sources of groundborne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving, and operation of heavy earthmoving equipment. 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. The effects of ground-borne vibration include movement of the building floors, the rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for most projects, with the occasional exception of blasting and pile-driving during construction. Annoyance from vibration often occurs when the vibration levels exceed the perception threshold by only a small margin. A vibration level that causes annoyance will be well below the damage threshold for normal buildings. The root mean square (RMS) amplitude is most commonly used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The relationship of PPV to RMS velocity is expressed in terms of the "crest factor," defined as the PPV amplitude ratio to the RMS amplitude. Peak particle velocity is typically a factor of 1.7 to 6 times greater than RMS vibration velocity.

a) Would the Project result in the 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 with mitigation. The City of Beaumont has included goals and policies within the General Plan Update (GPU) Noise Element to minimize mobile-source generated noise levels. The applicable goals and polices are discussed in the analysis below with a complete list of applicable goals and policies included in the Noise Study Report (Appendix I). The City's municipal code, Code of Ordinances also establishes maximum residential noise levels and maximum interior noise levels for residences, schools and hospitals based on existing Base Ambient Noise Levels; however, pursuant to the City's municipal code, Code of Ordinances Section 9.02.120 – Exemptions, capital improvement projects (CIPs) of a governmental agency are exempt from the provisions of the noise chapter (Beaumont 2021). Because the Project is part of the CIP program, it would therefore be exempt from these noise provisions. Thus, potential temporary construction noise impacts, as they relate to compliance with local standards, would be considered less than significant. Nonetheless, this section provides an analysis of temporary noise impacts for disclosure purposes and for compliance with CEQA. The Project's permanent operational noise impacts are also analyzed below.

The existing noise environment was characterized by collecting field noise measurements at residential properties (i.e., the nearest sensitive receptors) closest to the Project site. These nearby receptors are located approximately 200 feet west of Pennsylvania Avenue, immediately north of I-10 and south of 6th Street (Monitoring Locations R-1 and R-2). These residences are separated from the Project site by a vacant dirt lot, partially screened by trees and a privacy fence. Additional measurements were taken near a residential property west of Pennsylvania Avenue and immediately north of 1st Street (Monitoring Location R-3). Other residential properties are located within 0.25 mile of the Project site but would be exposed to less noise than properties analyzed in this document due to greater noise attenuation achieved over greater distances. No other sensitive receptor uses such as schools or long-term health care facilities were identified within 0.25 mile of the Project site. Figure 4 of the attached Noise Study Report (Appendix I) depicts the monitoring locations. Table 8 shows the existing ambient noise levels for the monitoring locations.

Table 8. Existing (Ambient) Short Term Noise Level Measurements

Noise Monitoring Location	Description	Time of Measurement	Primary Noise Source	Existing Noise Levels (L_{eq} dBA)
R-1	Pennsylvania Avenue (S. of East 6th Street)	10:00 a.m.	Traffic	61.6
R-2	Pennsylvania Avenue (S. of East 6th Street)	10:30 a.m.	Traffic	67.3
R-3	Pennsylvania Avenue (S. of East 6th Street)	11:00 a.m.	Traffic	67.3
Source: Noise Study Report, Table 6-1 (Entech 2021)				

Temporary Construction Impacts

Project construction noise would be temporary and levels would fluctuate depending on the nature of the activities being performed, phase of construction (e.g., civil, site preparation, grading, paving), and proximity of equipment to the receptor. Greater noise levels would primarily be associated with the operation of heavy-duty off-road equipment and noise would be greatest as equipment operates at the Project site boundary closest to a receptor. Table 9. Note that these levels would be maximum exterior noise levels at the residential property.

Table 9. shows the maximum 1-hr L_{eq}[5] estimated construction noise levels at the nearest residential receptors by construction phase and anticipated equipment use. Note that these levels would be maximum exterior noise levels at the residential property.

[5] L_{eq} is the energy-average dBA during a measured time interval. It is the "equivalent" constant sound level that would have to be produced by a given source to equal the acoustic energy contained in the fluctuating sound level measured.

Table 9. Construction Equipment by Phase with Associated Maximum 1-Hr L_{eq} Noise

Equipment	dBA at 50 Feet	Predicted Noise Level at Nearest Residential Property (dBA)
Civil		
Dump Trucks	76	75
Rubber Tired Dozer	85	
Tractor/Loader/Backhoe	80	
Hydraulic Excavator	85	
Site Preparation		
Grader	85	76
Rubber Tired Dozer	85	
Tractor/Loader/Backhoe	85	
Grading		
Grader	85	74
Rubber Tired Dozer	85	
Paving		
Cement and Mortar Mixer	85	74
Pavers	89	
Paving Equipment	89	
Rollers	74	
Tractor/Loader/Backhoe	85	
Source: Noise Study Report, Table 7.2 (Entech 2021b)		

Construction-related noise at the nearest sensitive receptors would potentially reach up-to an estimated exterior maximum unmitigated noise level of 76 dBA (Table 9). This temporary increase in construction noise would be readily perceivable. The residential structure itself would reduce interior noise levels. Typical noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA (NCHRP 1971). Considering these attenuation factors, maximum interior noise levels during construction are anticipated to be maintained at or below approximately 51 dBA in structures with closed windows.

Actual construction noise levels may be lower than predicted noise levels depending upon construction phasing and the implementation of typical best management practices such as reducing equipment idling, operating equipment with mufflers, limiting equipment operating hours, utilizing construction staging techniques that buffer noise emanating from the project boundary to the nearest sensitive receptors and maintaining construction equipment in good working order. These best management practices have been effective in reducing construction noise levels within acceptable maximum allowable levels.

Although CIPs, such as the proposed Project, are exempt from established base ambient and maximum exterior and interior noise levels provided under the municipal code, Code of Ordinances Section 9.02.50, it is recommended that the City incorporates the applicable best management practices consistent with the implementation measures listed in the General Plan. Construction noise impacts at the site of the closest sensitive receptors along Massachusetts Avenue are unlikely to be sustained during the entire

anticipated 8-month construction period but temporary and intermittent subjective effects (e.g. annoyance) and/or interference effects (e.g. communication) at a particular receptor could occur when heavy construction equipment is operating near the Project site perimeter.

Adherence to local noise ordinances; implementation of construction Best Management Practices, such as limiting construction operating hours between 7:00 am and 6:00 pm; and implementing the control measures outlined in mitigation measures **MM NOI-1** through **MM NOI-4** discussed below, would reduce temporary subjective effects and interference effects at sensitive receptors to less than significant.

Permanent Operational Impacts

Although the Project is not expected to generate any mobile trips, post-construction changes in the roadway and vehicle use of Pennsylvania Avenue would result in a permanent operational noise change. The Traffic Noise Model 2.5 and the Project's traffic data, provided by the City's traffic consultant (Minagar & Associates 2020), were utilized to identify existing noise levels and predict future 2020, and 2035 Project noise levels. Table 10 presents the existing and future noise levels compared to the allowable noise increases consistent with the General Plan EIR Roadway Significance Changes in Operational Roadway Noise Exposure criteria (Beaumont 2020b).

Table 10. Existing and Future Traffic Noise Levels

Monitoring Location	Existing Noise Levels (dBA)	2020 No Build Noise Levels (dBA)	2020 with Project Noise Levels (dBA)	2035 with Project Noise Levels (dBA)	2020 Project Increase over Existing	2035 Project Increase over Existing	Allowable Noise Exposure Increase (dBA)[1]
R-1	61.7	61.9	64.4	65.6	2.7	3.9	2
R-2	65.4	65.5	66	66.3	0.6	0.9	1
R-3	56.8	57.1	58.8	60.7	2.0	3.9	3

Source: Noise Study Report, Table 7.1 (Entech 2021b)

[1] Allowable Noise Exposure Increase methodology was used consistent with the General Plan EIR Roadway Significance Changes in Operational Roadway Noise Exposure, Table 5.12-G. Also shown in the Noise Study Report, Table 4.4. Existing ambient noise levels in the 55-59 dBA L_{eq}, 60-64 dBA L_{eq}, and 65-69 dBA L_{eq} ranges allow for an increase of 3 dBA, 2dBA, and 1 dBA in roadway noise, respectively.

Estimated changes in noise levels between existing conditions and 2020 conditions would be negligible (less than a 3 dBA increase) and would remain unnoticeable (an approximately 3.9 dBA increase) under 2035 future with Project conditions (Table 10). Although these noise increases would barely be audible by the human ear, receivers R-1 and R-3 would exceed the allowable noise exposure increase criteria. Noise levels would continue to increase under the future 2035 conditions and exceed the City's noise criteria. For consistency with the City of Beaumont's GPU Policy 10.2.6, noise-reducing paving materials, such as open-grade or rubberized asphalt, would be used to surface Pennsylvania Avenue to reduce noise

increases at the closest residential land uses near the Project along Massachusetts Avenue. Implementation of noise-reducing paving materials under mitigation measure **MM NOI-5** would reduce noise levels by 4 to 5 dBA. This noise reduction would reduce potential permanent operational impacts to less than significant, bringing the resultant noise level within the acceptable noise compatibility criteria.

b) Would the Project result in generation of excessive ground-borne vibration or ground-borne noise levels?

Less than significant impact. Project construction would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Groundborne vibration levels resulting from construction activities were estimated using the data published by the Federal Transit Administration (FTA) in its Transit Noise and Vibration Impact Assessment Manual (Entech 2021b). The FTA has adopted vibration standards to evaluate potential building damage impacts related to construction activities. The vibration damage criteria adopted by the FTA are shown in Table 11. The vibration thresholds associated with human annoyance are shown in Table 12.

Table 11. Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
Source: Noise Study Report, Table 4-1(Entech 2021b)	

Table 12. Groundborne Vibration Impact Criteria for General Assessment

Land Use Category	Frequent Events	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations	65 VdB	65 VdB	65 VdB
Category 2: Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use	75 VdB	78 VdB	83 VdB
Source: Noise Study Report, Table 4-2 (Entech 2021b)			

Temporary Construction Impacts

Based on the FTA's reference vibration levels, a large bulldozer represents the peak source of vibration with a reference level of 0.089 (in/sec) at a distance of 25 feet. At the nearest residential receptor, the vibration level would be 0.004 in/sec (60 VdB), far less than what could cause damage according to FTA's damage criteria thresholds (Table 11). Using the construction vibration assessment annoyance criteria

provided by the FTA for infrequent events (Table 12), the Project site would neither include nor require equipment, facilities, or activities that would result in perceptible human response (annoyance) that exceeds the FTA criteria of 0.2 in/sec or 80 VdB respectively.

Further, any potential temporary vibration effects at the nearest sensitive receptor are unlikely to be sustained during the entire anticipated 8-month construction period, but would occur rather only during the times that heavy construction equipment is operating near the Project site perimeter. Moreover, construction at the Project site would be restricted to daytime hours consistent with City requirements, thereby eliminating potential vibration impacts during the sensitive nighttime hours. On this basis, the potential for the Project to result in exposure to or generation of excessive ground-borne vibration is determined to be less than significant. No mitigation is required.

Permanent Operational Impacts

Post Project construction operations would entail continued use of Pennsylvania Avenue with the expanded lanes and sidewalk improvements. Groundborne vibration from vehicular traffic rarely causes a disturbance within buildings located in urban environments unless the pavement surface is uneven or the receptor is highly sensitive to groundborne vibration (e.g., a scientific research establishment). Such conditions would not be present. Therefore, groundborne vibration levels associated with the improved Pennsylvania Avenue are not expected to increase because of Project implementation. No permanent impacts are anticipated with Project operations and no mitigation is required.

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?

No impact. The Project site is not located within an airport land use plan or within 2 miles of a public airport or private airstrip. The nearest airport facility to the Project site is the Banning Municipal Airport, which is approximately 6 miles east of the Project site. Therefore, no temporary or permanent impacts associated with airports or private airstrips would occur, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

The following mitigation measures would be implemented to reduce potential impacts to less than significant.

MM NOI-1 The City shall implement a construction notification plan described herein to keep nearby occupants informed of the Project's construction schedule. Prior to construction activities and within 2 weeks following award and execution of the construction contract, the Contractor shall provide the City with a construction schedule that identifies: (1) start date of construction, (2) anticipated weekly work zones by the estimated date shown on an aerial map (or plan sheet overview), (3) estimated construction

completion date and (4) website address for accessing the construction schedule on-line. The construction contractor shall update the schedule at least every two weeks and provide the City's schedule by the following day for posting on the City's website.

MM NOI-2 All construction equipment, stationary and mobile, shall be equipped with properly operating and maintained muffling devices, intake silencers, and engine shrouds no less effective than as initially equipped by the manufacturer. The Contractor shall be required to document compliance in a written and signed statement provided to the City.

MM NOI-3 The construction contractor shall adequately maintain and tune all construction equipment to minimize noise emissions. The Contractor shall be required to document compliance in a weekly construction log or weekly email provided to the City.

MM NOI-4 The construction contractor shall post a contact name and telephone number of the owner's authorized representative on-site.

MM NOI-5 Noise-reducing paving materials, such as open-grade or rubberized asphalt, shall be used within the Project limits to reduce permanent traffic noise. Compliance shall be documented by one or more of the following: (1) required materials noted on the construction plans; (2) required materials noted in the specifications; (3) required materials noted in the construction contract; and/or (4) other comparable form of documentation acceptable to the City engineer.

Sources

General Plan EIR (Beaumont 2020b); Highway Noise: A Design Guide for Highway Engineers (NCHRP 1971); Municipal Code, Code of Ordinances (Beaumont 2021); Noise Study Report (Entech 2021b); Traffic Volumes (Minagar & Associates 2020).

Population and Housing

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	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 Population and Housing

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)?

No impact. The Project would widen an approximately 2,800-foot long section of Pennsylvania Avenue with the addition of two new travel lanes and curb and sidewalk improvements. The Project does not propose the construction of new housing or commercial businesses that would directly induce population growth in the area. The Project would improve existing vehicular travel and pedestrian access in the area but would not extend roadway or other infrastructure into new areas that could lead to indirect or unplanned growth. Existing roadway connections would be maintained and the Project is consistent with the General Plan EIR Figure 5.16-7 Roadway Classification (Beaumont 2020b). No temporary or permanent impacts are anticipated, and no mitigation is required.

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

No impact. There are no housing units located within the Project site. Therefore, the Project would not displace housing. No temporary or permanent impact would occur, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required.

Sources

General Plan EIR (Beaumont 2020b).

Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 any of the following public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

3.15 Public Services

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 government 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 following public services?

i) Fire protection

Less than significant impact. The nearest fire stations to the Project site are Beaumont City Fire Station located at 628 Maple Avenue, approximately 0.5 mile west of the Project site, and Beaumont Fire Station located at 1550 East 6th Street, approximately 1 mile east of the Project site. Both stations would be adequate for servicing the Project site, similar to existing conditions, without the need for alterations to existing facilities or construction of new facilities.

Short-term construction activities may result in partial lane closures and/or the need to direct traffic around active work areas during widening of Pennsylvania Avenue. In addition, the at-grade UPRR railroad crossing would be closed for approximately one month to complete widening within UPRR right-of-way. Such activities would require implementation of a Traffic Control Plan (TCP) pursuant to the

contractor's contract documents and specifications. The TCP is required for implementation of vehicular and pedestrian traffic controls, maintenance of vehicular and pedestrian access through work areas, detours, and street closures. Implementation of the TCP would minimize the potential effects of restricted vehicle access during construction. Implementation of a standard City-required TCP would reduce potential temporary impacts to less than significant, and no mitigation is required.

The proposed Project would not create a new permanent public safety or fire hazard resulting in the need for increased or expanded services. The Project proposes to widen Pennsylvania Avenue from 1st street to 6th street, consistent with the General Plan EIR Figure 5.16-7 Roadway Classification, which is anticipated to reduce long-term congestion and enhance accessibility (Beaumont 2020b). The Project would not result in the need for new or physically altered government facilities and would not effect response times or performance objectives. No long-term permanent impacts are anticipated, and no mitigation is required.

ii) Police protection

Less than significant impact. The Beaumont Police Department would provide service to the Project site in the event of a service call, with the nearest station located approximately 0.5 mile away at 660 Orange Avenue. The Project would not induce population growth that could lead to any permanent incremental or cumulative increase in demand for service, impact public facilities or emergency response times. Temporary access impacts resulting from construction activities would be less than significant with implementation of a City-required TCP. Therefore, potential permanent and temporary impacts to police services are considered less than significant, and no mitigation is required.

iii) Schools

No impact. The nearest school to the Project site is Palm Elementary School (751 Palm Avenue), located approximately 0.35 mile from the Project site. The Project proposes widening of existing Pennsylvania Avenue, consistent with the General Plan EIR Figure 5.16-7 Roadway Classification (Beaumont 2020b). The Project does not include residential uses that would increase use of the existing school facilities identified above or require the construction of new school facilities. Therefore, no temporary or permanent impact would occur, and no mitigation is required.

iv) Parks

No impact. The Project proposes no direct change to existing park facilities or construction of residential uses that would indirectly increase use of existing park facilities or increase the demand for construction of new park facilities. No temporary or permanent impact would occur, and no mitigation is required.

v) Other public facilities

No impact. The Project proposes no change to existing public facilities other than stormwater and utility infrastructure improvements associated with those described in Section 2.8 of this Initial Study. The Project does not propose new residential or commercial uses that would increase use of existing public facilities or require the construction of new public facilities such as libraries or public works facilities. No temporary or permanent impact is anticipated, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required.

Sources

General Plan EIR (Beaumont 2020b).

Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation	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 Recreation

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?

No impact. The Project proposes no increase in residential development that would increase the demand for parks or other recreational facilities. The Project is also not expected to cause a significant increase in employment, only temporary construction jobs required to widen the roadway. Therefore, no direct or indirect increase in demand or use of existing parks or recreational facilities would result from Project implementation. No temporary or permanent impact would occur, and no mitigation is 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 Project proposes widening of Pennsylvania Avenue from two to four lanes, consistent with the General Plan EIR Figure 5.16-7 Roadway Classification. The Project neither proposes the development of recreational facilities nor does it require the construction or expansion of recreational facilities. Therefore, no temporary or permanent impacts would occur, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required.

Sources

Google Earth Investigation (Moffatt & Nichol 2021).

Transportation

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 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 Transportation

The findings in this section are partially drawn from the Project's CEQA Transportation Vehicle Miles Traveled (VMT) Screening report ("Traffic Report") prepared by Minagar & Associates and is included in this IS/MND as Appendix J (Minagar & Associates 2020). Findings in this section are also based on review of the General Plan EIR (Beaumont 2020b).

Pursuant to the Traffic Report, the existing cross-sections on Pennsylvania vary by segment. South of East 6th Street, the cross section consists of limited curb and gutter along the commercial frontage on the east side of the street, with the roadway narrowing from 54 feet at East 6th Street to 40 feet where it passes underneath the I-10 freeway overpass. South of the I-10 freeway, the roadway narrows further to 38 feet wide where it crosses the existing at-grade UPRR railroad crossing located 200 feet from the freeway overpass, with no curb and gutter improvements. South of the UPRR rail crossing to East 3rd Street, Pennsylvania Avenue widens to 58 feet with curb and gutter on the west side only, alongside a 500-foot long section of industrial frontage. This segment includes vehicle turning pockets onto East 3rd Street. South of East 3rd Street to East 1st Street, the roadway narrows to 42 feet wide, with a painted median separating the singular northbound and southbound traffic lanes and no curb or gutter on either side. The existing intersection traffic controls within Pennsylvania Avenue are listed below.

- East 6th Street at Pennsylvania Avenue has a 4-way traffic signalized intersection

- I-10 westbound off-ramp at Pennsylvania Avenue has a 1-way stop controlled intersection
- UPRR railroad at-grade crossing at Pennsylvania Avenue has a 2-track gated railroad signal
- East 3rd Street at Pennsylvania Avenue has a 1-way stop controlled intersection
- East 1st Street at Pennsylvania Avenue has a 4-way stop controlled intersection

There are currently no striped bicycle lanes, and pedestrian facilities are limited throughout the corridor. On-street parking is not allowed, and the posted speed limit is 35 miles per hour. There are no existing transit stops within the Project site but Pennsylvania Avenue does support the bus routes listed below.

- Route 3 – Route 3 provides service to the Walmart transfer station, Sundance, Beaumont High School, and Cherry Valley during the weekdays. Bus services along Route 3 operate from 6:24 AM to 6:02 PM at varying headways, and at least one hour apart on weekdays. On Saturdays, Route 3 operates in conjunction with Route 4.
- Route 4 – Route 4 provides service throughout midtown Beaumont to the Walmart transfer station, San Gorgonio Hospital transfer station, Orchard Park, and Chatigny Recreational Center. Bus servicers along Route 4 operate from 7:35 AM to 7:35 PM at varying headways, at least one-hour apart on weekdays.
- Commuter Link 120 – Commuter Link 120 is an express route that provides service from Beaumont to Calimesa, San Bernardino Metrolink Station and Loma Linda Veteran's Hospital. The San Bernardino Metrolink Station provides transfer connections to Amtrak train services, as well as Riverside Transit Agency, OmniTrans, Victor Valley Transit Authority, and Mountain Area Regional Transit Authority.

Pursuant to the General Plan EIR, Pennsylvania Avenue between East 1st Street and East 6th Street is identified as follows: a Transit Priority corridor with potential [future] transit station location (Figure 5.16-5, Priority Transit Network); a Major Highway (Painted Median) roadway (Figure 5.16-7, Roadway Classification); and a Bicycle and Pedestrian Priority facility (Figure 5.16-14, Bicycle and Pedestrian Priority Network) (Beaumont 2020b).

a) Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than significant impact. Temporary construction activities may result in partial lane closures and/or the need to direct traffic around active work areas during widening of Pennsylvania Avenue. In addition, the at-grade UPRR railroad crossing would be closed for approximately one month to complete widening within UPRR right-of-way. Such activities would require implementation of a Traffic Control Plan (TCP) pursuant to the contractor's contract documents and specifications. The TCP is required for implementation of vehicular and pedestrian traffic controls, maintenance of vehicular and pedestrian access through work areas, detours, and street closures. Implementation of the TCP would minimize the

potential effects of closure and detour-related restricted vehicle, pedestrian, bicycle and transit access during construction. Encroachment permits would also be required from Caltrans for temporary work within I-10 right-of-way and from UPRR for temporary work within rail right-of-way to minimize the potential for disruption to these transportation facilities. Implementation of a City-required TCP and compliance with conditions of the applicable encroachment permits would reduce potential temporary impacts to less than significant, and no mitigation is required.

Permanent changes to Pennsylvania Avenue would be done consistent with the proposed buildout of the City's transportation system and Pennsylvania Avenue as Major Highway. No permanent adverse impacts to I-10 or UPRR rail facilities or service would occur. No adverse long-term operational impacts are anticipated, and no mitigation is required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than significant impact. Project construction would temporarily generate additional VMT on the local roadway system, resulting from worker vehicle trips and truck hauling trips traveling to and from the site. Based on the anticipated number of workers/vendors and length of travel calculated in the Air Quality and Greenhouse Gas Study using CalEEMod, the number of trips would vary from as little as 8 worker trips per day to 53 worker trips and 21 vendor trips per day depending on construction phase. Using CalEEMod's default anticipated travel distances for workers (14.7 miles) and vendors (20 miles), temporary VMT could range from an additional 118 VMT per day to 1,199 VMT per day. Because this VMT would be temporary, impacts would be considered less than significant, and no mitigation is required.

Pursuant to the Office of Planning and Research guidelines, the VMT screening criteria for transportation is based on the type of proposed roadway improvement. Once the initial screening criteria is performed, and if applicable triggers the need of further analysis, additional consideration is taken regarding whether a project would reduce or promote greater vehicular travel. For example, a project that proposes an entirely new roadway into new areas would potentially have a significant impact on induced VMT that would need to be calculated. However, in a scenario that a new roadway provides a shorter route alternative between existing developed areas, VMT would be decreasing as vehicles travel a shorter distance and the Project would be considered to have a less-than-significant impact.

For the initial screening criteria, transit and active transportation projects promoting alternative modes of travel and/or carpooling tend to reduce VMT and would not be required to perform a VMT analysis as they are presumed to have a less-than-significant impact. Although not an exhaustive list, other examples of projects presumed to have a less than significant VMT impact based on the Office of Planning and Research's guidance are listed below.

- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists and, if applicable, transit

- Grade separations to separate vehicles from trail, transit, pedestrians, or bicycles
- Rehabilitation, maintenance, replacement, and safety projects to improve conditions of existing transportation infrastructure
- Roadside safety devices or hardware installation such as median barriers and guardrails
- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes

Based upon the City of Beaumont's Senate Bill (SB) 743 VMT Thresholds for CEQA Compliance Related to Transportation Analysis ratified by the City Council on June 16, 2020, if a project is consistent with the Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS), then the project should not require additional analysis for VMT. The Project was previously contemplated as a part of the Southern California Association of Governments (SCAG)'s RTP/SCS identification #2016A319: Grade Separation Under Crossing at Pennsylvania Ave and UPRR, including Widening, Sidewalk Improvements and Traffic Signalization. As the widening of Pennsylvania Avenue has been included in Riverside County's Circulation Element of the General Plan and classified as a major highway in accordance with the classification of the Project roadway upon completion, the Air Quality Element which ensures that developments within the County reduce Greenhouse Gas emissions overall was also contemplated. Therefore, based upon the City of Beaumont's SB 743 VMT Thresholds, the Project is screened out of further VMT analysis (Minagar & Associates 2020). It should also be noted that the Project would improve and enhance pedestrian facilities along the corridor and improve traffic operations not only at the I-10/Pennsylvania Avenue interchange but also at two nearby interchanges, the I-10/Beaumont Avenue interchange to the west and the I-10/Highland Springs interchange to the east (Minagar & Associates 2020). Based on the analysis above, potential permanent operational impacts are considered less than significant, and no mitigation is required.

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

No impact. The Project proposes widening of the existing Pennsylvania Avenue consistent with the General Plan EIR Figure 5.16-7 Roadway Classification. The widened roadway is anticipated to increase safety and traffic mobility within this corridor by accommodating a similar amount of traffic to that which presently exists, with more space for traffic flow (Minagar & Associates 2020). Pedestrian safety is also anticipated to improve with the addition of new sidewalk facilities on the west side. Currently, no sidewalk facilities are available between East 1st Street and East 3rd Street or between the UPRR tracks and East 6th Street. The existing at-grade UPRR crossing would also be improved with updated signage. No unusual geometric design features or incompatible uses are proposed. No temporary or permanent adverse impacts are anticipated, and no mitigation is required.

d) Would the Project result in inadequate emergency access?

Less than significant impact. Temporary construction activities may result in partial lane closures and/or the need to direct traffic around active work areas during widening of Pennsylvania Avenue. In addition, the at-grade UPRR railroad crossing would be closed for approximately one month to complete widening within UPRR right-of-way. Such activities would require implementation of a TCP pursuant to the contractor's contract documents and specifications. The TCP is required for implementation of vehicular and pedestrian traffic controls, maintenance of vehicular and pedestrian access through work areas, detours, and street closures. Implementation of the TCP would minimize the potential effects of restricted emergency vehicle access during construction. Implementation of a City-required TCP would reduce potential temporary impacts to less than significant, and no mitigation is required.

The proposed Project would not permanently restrict vehicle access. The Project proposes to widen Pennsylvania Avenue from East 1st Street to East 6th Street, consistent with the General Plan EIR Figure 5.16-7 Roadway Classification, which is anticipated to reduce long-term congestion and enhance accessibility. No long-term adverse permanent impacts to emergency access or emergency response times are anticipated, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required.

Sources

CEQA Transportation (VMT) Screening (Minagar & Associates 2020); General Plan EIR (Beaumont 2020b).

Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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), or	☐	☐	☐	☒
b) 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 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

3.18 Tribal Cultural Resources

The information and findings provided in this section are based on the Phase I Historical/Archaeological Resources Survey dated September 6, 2018 and Addendum dated February 24, 2021 (Cultural Report), which was prepared for the Project site by CRM TECH and is included in this IS/MND as Appendix D (CRM TECH 2018 and CRM TECH 2021b). The Project's potential impact on tribal cultural resources was also evaluated in compliance with AB52 requirements pursuant to California Public Resources Code Section 21080.3.1.

The following California Native American tribes traditionally and culturally affiliated with the Project area were notified of the Project: Agua Caliente Band of Cahuilla Indians; Augustine Band of Cahuilla Mission Indians; Cabazon Band of Mission Indians; Cahuilla Band of Indians; Los Coyotes Band of Cahuilla and Cupeno Indians; Morongo Band of Mission Indians; Ramona Band of Cahulla; Soboba Band of Mission Indians; Torres-Martinez Desert Cahuilla Indians; Santa Rosa Band of Cahuilla Indians. The City of Beaumont, as the CEQA lead agency, initiated formal AB52 consultation requests on **June 5, 2020.** The City received responses from the Cabazon Band of Mission Indians and Soboba Band of Luiseño Indians. A summary of this correspondence is provided below:

- Cabazon Band of Mission Indians representative indicated on June 10, 2020 that there is no presence of Native American resources that may be impacted by the proposed Pennsylvania Avenue Widening Project.

- Soboba Band of Luiseño Indians requested to initiate formal consultation with the City of Beaumont on June 23, 2020. The City of Beaumont conducted consultation with the Soboba

Band of Luiseño Indians on July 2, 2020. Soboba Band of Luiseño Indians indicated that they had no comments on the Project but wanted to conduct a consultation on behalf of Morongo Band of Mission Indians as they were having a transition in their staff. No requests for additional meetings, conditions of approval or mitigation resulted from these meetings.

The AB52 consultation period concluded on **July 20, 2020**. No conditions of approval or mitigation measures associated with tribal cultural resources were made a condition of the Project based on the results of the AB52 consultation process. Potential for impacts on tribal cultural resources are further discussed in this Section 3.18 below.

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:

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), or

No impact. The Project site is located within the San Gorgonio Pass area, which has long been part of the traditional homeland of the Cahuilla Indians, a Takic-speaking people who were primarily hunters and gatherers prior to European contact. However, as discussed in detail in Section 3.5, the Project site contains no historical resources. The Cultural Resource Report prepared for this Project (CRM TECH 2018 and CRM TECH 2021b), did not identify any structural remains or historic-period artifacts within the APE. As the result of extensive modern alterations, none of the features discussed in Section 3.5 demonstrated any particularly historical characteristics in their current configuration. Therefore, none of them constitute a potential "historical resource" that warrants formal evaluation. In addition, AB52 consultation conducted between June 5, 2020 and July 20, 2020 indicated that there is no presence of Native American resources that may be impacted by the proposed Project. No temporary or permanent impacts are anticipated, and no mitigation is required.

b) 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 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

No impact. As discussed above in Section 3.5 and this section above, the Project is not anticipated to impact a cultural resource or tribal cultural resource. The Project site contains no historical resources and is not anticipated to disturb an archeological or tribal cultural resource during temporary construction (ground disturbance) activities. The Project only proposes to widen an existing roadway; permanent

changes in use or substantive changes in landscape are not proposed. Therefore, no temporary or permanent impacts are anticipated, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required

Sources

Phase I Historical/Archeological Resources Survey and Addendum to Phase I Historical/Archaeological Resources Survey (Cultural Report) (CRM TECH 2018 and CRM TECH 2021b).

Utilities and Service Systems

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	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, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

3.19 Utilities and Service Systems

a) Would the project 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?

Less than significant impact. The Project entails widening an existing roadway consistent with the General Plan EIR Figure 5.16-7 Roadway Classification. No wastewater treatment facilities are associated with the Project or required to serve the Project. Proposed improvements would require the relocation of various utilities, including electrical utility poles, and the construction of storm water infrastructure as described in Section 2.8 of the IS/MND. These improvements are accounted for in the Project description and Project footprint shown on Figure 2.

The proposed storm water facilities are designed to properly manage/treat storm water flows and be integrated into the existing City storm water system as discussed in Section 3.9 of this IS/MND. Culvert

extensions would potentially encroach into jurisdictional waters under the purview of USACE, RWQCB and/or CDFW; however, if this were the case, the Project would obtain applicable permits and authorizations prior to any potential impacts as discussed in Section 3.4 of this IS/MND. Therefore, potential impacts resulting from these facilities would be less than significant and no additional analysis or mitigation is required other than what has been provided in this IS/MND. Compliance with required regulatory permits would reduce potential temporary and permanent impacts to less than significant.

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. Water supply would potentially be needed for watering of exposed soils to control dust during temporary construction activities and for long-term irrigation of any street landscaping. Both temporary and long-term permanent water use for the Project is anticipated to be relatively low as it does not propose residential or commercial development, which is typically associated with higher levels of water demand. The Project is within the Beaumont-Cherry Valley Water District which has a total well capacity as of 2015 is about 27.5 million gallons per day and current maximum customer demand for water is estimated at 15.3 mgd (Beaumont 2020b). Based on the relatively low water demands for the Project and the available water supplies, potential impacts are considered less than significant, and no mitigation is 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?

No impact. The Project entails widening an existing roadway consistent with the General Plan EIR Figure 5.16-7 Roadway Classification. No wastewater treatment facilities are associated with the Project or required to serve the Project. No temporary or permanent impact would occur, and no mitigation is required.

d) Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than significant impact. The City of Beaumont uses Lamb Canyon Sanitary Landfill to dispose of waste within the general plan area. It has a remaining capacity of 19,242,950 cubic yards as of January 2015, a maximum permitted throughput of 5,000 tons per day, and is scheduled to continue operations through April 2029 (Beaumont 2020b and CalRecycle 2021). In addition, Lamb Canyon Landfill is currently undergoing a permitting process to increase capacity and extend the life of the facility. The Project's construction waste is anticipated to consist predominantly of concrete and asphalt waste that can be recycled and other typical construction waste that can be taken to the landfill. Operational waste management is expected to be marginal consisting of standard trash removal and street sweeping activities to maintain the road. No new businesses or residences are proposed that are typically associated with

more substantial amounts of construction and operational waste streams. Therefore, permitted capacity is available, the Project's temporary and permanent long-term contribution to solid waste is considered less than significant, and no mitigation is required.

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

No impact. The Project would produce solid waste associated with the site preparation, construction and operational stages of the Project. Pursuant to the General Plan EIR Community Facilities and Infrastructure Goal 7.6, the City is working on developing a zero-waste program that increases recycling and reduces waste sent to the landfill by encouraging construction materials to avoid "Red List" materials and chemicals and by ensuring construction demolition achieves the state's 50 percent target for material salvage and recycling of non-hazardous construction materials (Beaumont 2020b). The Project would comply with federal and state policies and be consistent with General Plan Goal 7.6. Therefore, no conflict with applicable statutes or regulations are anticipated, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required.

Sources

SWIS Facility/Site Activity Details, Lamb Canyon Sanitary Landfill (33-AA-0007) (CalRecycle 2021); General Plan EIR (Beaumont 2020b).

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	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?	☐	☐	☐	☒
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 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Pursuant to the General Plan EIR Figure 5.8-1 Fire Hazard Severity Zones, Pennsylvania Ave from 1st to 6th street is outside of the high fire hazard area (Beaumont 2020b). Pursuant to review of the California Fire hazard Severity Zone Viewer, the Project site is located also outside of the moderate, high, and very high Fire Hazard Severity Zone (CAL FIRE 2021).

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

Less than significant impact. The Project is not located in a high fire zone. The Project would neither physically interfere with nor impair implementation of any existing emergency response plan or emergency evacuation plan. Review of the General Plan EIR Figure 5.8-3 Evacuation Routes shows that the I-10 freeway is a designated evacuation route (Beaumont 2020b). Potential impacts regarding access to the I-10 via Pennsylvania Avenue during temporary construction activities would be avoided through implementation of a Traffic Control Plan (TCP) pursuant to the contractor's contract documents and specifications. The TCP is required for implementation of vehicular and pedestrian traffic controls, maintenance of vehicular and pedestrian access through work areas, detours, and street closures.

Implementation of the TCP would reduce potential temporary impacts to less than significant in the event of an emergency evacuation. Once Project construction is complete, the Project would result in an expanded Pennsylvania Avenue that should provide improved access to I-10 in the event of an emergency evacuation. Therefore, potential permanent operational impacts would be less than significant, and no mitigation is required.

b) Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No impact. The Project is in a relatively flat area and does not propose substantial changes to topography, only the widening of an existing roadway. No habitable buildings or structures are proposed or located within the Project footprint. The Project does not propose an increase in use of the roadway, only an expansion to accommodate current uses and for consistency with the General Plan roadway classification. No temporary or permanent operational impacts are anticipated, and no mitigation is required.

c) Would the Project 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?

No impact. The Project is outside of the high fire hazard area pursuant to the General Plan Figure 9.3 and Figure 9.4 (Beaumont 2020a). New roads, fuel breaks, power lines, or other utilities would not be installed as part of the Project. In addition, the Project would not impact emergency water sources. Therefore, no temporary or permanent operational impacts are anticipated, and no mitigation is 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?

No impact. The Project site and adjacent areas are relatively flat and the Project does not propose substantial changes to existing topography. Widening of the roadway would add additional impervious surface area. This increase in impervious surface could potentially impact downstream water flows if proper storm water infrastructure is not incorporated into the Project design. This is potentially true for any project that increases impervious surface area, and in this case, would not be related-to or exacerbated-by post-fire slope instability. Therefore, the Project was designed to incorporate storm water infrastructure and manage flows prior to release to the downstream system. No temporary or permanent operational impacts are anticipated, and no mitigation is required.

Avoidance, Minimization and/or Mitigation Measures

No significant direct, indirect, or cumulative impacts were identified, and no mitigation is required.

Sources

General Plan (Beaumont 2020a); General Plan EIR (Beaumont 2020b); California Hazard Severity Zone Viewer (CAL FIRE 2021).

Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation	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 Mandatory Findings of Significance

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?

Less than significant with mitigation. As discussed in Section 3.4, the Project site is in an urbanized area, would occur predominantly within existing road right-of-way, and adjacent undeveloped lands are heavily disturbed. No sensitive vegetation communities or critical habitat occur onsite. Some riparian vegetation is present and riverine drainages would be partially impacted. The Project site also has potential for supporting nesting birds protected by the MBTA and is in a MSHCP survey area for burrowing owl, Marvin's onion, and many-stemmed dudleya. The site does not contain suitable habitat to support these species. Avoidance measures **AM BIO-1** and **AM BIO-3** would be required to perform preconstruction burrowing owl and nesting bird surveys to minimize the chance for temporary construction impacts to burrowing owl and birds. Mitigation measure **MM BIO-2** would be required to compensate for impacts to riverine resources. Implementation of **AM BIO-1**, **MM BIO-2**, and **AM BIO-3** would reduce potential impacts to less than significant.

As discussed in Section 3.18, potential impacts to cultural resources are not anticipated, but minimization measure **MM CUL-1** would require the City to retain a qualified on-call archeologist in the event of an unanticipated discovery during construction earthwork. Implementation of **MM CUL-1** would minimize the chance for impacts to a cultural resource and reduce potential temporary construction impacts to less than significant. Minimization measure **MM GEO-1** would require implementation of a paleontological resource impact mitigation program to monitor ground disturbance in sensitive locations, and collect and document any resources uncovered during construction. Implementation of minimization measure **MM GEO-1** would reduce potential impacts to paleontological resources to less than significant.

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 impact. The Project would occur in a location where various other transportation projects and a drainage improvement project could reasonably be implemented in the foreseeable future. Such projects include future interchange improvements at I-10 and Pennsylvania Avenue, a future grade separation at UPRR rail line and Pennsylvania Avenue, connection of 2nd Street to Pennsylvania Avenue, and a Riverside County-initiated master drainage improvement project that crosses Pennsylvania Avenue. The proposed Project has considered potential implementation of these other projects in the area and is designed consistent with build-out of the General Plan EIR's roadway classification. Pending environmental clearances and available funding for the other projects, they would be implemented at various times in the future. No permanent conflict or substantial temporary increase in impacts is anticipated to occur in consideration of the proposed Project and the phased implementation of other future projects in the area. Potential impacts would be less than significant, and no mitigation is required.

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

Less than significant with mitigation. Previous sections of this Initial Study/Mitigated Negative Declaration reviewed the Project's potential impacts related to Noise and Hazardous Materials among other environmental issue areas. As concluded in these previous discussions, the Project would result in less than significant environmental impacts with implementation of standard conditions and recommended mitigation measures **MM NOI-1** to reduce permanent roadway operational noise impacts and **MM NOI-2**, **MM NOI-3**, **MM NOI-4**, and **MM NOI-5** to reduce potential temporary construction noise impacts. Mitigation measures HAZ-1 and HAZ-2 would also be required to reduce potential impacts associated with handling a disposal of contaminated soils and lead based paint roadway striping. Implementation of the above-described mitigation measures would reduce potential impacts to less than significant.

4.0 LIST OF PREPARERS

4.1 City of Beaumont (Lead Agency)

- Carole Kendrick, Senior Planner
- Jeff Hart, Director of Public Works

4.2 Moffatt & Nichol, Inc. (Environmental Lead, Environmental Document)

- Stephanie Oslick, AICP, ENV SP, Project Manager and QC
- Eric Turner, MURP, Primary Author
- Tonia McMahon, Author
- Taylor Meyers, Author
- Margaret Schwertner, Author
- Emily Beck, GIS and Figures

4.3 CRM TECH (Cultural Resources Technical Study, Paleontological Resources Technical Study)

- Bai "Tom" Tang, Principal Investigator
- Michael Hogan, Principal Investigator

4.4 Entech Consulting Group (Air Quality, GHGs, Noise Technical Studies)

- Michelle Jones, President/Principal Engineer

4.5 Jericho Systems, Inc. (Biological Resources Technical Study)

- Shay Lawrey, President, and Ecologist/Regulatory Specialist
- Craig Lawrey, GIS and Figures

4.6 Kimley Horn (Design Engineer)

- Darren Adrian, P.E.
- Stephanie Lam, P.E.

4.7 Leighton Consulting, Inc. (Hazardous Materials Technical Study)

- Meredith Church, PG 8326

4.8 Minagar & Associates, Inc. (Traffic Technical Study)

- Fred Minagar, MS, PE, RCE, FITE

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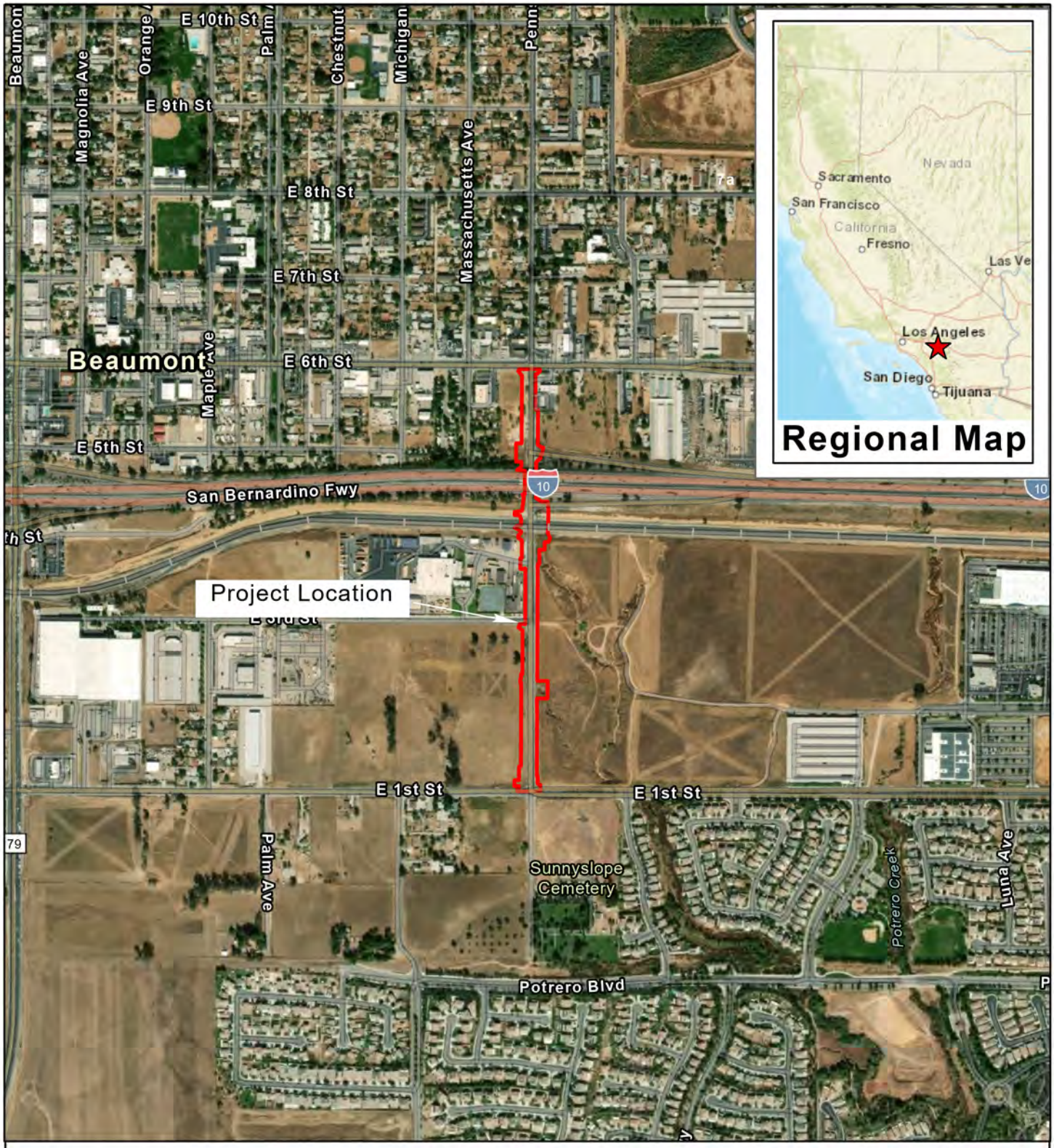
6.0 FIGURES



Vicinity Map

PROPOSED PROJECT:
Pennsylvania Avenue Widening Project

LOCATION : Pennsylvania Avenue between 1st Street and 6th Street, Beaumont, CA 92223

FIGURE 1: Project Location

N

0 0.05 0.1 0.2 Miles

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

moffatt & nichol

PROPOSED PROJECT:
Pennsylvania Avenue Widening Project

moffatt & nichol

LOCATION ADDRESS:
Pennsylvania Avenue between 1st Street and 6th Street

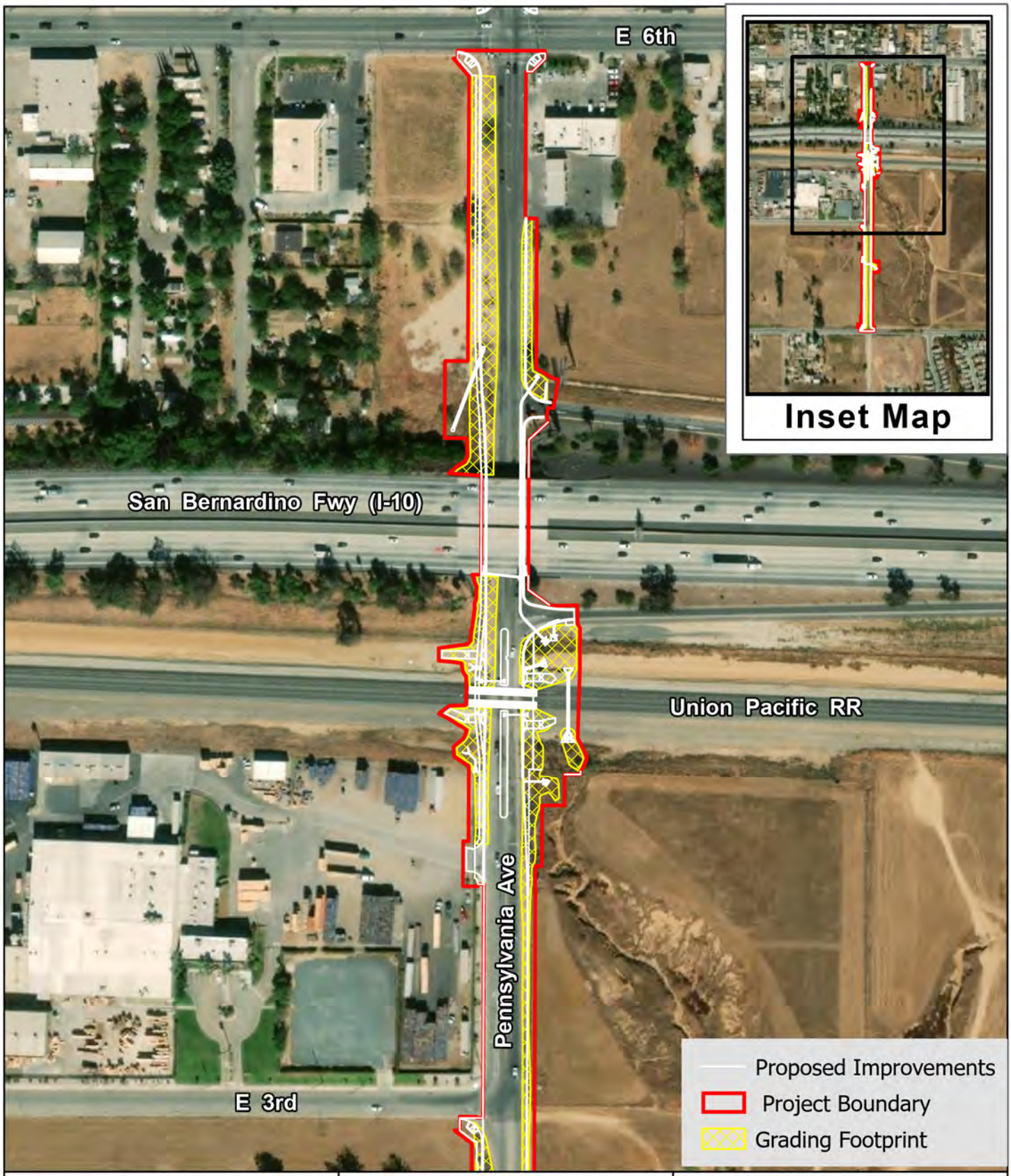
COUNTY: Riverside
STATE: CA

FIGURE 2a: Project Footprint (Full)

N

0 162.5 325 650 Feet

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



PROPOSED PROJECT:
Pennsylvania Avenue Widening Project

moffatt & nichol

LOCATION ADDRESS:
Pennsylvania Avenue between 1st Street and 6th Street

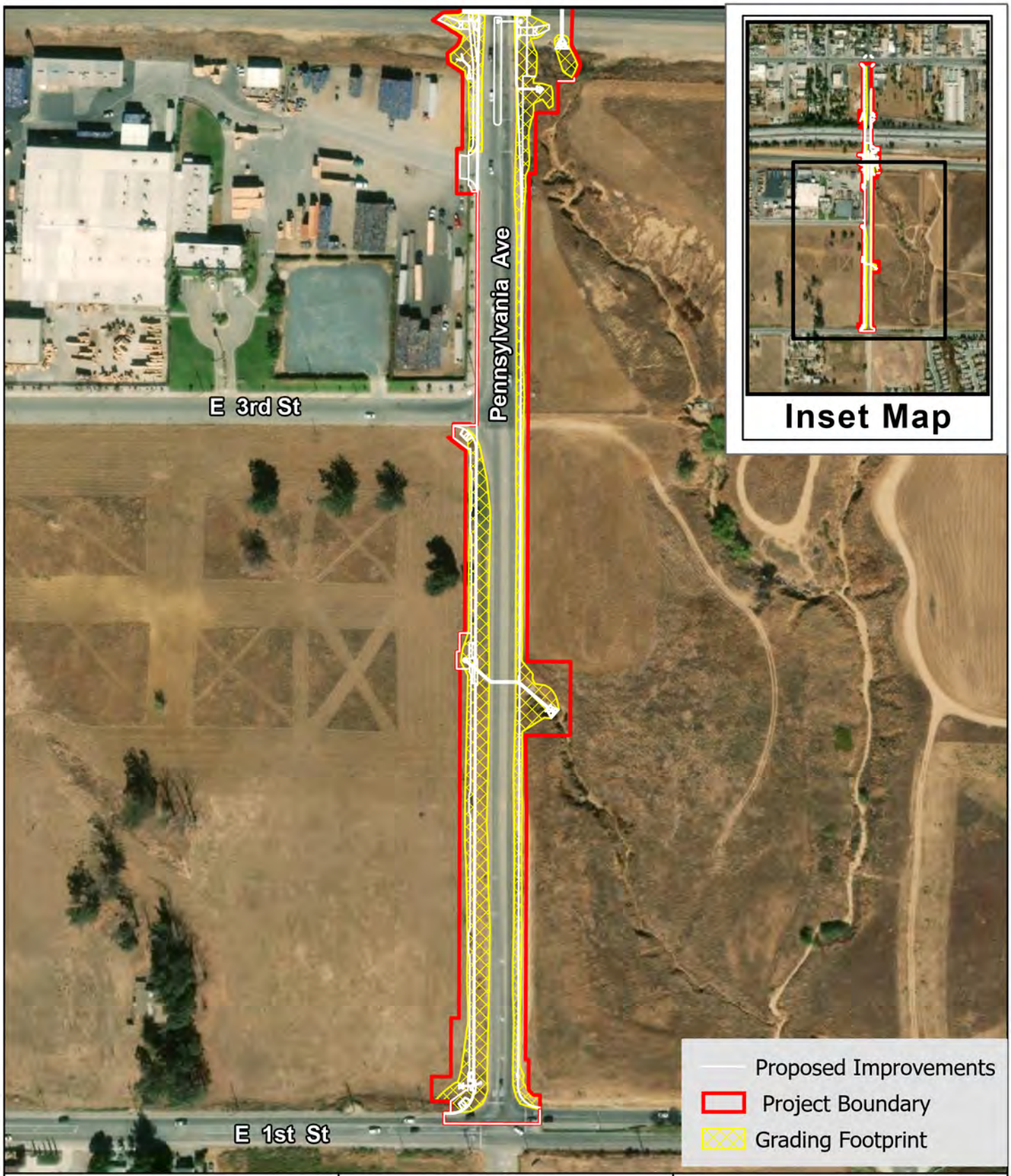
COUNTY: Riverside
STATE: CA

FIGURE 2b: Project Footprint (North)

N

0 87.5 175 350 Feet

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



PROPOSED PROJECT:
Pennsylvania Avenue Widening Project

moffatt & nichol

LOCATION ADDRESS:
Pennsylvania Avenue between 1st Street and 6th Street

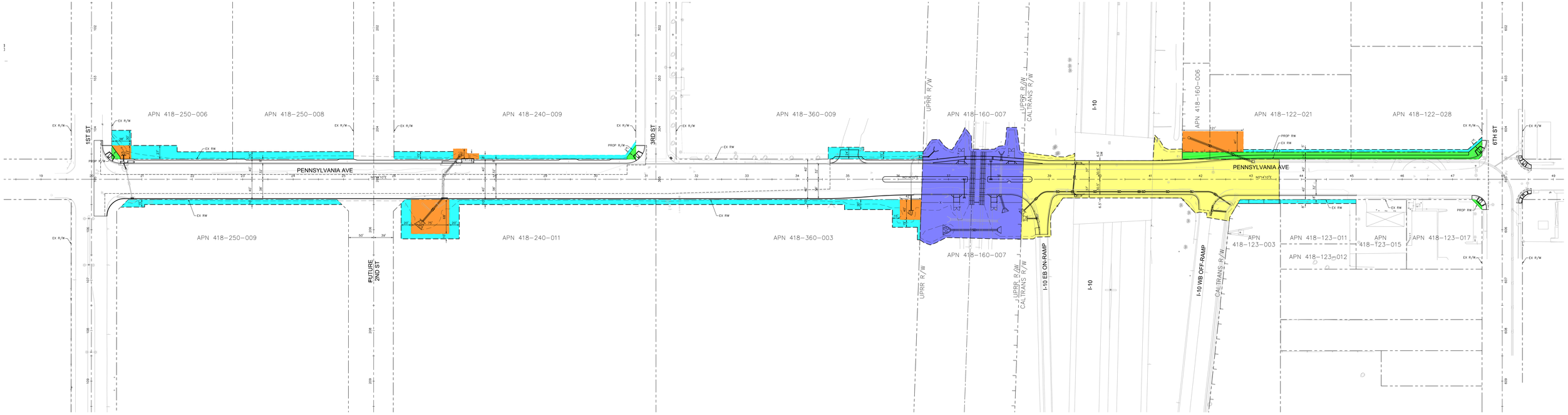
COUNTY: Riverside
STATE: CA

FIGURE 2c: Project Footprint South

N

0 87.5 175 350 Feet

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



LEGEND

- PARTIAL ACQUISITION
- DRAINAGE EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- TCE WITHIN UPRR R/W
- TCE WITHIN CALTRANS R/W
- EXISTING R/W OR PL
- PROPOSED R/W

Figure 3

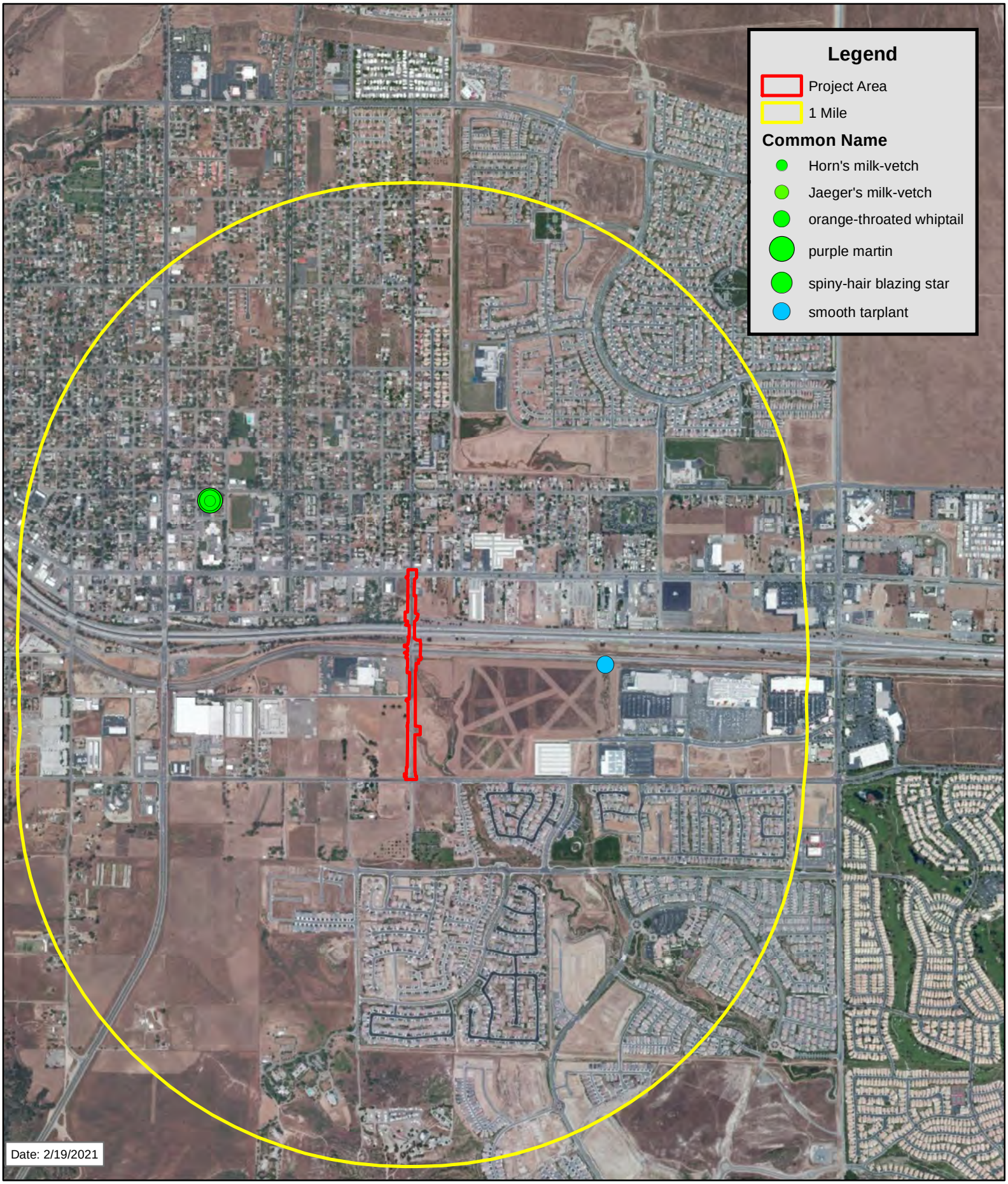
GRAPHIC SCALE IN FEET
0 25 50 100

PENN AVE WIDENING PROJECT
RIGHT-OF-WAY EXHIBIT

06/09/2020

Kimley»Horn

C:\Users\stephanie.lam\OneDrive - KH_Penn Ave\11 Right-of-Way\Right-of-Way Exhibit\Penn Ave_ROW Exhibit Rev2.dwg



0 0.1 0.2 0.4 0.6 0.8 Miles

Imagery Date: 10/20/2019

1 inch = 1,667 feet

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

ÉRICHO SYSTEMS INC.
Progress & Preservation

Figure 4
CNDDB - 1 Mile

Pennsylvania Avenue Widening Project
City of Beaumont

0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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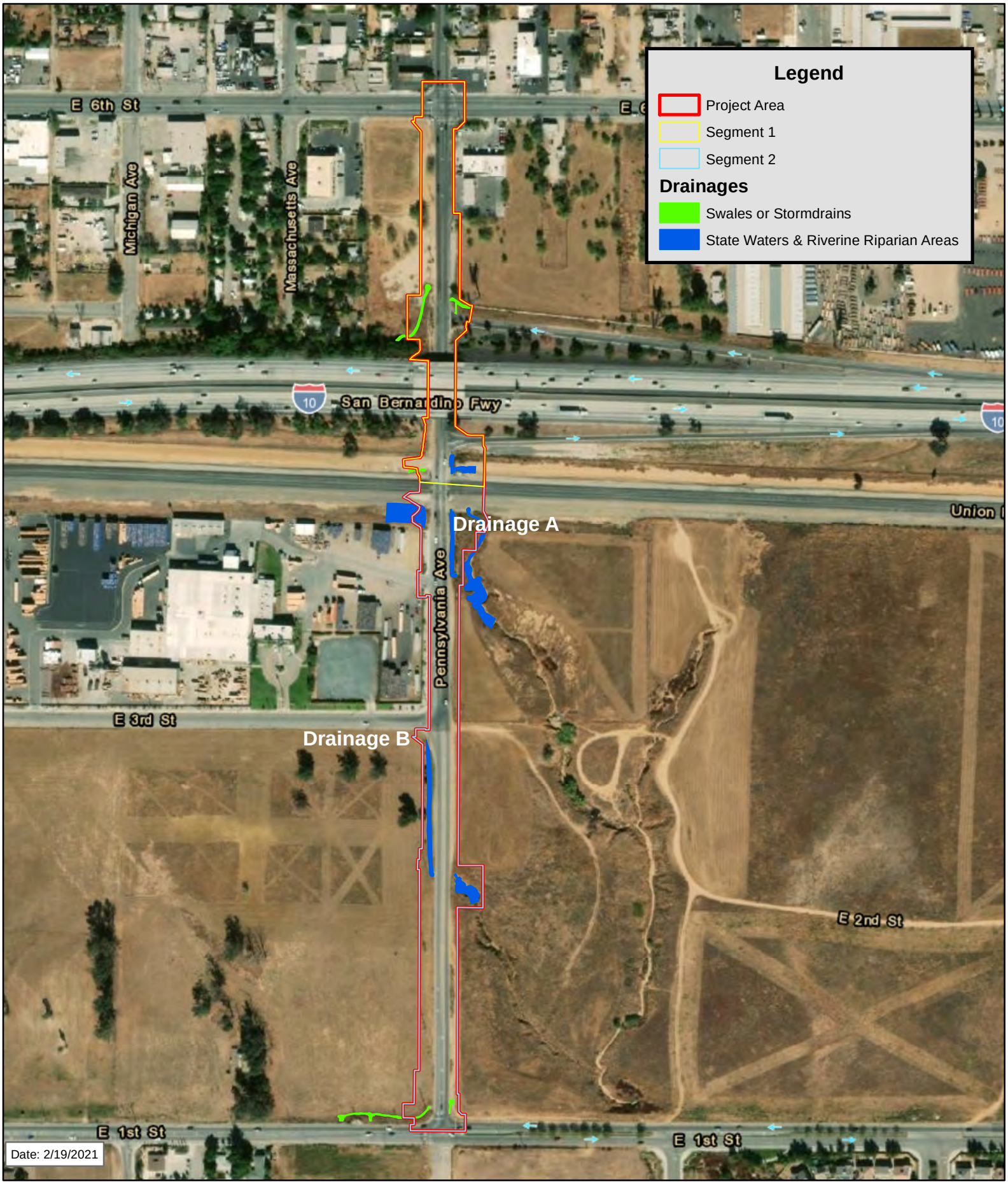
Figure 5
RCA MSHCP 2012 Vegetation Data

Pennsylvania Avenue Widening Project
City of Beaumont



0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

ÉRICHO SYSTEMS INC.
Progress & Preservation

Figure 6
Drainages

Pennsylvania Avenue Widening Project
City of Beaumont

0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Progress & Preservation

Figure 7
Riverside MSHCP Species Survey Areas

Pennsylvania Avenue Widening Project
City of Beaumont

Appendix A

Mitigation Monitoring and Reporting Program

Pennsylvania Avenue Widening Project

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

Introduction

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Pennsylvania Avenue Widening Project (Project). This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." A MMRP is required for the proposed Project because the Initial Study/Mitigated Negative Declaration (IS/MND) has identified mitigation measures to reduce potential impacts to less than significant.

Mitigation Monitoring and Reporting Program

As the lead agency, the City of Beaumont (City) will be responsible for monitoring compliance with all mitigation measures. Different departments within the City are responsible for aspects of the Project. It is expected that one or more departments will coordinate efforts to ensure compliance. The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below:

- **Mitigation Measure:** The mitigation measure(s) are taken from the IS/MND, in the same order that they appear in the IS/MND.
- **Method of Verification:** Identifies the potential method(s) that will be used to confirm that each mitigation measure has been implemented.
- **Timing of Verification:** Identifies at which stage of the Project the mitigation must be completed.
- **Monitoring Responsibility:** Identifies the City as responsible for mitigation monitoring and other parties potentially needed to facilitate implementation.
- **Verification (Date and Initials) and Remarks:** Provides a contact who reviewed the mitigation measure and the date the measure was determined complete. Any remarks regarding compliance may also be added, if needed.

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Mitigation Monitoring and Reporting Program (MMRP)				
Mitigation/Avoidance Measure	**Method(s) of Verification**	**Timing of Verification**	**Monitoring Responsibility**	**Verification (Date/Initials) and Remarks**
Biological Resources				
BIO-1 Prior to issuance of a grading permit, the applicant shall perform a preconstruction survey that shall be conducted within 30 days prior to ground disturbance to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site, no additional measures are required. If burrowing owls are found to be present or nesting on-site during the preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From March 1 through March 15 and from August 1 through August 31 exclusion and relocation activities may take place if it is proven to the Lead Agency and/or appropriate agencies (if any) that egg laying or chick rearing is not taking place. This determination must be made by a qualified biologist. This measure may be modified as necessary to meet conditions of any required regulatory permits.	Biologist compliance documentation	Prior to issuance of grading permit. Preconstruction survey within 30 days prior to ground disturbance. Monitoring during construction, if needed.	City oversight of Contractor / Contractor Biologist	
BIO-2 Prior to work within riparian/riverine or other jurisdictional waters, the City shall obtain all required regulatory agency permits and approvals. If temporary and/or permanent impacts to riparian/riverine habitat cannot be avoided, a Determination of Biologically Equivalent or Superior Preservation (DBESP) shall be prepared pursuant to the Wildlife Agencies' requirements. The DBESP shall be submitted to the Wildlife Agencies for a 60-day review and response period. The City shall maintain a written record of determinations that shall be included in any required annual reporting documentation. The City or City's consultant shall also initiate the required pre-application requirements with the applicable regulatory agencies and obtain all required permits. Mitigation for impacts to riparian/riverine resources and jurisdictional waters shall either be completed through applicant sponsored mitigation, purchase of mitigation credits, or payment of in lieu fees to an agency approved entity or mitigation bank. A minimum replacement ratio of 1:1 shall be required for all permanent impacts. This measure may be modified as necessary to meet conditions of any required regulatory permits.	Regulatory permits and/or approvals	Prior to and during construction within jurisdictional waters. Permit compliance close-out post construction.	City / City Biologist, Environmental Consultant and/or Contractor	

Mitigation Monitoring and Reporting Program (MMRP)				
Mitigation/Avoidance Measure	**Method(s) of Verification**	**Timing of Verification**	**Monitoring Responsibility**	**Verification (Date/Initials) and Remarks**
BIO-3 Bird nesting season generally extends from February 1 through September 15 in southern California and specifically, April 15 through August 31 for migratory passerine birds. In general, Projects should be constructed outside of this time to avoid impacts to nesting birds. If the Project cannot be constructed outside of nesting season, the project site shall be surveyed for nesting birds by a qualified avian biologist within five (5) days prior to initiating the construction activities. If active nests are found during the pre-construction nesting bird surveys, a Nesting Bird Plan will be prepared and implemented which at a minimum will include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The Nesting Bird Plan will include a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be determined by the biologist, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist has determined the young birds have successfully fledged and a monitoring report has been submitted reviewed and approved by the City of Beaumont. This measure may be modified as necessary to meet conditions of any required regulatory permits.	Biologist compliance documentation	Prior to and potentially during construction within applicable work window	City oversight of Contractor / Contractor Biologist	
Cultural Resources				
CUL-1 Archeological Resources. Prior to issuance of a grading permit or construction permit (requiring earthwork), the City shall verify that the name and contact information of an on-call archeological monitor meeting Secretary of Interior standards is included in the resident engineer file or on the construction plans along with the following note: "In the event that an archeological cultural resource or Native American cultural resource is discovered during project activities, all earthwork within a 50-foot buffer shall cease and the qualified archaeologist shall be notified immediately to assess the find. Work on other portions of the project outside of the buffer area may continue during this assessment period. If the resource is determined by the archeologist to not be Native American, the archeologist shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resource(s). In accordance with Section 15064.5 of the CEQA Guidelines, such measures may include but are not	City documentation of on-call archeologist. Additional documentation only in event of discovery	Prior to ground disturbance and during construction	City oversight of Contractor / Contractor Archeologist	

Mitigation Monitoring and Reporting Program (MMRP)				
Mitigation/Avoidance Measure	**Method(s) of Verification**	**Timing of Verification**	**Monitoring Responsibility**	**Verification (Date/Initials) and Remarks**
limited to avoidance, excavation of the finds, collection, evaluation of the materials, additional testing, relocation, and curation. If the resource is determined by the archeologist to be Native American, the San Manuel Band of Mission Indians will be contacted, provided information about the resource, and be permitted/invited to perform a site visit when the archaeologist makes their assessment, so as to provide Tribal input.				
Geology and Soils				
GEO-1 A paleontological resource impact mitigation program in accordance with the provisions of CEQA and proposed guidelines of the Society of Vertebrate Paleontology shall be implemented as follows: 1. All earth-moving operations reaching beyond the disturbed surface soils, generally five to six feet in depth within the existing roadbed and two to three feet in depth elsewhere, shall be monitored by a qualified paleontological monitor. The monitor shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays and shall collect samples of sediments that are likely to contain fossil remains of small vertebrates or invertebrates. The monitor shall have the power to temporarily halt or divert grading and excavator equipment to allow for the removal of abundant or large specimens. 2. Collected samples of sediment shall be processed to recover small fossils, and all recovered specimens shall be identified and curated at a repository with permanent retrievable storage. 3. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the procedures outlined above. The report shall include a discussion of the significance of the paleontological findings, if any. The report and the inventory, when submitted to the City of Beaumont, will signify completion of the program to mitigate potential impacts on paleontological resources.	City documentation of designated paleontologist. Paleontologist report or other documentation	Prior to ground disturbance and during construction	City oversight of Contractor / Contractor Paleontologist	
Hazards and Hazardous Materials				
HAZ-1 Soils Management. Subsurface soil sampling shall be conducted for pollutants prior to ground disturbance in unpaved areas within Union Pacific Railroad (UPRR) right-of-way and within unpaved areas along Pennsylvania Avenue between the I-10 eastbound on-ramp and East 6th Street. UPRR areas shall be tested for heavy metals,	Contractor Agreement/ Specifications. Testing results	Prior to ground disturbance and post soil reuse or disposal during	City / Contractor	

Mitigation Monitoring and Reporting Program (MMRP)				
Mitigation/Avoidance Measure	**Method(s) of Verification**	**Timing of Verification**	**Monitoring Responsibility**	**Verification (Date/Initials) and Remarks**
petroleum hydrocarbons, and polynuclear aromatic hydrocarbons. Pennsylvania Avenue areas shall be tested for Aerially Deposited Lead (ADL). If pollutant concentrations are detected below federal and state thresholds, no additional measures are required. If pollutant concentrations are detected above federal or state thresholds, additional measures shall be implemented to safely reuse the soils onsite, or if pollutant levels do not allow for re-use, to safely transport and dispose of offsite pursuant to applicable health and safety regulations. Alternatively, soils in the above mentioned locations that are not tested shall be treated as hazardous waste and removed and disposed of offsite pursuant to applicable health and safety regulations.	and/or disposal receipts	construction		
HAZ-2 Yellow Striping. Yellow striping that will be removed within the Project site shall be tested and removed in accordance with Construction Program Procedure Bulletin 99-2 (Caltrans 2006). Alternatively, yellow striping that is not tested prior to removal shall be treated as hazardous waste and removed in accordance with Construction Program Procedure Bulletin 99-2 (Caltrans 2006).	Contractor Agreement/ Specifications. Testing results and/or disposal receipts	Prior to removal of yellow striping during construction	City / Contractor	
Noise				
NOI-1 The City shall implement a construction notification plan described herein to keep nearby occupants informed of the Project's construction schedule. Prior to construction activities and within 2 weeks following award and execution of the construction contract, the Contractor shall provide the City with a construction schedule that identifies: (1) start date of construction, (2) anticipated weekly work zones by the estimated date shown on an aerial map (or plan sheet overview), (3) estimated construction completion date and (4) website address for accessing the construction schedule on-line. The construction contractor shall update the schedule at least every two weeks and provide the City's schedule by the following day for posting on the City's website.	Contractor Agreement/ Specifications and Contractor work log	Prior to and during construction	City oversight of Contractor	
NOI-2 All construction equipment, stationary and mobile, shall be equipped with properly operating and maintained muffling devices, intake silencers, and engine shrouds no less effective than as initially equipped by the manufacturer. The Contractor shall be required to document compliance in a written and signed statement provided to the City.	Contractor Agreement/ Specifications and Contractor work log	Prior to and during construction	City / Contractor	

Mitigation Monitoring and Reporting Program (MMRP)				
Mitigation/Avoidance Measure	**Method(s) of Verification**	**Timing of Verification**	**Monitoring Responsibility**	**Verification (Date/Initials) and Remarks**
NOI-3 The construction contractor shall adequately maintain and tune all construction equipment to minimize noise emissions. The Contractor shall be required to document compliance in a weekly construction log or weekly email provided to the City.	Contractor Agreement/ Specifications and Contractor work log	Prior to and during construction	City / Contractor	
NOI-4 The construction contractor shall post a contact name and telephone number of the owner's authorized representative on-site.	Contractor Agreement/ Specifications and Contractor work log	Prior to and during construction	City / Contractor	
NOI-5 Noise-reducing paving materials, such as open-grade or rubberized asphalt, shall be used within the Project limits to reduce permanent traffic noise. Compliance shall be documented by one or more of the following: (1) required materials noted on the construction plans; (2) required materials noted in the specifications; (3) required materials noted in the construction contract; and/or (4) other comparable form of documentation acceptable to the City engineer.	Construction Plans, Specifications, Contract, and/or other	Prior to and/or during construction	City oversight of Contractor	

Appendix B

Air Quality and Greenhouse Gas Study

Air Quality and Greenhouse Gas Study

Pennsylvania Avenue Widening Project

City of Beaumont

Prepared for:

City of Beaumont

Prepared by:

ENTECH CONSULTING GROUP
PLANNING • ENVIRONMENTAL • CONSTRUCTION MANAGEMENT

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1 INTRODUCTION

This report presents the results of the air quality and greenhouse gas analysis. The purpose of this air quality and greenhouse analysis is to determine whether the proposed project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.
- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases.

The air quality and greenhouse gas analysis evaluated the impacts of the proposed project's construction and operation by comparing emission thresholds to the South Coast Air Quality Management District (SCAQMD) emission thresholds.

2 PROJECT DESCRIPTION

2.1 Project Location

The City of Beaumont is in the northeast part of Western Riverside County and is surrounded by Calimesa and Banning and unincorporated areas of Riverside County. Located at the junction points of the Interstate 10 (I-10) Freeway, the California State Route 60 (SR-60) Freeway, and the California State Route 79 (SR-79/Beaumont Avenue) Highway, the City of Beaumont is situated in a key regional location. From a land-use perspective, Beaumont is an undeveloped city within its jurisdictional limits and is currently one of the fastest economically growing towns in the State of California.

The City of Beaumont (Lead Agency) is proposing to widen Pennsylvania Avenue consistent with the General Plan Circulation Element, in the central part of the City of Beaumont along the I-10 corridor from its existing two-lane configuration to four lanes, to accommodate projected growth and current congestion. The portion of Pennsylvania Avenue to be widened is a 2,700-foot-long segment (0.51 miles) between 6th Street on the north and 1st Street on the south (see Figure 1 - Project Location/Vicinity).

2.2 Project Setting

Within the limits of the project study area, Pennsylvania Avenue is designated as a Major Highway. In its present state, Pennsylvania Avenue is a north-south divided arterial road with one travel lane for each direction separated by a striped centerline division. Additionally, there is a 500-foot long, 12-foot wide

painted median along the southerly section. This high-capacity road's existing traffic volumes range from 8,500 vehicles per day to the north of Interstate 10 (I-10) to approximately 11,100 vehicles per day to the south of Interstate 10 (I-10).

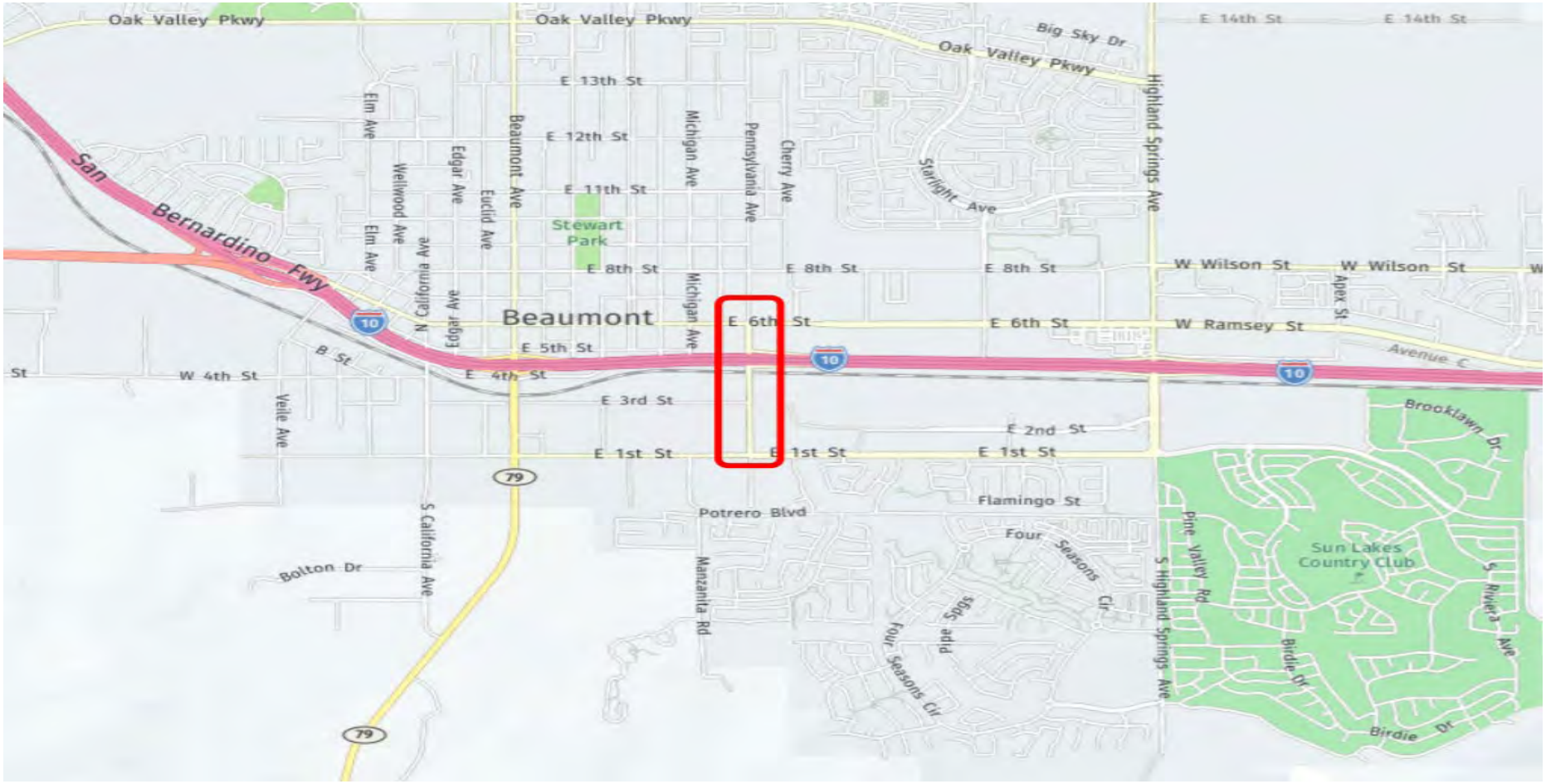

Figure 2.1 Regional Map

Figure 2.2 Project Vicinity Map

2.3 Proposed Project

The Pennsylvania Avenue Widening Project (Project) proposes to widen and add two additional lanes to Pennsylvania Avenue between 1st Street and 6th Street, a distance of approximately 2,800 feet, in the City of Beaumont. The proposed widening and associated improvements would be predominantly within existing right-of-way except for areas requiring easements for stormwater infrastructure improvements and temporary construction easements (TCEs) needed for property frontage improvements and minor utility relocations.

The additional lanes within these limits would result in a four-lane Major Highway per Beaumont General Plan Circulation Element. The widening would require improvements to the existing UPRR at-grade crossing and freeway ramp terminals at the I-10 Freeway within Caltrans right-of-way. Pedestrian access with a new sidewalk would be provided for the project's length on the west side, and impacted intersections would be brought up to current Americans with Disabilities Act (ADA) standards with new and/or updated curb ramps.

Work activities include excavation for underground electrical work, storm drain conduit/inlets, utility cover adjustments, relocation of existing power poles; grading and re-grading the existing slopes; roadway excavation of approximately 4,700 cubic yards; the application of approximately 4,750 tons of asphalt paving to new road bed; removal/restriping of lanes, and; removal/replacement and addition of roadway signage. Excavation would be within 4 feet of existing surface grade with several deeper excavations (up to 20 feet below existing surface grade) for the power pole relocations. Staging of all equipment and materials would occur within the Project limits on the City’s right-of-way and within TCEs on adjacent properties. Project plans are provided in Figure 2.3 shows the site plan of the proposed project site, and the proposed improvements are shown in Figure 2.3.

Construction of the proposed project would occur in three phases. Storm drain and utility relocations would occur before any major roadway improvements to reduce traffic impacts. The first phase would involve constructing the outer improvements for the widening to the north and south of the UPRR tracks with an estimated duration of four months. The second phase would involve the closure of the at-grade crossing to construct the improvements within the UPRR right-of-way with an estimated duration of one month. The last phase would complete the remaining portion of construction within the center of the roadway north of the tracks and final paving with an estimated duration of three months.

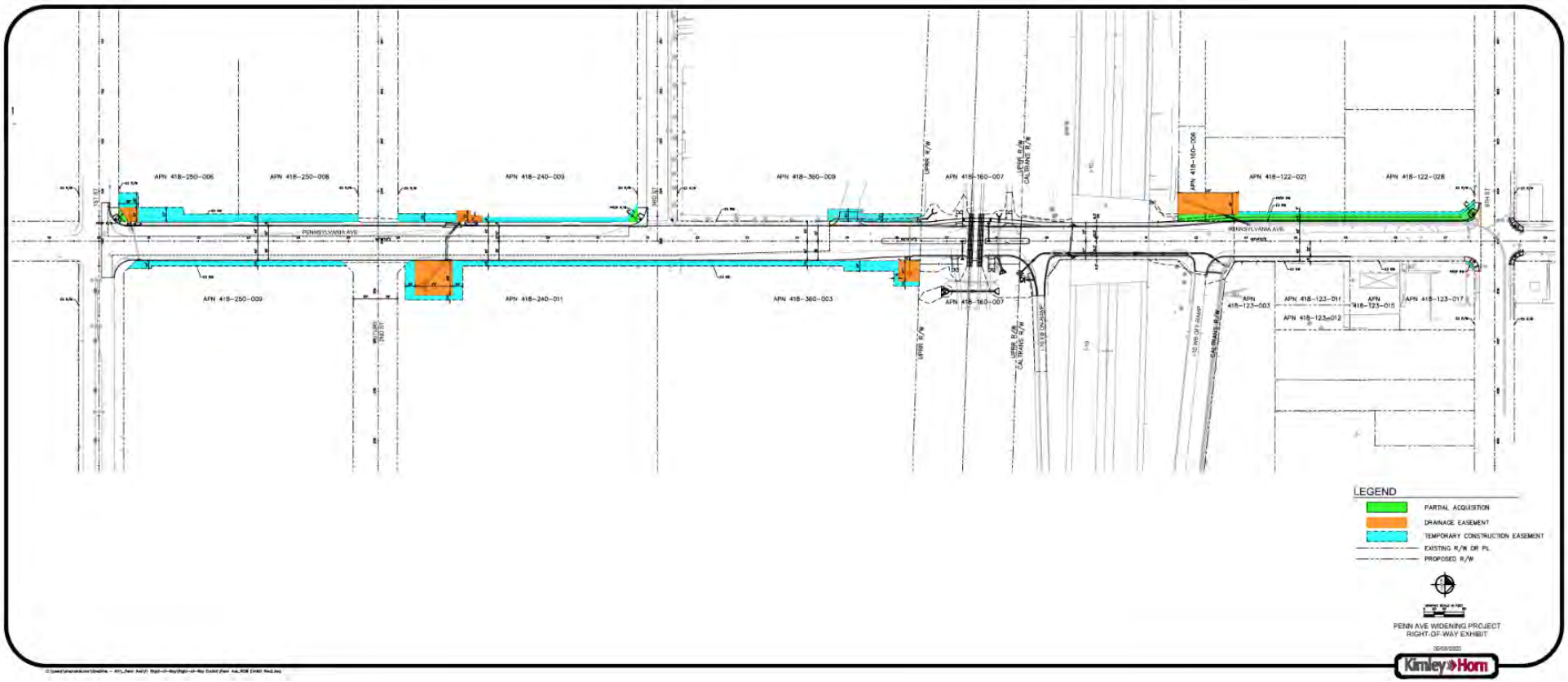

Figure 2.3 Site Plan

2.4 Construction and Phasing

Construction activities require standard construction equipment for concrete demolition, roadway excavation, paving, traffic signal installation, and storm drain modifications. Construction staging and parking would be accommodated within the project site and/or adjacent undeveloped properties. During construction, travel lanes in each direction along Ramona Boulevard would be operational. Travel lanes would be open in the southbound direction along Valley Boulevard. Access to businesses would be maintained throughout the construction period.

2 REGULATORY FRAMEWORK

The governing regulatory framework in the proposed project area includes federal, state, and local agencies that enforce ambient air quality and greenhouse gas standards and specific regulations that govern project development emitted pollutants and ambient air quality status for the region.

2.1 Air Quality

2.1.1 Federal Regulations and Standards

Environmental Protection Agency

The federal Clean Air Act (CAA) requires the US Environmental Protection Agency (USEPA) to establish National Ambient Air Quality Standards (NAAQS) [Title 40 Code of Federal Regulations (CFR), Part 50] to protect public health and the environment from the effects of air pollutants. The USEPA has identified "criteria" pollutants known to cause harm to public health and the environment. Currently, there are standards set for sulfur dioxide (SO_2), carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), and particulate matter less than ten micrometers in diameter (PM_{10}), particulate matter less than five micrometers in diameter ($PM_{2.5}$) and Lead (Pb). These criteria pollutants are described below.

- **Sulfur Dioxide.** SO_2 is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly because of burning high sulfur-content fuel oils and coal and chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfur trioxide (SO_3). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

  Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO_2 aggravate lung diseases, especially bronchitis. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. Long-term SO_2 exposure has been associated with an increased risk of mortality from respiratory or cardiovascular disease.

- **Carbon Monoxide.** CO is a colorless and odorless gas, is a relatively non-reactive pollutant that is a product of incomplete combustion, and is mostly associated with motor vehicles. When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces the blood's oxygen-carrying capacity. This results in decreased oxygen, reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia. CO measurements and modeling were necessary for the early 1980s, when CO levels were regularly exceeded throughout California. In more recent years, CO measurements and modeling have not been a priority in most California air districts due to older polluting vehicles' retirement, lower emissions from new vehicles, and improvements in fuels.

- **Nitrogen Dioxide.** NO_2 is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO_2. Combustion devices emit

primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO_2. The combined emissions of NO and NO_2 are referred to as NO_x, which are reported as equivalent NO_2. Aside from its contribution to ozone formation, NO_2 can increase acute and chronic respiratory disease risk and reduce visibility. NO_2 may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

- **Ozone.** Ozone is the main component of photochemical smog, which is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROGs) or volatile organic compounds (VOCs) and oxides of nitrogen (NOx). While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is identified based on a list of carbon compounds that exempts carbon compounds determined by CARB to be non-reactive. VOC is a term used by the USEPA and is identified based on USEPA's separate list of exempted compounds it identifies as having negligible photochemical reactivity. The time required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than a few significant emission sources.

  Once ozone is formed, it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on plants' leaves, attachment to water droplets as they fall to Earth (rainout), or absorption by water molecules in clouds that later fall to Earth with rain (washout).

  Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

- **Particulate Matter.** PM_{10} and $PM_{2.5}$ consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM_{10} and $PM_{2.5}$ represent particulate matter fractions that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis, and respiratory illnesses in children. Recent mortality studies have shown an association between morbidity and mortality and daily particulate matter concentrations in the air. Particulate matter can also damage materials and reduce visibility—one common source of $PM_{2.5}$ in diesel exhaust emissions.

  PM_{10} consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) particulate matter formed in the atmosphere by condensation and/or transformation of SO_2

and ROG. Traffic generates particulate matter emissions through the entrainment of dust and dirt particles that settle onto roadways and parking lots. PM_{10} and $PM_{2.5}$ are also emitted by burning wood in residential wood stoves and fireplaces and open agricultural burning. $PM_{2.5}$ can also be formed through secondary processes such as airborne reactions with specific pollutant precursors, including ROGs, ammonia (NH_3), NO_x, and SO_x.

- **Lead.** Lead is a metal found naturally in the environment and present in some manufactured products. Various activities can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles, light-, medium-, and heavy-duty trucks, and motorcycles.

  Emissions of Lead have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of Lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the Basin, atmospheric Lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates. As Lead has been well below regulatory thresholds for decades, and the proposed project is not a lead source, Lead is not discussed further in this analysis.

The CAA established two types of national air quality standards. Primary standards set limits to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly. Secondary standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings. Federal standards are shown in Table 1.

The federal Clean Air Act also requires each state to prepare an air quality control plan, referred to as a state implementation plan (SIP). The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. USEPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the federal Clean Air Act and its amendments and determine whether implementing the SIPs would achieve air quality goals. In addition, the USEPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

Table 1. Federal and State Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time[a]	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NOX react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.070 ppm[b]	0.070 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive oxygen tissues.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO_2)	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	0.075 ppm	Irritates upper respiratory tract, injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.5 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.030 ppm		
Respirable Particulate Matter (PM10)	24 hours	50 µg/m³	150 µg/m³	May irritate eyes and respiratory tract, decreases in lung capacity, cancer, and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m³	---		
Fine Particulate Matter (PM2.5)	24 hours	---	35 µg/m³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NOx, sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m³	12.0 µg/m³		
Lead (Pb)	30 Day Average	1.5 µg/m³	---	Disturbs gastrointestinal system and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	Present source: lead smelters, battery manufacturing, and recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	---	1.5 µg/m³		
	Rolling 3-Month Average	---	0.15 µg/m³		
Hydrogen Sulfide	1 hour	0.03 ppm	No National Standard	Nuisance odor (rotten egg smell), headache, and breathing difficulties (higher concentrations).	Geothermal power plants, petroleum production, and refining.
Sulfates (SO_4)	24 hour	25 µg/m³	No National Standard	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	No National Standard	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See $PM_{2.5}$.
Vinyl Chloride	24 hour	0.01 ppm	No National Standard	Short-term exposure to high vinyl chloride levels in the air can cause dizziness, drowsiness, and headaches. Long-term exposure through inhalation and oral exposure can cause liver damage. Cancer is a major concern from exposure to vinyl chloride via inhalation. Vinyl chloride exposure has been shown to increase angiosarcoma's risk, a rare form of liver cancer in humans.	Polyvinyl chloride (PVC) plastic and vinyl products.

NOTE: ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter.

[a] The averaging time is the interval of time over which the sample results are reported.

[b] This concentration was approved by CARB on April 28, 2005 and became effective May 17, 2006.

SOURCE: CARB, 2016c.

2.1.2 State Regulations and Standards

California Air Resources Board

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for the coordination and oversight of state and local air pollution control programs in California and the implementation of the California Clean Air Act. The California Clean Air Act (CCAA) requires all state areas to achieve and maintain the California Ambient Air Quality Standards (CAAQS). In addition, CARB oversees the development and conformity of the SIP, the state's plan for meeting and maintaining NAAQS. CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and air pollutants' above-mentioned criteria. Applicable CAAQS are shown in Table 1.

CARB is also responsible for regulations pertaining to TACs. The Air Toxics "Hot Spots" Information and Assessment Act was enacted in 1987 to establish a formal air toxics emission inventory risk quantification program. Assembly Bill (AB) 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release.

2.1.3 Regional Regulations and Standards

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is responsible for managing ambient air quality and setting regulations in the Basin, establishing an air quality monitoring network for measuring levels of criteria pollutants, administering funds to reduce regional mobile source emissions, and permitting stationary air pollutant sources, such as power plants, refineries, and gas stations.

Air Quality Management Plan

The SCAQMD is responsible for developing and adopting an Air Quality Management Plan, which serves as guidance to bring the region into compliance with federal and state air quality standards. The plan includes rules to reduce emissions from various sources, including specific equipment, industrial processes, paints, solvents, and other consumer products. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of AQMPs. The *SCAQMD Board adopted the Final 2016 Air Quality Management Plan (2016 AQMP)* on March 3, 2017, and its adoption by CARB occurred on March 23, 2017. The 2016 AQMP was prepared in order to meet the following standards:

- 8-hour Ozone (75 ppb) by 2032
- Annual PM2.5 (12 µg/m3) by 2021-2025
- 8-hour Ozone (80 ppb) by 2024 (updated from the 2007 and 2012 AQMPs)
- 1-hour Ozone (120 ppb) by 2023 (updated from the 2012 AQMP)
- 24-hour PM2.5 (35 µg/m3) by 2019 (updated from the 2012 AQMP)

In addition to meeting the above standards, the 2016 AQMP will also include revisions to the attainment demonstrations for the 1997 8-hour ozone NAAQS and the 1979 1-hour ozone NAAQS. The prior 2012 AQMP was prepared in order to demonstrate attainment with the 24-hour PM2.5 standard by 2014 through the adoption of all feasible measures. The prior 2007 AQMP demonstrated attainment with the 1997 8-hour ozone (80 ppb) standard by 2023 by implementing future improvements in control techniques and technologies. These "black box" emissions reductions represent 65 percent of the remaining NOx emission reductions by 2023 to show attainment with the 1997 8-hour ozone NAAQS. Given the magnitude of these needed emissions reductions, additional NOx control measures have been provided in the 2012 AQMP, even though the primary purpose was to show compliance with 24-hour PM2.5 emissions standards.

The 2016 AQMP provides a new approach that focuses on available, proven, and cost-effective alternatives to traditional strategies while seeking to achieve multiple goals in partnership with other entities to promote reductions in GHG emissions and TAC emissions as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies that benefit air quality and local businesses, and the regional economy.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations in effect at the time of construction. Specific rules apply to the construction anticipated under the proposed project would include the following:

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

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

Rule 403 – Fugitive Dust. This rule is intended to reduce the amount of particulate matter entrained in the ambient air due to anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust.

Rule 445 – Wood Burning. This rule prohibits permanently installed wood-burning devices into any new development. A wood-burning device means any fireplace, wood-burning heater, or pellet-fueled wood

heater, or any similarly enclosed, permanently installed indoor or outdoor device burning any solid fuel for aesthetic or space-heating purposes, which has a heat input of less than one million British thermal units per hour.

Rule 481 – Spray Coating. This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for a permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for air pollution control.

- Coatings are applied with high-volume low-pressure, electrostatic, and/or airless spray equipment.

- An alternative method of coating application or control is used, which has effectiveness equal to or greater than the equipment specified in the rule.

Rule 1108 - Volatile Organic Compounds. This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during the construction of the project must comply with SCAQMD Rule 1108.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the SCAQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Rule 1143 – Paint Thinners and Solvents. This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning coating materials, cleaning coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

Rule 1186 – Fugitive Dust. This rule limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide comprehensive services to any federal, state, county, agency, or special districts such as water, air, sanitation, transit, or school district.

Rule 1303 – Major Emission Sources. This rule governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for $PM_{10,}$ among other pollutants.

Rule 1401– New Source Review of Toxic Air Contaminants. This rule specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit toxic air contaminants.

2.2 Greenhouse Gas Emissions

2.2.1 Federal Regulations and Standards

Environmental Protection Agency

The federal Clean Air Act does not specifically regulate GHG emissions; however, the US Supreme Court has determined that GHGs are pollutants regulated under the federal Clean Air Act. There are currently no federal regulations that set ambient air quality standards for GHGs.

2.2.2 State Regulations and Standards

Executive Order S-3-05

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill 32 – California Global Warming Solutions Act

California Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, requires CARB to establish a statewide GHG emissions cap for 2020 based on 1990 emission levels. AB 32 required CARB to adopt and enforce programs and regulations that identify and require selected sectors or categories of emitters of GHGs to report and verify their statewide GHG emissions. In December 2007, CARB adopted 427 MT CO_2e as the statewide GHG emissions limit equivalent to the statewide levels for 1990. This is approximately 28 percent below forecasted 2020 "business-as-usual" emissions of 596 MMT of CO_{2e}, and about 10 percent below average annual GHG emissions from 2002 through 2004 (CARB, 2009).

CARB published the Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California Recommended for Board Consideration in September 2007 (CARB, 2007). CARB adopted nine Early Action Measures for implementation, including Ship Electrification at Ports, Reduction of High Global-Warming-Potential Gases in Consumer Products, Heavy-Duty Vehicle Greenhouse Gas Emission Reduction (Aerodynamic Efficiency), Reduction of Perfluorocarbons from Semiconductor Manufacturing, Improved Landfill Gas Capture, Reduction of Hydrofluorocarbon-134a from Do-It-Yourself Motor Vehicle

Servicing, Sulfur Hexafluoride Reductions from the Non-Electric Sector, a Tire Inflation Program, and a Low Carbon Fuel Standard.

As of January 1, 2012, the GHG emissions limits and reduction measures adopted in 2011 by CARB became enforceable. In designing emission reduction measures, CARB must minimize costs, maximize benefits, improve and modernize California's energy infrastructure, maintain electric system reliability, maximize additional environmental and economic co-benefits for California, and complement the state's efforts to improve air quality.

CARB Scoping Plan

In December 2008, CARB approved the AB 32 Scoping Plan, outlining its strategy to achieve the 2020 GHG emissions limit (CARB, 2009). This Scoping Plan, developed by CARB in coordination with the Climate Action Team (CAT), proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify California's energy sources, save energy, create new jobs, and enhance public health.

As required by AB 32, the Scoping Plan must be updated at least every five years to evaluate the mix of AB 32 policies to ensure that California is on track to meet the targets set out in the legislation. In October 2013, a draft Update to the initial Scoping Plan was developed by CARB in collaboration with the California Climate Action Team (CCAT). The draft Update builds upon the initial Scoping Plan with new strategies and expanded measures and identifies opportunities to leverage existing and new funds to drive GHG emission reductions through strategic planning and targeted program investments. The draft Update to the initial Scoping Plan was presented to CARB's Board for discussion at its February 20, 2014 meeting. Subsequently, the first update to the AB 32 Scoping Plan was approved on May 22, 2014, by CARB.

As part of the Scoping Plan's proposed update, the emissions reductions required to meet the 2020 statewide GHG emissions limit were further adjusted. The primary reason for adjusting the 2020 statewide emissions limit was based on the fact that the original Scoping Plan relied on the Intergovernmental Panel on Climate Change's (IPCC) 1996 Second Assessment Report (SAR) to assign the global warming potentials (GWPs) of greenhouse gases. In accordance with the United Nations Framework Convention on Climate Change (UNFCCC), international climate agencies have agreed to begin using the scientifically updated GWP values in the IPCC's Fourth Assessment Report (AR4) released in 2007. Because CARB has begun to transition to the use of the AR4 100-year GWPs in its climate change programs, CARB recalculated the Scoping Plan's 1990 GHG emissions level with the AR4 GWPs. As the recalculation resulted in 431 $MMTCO_{2e}$, the 2020 GHG emissions limit established in response to AB 32 is now slightly higher than the 427 $MMTCO_{2e}$ in the initial Scoping Plan. Considering that the proposed update also adjusted the 2020 BAU forecast of GHG emissions to 509 $MMTCO_{2e}$, a 15 percent reduction below the estimated BAU levels was determined to be necessary to return to 1990 levels by 2020 (CARB, 2014). Table 2 shows the Recommended Actions contained in Appendices C and E of CARB's Scoping Plan.

Table 2. Recommended Actions from CARB Climate Change Scoping Plan

ID #	Sector	Strategy Name
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards
T-2	Transportation	LCFS (Discrete Early Action)
T-3	Transportation	Regional Transportation-Related GHG Targets
T-4	Transportation	Vehicle Efficiency Measures
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)
T-6	Transportation	Goods-movement Efficiency Measures
T-7	Transportation	Heavy-Duty Vehicle GHG Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization
T-9	Transportation	High-Speed Rail
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency programs More stringent Building and Appliance Standards
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000GWh
E-3	Electricity and Natural Gas	Renewables Portfolio Standard
E-4	Electricity and Natural Gas	Million Solar Roofs
CR-1	Electricity and Natural Gas	Energy Efficiency
CR-2	Electricity and Natural Gas	Solar Water Heating
GB-1	Green Buildings	Green Buildings
W-1	Water	Water Use Efficiency
W-2	Water	Water Recycling
W-3	Water	Water System Energy Efficiency
W-4	Water	Reuse Urban Runoff
W-5	Water	Increase Renewable Energy Production
W-6	Water	Public Goods Charge (Water)
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission
I-4	Industry	Refinery Flare Recovery Process Improvements
I-5	Industry	Removal of CH_4 Exemption from Existing Refinery Regulations
RW-1	Recycling and Waste Management	Landfill CH_4 Control (Discrete Early Action)
RW-2	Recycling and Waste Management	Additional Reductions in Landfill CH_4 – Capture Improvements
RW-3	Recycling and Waste Management	High Recycling/Zero Waste
F-1	Forestry	Sustainable Forest Target
H-1	High GWP Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)
H-2	High GWP Gases	SF_6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)
H-3	High GWP Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)
H-4	High GWP Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)
H-5	High GWP Gases	High GWP Reductions from Mobile Sources
H-6	High GWP Gases	High GWP Reductions from Stationary Sources
H-7[a]	High GWP Gases	Mitigation Fee on High GWP Gases
A-1	Agriculture	CH_4 Capture at Large Dairies

[a] CARB subsequently excluded this original measure in the 2008 Scoping Plan in the Final Supplement to the Scoping Plan Functional Equivalent Document in 2011. CARB staff concluded that this measure's implementation would not be feasible.

SOURCE: CARB, 2008.

Executive Order S-1-07

Executive Order S-1-07, which was signed by Governor Schwarzenegger in 2007, proclaims that the transportation sector is the main source of GHG emissions in California. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least 10 percent by 2020. As a result of this order, CARB approved a proposed regulation to implement the low carbon fuel standard (LCFS) on April 23, 2009, which will reduce GHG emissions from the transportation sector in California by about 16 MMT in 2020. The LCFS is designed to reduce California's dependence on petroleum, create a lasting market for clean transportation technology, and stimulate the production and use of alternative, low-carbon fuels in California. The LCFS is designed to provide a durable framework that uses market mechanisms to spur the steady introduction of lower-carbon fuels. The framework establishes performance standards that fuel producers and importers must meet each year, beginning in 2011.

Senate Bill 375

SB 375, which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the state on September 30, 2008. On September 23, 2010, CARB adopted the vehicular GHG emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant GHG reductions by working with cities and counties to change land-use patterns and improve transportation alternatives. Through the SB 375 process, MPOs, such as the Southern California Council of Governments (SCAG) will work with local jurisdictions in the development of sustainable community strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces GHG emissions while meeting housing needs and other regional planning objectives. SCAG's reduction target for per capita vehicular emissions is 8 percent by 2020 and 13 percent by 2035 (CARB, 2010). The MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule with the SCAG RTP/SCS adopted on April 4, 2012.

Senate Bill 97

Senate Bill (SB) 97, enacted in August 2007, required the Office of Planning and Research (OPR) to develop guidelines for the mitigation of GHG emissions or the effects related to releases of GHG emissions. On April 13, 2009, the OPR submitted proposed amendments to the Natural Resources Agency in accordance with SB 97 regarding the analysis and mitigation of GHG emissions. As directed by SB 97, the Natural Resources Agency adopted Amendments to the CEQA Guidelines for greenhouse gas emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

California Green Building Standard Code

In January 2010, the State of California adopted the 2010 California Green Building Standards Code (CALGreen), which became effective in January 2011. Building off of the initial 2008 California Green

Building Code, the 2010 CALGreen Code represents a more stringent building code that requires, at a minimum, that new buildings and renovations in California meet certain sustainability and ecological standards. The 2010 CALGreen Code has mandatory Green Building provisions for all new residential buildings that are three stories or fewer (including hotels and motels) and all new non-residential buildings of any size that are not additions to existing buildings.

In early 2013 the California Building Standards Commission adopted the 2013 California Building Standards Code that also included the latest 2013 CALGreen Code, which became effective on January 1, 2014. The mandatory provisions of the code are anticipated to reduce 3 MMT of GHG emissions by 2020, reduce water use by 20 percent or more, and divert 50 percent of construction waste from landfills. The 2013 California Energy Code (Title 24, Part 6), which is also part of the CALGreen Code (Title 24, Part 11, Chapter 5.2), became effective on July 1, 2014.

Assembly Bill 1092

Assembly Bill 1092 was approved in September 2013 and required that the next edition of the California Building Standards Code (CalGreen) adopt, codify, and publish mandatory building standards for the installation of future electric vehicle charging infrastructure for multi-family and non-residential development. The Bill further requires that the starting point for developing the mandatory standards be the current (2013) CalGreen Code, which provides that at least 3 percent of the total parking spaces in multi-family developments be capable of supporting future electric vehicle supply equipment. Additionally, for non-residential development, at least 10 percent of the total parking spaces should be designated for low-emitting, fuel-efficient, and carpool/vanpool vehicles, including electric vehicles.

2.2.3 Regional

South Coast Air Quality Management District

As a method for determining significance under CEQA, SCAQMD developed a draft tiered flowchart in 2008 for determining significance thresholds for GHGs for industrial projects where SCAQMD is acting as the lead agency. In December 2008, SCAQMD adopted a 10,000 $MTCO_{2e}$/year for industrial facilities, but only with respect to projects where SCAQMD is the lead agency. SCAQMD has not adopted a threshold for residential or commercial projects at the time of this writing.

The SCAQMD flowchart uses a tiered approach in which a proposed project is deemed to have a less than significant impact related to GHG emissions when any of the following conditions are met:

- GHG emissions are within GHG budgets in an approved regional plan;
- Incremental increases in GHG emissions due to the project are below the defined Significance Screening Levels or Mitigated to less than the Significance Screening Level;
- Performance standards are met by incorporating project design features and/or implementing emission reduction measures; and

- Carbon offsets are made to achieve the target significance screening level.

3 AIR QUALITY SETTING

This section provides an overview of the existing air quality conditions in the project area and region.

3.1 REGIONAL SETTING

The ambient concentrations of air pollutants within the Basin are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute the emissions. Air quality conditions are generated by topography, wind speed, wind direction, air temperature gradients, and emissions released by air pollutant sources, which interact with moving and dispersing air pollutants.

The project area is located within the South Coast Air Basin (SCAB). The topography and climate within SCAB make it an area of high air pollution potential. The SCAB is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and the high San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. The general region lies in the eastern Pacific's semi-permanent high-pressure zone, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer limit ventilation, and sunlight triggers the photochemical reactions that produce ozone.

3.2 LOCAL SETTING

SCAQMD maintains monitoring stations within district boundaries that monitor air quality and compliance with associated ambient standards. The City of Beaumont is in Source Receptor Area (SRA) 29 Riverside County. The closest air monitoring station is the Banning Monitoring station located at 200 S. Hathaway, Banning, CA, approximately seven miles east of the project area. This station monitors ambient concentrations of ozone, PM2.5, and PM_{10}. It should also be noted that CO measurements have not been provided since CO is currently in attainment in the Air Basin and monitoring of CO within the Air Basin ended on March 31, 2013. The monitoring station's concentrations for the most recent three years (2017 – 2019) are shown in Table 3 for the closest monitoring station near the proposed project.

Table 3. Air Quality Data Summary (2017-2019)

Pollutant	Standard[a]	Monitoring Data by Year 2017	2018	2019
Ozone				
Highest 1 Hour Average (ppm)		0.105	0.122	0.146
Days over State Standard	0.09 ppm	85	69	62
Highest 8 Hour Average (ppm)		0.105	0.106	0.096
Days over Federal Standard	0.070 ppm	82	69	59
Days over State Standard	0.070 ppm	82	69	59
Particulate Matter (PM_{10})				
Highest 24-hour Average ($\mu g/m^3$)[b]		97	39	63
Days over Federal Standard (measured)[c]	150 $\mu g/m^3$	0	0	0
Days over State Standard (measured)[c]	50 $\mu g/m^3$	0	0	0
Particulate Matter ($PM_{2.5}$)				
Highest 24-hour Average ($\mu g/m^3$)[b]		35.5	26	25.4
Days over Federal Standard (measured)[c]	35 $\mu g/m^3$	No Data	No Data	No Data

NOTES:
ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.

[a] Generally, state standards and national standards are not to be exceeded more than once per year.

[b] Values represent federal statistics and are midnight-to-midnight 24-hour averages. State and federal statistics may differ because of different sampling methods.

[c] Measurements are usually collected every six days. Days over the standard represent the measured number of days that the standard has been exceeded.

SOURCE CARB, 2017, 2018, 2019. https://www.epa.gov/outdoor-air-quality-data/monitor-values-report

Both CARB and USEPA use this type of monitoring data to designate areas according to their attainment status for criteria air pollutants. The purpose of these designations is to identify the areas with air quality problems and initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Unclassified is used in an area that cannot be classified based on available information as meeting or not meeting the standards. In addition, the California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment. The current attainment status for the SCAB is provided in Table 4.

Table 4. South Coast Air Basin Attainment Status

	Attainment Status	
Pollutant	**Federal Standards**	**State Standards**
Ozone (1-hour)	No Federal Standard	Nonattainment
Ozone (8-hour)	Non-attainment/Extreme	Nonattainment
PM_{10}	Attainment/Maintenance	NonAttainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide	Attainment/Maintenance	Attainment
Nitrogen Dioxide	Attainment/Maintenance	Attainment
Sulfur Dioxide	Attainment	Attainment
Sulfates	N/A	Attainment
Lead	Attainment	Attainment
Hydrogen Sulfide	N/A	Unclassified
Visibility Reducing Particles	N/A	Unclassified
Vinyl	N/A	Unclassified

SOURCE: CARB, 2019; USEPA, 2020.

3.3 Toxic Air Contaminants

In 1999, the CARB identified particulate emissions from diesel-fueled engines as a Toxic Air Contaminant (TAC). Once a substance is identified as a TAC, the CARB is required by law to determine if there is a need for further control. This is referred to as risk management. The process of further studies is ongoing at the CARB, with committees meeting to analyze both stationary and mobile diesel engine sources and many other aspects of the problem. No guidance has been issued on impact analysis or control measures. Therefore, other than recognition of CARB actions, no analysis can be made at this time for TAC impact from diesel engine exhaust. The status of impact analysis of diesel engine exhaust is not unlike the consideration of $PM_{2.5}$, which was defined as a federal criteria pollutant in 1997.

Specific mitigation measures have been included in projects that would create or be located near facilities with high concentrations of diesel engine vehicles, such as distribution warehouses or bus yards. There are no similar facilities as part of the proposed project or near the project area. Therefore, impacts related to TACs would not occur and are not discussed further in this air quality analysis.

3.4 Greenhouse Gas

Gases that trap heat in the atmosphere are called GHG). The primary concern with GHGs is that increases in their concentrations are causing global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement about the rate of global climate change and the extent of the impacts

attributable to human activities, mostly in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO_2 is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO_2 equivalents (CO_{2e}). For example, SF_6 is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. SF6, while comprising a small fraction of the total GHGs emitted annually worldwide, is a much more potent GHG with 22,800 times the global warming potential as CO_2. Therefore, an emission of one metric ton (MT) of SF_6 could be reported as 22,800 MT of CO_{2e}. Large emission sources are reported in a million metric tons (MMT) of CO_{2e}.

Some of the potential effects of global warming in California may include loss in the snowpack, sea-level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years (CARB, 2009). Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally but are expected to include the following direct effects (IPCC, 2001):

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Many secondary effects are projected to result from global warming, including the global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

California produced 459 gross $MMTCO_{2e}$ in 2012 (CARB, 2014). The combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2012, accounting for 36 percent of total GHG emissions in the state (CARB, 2014a). This sector was followed by the electric power sector (including both in-state and out-of-state sources) (21 percent) and the industrial sector (19 percent) (CARB, 2014).

4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the California Environmental Quality Act (CEQA) Guidelines states that a project could have a significant adverse effect on air quality if any of the following would occur:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emission which exceeds quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; and
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

In addition, Appendix G of the CEQA Guidelines states that a project could have a significant adverse effect on GHG if any of the following would occur:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases.

4.1 Air Quality

4.1.1 Regional Air Quality Significance Thresholds

The City of Beaumont has not developed specific air quality thresholds for air quality impacts. However, as stated in Appendix G of the CEQA Guidelines, the applicable air quality management or air pollution control district's significance criteria may be relied upon to make the above determinations. As such, the significance thresholds and analysis methodologies in SCAQMD's CEQA Air Quality Handbook are used in evaluating project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table 5.

Table 5. SCAQMD Regional Air Quality Significance Thresholds

	Mass Daily Thresholds (lbs/day)	
Pollutant	**Construction**	**Operations**
Oxides of Nitrogen (NO_X)	100	55
Reactive Organic Gases (ROG)	75	55
Respirable Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Oxides of Sulfur (SO_X)	150	150
Carbon Monoxide (CO)	550	550
Lead[a]	3	3
TACs (including carcinogens and non-carcinogens	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	

[a] As the proposed project would not involve the development of any major lead emissions sources, lead emissions are not analyzed further.
SOURCE: SCAQMD, 2011.

4.1.2 Localized Air Quality Significance Thresholds

SCAQMD has developed Local Significance Thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the pollutant's ambient concentrations for each of the 38 source receptor areas (SRAs) in the SCAB. The localized thresholds found in the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold Methodology document were developed for use on less than or equal to 1-acre in size have a disturbance of less than or equal to 1 acre daily. LSTs are only applicable to the following criteria pollutants: NOx, CO, PM_{10}, and $PM_{2.5}$. As described in the methodology section below, the construction and operational LSTs for a 5-acre site in SRA 29 (Banning Airport) at a distance of approximately 189 feet from a sensitive receiver (shown in Table 6) were used to evaluate the project's localized air quality impacts.

Table 6. SCAQMD Localized Significance Thresholds for a One-Acre Site

Pollutant Monitored Within SRA 29 – Banning Airport	Allowable Emissions (pounds/day) at 189 Feet (58 meters)
Nitrogen Oxides (NOx)	265
Carbon Monoxide (CO)	2,714
Respirable Particulate Matter (PM_{10})	67
Fine Particulate Matter ($PM_{2.5}$)	4

SOURCE: SCAQMD, 2003 (Revised, 2009).

Under conditions where the project's on-site emissions would, even with the incorporation of mitigation, exceed the LSTs thresholds, air dispersion modeling of the project's emissions would be required to evaluate the potential localized air quality impacts of the proposed project on its surrounding sensitive receptors, in accordance with SCAQMD's recommendation. However, under conditions where it is determined that the project's peak daily emissions would not exceed the LST thresholds, then it can be concluded that the project's emissions would not result in adverse localized air quality impacts on surrounding sensitive receptors.

4.2 CO Hotspots

Since the 1980s, CO concentrations have declined dramatically in California due to existing controls and programs. Most areas of the state, including the region in which the proposed project is located, have no problem meeting the state and federal CO standards. Additionally, CO hot-spots have not been seen in the most congested intersections in the region in well over a decade. CO measurements and modeling were necessary in the early 1980s when CO levels were regularly exceeded throughout California. The reduction in older polluting vehicles and emissions controls on newer vehicles has increased the number of vehicles that can idle at an intersection before CO impacts occur. Although the SCAQMD's guidelines related to CO impacts have remained the same, and are now obsolete, several air districts, including the Bay Area Air Quality Management District (BAAQMD) (BAAQMD, 2009), have adopted guidelines that focus on criteria other than LOS and percentage traffic increase, and instead, focus on total volumes and consistency with congestion management plans. The BAAQMD criteria are as follows:

1. Consistency with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plans, and local congestion management agency plans.

2. Traffic volumes at affected intersections would not be increased to more than 44,000 vehicles per hour.

3. Traffic volumes at affected intersections would not be increased to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnels, parking garages, bridge underpass, natural or urban street canyon, below-grade roadway).

4.3 Greenhouse Gas

The increased concentration of GHGs in the atmosphere has been linked to global warming, leading to climate change. Construction and operation of the proposed project would incrementally contribute to GHG emissions along with the past, present, and future activities, and the CEQA Guidelines acknowledge this as a cumulative impact. As such, the impacts of GHG emissions are analyzed here on a cumulative basis.

While SCAQMD has issued proposed standards and guidelines, there is no adopted state or local standard for determining the cumulative significance of the proposed project's GHG emissions. In December 2008, SCAQMD adopted a 10,000 $MTCO_{2e}$/year for industrial facilities, but only with respect to projects where SCAQMD is the lead agency. Additionally, SCAQMD has proposed, but not adopted, a 3,000 MT/year CO_{2e} threshold for mixed-use developments, a 3,500 MT/year CO_{2e} threshold for residential developments, and a 1,400 MT/year CO_{2e} threshold for commercial developments. As an alternative to the aforementioned proposed thresholds for residential, commercial, and mixed-use developments, SCAQMD has also recommended using a single numerical threshold of 3,000 $MTCO_{2e}$/year for all non-industrial projects. These thresholds were developed for individual land-use projects (SCAQMD, 2010). These thresholds have not been adopted as of this writing.

The City, as the Lead Agency for the proposed project, has determined that the most appropriate threshold that would apply to the proposed project would be the 3,000 MT/year CO_{2e} threshold for all non-industrial projects.

5 METHODOLOGY

5.1 Air Quality Construction Impacts

Short-term construction-generated emissions of criteria air pollutants and ozone precursors associated with the proposed project were modeled using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2 recommended by SCAQMD. Construction equipment horsepower and load factors are based on the CalEEMod model defaults. The model results were used to determine whether short-term construction-related emissions of criteria air pollutants associated with the proposed project would exceed SCAQMD's applicable regional thresholds and whether mitigation would be required. Modeling Assumptions and output files are provided in Appendix A.

In addition, to determine whether or not construction activities associated with the proposed development project would create significant adverse localized air quality impacts on nearby sensitive receptors, the worst-case daily emissions contribution from the proposed development project was compared to SCAQMD's localized significance thresholds (LSTs). The analysis of localized air quality

impacts focuses only on the on-site activities of a project. It does not include emissions generated off-site, such as from on-road haul or delivery truck trips (SCAQMD, 2003).

To analyze localized air quality impacts, SCAQMD has developed LSTs for three project site sizes: 1 acre, 2 acres, and 5 acres. The LSTs established for each of the aforementioned site acreages represent the amount of pollutant emissions that would not exceed the most stringent applicable federal or state ambient air quality standards. Because the LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceeded of applicable air quality standards, if the calculated renovation emissions for a project fall below the relevant thresholds identified in the mass rate look-up tables, then the proposed project would not be significant.

The LST threshold for a 5-acre site was used based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment. Should the project's peak daily emissions exceed the LSTs in the mass rate look-up tables, dispersion modeling of renovation emissions, in accordance with SCAQMD's recommendation, would then be conducted to evaluate the potential localized air quality impacts of the proposed project. However, as described above, under conditions where it is determined that the project's peak daily emissions would not exceed the applicable LSTs for a 5-acre site, then it can be concluded that the project would not result in any adverse localized air quality impacts.

The SCAQMD "Final Localized Significance Threshold Methodology" documents mass rate look-up threshold table guidelines to analyze the project's construction activity emissions. The SCAQMD only provides LSTs at receptor distances of 82, 164, 328, 656, and 1,640 feet from the emissions source. The LSTs for a receptor distance of 189 feet from the project area will be used for determining significance.

In conducting the localized air quality analysis, which focuses only on on-site emissions, the project's on-site construction emissions are generated from combustion sources (e.g., off-road construction equipment) under a worst-case construction scenario that was extracted from the CalEEMod model run outputs. Overall, the daily total on-site combustion, mobile, and fugitive dust emissions associated with project grading were combined and evaluated against SCAQMD's LSTs for a 5-acre site. CalEEMod data is provided in the Appendix.

5.2 Air Quality Operational Impacts

The proposed project is not expected to generate any mobile trips and is intended to improve the LOS conditions of the project roadway segment; no operational-source emissions were modeled.

Carbon Monoxide emissions

CO concentration is a direct function of motor vehicle activity (e.g., idling time and traffic flow conditions), particularly during peak commute hours and certain meteorological conditions. Under specific meteorological conditions (e.g., stable conditions that result in low dispersion), CO concentrations may

reach unhealthy levels with respect to local sensitive land uses such as residential areas, schools, and hospitals. Because of reduced speeds and vehicle queuing, "hot spots" typically occur at high traffic volume intersections.

A qualitative evaluation will be performed to determine if the proposed project's LOS and traffic volumes would produce the volume of traffic required to generate a hot spot modeling analysis. Comparisons will be made with high volume intersections presented in the regional SCAB CO "hot spot" modeling analysis conducted in 2003 for four busy intersections in Los Angeles and utilizing the BAAQMD screening criteria. If the proposed project LOS and volumes are lower than the intersections evaluated in the SCAB study, then the proposed project would not generate a hot-spot.

SCAQMD recommends the use of CalEEMod for estimating construction emissions. CalEEMod estimates the emissions of CO_2, CH4, and N2O and the resulting total CO_{2e} emissions associated with construction-related GHG sources such as off-road construction equipment, material delivery trucks, soil haul trucks, and construction worker vehicles. As CalEEMod currently uses IPCC's 1996 SAR to assign the GWPs for CH_4 and N_2O, the emissions for these two GHGs were taken from the CalEEMod outputs and converted to CO_{2e} emissions outside of CalEEMod using the updated GWPs from IPCC's AR4. The GHG analysis incorporates similar assumptions as the air quality analysis for modeling consistency. Based on SCAQMD's 2008 Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold document, SCAQMD recommends that for construction GHG emissions, the total emissions for a project be amortized over a 30-year period.

The increased concentration of GHGs in the atmosphere has been linked to global warming, leading to climate change. The project's contribution to global climate change includes evaluating the project's total annual GHG emissions against the 3,000 MT/year CO_{2e} threshold. All GHG emission calculations are provided in the Appendix.

Because construction incrementally contributes to GHG emissions along with past, present, and future activities, the CEQA Guidelines acknowledge this as a cumulative impact. In addition, single projects are not substantial enough to result in a measurable increase in global concentrations of GHG emissions; thus, GHG impacts are considered on a worldwide and cumulative scale. Within this study, GHG impacts are considered on a cumulative basis.

6 CONSTRUCTION EMISSIONS

6.1 Regional Emissions

Construction activities associated with the proposed project will result in CO, VOC, NOx, SOx, $PM_{10,}$ and $PM_{2.5}$. Construction-related emissions are expected from construction activities related to the road widening and site improvements of the proposed project.

Construction is expected to last for a duration of 8 months. Construction activity, equipment-type, and duration of each phase were based on the applicant's information and defaults from the CalEEMod model, as shown in Table 7. The construction schedule is assumed to represent a "worse case" analysis scenario. During construction, SCAQMD Rules require standard best available control measures (BACM) to be incorporated during construction and are not considered mitigation as they are standard regulatory requirements. These standard procedures include but are not limited to: Rule 1403 (Asbestos), Rule 1113 Architectural Coatings, Rule 431.2 (Low Sulfur Fuel), Rule 403 Fugitive Dust and Rule 1186/1186.1 Street Sweepers.

Table 7. Construction Activity, Equipment Type and Duration

Phase Name	Off-Road Equipment Type	Off-Road Equipment Unit Amount	Usage Hours	Horsepower	Load Factor
Site Preparation	Graders	1	8	187	0.41
Site Preparation	Scrapers	1	8	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7	97	0.37
Grading	Graders	1	8	187	0.41
Grading	Rubber Tired Dozers	1	8	247	0.4
Grading	Tractors/Loaders/Backhoes	2	7	97	0.37
Paving	Cement and Mortar Mixers	1	8	9	0.56
Paving	Pavers	1	8	130	0.42
Paving	Paving Equipment	1	8	132	0.36
Paving	Rollers	2	8	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8	97	0.37
Architectural Coating	Air Compressors	1	6	78	0.48

The estimated maximum daily construction emissions are summarized in Table 8. Detailed construction model outputs are presented in Appendix A. As shown in Table 8, construction emissions resulting from the proposed project would not exceed the applicable SCQAMD regional emission thresholds of significance for any criteria pollutant. Implementation of Rule 403 would further reduce emissions to less than significant levels. Therefore, a less than significant impact would occur.

Table 8: Regional Construction Emissions of Maximum Daily Emissions (lbs/day)

	CO.	NOx	ROG	SOx	PM_{10}[1]	$PM_{2.5}$
Summer	21.87	41.32	3.66	0.05	2.70	12.4
Winter	21.94	41.32	3.66	0.05	2.62	12.4
SCAQMD Thresholds	550	100	75	150	150	55
Exceeds Threshold	No	No	No	No	No	No

Source: CalEEMod Version 2016.3.2. See Appendix A for detailed tables.

SCAQMD Air Quality Significance Thresholds prepared by South Coast Air Quality Management District March 2015.

[1] SCAQMD Rule 403 applied for dust control.

6.2 Localized Emissions

According to the *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds,* prepared by SCAQMD, the project size should be determined by the number and type of equipment utilized during each phase of construction, with 0.5 acres assigned to each crawler tractor, grader, and rubber-tired dozer used and 1.0 acre assigned to each scraper used. According to Section 5.1 above that lists the construction equipment for each phase, the phases with the highest acreage are site preparation and grading. The associated equipment for the site preparation phase would utilize one grader (0.5 acres), one rubber-tired dozer (0.5 acres), and one scraper (1 acre). Associated equipment for the grading phase would include one grader (0.5 acres), one tractor (0.5 acres), and one dozer (0.5 acres). Therefore, the highest acreage is site preparation, which results in analyzing a 2-acre project site.

The worst-case emissions from CalEEMod on-site emission results for each phase were compared to LST values for a 2-acre site to provide a conservative evaluation. Therefore, if the project's emissions would not exceed the applicable LSTs for a 2-acre site, then the project impacts would not be significant.

6.2.1 Impacts without Mitigation

Table 9 identifies the unmitigated localized impacts at the nearest receptor location in the project vicinity.

Table 9: Unmitigated Localized Construction Emissions of Maximum Daily Emissions (lbs/day)[1]

Pollutants	NOx	CO	PM10	PM2.5
2020 Site prep Total	19.92	11.27	0.10	0.05
2021 Site prep Total	18.29	10.75	0.10	0.05
2020 Grading Total	21.34	9.94	2.34	1.33
2021 Grading Total	20.21	9.76	2.34	1.33
Total	**79.76**	**41.72**	**4.88**	**2.76**
SCAQMD Thresholds	265	2,049	32	4
Exceeds Threshold	No	No	No	No

Source: CalEEMod Version 2016.3.2. See Appendix A for detailed tables.

SCAQMD Air Quality Significance Thresholds prepared by South Coast Air Quality Management District March 2015. Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (the Salton Sea and Mojave Desert Air Basins)

[1] SCAQMD Rule 403 was used to PM10 and PM2.5 emissions for dust control.

6.3 CO Hot Spot Analysis

An adverse CO concentration, known as a “hot spot,” would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9ppm were to occur. At the time of the 1993 Handbook, the SCAG was designated nonattainment under the California AAQS and National AAQS for CO. It has long been recognized that CO hot-spots are caused by vehicular emissions, primarily when idling at congested intersections. However, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, California's allowable CO emissions standard is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of

older vehicles, the introduction of cleaner fuels, and the implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, as previously noted in Table 4. Also, CO concentrations in the project vicinity have steadily declined.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQM) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour- or 24,000 vehicles per hours were vertical and/or horizontal air does not mix-in order to generate a significant CO impact. The proposed project would not produce this volume of traffic required to create a CO "hot spot." For the project buildout under cumulative conditions, the highest daily volume would be 9,461, which is lower than the BAAQM threshold representative thresholds. Therefore, CO "hot-spots:" are not an environmental impact of concern for the proposed project. Localized air quality impacts related to mobile-source emissions would, therefore, be less than significant.

6.4 Conflict with or obstruct implementation of the applicable air quality plan

As described above, the project area is located in the South Coast Air Basin, which is under the jurisdictional boundaries of the SCAQMD. The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. For purposes of analyzing consistency with the AQMP, if the proposed project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP, then the proposed project would conflict with the AQMP. On the other hand, if the proposed project demonstrates no increase in violations or worsening of air quality, then the project would not conflict with SCAQMD's attainment plans. CAAQS and NAAQS violations would occur if localized significance thresholds (LSTs) or regional significance thresholds were exceeded. As part of the proposed project LST analysis, these thresholds were not exceeded, and a less than significant impact is expected. On this basis, the proposed project is determined to be consistent with the SCAQMD AQMP.

6.5 Potential Impacts on Sensitive Receptors

The potential impact of project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered sensitive receptors.

The LST analysis results indicate that the project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be subjected to a significant air quality impact during construction.

The proposed project would not result in a CO "hot-spot" due to Project-related traffic during ongoing construction, nor would the proposed project result in a significant adverse health impact.

6.6 Odors

The SCAQMD Air Quality Handbook identifies the following uses as having potential odor issues: wastewater treatment plants, food processing plants, agricultural uses, chemical plants, composting, refineries, landfills, dairies, and fiberglass moldings.

The proposed project would develop a segment of roadway along Pennsylvania Avenue. The roadway widening does not involve the types of uses that would emit objectionable odors affecting a substantial number of people.

In addition, odors generated by construction activities are required to comply with SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary and are not expected to affect a substantial number of people. Therefore, impacts relating to operational and construction activity odors from the proposed project would be less than significant.

6.7 Cumulative Impacts

The proposed project area is designated as an extreme nonattainment area for Ozone and $PM_{2.5}$. The project's contribution to the region's cumulative emissions requires evaluation. According to the SCAQMD published a report on how to address cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, AQMD uses the same significant thresholds for project-specific and cumulative impacts. Therefore, this analysis assumes the individual projects that do not generate construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerate increase in emissions for these pollutants for which the Basin is in nonattainment, and therefore, would not be

considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction emissions that exceed SCAQMD thresholds for project-specific impacts would be regarded as cumulatively considerable. For this Project, project-specific impacts are considered less than significant. Thus a less than significant cumulatively impact would not occur since the proposed project emissions would not exceed SCAQMD thresholds for construction activities.

7 GREENHOUSE GAS IMPACT ASSESSMENT

This GHG assessment evaluates the potential for the proposed project to cumulatively contribute to GHG emissions. GHG impacts are considered globally, as single projects are not substantial enough to result in a measurable increase in global concentrations of GHG emissions. GHG impacts of a project are considered on a cumulative basis. This section also evaluates the project's consistency with the strategies outlined in the CARB Scoping Plan and thresholds.

Construction Emissions

Construction activities would be temporary and occur over eight months. Construction activities would consist of site preparation, grading, paving, and architectural coating. The construction activities would result in the emission of GHGs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Total estimated construction-related GHG emissions for the proposed project are shown in Table 10. As shown, the project's total estimated mitigated GHG emissions during construction would equal approximately 132.82 $MTCO_{2e}$/yr. This would equate to approximately 4.43 $MTCO_{2e}$ per year after amortization over 30 years per SCAQMD methodology.

Table 10. Estimated Total Construction-Related GHG Emissions

Emission Source	Estimated CO_2e Emissions
Construction Emissions	
Total	132.82 (MT)
Annual Construction (Amortized over 30 years)	**4.43 (M.T./Yr)**

NOTES: CO_2e= carbon dioxide equivalent; MT =metric tons; MT/yr = metric tons per year.

As described above, the proposed project would result in 132.82 $MTCO_{2e}$/year, which is less than the 3,000 $MTCO_{2e}$/year screening threshold.

Consistency with CARB Scoping Plan

Scoping Plan includes Recommended Actions that are listed in Table 2 that are recommended to reduce GHG emissions. The Proposed Project would reduce vehicle emissions through traffic flow improvements, which is

consistent with the Regional Transportation Reduction Targets (T-3) of the CARB Scoping Plan. Construction emissions for the Proposed Project would be below the SCAQMD GHG emissions threshold of 3,000 MTCO2e per year. Therefore, the Proposed Project would not conflict with an applicable plan, policy, or regulation adopted and consistent with the CARB Scoping Plan to reduce emissions of greenhouse gases.

8 FINDINGS & CONCLUSIONS

8.1 Regional impacts

Project construction-source emissions would not exceed the regional numerical thresholds of significance established by the SCAQMD for any criteria pollutants. It should be noted that BACMs are not mitigation as they are standard regulatory requirements. Implementation of mitigation measure SCAQMD 403 will further reduce emissions to less than significant levels. Thus, a less than significant impact would occur.

8.2 Localized Impacts

Project construction source emissions would exceed the SCAQMD's localized significance thresholds for emissions of PM_{10} and $PM_{2.5}$. SCAQMD Rule 403 is recommended to reduce the severity of the impacts. After the implementation of SCAQMD Rule 403, project construction-source emissions would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant, and a less than significant impact would occur.

Project construction source emissions would be consistent with the applicable AMP

8.3 Odors

Established requirements addressing construction equipment operations, construction material use, storage, and disposal requirements act to minimize order impacts resulting from construction activities. Moreover, construction-source odor emissions would be temporary, short-term, and intermittent, resulting in persistent effects that would substantially affect people. Potential construction-source order impacts are therefore considered less than significant.

8.4 Greenhouse Gas

The GHG assessment demonstrates that the proposed project would result in less than significant impacts related to GHG. Modeling the GHG emissions from the project's construction and operation indicates that the proposed project would result in approximately 132.8 $MTCO_{2e}$ per year, which would not exceed the threshold of 3,000 MT/year CO_{2e}. In addition, the proposed project would not conflict with any applicable plan, policy, or regulation to reduce GHG emissions levels. Therefore, GHG emissions related to the proposed project would have a less than significant impact on the environment.

9 REFERENCES

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Appendix A: CalEEMOD Results

Pennsylvannia Avenue Widening Project

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	2.90	Acre	2.90	126,324.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
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

Pennsylvannia Avenue Widening Project - South Coast AQMD Air District, Winter

Project Characteristics -

Land Use - Assumed 2.9 acres based on excavation amount of 4,700 cu. yards.
Converted cu. yards to feet to obtain approximately 2.9 acres.

Construction Phase - Per project description durations for each phase were obtained.

Total construction period is 8 months
Site preparation- 1 month
Grading-5 months
Paving- 1 month
Arch. Coating-1 month

Off-road Equipment - no demolition is occuring on site.

Architectural Coating - Rule 1113

Construction Off-road Equipment Mitigation - Using Tier 4 CARB compliant construction equipment

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - No building is being constructed.

Off-road Equipment -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

Pennsylvannia Avenue Widening Project - South Coast AQMD Air District, Winter

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblConstructionPhase	NumDays	220.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	6.00	120.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	3.00	30.00
tblConstructionPhase	PhaseEndDate	11/11/2021	12/9/2021
tblConstructionPhase	PhaseEndDate	10/14/2021	12/10/2020
tblConstructionPhase	PhaseEndDate	11/27/2020	11/1/2020
tblConstructionPhase	PhaseEndDate	12/10/2020	5/19/2021
tblConstructionPhase	PhaseEndDate	10/28/2021	11/25/2021

tblConstructionPhase	PhaseEndDate	12/2/2020	1/8/2021
tblGrading	AcresOfGrading	60.00	3.00
tblGrading	AcresOfGrading	45.00	4.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00

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					
2020	3.6628	41.3214	21.8659	0.0470	6.4089	1.7688	8.1776	3.3836	1.6273	5.0109						
2021	3.4564	38.5536	21.1193	0.0470	6.4089	1.6191	8.0280	3.3836	1.4896	4.8732						
Maximum	**3.6628**	**41.3214**	**21.8659**	**0.0470**	**6.4089**	**1.7688**	**8.1776**	**3.3836**	**1.6273**	**5.0109**						

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					
2020	0.6418	2.4560	23.4291	0.0470	2.6222	0.0753	2.6974	1.3522	0.0751	1.4273						
2021	1.1988	2.4500	23.3759	0.0470	2.6222	0.0752	2.6974	1.3522	0.0751	1.4273						
Maximum	**1.1988**	**2.4560**	**23.4291**	**0.0470**	**2.6222**	**0.0753**	**2.6974**	**1.3522**	**0.0751**	**1.4273**						

	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	**74.15**	**93.86**	**-8.89**	**0.00**	**59.09**	**95.56**	**66.71**	**60.04**	**95.18**	**71.12**	**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	0.0544	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**0.0544**	**0.0000**	**3.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

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	0.0544	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**0.0544**	**0.0000**	**3.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

	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	Demolition	Demolition	11/2/2020	11/1/2020	5	0	
2	Site Preparation	Site Preparation	11/28/2020	1/8/2021	5	30	
3	Grading	Grading	12/3/2020	5/19/2021	5	120	
4	Building Construction	Building Construction	12/11/2020	12/10/2020	5	0	
5	Paving	Paving	10/15/2021	11/25/2021	5	30	
6	Architectural Coating	Architectural Coating	10/29/2021	12/9/2021	5	30	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 2.9

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,579 (Architectural Coating – sqft)

OffRoad Equipment

Pennsylvannia Avenue Widening Project - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Cranes	0	8.00	231	0.29
Building Construction	Forklifts	0	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	53.00	21.00	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	11.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Demolition - 2020

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	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
Total	**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**

3.2 Demolition - 2020

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	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	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
Total	**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**

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	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
Total	**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**

3.2 Demolition - 2020

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	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	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
Total	**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**

3.3 Site Preparation - 2020

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					0.1591	0.0000	0.1591	0.0172	0.0000	0.0172						
Off-Road	1.6521	19.9196	11.2678	0.0245		0.7771	0.7771		0.7149	0.7149						
Total	**1.6521**	**19.9196**	**11.2678**	**0.0245**	**0.1591**	**0.7771**	**0.9362**	**0.0172**	**0.7149**	**0.7321**						

3.3 Site Preparation - 2020

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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0395	0.0266	0.2945	8.6000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243						
Total	**0.0395**	**0.0266**	**0.2945**	**8.6000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**						

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					0.0620	0.0000	0.0620	6.7000e-003	0.0000	6.7000e-003						
Off-Road	0.3008	1.3034	11.8595	0.0245		0.0401	0.0401		0.0401	0.0401						
Total	**0.3008**	**1.3034**	**11.8595**	**0.0245**	**0.0620**	**0.0401**	**0.1021**	**6.7000e-003**	**0.0401**	**0.0468**						

3.3 Site Preparation - 2020

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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0395	0.0266	0.2945	8.6000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243						
Total	**0.0395**	**0.0266**	**0.2945**	**8.6000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**						

3.3 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					0.1591	0.0000	0.1591	0.0172	0.0000	0.0172						
Off-Road	1.5463	18.2862	10.7496	0.0245		0.7019	0.7019		0.6457	0.6457						
Total	**1.5463**	**18.2862**	**10.7496**	**0.0245**	**0.1591**	**0.7019**	**0.8610**	**0.0172**	**0.6457**	**0.6629**						

3.3 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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0369	0.0240	0.2708	8.3000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243						
Total	**0.0369**	**0.0240**	**0.2708**	**8.3000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.1000e-004**	**0.0243**						

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					0.0620	0.0000	0.0620	6.7000e-003	0.0000	6.7000e-003						
Off-Road	0.3008	1.3034	11.8595	0.0245		0.0401	0.0401		0.0401	0.0401						
Total	**0.3008**	**1.3034**	**11.8595**	**0.0245**	**0.0620**	**0.0401**	**0.1021**	**6.7000e-003**	**0.0401**	**0.0468**						

3.3 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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0369	0.0240	0.2708	8.3000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243						
Total	**0.0369**	**0.0240**	**0.2708**	**8.3000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.1000e-004**	**0.0243**						

3.4 Grading - 2020

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					6.0486	0.0000	6.0486	3.3131	0.0000	3.3131						
Off-Road	1.9219	21.3418	9.9355	0.0206		0.9902	0.9902		0.9110	0.9110						
Total	**1.9219**	**21.3418**	**9.9355**	**0.0206**	**6.0486**	**0.9902**	**7.0388**	**3.3131**	**0.9110**	**4.2240**						

3.4 Grading - 2020

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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0494	0.0333	0.3681	1.0700e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304						
Total	**0.0494**	**0.0333**	**0.3681**	**1.0700e-003**	**0.1118**	**8.5000e-004**	**0.1126**	**0.0296**	**7.8000e-004**	**0.0304**						

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					2.3590	0.0000	2.3590	1.2921	0.0000	1.2921						
Off-Road	0.2522	1.0927	10.9071	0.0206		0.0336	0.0336		0.0336	0.0336						
Total	**0.2522**	**1.0927**	**10.9071**	**0.0206**	**2.3590**	**0.0336**	**2.3926**	**1.2921**	**0.0336**	**1.3257**						

3.4 Grading - 2020

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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0494	0.0333	0.3681	1.0700e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304						
Total	**0.0494**	**0.0333**	**0.3681**	**1.0700e-003**	**0.1118**	**8.5000e-004**	**0.1126**	**0.0296**	**7.8000e-004**	**0.0304**						

3.4 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					6.0486	0.0000	6.0486	3.3131	0.0000	3.3131						
Off-Road	1.8271	20.2135	9.7604	0.0206		0.9158	0.9158		0.8425	0.8425						
Total	**1.8271**	**20.2135**	**9.7604**	**0.0206**	**6.0486**	**0.9158**	**6.9644**	**3.3131**	**0.8425**	**4.1556**						

3.4 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	0.0000	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						
Worker	0.0461	0.0300	0.3385	1.0400e-003	0.1118	8.2000e-004	0.1126	0.0296	7.6000e-004	0.0304						
Total	**0.0461**	**0.0300**	**0.3385**	**1.0400e-003**	**0.1118**	**8.2000e-004**	**0.1126**	**0.0296**	**7.6000e-004**	**0.0304**						

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					2.3590	0.0000	2.3590	1.2921	0.0000	1.2921						
Off-Road	0.2522	1.0927	10.9071	0.0206		0.0336	0.0336		0.0336	0.0336						
Total	**0.2522**	**1.0927**	**10.9071**	**0.0206**	**2.3590**	**0.0336**	**2.3926**	**1.2921**	**0.0336**	**1.3257**						

3.4 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	0.0000	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						
Worker	0.0461	0.0300	0.3385	1.0400e-003	0.1118	8.2000e-004	0.1126	0.0296	7.6000e-004	0.0304						
Total	**0.0461**	**0.0300**	**0.3385**	**1.0400e-003**	**0.1118**	**8.2000e-004**	**0.1126**	**0.0296**	**7.6000e-004**	**0.0304**						

3.5 Building Construction - 2020

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	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
Total	**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**

3.5 Building Construction - 2020

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	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	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
Total	**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**

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	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
Total	**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**

3.5 Building Construction - 2020

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	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	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
Total	**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**

3.6 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						
Paving	0.2533					0.0000	0.0000		0.0000	0.0000						
Total	**1.3166**	**10.6478**	**11.7756**	**0.0178**		**0.5826**	**0.5826**		**0.5371**	**0.5371**						

3.6 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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0692	0.0450	0.5078	1.5600e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456						
Total	**0.0692**	**0.0450**	**0.5078**	**1.5600e-003**	**0.1677**	**1.2300e-003**	**0.1689**	**0.0445**	**1.1400e-003**	**0.0456**						

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	0.2104	0.9117	12.9737	0.0178		0.0281	0.0281		0.0281	0.0281						
Paving	0.2533					0.0000	0.0000		0.0000	0.0000						
Total	**0.4637**	**0.9117**	**12.9737**	**0.0178**		**0.0281**	**0.0281**		**0.0281**	**0.0281**						

3.6 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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0692	0.0450	0.5078	1.5600e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456						
Total	**0.0692**	**0.0450**	**0.5078**	**1.5600e-003**	**0.1677**	**1.2300e-003**	**0.1689**	**0.0445**	**1.1400e-003**	**0.0456**						

3.7 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	0.5855					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						
Total	**0.8044**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**						

3.7 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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0507	0.0330	0.3724	1.1400e-003	0.1230	9.1000e-004	0.1239	0.0326	8.3000e-004	0.0334						
Total	**0.0507**	**0.0330**	**0.3724**	**1.1400e-003**	**0.1230**	**9.1000e-004**	**0.1239**	**0.0326**	**8.3000e-004**	**0.0334**						

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	0.5855					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003						
Total	**0.6152**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**						

3.7 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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0507	0.0330	0.3724	1.1400e-003	0.1230	9.1000e-004	0.1239	0.0326	8.3000e-004	0.0334						
Total	**0.0507**	**0.0330**	**0.3724**	**1.1400e-003**	**0.1230**	**9.1000e-004**	**0.1239**	**0.0326**	**8.3000e-004**	**0.0334**						

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Other 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
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

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	0.0544	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000						
Unmitigated	0.0544	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000						

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	9.6200e-003					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0447					0.0000	0.0000		0.0000	0.0000						
Landscaping	3.0000e-005	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000						
Total	**0.0544**	**0.0000**	**3.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

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	9.6200e-003					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0447					0.0000	0.0000		0.0000	0.0000						
Landscaping	3.0000e-005	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000						
Total	**0.0544**	**0.0000**	**3.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

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

Pennsylvannia Avenue Widening Project

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	2.90	Acre	2.90	126,324.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
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

Pennsylvannia Avenue Widening Project - South Coast AQMD Air District, Summer

Project Characteristics -

Land Use - Assumed 2.9 acres based on excavation amount of 4,700 cu. yards.
Converted cu. yards to feet to obtain approximately 2.9 acres.

Construction Phase - Per project description durations for each phase were obtained.

Total construction period is 8 months
Site preparation- 1 month
Grading-5 months
Paving- 1 month
Arch. Coating-1 month

Off-road Equipment - no demolition is occuring on site.

Architectural Coating - Rule 1113

Construction Off-road Equipment Mitigation - Using Tier 4 CARB compliant construction equipment

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - No building is being constructed.

Off-road Equipment -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	220.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	6.00	120.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	3.00	30.00
tblConstructionPhase	PhaseEndDate	11/11/2021	12/9/2021
tblConstructionPhase	PhaseEndDate	10/14/2021	12/10/2020
tblConstructionPhase	PhaseEndDate	11/27/2020	11/1/2020
tblConstructionPhase	PhaseEndDate	12/10/2020	5/19/2021
tblConstructionPhase	PhaseEndDate	10/28/2021	11/25/2021

tblConstructionPhase	PhaseEndDate	12/2/2020	1/8/2021
tblGrading	AcresOfGrading	60.00	3.00
tblGrading	AcresOfGrading	45.00	4.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00

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					
2020	3.6554	41.3162	21.9392	0.0472	6.4089	1.7688	8.1776	3.3836	1.6273	5.0109						
2021	3.4493	38.5490	21.1881	0.0471	6.4089	1.6191	8.0280	3.3836	1.4896	4.8732						
Maximum	**3.6554**	**41.3162**	**21.9392**	**0.0472**	**6.4089**	**1.7688**	**8.1776**	**3.3836**	**1.6273**	**5.0109**						

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					
2020	0.6344	2.4508	23.5024	0.0472	2.6222	0.0753	2.6974	1.3522	0.0751	1.4273						
2021	1.1886	2.4453	23.4447	0.0471	2.6222	0.0752	2.6974	1.3522	0.0751	1.4273						
Maximum	**1.1886**	**2.4508**	**23.5024**	**0.0472**	**2.6222**	**0.0753**	**2.6974**	**1.3522**	**0.0751**	**1.4273**						

	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	**74.34**	**93.87**	**-8.86**	**0.00**	**59.09**	**95.56**	**66.71**	**60.04**	**95.18**	**71.12**	**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	0.0544	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**0.0544**	**0.0000**	**3.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

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	0.0544	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000						
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Total	**0.0544**	**0.0000**	**3.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**						

	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	Demolition	Demolition	11/2/2020	11/1/2020	5	0	
2	Site Preparation	Site Preparation	11/28/2020	1/8/2021	5	30	
3	Grading	Grading	12/3/2020	5/19/2021	5	120	
4	Building Construction	Building Construction	12/11/2020	12/10/2020	5	0	
5	Paving	Paving	10/15/2021	11/25/2021	5	30	
6	Architectural Coating	Architectural Coating	10/29/2021	12/9/2021	5	30	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 2.9

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,579 (Architectural Coating – sqft)

OffRoad Equipment

Pennsylvannia Avenue Widening Project - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Cranes	0	8.00	231	0.29
Building Construction	Forklifts	0	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	53.00	21.00	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	11.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Demolition - 2020

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	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
Total	**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**

3.2 Demolition - 2020

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	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	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
Total	**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**

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	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
Total	**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**

3.2 Demolition - 2020

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	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	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
Total	**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**

3.3 Site Preparation - 2020

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					0.1591	0.0000	0.1591	0.0172	0.0000	0.0172						
Off-Road	1.6521	19.9196	11.2678	0.0245		0.7771	0.7771		0.7149	0.7149						
Total	**1.6521**	**19.9196**	**11.2678**	**0.0245**	**0.1591**	**0.7771**	**0.9362**	**0.0172**	**0.7149**	**0.7321**						

3.3 Site Preparation - 2020

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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0362	0.0243	0.3271	9.2000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243						
Total	**0.0362**	**0.0243**	**0.3271**	**9.2000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**						

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					0.0620	0.0000	0.0620	6.7000e-003	0.0000	6.7000e-003						
Off-Road	0.3008	1.3034	11.8595	0.0245		0.0401	0.0401		0.0401	0.0401						
Total	**0.3008**	**1.3034**	**11.8595**	**0.0245**	**0.0620**	**0.0401**	**0.1021**	**6.7000e-003**	**0.0401**	**0.0468**						

3.3 Site Preparation - 2020

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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0362	0.0243	0.3271	9.2000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243						
Total	**0.0362**	**0.0243**	**0.3271**	**9.2000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**						

3.3 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					0.1591	0.0000	0.1591	0.0172	0.0000	0.0172						
Off-Road	1.5463	18.2862	10.7496	0.0245		0.7019	0.7019		0.6457	0.6457						
Total	**1.5463**	**18.2862**	**10.7496**	**0.0245**	**0.1591**	**0.7019**	**0.8610**	**0.0172**	**0.6457**	**0.6629**						

3.3 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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0338	0.0219	0.3014	8.9000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243						
Total	**0.0338**	**0.0219**	**0.3014**	**8.9000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.1000e-004**	**0.0243**						

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					0.0620	0.0000	0.0620	6.7000e-003	0.0000	6.7000e-003						
Off-Road	0.3008	1.3034	11.8595	0.0245		0.0401	0.0401		0.0401	0.0401						
Total	**0.3008**	**1.3034**	**11.8595**	**0.0245**	**0.0620**	**0.0401**	**0.1021**	**6.7000e-003**	**0.0401**	**0.0468**						

3.3 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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0338	0.0219	0.3014	8.9000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243						
Total	**0.0338**	**0.0219**	**0.3014**	**8.9000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.1000e-004**	**0.0243**						

3.4 Grading - 2020

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					6.0486	0.0000	6.0486	3.3131	0.0000	3.3131						
Off-Road	1.9219	21.3418	9.9355	0.0206		0.9902	0.9902		0.9110	0.9110						
Total	**1.9219**	**21.3418**	**9.9355**	**0.0206**	**6.0486**	**0.9902**	**7.0388**	**3.3131**	**0.9110**	**4.2240**						

3.4 Grading - 2020

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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0452	0.0304	0.4088	1.1500e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304						
Total	**0.0452**	**0.0304**	**0.4088**	**1.1500e-003**	**0.1118**	**8.5000e-004**	**0.1126**	**0.0296**	**7.8000e-004**	**0.0304**						

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					2.3590	0.0000	2.3590	1.2921	0.0000	1.2921						
Off-Road	0.2522	1.0927	10.9071	0.0206		0.0336	0.0336		0.0336	0.0336						
Total	**0.2522**	**1.0927**	**10.9071**	**0.0206**	**2.3590**	**0.0336**	**2.3926**	**1.2921**	**0.0336**	**1.3257**						

3.4 Grading - 2020

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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0452	0.0304	0.4088	1.1500e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304						
Total	**0.0452**	**0.0304**	**0.4088**	**1.1500e-003**	**0.1118**	**8.5000e-004**	**0.1126**	**0.0296**	**7.8000e-004**	**0.0304**						

3.4 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					6.0486	0.0000	6.0486	3.3131	0.0000	3.3131						
Off-Road	1.8271	20.2135	9.7604	0.0206		0.9158	0.9158		0.8425	0.8425						
Total	**1.8271**	**20.2135**	**9.7604**	**0.0206**	**6.0486**	**0.9158**	**6.9644**	**3.3131**	**0.8425**	**4.1556**						

3.4 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	0.0000	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						
Worker	0.0422	0.0274	0.3767	1.1100e-003	0.1118	8.2000e-004	0.1126	0.0296	7.6000e-004	0.0304						
Total	**0.0422**	**0.0274**	**0.3767**	**1.1100e-003**	**0.1118**	**8.2000e-004**	**0.1126**	**0.0296**	**7.6000e-004**	**0.0304**						

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					2.3590	0.0000	2.3590	1.2921	0.0000	1.2921						
Off-Road	0.2522	1.0927	10.9071	0.0206		0.0336	0.0336		0.0336	0.0336						
Total	**0.2522**	**1.0927**	**10.9071**	**0.0206**	**2.3590**	**0.0336**	**2.3926**	**1.2921**	**0.0336**	**1.3257**						

3.4 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	0.0000	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						
Worker	0.0422	0.0274	0.3767	1.1100e-003	0.1118	8.2000e-004	0.1126	0.0296	7.6000e-004	0.0304						
Total	**0.0422**	**0.0274**	**0.3767**	**1.1100e-003**	**0.1118**	**8.2000e-004**	**0.1126**	**0.0296**	**7.6000e-004**	**0.0304**						

3.5 Building Construction - 2020

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	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
Total	**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**

3.5 Building Construction - 2020

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	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	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
Total	**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**

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	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
Total	**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**

3.5 Building Construction - 2020

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	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	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
Total	**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**

3.6 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						
Paving	0.2533					0.0000	0.0000		0.0000	0.0000						
Total	**1.3166**	**10.6478**	**11.7756**	**0.0178**		**0.5826**	**0.5826**		**0.5371**	**0.5371**						

3.6 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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0633	0.0411	0.5651	1.6700e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456						
Total	**0.0633**	**0.0411**	**0.5651**	**1.6700e-003**	**0.1677**	**1.2300e-003**	**0.1689**	**0.0445**	**1.1400e-003**	**0.0456**						

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	0.2104	0.9117	12.9737	0.0178		0.0281	0.0281		0.0281	0.0281						
Paving	0.2533					0.0000	0.0000		0.0000	0.0000						
Total	**0.4637**	**0.9117**	**12.9737**	**0.0178**		**0.0281**	**0.0281**		**0.0281**	**0.0281**						

3.6 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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0633	0.0411	0.5651	1.6700e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456						
Total	**0.0633**	**0.0411**	**0.5651**	**1.6700e-003**	**0.1677**	**1.2300e-003**	**0.1689**	**0.0445**	**1.1400e-003**	**0.0456**						

3.7 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	0.5855					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						
Total	**0.8044**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**						

3.7 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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0464	0.0301	0.4144	1.2200e-003	0.1230	9.1000e-004	0.1239	0.0326	8.3000e-004	0.0334						
Total	**0.0464**	**0.0301**	**0.4144**	**1.2200e-003**	**0.1230**	**9.1000e-004**	**0.1239**	**0.0326**	**8.3000e-004**	**0.0334**						

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	0.5855					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003						
Total	**0.6152**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**						

3.7 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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0464	0.0301	0.4144	1.2200e-003	0.1230	9.1000e-004	0.1239	0.0326	8.3000e-004	0.0334						
Total	**0.0464**	**0.0301**	**0.4144**	**1.2200e-003**	**0.1230**	**9.1000e-004**	**0.1239**	**0.0326**	**8.3000e-004**	**0.0334**						

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Other 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
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

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					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

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	0.0544	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000						
Unmitigated	0.0544	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000						

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	9.6200e-003					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0447					0.0000	0.0000		0.0000	0.0000						
Landscaping	3.0000e-005	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000						
Total	**0.0544**	**0.0000**	**3.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

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	9.6200e-003					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.0447					0.0000	0.0000		0.0000	0.0000						
Landscaping	3.0000e-005	0.0000	3.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000						
Total	**0.0544**	**0.0000**	**3.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**						

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

Pennsylvannia Avenue Widening Project

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	2.90	Acre	2.90	126,324.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
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

Pennsylvannia Avenue Widening Project - South Coast AQMD Air District, Annual

Project Characteristics -

Land Use - Assumed 2.9 acres based on excavation amount of 4,700 cu. yards.
Converted cu. yards to feet to obtain approximately 2.9 acres.

Construction Phase - Per project description durations for each phase were obtained.

Total construction period is 8 months
Site preparation- 1 month
Grading-5 months
Paving- 1 month
Arch. Coating-1 month

Off-road Equipment - no demolition is occuring on site.

Architectural Coating - Rule 1113

Construction Off-road Equipment Mitigation - Using Tier 4 CARB compliant construction equipment

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - No building is being constructed.

Off-road Equipment -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

Pennsylvannia Avenue Widening Project - South Coast AQMD Air District, Annual

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	220.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	6.00	120.00
tblConstructionPhase	NumDays	10.00	30.00
tblConstructionPhase	NumDays	3.00	30.00
tblConstructionPhase	PhaseEndDate	11/11/2021	12/9/2021
tblConstructionPhase	PhaseEndDate	10/14/2021	12/10/2020
tblConstructionPhase	PhaseEndDate	11/27/2020	11/1/2020
tblConstructionPhase	PhaseEndDate	12/10/2020	5/19/2021
tblConstructionPhase	PhaseEndDate	10/28/2021	11/25/2021

tblConstructionPhase	PhaseEndDate	12/2/2020	1/8/2021
tblGrading	AcresOfGrading	60.00	3.00
tblGrading	AcresOfGrading	45.00	4.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00

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					
2020											0.0000	46.8338	46.8338	0.0146	0.0000	47.1979
2021											0.0000	131.8462	131.8462	0.0389	0.0000	132.8196
Maximum											**0.0000**	**131.8462**	**131.8462**	**0.0389**	**0.0000**	**132.8196**

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					
2020											0.0000	46.8338	46.8338	0.0146	0.0000	47.1978
2021											0.0000	131.8460	131.8460	0.0389	0.0000	132.8195
Maximum											**0.0000**	**131.8460**	**131.8460**	**0.0389**	**0.0000**	**132.8195**

	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**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

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											0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

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											0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Energy											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

	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

Pennsylvannia Avenue Widening Project - South Coast AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/2/2020	11/1/2020	5	0	
2	Site Preparation	Site Preparation	11/28/2020	1/8/2021	5	30	
3	Grading	Grading	12/3/2020	5/19/2021	5	120	
4	Building Construction	Building Construction	12/11/2020	12/10/2020	5	0	
5	Paving	Paving	10/15/2021	11/25/2021	5	30	
6	Architectural Coating	Architectural Coating	10/29/2021	12/9/2021	5	30	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 2.9

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 7,579 (Architectural Coating – sqft)

OffRoad Equipment

Pennsylvannia Avenue Widening Project - South Coast AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Cranes	0	8.00	231	0.29
Building Construction	Forklifts	0	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

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
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
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	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	53.00	21.00	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	11.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Demolition - 2020

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	0.0000	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
Total	**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**

3.2 Demolition - 2020

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	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
Total	**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**

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	0.0000	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
Total	**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**

3.2 Demolition - 2020

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	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
Total	**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**

3.3 Site Preparation - 2020

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	25.8320	25.8320	8.3500e-003	0.0000	26.0408
Total											**0.0000**	**25.8320**	**25.8320**	**8.3500e-003**	**0.0000**	**26.0408**

3.3 Site Preparation - 2020

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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	0.9482	0.9482	3.0000e-005	0.0000	0.9488
Total											**0.0000**	**0.9482**	**0.9482**	**3.0000e-005**	**0.0000**	**0.9488**

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	25.8319	25.8319	8.3500e-003	0.0000	26.0408
Total											**0.0000**	**25.8319**	**25.8319**	**8.3500e-003**	**0.0000**	**26.0408**

3.3 Site Preparation - 2020

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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	0.9482	0.9482	3.0000e-005	0.0000	0.9488
Total											**0.0000**	**0.9482**	**0.9482**	**3.0000e-005**	**0.0000**	**0.9488**

3.3 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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	6.4579	6.4579	2.0900e-003	0.0000	6.5102
Total											**0.0000**	**6.4579**	**6.4579**	**2.0900e-003**	**0.0000**	**6.5102**

3.3 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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	0.2294	0.2294	1.0000e-005	0.0000	0.2295
Total											**0.0000**	**0.2294**	**0.2294**	**1.0000e-005**	**0.0000**	**0.2295**

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	6.4579	6.4579	2.0900e-003	0.0000	6.5101
Total											**0.0000**	**6.4579**	**6.4579**	**2.0900e-003**	**0.0000**	**6.5101**

3.3 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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	0.2294	0.2294	1.0000e-005	0.0000	0.2295
Total											**0.0000**	**0.2294**	**0.2294**	**1.0000e-005**	**0.0000**	**0.2295**

3.4 Grading - 2020

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	19.0167	19.0167	6.1500e-003	0.0000	19.1704
Total											**0.0000**	**19.0167**	**19.0167**	**6.1500e-003**	**0.0000**	**19.1704**

3.4 Grading - 2020

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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	1.0371	1.0371	3.0000e-005	0.0000	1.0378
Total											**0.0000**	**1.0371**	**1.0371**	**3.0000e-005**	**0.0000**	**1.0378**

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	19.0166	19.0166	6.1500e-003	0.0000	19.1704
Total											**0.0000**	**19.0166**	**19.0166**	**6.1500e-003**	**0.0000**	**19.1704**

3.4 Grading - 2020

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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	1.0371	1.0371	3.0000e-005	0.0000	1.0378
Total											**0.0000**	**1.0371**	**1.0371**	**3.0000e-005**	**0.0000**	**1.0378**

3.4 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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	89.6142	89.6142	0.0290	0.0000	90.3388
Total											**0.0000**	**89.6142**	**89.6142**	**0.0290**	**0.0000**	**90.3388**

3.4 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											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
Worker											0.0000	4.7305	4.7305	1.3000e-004	0.0000	4.7337
Total											**0.0000**	**4.7305**	**4.7305**	**1.3000e-004**	**0.0000**	**4.7337**

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	89.6141	89.6141	0.0290	0.0000	90.3387
Total											**0.0000**	**89.6141**	**89.6141**	**0.0290**	**0.0000**	**90.3387**

3.4 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											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
Worker											0.0000	4.7305	4.7305	1.3000e-004	0.0000	4.7337
Total											**0.0000**	**4.7305**	**4.7305**	**1.3000e-004**	**0.0000**	**4.7337**

3.5 Building Construction - 2020

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	0.0000	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
Total	**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**

3.5 Building Construction - 2020

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	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
Total	**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**

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	0.0000	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
Total	**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**

3.5 Building Construction - 2020

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	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
Total	**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**

3.6 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											0.0000	23.2572	23.2572	7.3700e-003	0.0000	23.4415
Paving											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**23.2572**	**23.2572**	**7.3700e-003**	**0.0000**	**23.4415**

3.6 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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	2.1502	2.1502	6.0000e-005	0.0000	2.1517
Total											**0.0000**	**2.1502**	**2.1502**	**6.0000e-005**	**0.0000**	**2.1517**

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											0.0000	23.2572	23.2572	7.3700e-003	0.0000	23.4414
Paving											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**23.2572**	**23.2572**	**7.3700e-003**	**0.0000**	**23.4414**

3.6 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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	2.1502	2.1502	6.0000e-005	0.0000	2.1517
Total											**0.0000**	**2.1502**	**2.1502**	**6.0000e-005**	**0.0000**	**2.1517**

3.7 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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	3.8299	3.8299	2.6000e-004	0.0000	3.8365
Total											**0.0000**	**3.8299**	**3.8299**	**2.6000e-004**	**0.0000**	**3.8365**

3.7 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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	1.5768	1.5768	4.0000e-005	0.0000	1.5779
Total											**0.0000**	**1.5768**	**1.5768**	**4.0000e-005**	**0.0000**	**1.5779**

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road											0.0000	3.8299	3.8299	2.6000e-004	0.0000	3.8365
Total											**0.0000**	**3.8299**	**3.8299**	**2.6000e-004**	**0.0000**	**3.8365**

3.7 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
Vendor											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker											0.0000	1.5768	1.5768	4.0000e-005	0.0000	1.5779
Total											**0.0000**	**1.5768**	**1.5768**	**4.0000e-005**	**0.0000**	**1.5779**

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

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
Other 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
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

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	0.0000
Electricity Unmitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
Other Asphalt Surfaces	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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					
Other Asphalt Surfaces	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total												**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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											0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Unmitigated											0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total											**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

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											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	7.0000e-005	7.0000e-005	0.0000	0.0000	8.0000e-005
Total											**0.0000**	**7.0000e-005**	**7.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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 Resource Assessment Jurisdictional Delineation and MSHCP Consistency Analysis

Biological Resources Assessment
Jurisdictional Delineation

Pennsylvania Avenue Widening Project
Beaumont, Riverside County, California

APN s: 418-122-021, 418-122-028, 418-123-003, 418-123-011, 418-123-012, 418-123-015, 418-123-017, 418-160-006, 418-156-007, 418-240-009, 418-240-010, 418-240-011, 418-250-006, 418-250-008, 418-250-008, 418-250-009, 418-360-003, and 418-360-009

USGS 7.5' *Beaumont* Quadrangle
Section 10, Township 3 South, Range 1 West

Prepared for:

Moffatt & Nichol
Attn: Stephanie Oslick
3780 Kilroy Airport Way, Suite 600
Long Beach, CA 90806

October 2020

Prepared by:

Jericho Systems, Inc
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Certification

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(909) 915-5900

Contact: Shay Lawrey, President, and Ecologist/Regulatory Specialist

Certification: I hereby certify that the statements furnished herein, and in the attached exhibits present data and information required for this analysis to the best of my ability, and the facts, statements, and information presented are true and correct to the best of my knowledge and belief. This report was prepared in accordance with professional requirements and standards. I certify that I have not signed a non-disclosure or consultant confidentiality agreement with the project proponent and that I have no financial interest in the project.

_____
Shay Lawrey, Ecologist/Regulatory Specialist

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ATTACHMENTS

Attachment A – Site Photos

1 INTRODUCTION

This report contains the findings of Jericho Systems, Inc's (Jericho's) Biological Resources Assessment and Jurisdictional Delineation prepared for the Pennsylvania Avenue Widening Project in the City of Beaumont. The results of Jericho's field surveys are intended to provide sufficient baseline information to the County of Riverside, City of Beaumont, and, if required, to federal and State regulatory agencies, including U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW), respectively, to determine if impacts will occur, quantify those impacts and to identify mitigation measures to offset any impacts.

The City of Beaumont is a signatory to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP requires that a project comply with the MSHCP policies identified in Section 6 of the MSHCP. For this Project site, a habitat suitability assessment for western burrowing owl (*Athene cunicularia hypugaea*) [BUOW] which is known to occur in the region (MSHCP section 6.3.2) and MSHCP Riparian/Riverine resources (MSHCP section 6.1.2) was required and conducted.

The site was also evaluated for the presence jurisdictional waters, subject to the federal Clean Water Act (CWA), Porter-Cologne (Porter-Cologne) and California Fish and Game Code (FGC) regulations. Jurisdictional resources subject to the CWA regulations include non-wetland waters and wetland waters of the U.S. (WoUS) whereas jurisdictional resources subject to Porter-Cologne include non-wetland waters and waters of the State (WoS). The California FGC encompasses the resources that constitute a stream or river, including associated riparian vegetation and floodplain.

Evaluation of Riparian/Riverine resources followed guidance provided in the MSHCP Section 6.1.2. Potential federal jurisdiction followed the regulations set forth in 33CFR part 328 and the USACE guidance documents and evaluation of potential State jurisdiction followed guidance in the Fish and Game Code and A Review of Stream Processes and Forms in Dryland Watersheds (CDFW, 2010).

1.1 Project Location

Pennsylvania Avenue is a major north-south thoroughfare located in the City of Beaumont, generally between two north-south thoroughfares, High and Springs Avenue to the east and Beaumont Avenue to the west, both of which have interchanges with exits from Interstate 10 (I-10). Pennsylvania Avenue currently crosses under I-10 and has a partial interchange from I-10 with a westbound offramp and eastbound onramp. The alignment is located within the City of Beaumont. The alignment is identified on the *Beaumont* US Geological Survey (USGS) 7.5-minute topographic map in Section 10, Township 3 South, Range 1 West (Figures 1-3).

The northern boundary of the approximately 2,800 linear foot alignment is 6th Street, and the southern boundary is 1st Street. The east-west I-10 freeway crosses over Pennsylvania Avenue at approximately 790 linear feet south of 6th Street, and the Union Pacific Railroad (UPRR) tracks bisect the alignment approximately 1,000 feet south of 6th Street. The Project alignment is also identified within Assessor Parcel Numbers (APNs): 418-122-021, 418-122-028, 418-123-003, 418-123-011, 418-123-012, 418-123-015, 418-123-017, 418-160-006, 418-160-007, 418-240-009, 418-240-010, 418-240-011, 418-250-006, 418-250-008, 418-250-009, 418-360-003, and 418-360-009.

1.2 Project Description

The proposed Project encompasses approximately 2,800 linear feet of roadway along Pennsylvania Avenue, between 1st Street and 6th Street. Plans are to widen the roadway from two lanes to four lanes, for a potential total Project Impact area of approximately 13 acres, based on engineering plans from the City of Beaumont (Figure 4).

2 METHODS

Data regarding biological resources on the project site were obtained through literature review and field investigations.

Studies completed for this Project include the following:

- Biological Resources Assessment
- Burrowing Owl Habitat Assessment
- Jurisdictional Delineation

Jericho biologists conducted biological resources surveys within the proposed expansion area along the 2,800 linear feet Project alignment potential impact on June 15, 2018.

Due to differences in habitat for portions of the alignment above and below I-10 and the UPRR tracks, for the purposes of this report, the alignment has been divided into two segments:

- Segment 1 – 6th Street to UPRR tracks, approximately 1,000 linear feet
- Segment 2 – UPRR tracks to 1st Street, approximately 1,800 linear feet

2.1 Literature Review

Prior to conducting the field investigation, species and habitat information was gathered from the reports related to the specific project and relevant databases to determine which species and/or habitats would be expected to occur onsite. Database searches were performed in the *Beaumont and Cabazon* USGS 7.5-minute series quadrangles. The site's proximity to the *Cabazon* quad lead to its inclusion in the review. These sources include:

- California Native Plant Society Electronic Inventory (CNPSEI) database;
- California Natural Diversity Database (CNDDB) *Rarefind 5*;
- CNDDB Biogeographic Information and Observation System (BIOS);
- Environmental Protection Agency (EPA) Water Program "My Waters" data layers
- Google Earth Pro historic aerial imagery (1994-2018);
- Stephen's Kangaroo Rat Habitat Conservation Plan
- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS), Soil Survey;
- United States Fish and Wildlife Service (USFWS) Critical Habitat designations for Threatened and Endangered Species;
- USFWS National Wetlands Inventory (NWI);
- Western Riverside County Regional Conservation Authority (RCA) MSHCP Information Map; and

- 2006 Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area;
- RCA/MSHCP Information Map

The literature review provided a baseline from which to inventory the biological resources potentially occurring on the project site. The CNDDB database was used, in conjunction with ArcGIS software, to locate the nearest recorded occurrences of special-status species and determine the distance from the project site (Figure 5).

2.2 Field Surveys

On June 15, 2018, Jericho biologist Shannon Dye conducted a jurisdictional waters/biological resources assessment and focused botanical and wildlife survey and of the Project alignment, with the primary focus on species known to be present in the vicinity, namely, BUOW. On July 31, 2018, Jericho biologist Danial Smith conducted a follow-on survey to confirm the findings of the riverine/riparian area assessment and jurisdictional delineation.

Ms. Dye conducted the survey along transects spaced 30 feet apart to allow for 100 percent visual coverage of the site. Transects were aligned north to south along the edges of Pennsylvania Avenue. Plant and wildlife species observed, as well as dominant plant species within each plant community, were noted. Plant species observed during the field survey were identified by visual characteristics and morphology in the field. Unusual and less familiar plant species were photographed during the field survey and identified in the laboratory using taxonomical guides.

Wildlife species were detected during field surveys by sight, calls, tracks, scat, or other sign. In addition to species observed, expected wildlife usage of the site was determined per known habitat preferences of regional wildlife species and knowledge of their relative distributions in the area. The focus of the faunal species surveys was to identify potential habitat for special status wildlife within the project area.

In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, condition of onsite plant communities, and presence of potential jurisdictional drainage and/or wetland features were noted.

2.3 Burrowing Owl Habitat Assessment

The burrowing owl (BUOW) habitat assessment was conducted in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area*, (Instructions, adopted November 2005). The Step 1 Habitat Assessment of the Instructions walk the property to identify the presence of burrowing owl habitat on the project site. If habitat is found on the site, then walk a 150-meter (approximately 500 feet) buffer zone around the project boundary. If permission to access the buffer area cannot be obtained, do not trespass on adjacent property but visually inspect the adjacent habitat areas with binoculars and/or spotting scopes.

The survey was conducted on June 15, 2018, a calm weather day, during peak BUOW activity between the morning hours of 6:00 a.m. and 10:00 a.m. The survey was conducted at a time of year when BUOW are both evident and identifiable. Jericho's biologist designed the protocol assessment was structured to detect BUOW by systematically searching the entire property (where feasible) by walking transects spaced at approximately 30 feet (10 meters) which provided 100 percent visual coverage of the areas determined to contain suitable habitat for BUOW. Natural and non-natural substrates were examined. Areas that were not accessible on foot were surveyed with binoculars. Sign of BUOW were searched for,

including, burrows, molted feathers, cast pellets, prey remains, owl white wash, and suitable surrogate burrows. The area was also assessed for soil type and level of friability as well as habitat type and habitat structure.

2.4 Jurisdictional Delineation

Jericho also assessed the Project site for State and /or federal jurisdictional waters that are subject to Sections 404 and 401 of the federal CWA regulated by the U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) respectively; and/or Section 1602 of the California Fish and Game Code (FCG) administered by the CDFW and Riverine/Riparian and Vernal Pool habitat subject to Section 6.1.2 of the MSHCP.

The evaluation of CWA WoUS was based upon the Corps' regulations and technical guidance issued by the USACE including, among other sources described further below, (i) *USACE Wetlands Research Program Technical Report Y-87-1 (on-line edition), Wetlands Delineation Manual, Environmental Laboratory, 1987 (Wetland Delineation Manual), USACE Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region, December 2008 (Arid West Supplement)* and *USACE A Guide to Ordinary High Water Mark (OHWM) Delineation Arid West Region of the United States, 2010.* The lateral extent of USACE jurisdiction was measured at the Ordinary High Watermark (OHWM), which is indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris.

Evaluation of FGC Section 1600 Streambed Waters followed guidance in the FGC in the *MESA Field Guide*, described above, pursuant to which CDFW claims jurisdiction beyond traditional stream banks and the outer edge of riparian. Under MESA, the term stream is defined broadly to include "a body of water that flows perennially or episodically and that is defined by the area in which water currently flows, or has flowed, over a given course during the historic regime [i.e., 'circa 1800 to the present'], and where the width of its course can reasonably be identified by physical or biological indicators." Specifically, CDFW jurisdiction was delineated by measuring the elevations of land that confine a stream to a definite course when its waters rise to their highest level and to the extent of associated riparian vegetation. Here the extent of associated riparian vegetation was used to mark the lateral extent of the jurisdictional areas. Other data recorded included bank height and morphology, substrate type, and vegetation within and adjacent to the low flow streambed.

The methods used to determine any riparian/riverine or vernal pool areas were based on the above techniques as well as soils evaluations and vegetation classifications. This is because an area may be characterized as riparian based on its vegetative composition, but not meet the criteria of being federal or state jurisdictional water.

A variety of reference materials relevant to the project site were reviewed during the course of this delineation, including historical and current aerial imagery, Federal Emergency Management Agency (FEMA) flood insurance rate maps (FIRM), National Oceanic & Atmospheric Administration (NOAA) climate data, USFWS National Wetland Inventory (NWI) and EPA Water Program "My Waters" data layers and United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) web soil survey. The data provided in the Web Soil Survey provides a standard basis for the soil textures and types that are assigned a hydric indicator status of "hydric" or "non-hydric" by the National Technical Committee for Hydric Soils.

The wetland investigation was based on the three-parameter approach (vegetation, soil, and hydrology). Potential wetland areas were assessed to the outer reach of the applicable vegetative community and

corresponding soils that displayed wetland characteristics. Plant species were identified and given an indicator status as prescribed in the 2016 National Wetland Plant List (Arid West Region) (Lichvar, 2016). Vegetation nomenclature follows The Jepson Manual, Vascular Plants of California, 2nd Edition (Baldwin, 2012). To be considered a jurisdictional wetland under Section 404, an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology.

Hydrophytic vegetation

Hydrophytic (wetland) vegetation is plant life that grows, and is typically adapted for life, in permanently or periodically saturated soils. The hydrophytic vegetation criterion is met if more than 50 percent of the dominant plant species from all strata (tree, shrub, and herb layers) is considered hydrophytic. Hydrophytic species are those included on the 2016 National Wetland Plant List (Arid West Region) (Lichvar, 2016). Each species on the list is rated according to a wetland indicator category, as shown in Table 1. To be considered hydrophytic, the species must have wetland indicator status, i.e., be rated as Obligate Wetland (OBL), Facultative Wetland (FACW) or Facultative (FAC).

Table 1
Wetland Indicator Vegetation Categories

Category	Probability
Obligate Wetland (OBL)	Almost always occur in wetlands (estimated probability >99%)
Facultative Wetland (FACW)	Usually occur in wetlands (estimated probability 67 to 99%)
Facultative (FAC)	Equally likely to occur in wetlands and non-wetlands (estimated probability 34 to 66%)
Facultative Upland (FACU)	Usually occur in non-wetlands (estimated probability 67 to 99%)
Obligate Upland (UPL)	Almost always occur in non-wetlands (estimated probability >99%)

Hydric Soil

Hydric soils are saturated or inundated long enough during the growing season to develop anaerobic conditions that favor growth and regeneration of hydrophytic vegetation. Generally, hydric soils are dark in color resulting from soil development under anoxic (without oxygen) conditions. Bright mottles within an otherwise dark soil matrix indicate periodic saturation with intervening periods of soil aeration. Generally, the hydric soil criterion is satisfied at a location if soils in the area can be inferred or observed to have a high groundwater table, if there is evidence of prolonged soil saturation, or if there are indicators suggesting a long-term reducing environment in the upper part of the soil profile. Typically, reducing conditions are most easily assessed using soil color.

a) Color characteristics (Hue, Value, and Chroma) were recorded using a standard Munsell soil color chart (Munsell Color 2009).
b) Soil physical characteristics were evaluated during the field delineations by excavating to a depth needed to evaluate potential hydric soil indicators below ground surface 18-24 inches.
c) Soils that exhibited hydric soil indicators, such as low chroma colors and/or evidence of reducing conditions met the hydric soil criterion per USACE (1987 and 2012).

The Arid West Supplement provides a list of 23 of hydric soil indicators known to occur in the Arid West region. Hydric soils are present at any sample plot where the soil samples met one or more of those 23 hydric indicators. As set forth in the Arid West Supplement (2008), some wetlands can be difficult to identify because wetland indicators, including those relating to soils, may be missing due to natural processes or recent disturbances. As set forth on Page 97 of the Arid West Supplement, sand and gravel

bars within floodplains can be problematic because they may lack hydric indicators due to seasonal and annual depositions, resulting in sandy substrates that are low in iron and manganese content and have low organic matter content.

Wetland Hydrology

Hydrology (water depth, extent of inundation, period of inundation) determines all other wetland characteristics. Federal Regulation 33 CFR 328.3(b) defines "wetlands" as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." According to the Corps' 1987 Wetland Delineation Manual, the primary hydrologic test to determine soil saturation was whether the area's water table rises to within 18 inches of the surface for seven consecutive days during the growing season (February-June).

Seasonal and long-term rainfall patterns, local geology and topography, soil type, local water table conditions, and drainage are factors that control hydrology. Wetland hydrology indicators include: surface water, high water tables, saturation, water marks, sediment deposits, drift deposits, surface soil cracks, inundation visible on aerial imagery, water stained leaves, salt crusts, biotic crusts, aquatic invertebrates, hydrogen sulfide odor, oxidized rhizospheres along living roots, the presence of iron reduction in tilled soils, thin muck surfaces, drainage patterns, crayfish burrows, and shallow aquitards. The Project area was examined for primary or secondary indicators of wetland hydrology as described in the Arid West Supplement.

In normal rainfall years, the instream floodplain within the Project area is in a state of dynamic equilibrium in terms of how the flows move sediment. Large flood events change the main channel form and results in a reset. This of type of change occurs approximately every 20-50 years. The instream floodplain is an infinitely adjustable complex of interrelations among flow, width, depth, bed resistance, sediment transport, and vegetation. Changes in any of these factors causes adjustments in all other factors. Thus, the instream floodplain in the Project area encompasses a riverine/wetland mosaic of wetlands, and other waters which include active channels and unvegetated wetlands.

2.5 Limitations

No limitations significantly affected the results and conclusions given herein. Surveys were conducted during the appropriate season to observe the target species, in good weather conditions, by qualified biologists who followed all pertinent protocols and guidelines.

3 RESULTS

3.1 Local Climate

The Beaumont area is subject to both seasonal and annual variations in temperature and precipitation. Average annual maximum temperatures typically peak at 97 degrees Fahrenheit (°F) in August and fall to an average annual minimum temperature of 40°F in December. Average annual precipitation is greatest from December through March and reaches a peak in February (4.45 inches). Precipitation is lowest in the month of June (0.17 inches). Annual precipitation averages 19.50 inches.

3.2 Topography and Soils

Soils on site consist of Ramona sandy loam (Figure 6) and elevations range from 2,600 feet (792 meters) to 2,570 feet (783 meters).

3.3 Literature Review

State and Federal Database Searches

The Project area is not located within any State or federal critical habitat area. Sensitive species identified within a 3-mile radius are identified on Figure 5.

MSHCP Consistency

Since the City of Beaumont is a permittee under the MSHCP and, while the project is not specifically identified as a Covered Activity under Section 7.1, *Covered Activities Outside Criteria Area and PQP Lands*, of the MSHCP, public and private development that are outside of Criteria Areas and Public/Quasi-Public (PQP) Lands are permitted under the MSHCP, subject to consistency with MSHCP policies that apply to area outside of Criteria Areas. As such, to achieve coverage, the project must be consistent with the following policies of the MSHCP:

- The policies for the protection of species associated with Riparian/Riverine areas and vernal pools as set forth in Section 6.1.2 of the MSHCP;
- The policies for the protection of Narrow Endemic Plant Species as set forth in Section 6.1.3;
- The Urban/Wildlands Interface Guidelines as set forth in Section 6.1.4; and
- The requirements for conducting additional surveys as set forth in Section 6.3.2

3.4 Existing Biological and Physical Conditions

Due to differences in habitat and land use above and below I-10 and the UPRR tracks, for the purposes of this report, the alignment has been divided into two segments:

- Segment 1 – 6th Street to UPRR tracks, approximately 1,000 linear feet
- Segment 2 – UPRR tracks to 1st Street, approximately 1,800 linear feet

3.4.1 Segment 1 – 6th Street to UPRR tracks

Surrounding Land Uses

This section of Pennsylvania Avenue is located north of I-10 primarily in the more urbanized area of the City of Beaumont. The northern boundary of this segment is 6th Street and the southern boundary is the UPRR tracks. The property immediately adjacent to the alignment on west is vacant, and the property immediately adjacent to the alignment on the east is primarily vacant with commercial use at the corner of 6th Street and Pennsylvania Avenue. Site photographs are provided in Appendix A.

Vegetation

Habitat and vegetation present included primarily bare earth with some ruderal and non-native vegetation and scattered ornamental trees. Plant species observed include California pepper tree (*Schinus molle*), gum tree (*Eucalyptus* ssp), telegraph weed (*Heterotheca grandiflora*), twiggy wreath plant

(*Stephanomeria virgata*), short-podded mustard (*Hischfeldia incana*), tocalote *(Centaurea melitensis*), and non-native grasses (*Bromus* ssp.) and wild oat (*Avena barbata*). The RCA MSHCP Information Map (Vegetation 2012 layer) identifies the vegetation types within each segment (refer to Figure 7).

Wildlife

Wildlife observed within this section of the Project impact area includes those seen as well as identified from calls. Species identified within the project site were limited to typical urban species, and include house sparrow (*Passer domesticus*), house finch (*Haemorhous mexicanus*), mourning dove (*Zenaida macroura*), and western fence lizard (*Sceloporus occidentalis*). Other species expected to occur in this segment include raccoon (*Procyon lotor*), coyote (*Canis latrans*), and rock dove (*Columba livia*).

Sensitive Plants

No sensitive plants were identified during survey and none are expected to occur. The site does not contain habitat elements suitable to support any sensitive or native plant species. Only the hardiest of species, tolerant of high levels of disturbance could inhabit the Project alignment.

Sensitive Wildlife

No sensitive wildlife species were detected during survey and none are expected to occur. The site does not contain habitat elements suitable to support any sensitive or animal species. Only common animal species associated with urban environments and tolerant of high levels of disturbance could inhabit the Project alignment.

Jurisdictional Resources

There are no drainages or evidence of jurisdictional waters within the segment.

3.4.2 Segment 2 –UPRR tracks to 1st Street

Surrounding Land Use

This section of Pennsylvania Avenue is located south of I-10 primarily in the less urbanized area of the City of Beaumont. The northern boundary of this segment is UPRR tracks and the southern boundary is 1st Street. From the UPRR tracks, the east-west 3rd Street exists only on the west side of the alignment, approximately 530 feet south of the UPRR tracks, but does not continue east past Pennsylvania. The property immediately adjacent to the alignment on both sides is vacant, although industrial land use exists adjacent to the alignment on the west side, between the UPRR tracks and 3rd Street.

Vegetation

The vacant areas contain primarily tall grasses and invasive shrubs, except for some vegetation growing along two drainages on the east side of Pennsylvania Avenue. Along the initial flow area near the outlets of the UPRR tracks, some riparian vegetation was present, including tree of heaven (*Ailanthus altissima*) and rushes (*Cyperaceae)*, present within and along the banks of the drainage.

Habitat and vegetation present included primarily non-native grasses and five eucalyptus trees along the western edge of Pennsylvania Avenue.

Wildlife

Birds were the most observed wildlife group during survey. Common wildlife species observed or otherwise detected on or in the vicinity of the site during the reconnaissance-level survey included black phoebe (*Sayornis nigricans*), mourning dove (*Zenaida macroura*), red-tailed hawk (*Buteo jamaicensis*), Anna's hummingbird (*Calypte anna*), killdeer (*Charadrius vociferus*), house finch (*Haemorhous mexicanus*), California towhee (*Melozone crissalis*), and bushtit (*Psaltriparus minimus*).

Wildlife detections or signs included those for reptiles, birds, and mammals. The most common wildlife observed included coyote (*Canis latrans*), desert cottontail (*Sylvilagus audubonii*), and side-blotched lizard (*Uta stansburiana elegans*).

Sensitive Plants

No sensitive plants were identified during survey and none are expected to occur. The site does not contain habitat elements suitable to support any sensitive or native plant species. Only the hardiest of species, tolerant of high levels of disturbance could inhabit the Project alignment.

Sensitive Wildlife

No sensitive wildlife species were detected during survey and none are expected to occur. The site does not contain habitat elements suitable to support any sensitive or animal species. Only common animal species associated with urban environments and tolerant of high levels of disturbance could inhabit the Project alignment.

Jurisdictional Resources

There are two large drainages in this segment which appear to have jurisdictional resources. The jurisdictional delineation relative to these two drainages is provided below.

3.5 MSHCP Surveys

The Regional Conservation Authority (RCA) Information Map (Figure 8) identifies the following for the Project.

3.5.1 Segment 1 – 6th Street to UPRR tracks

Segment 1 is located in the San Timoteo Habitat Management Unit of the MSHCP, but is not located within any Criteria Cells or designated conservation areas or within the designated survey area for burrowing owl or any other designated species survey areas as identified by the MSHCP (Figure 8):

- Amphibian — Not in an amphibian survey area
- Owls — Not in a Burrowing Owl survey area
- Criteria Area Species — Not in a criteria area species survey area
- Mammals — Not in a mammal survey area
- Narrow Endemic Plants — Not in a narrow endemic plant survey area

Riparian/Riverine areas and Vernal Pools (Section 6.1.2)

Section 6.1.2 of the MSHCP identifies Riparian/Riverine resources as lands which contain habitat dominated by trees, shrubs, persistent emergent vegetation, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from nearby fresh water sources, or areas with freshwater flow during all or a portion of the year.

The MSHCP identifies Vernal Pools in Section 6.1.2 as seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soil, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season.

There are no resources in this segment that would be classified as Riverine/Riparian or Vernal Pool resources.

Narrow Endemic Plant Species (Section 6.1.3)

Pursuant to Section 6.1.4 of the MSHCP, focused surveys for narrow endemic plant species are required for properties within the mapped areas if the appropriate habitat is present.

This segment is not mapped within an area that has the potential for endemic plants.

Urban/Wildlands Interface Guidelines (Section 6.1.4)

Section 6.1.4 of the MSHCP, *Guidelines Pertaining to Urban/Wildlands Interface,* is intended to address indirect effects associated with development in proximity to MSHCP Conservation Areas. The Urban/Wildlife Interface Guidelines are intended to ensure that indirect project-related impacts to the MSHCP Conservation Area, including drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development, are avoided or minimized. The Project alignment is not located within or in proximity of any Criteria Cells or designated conservation areas. Therefore, the proposed Project will not need to comply with the Urban/Wildlands Interface Guidelines.

Additional Surveys (Section 6.3.2)

Section 6.3.2 of the MSHCP, *Additional Survey Needs and Procedures*, states that additional surveys may be needed for certain species to achieve coverage for these species. Based on the RCA MSHCP Information Map query and review of the MSHCP, it was determined that the project site is not located within any designated survey area for BUOW, amphibians, or mammals as depicted in Figure 6-4 within Section 6.3.2 of the MSHCP.

3.5.2 Segment 2 –UPRR tracks to 1st Street

Segment 2 is in the Badlands Habitat Management Unit of the MSHCP but is not located within any Criteria Cells or designated conservation areas. The RCA MHSCP Information map identified that this segment of the Project alignment is within the designated survey areas for the following:

- Amphibian — Not in an amphibian survey area
- Owls — **In a survey area for Burrowing Owl**
- Criteria Area Species — Not in a criteria area species survey area
- Mammals — Not in a mammal survey area

- Narrow Endemic Plants **In a survey area for Marvin's onion, Many-stemmed dudleya**

Riparian/Riverine areas and Vernal Pools (Section 6.1.2)

Section 6.1.2 of the MSHCP identifies Riparian/Riverine resources as lands which contain habitat dominated by trees, shrubs, persistent emergent vegetation, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from nearby fresh water sources, or areas with freshwater flow during all or a portion of the year.

The result of this analysis is that there are no features within the project site that are dominated by riparian trees, shrubs, or emergent vegetation. However, some rushes are present near the box culverts immediately south of the UPRR tracks, and these drainage areas connect to a larger drainage on the vacant lot to the east of the project alignment.

Due to the immediate connectivity of the drainages to a larger Riverine/Riparian area and the presence of some riparian vegetation, Riverine/Riparian resources are present on the project site, and the proposed project will impact portions of this resource. If all impacts to riparian/riverine habitat cannot be avoided, Section 6.1.2 of the MSHCP identifies that a Determination of Biologically Equivalent or Superior Preservation (DBESP) must be prepared and submitted to the Wildlife agencies to ensure replacement of any lost functions and values of Habitat as it relates to Covered Species. This analysis is separate from any regulatory review/permitting by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and CDFW.

Neither drainage has habitat to support any of the amphibians, fish, birds, invertebrates, plants or fairy shrimp identified in Section. 6.1.2 of the MSHCP because the drainages and vegetation lacks the structure, diversity and density that is suitable to support these species.

Neither drainage has the habitat to support any of the birds identified Section 6.1.2 of the MSHCP such as least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo associated with Riverine/Riparian resources because the drainages and vegetation lacks the structure, diversity and density that is suitable to support these species.

The MSHCP identifies Vernal Pools in Section 6.1.2 as seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soil, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season.

The result of this analysis is that all indicators for vernal pools are absent from the site. There are no depressional features that could develop vernal pools or support vernal pool species. The soils on site are well-drained sandy loams, which do not support the formation of vernal pools. Further, there is no historical, biological, or hydrological evidence that would indicate the historic presence of vernal pools on this site.

Narrow Endemic Plant Species (Section 6.1.3)

Pursuant to Section 6.1.4 of the MSHCP, focused surveys for narrow endemic plant species are required for properties within the mapped areas if the appropriate habitat is present.

The survey area maps have identified this segment of the Project alignment to be located within the Narrow Endemic Plant Species Survey Areas for both Marvin's onion and many-stemmed dudleya.

Marvin's Onion

The status of Marvin's Onion is California Rare Plant Rank 1B.2. This species is a perennial bulb generally occurs in seasonally moist microsites in grassy openings in coastal sage scrub, chaparral, juniper woodland, valley and foothill grasslands. It is restricted to clay soils except for one population documented to occur in association with pyroxenite outcrops (MSHCP, Table 6-1). Munz's Onion has a small rhizome associated with clusters of brightly colored red bulbs. From these grow several naked green stems, each with a few withering, curling leaves. Leaves are few, curling and wither early. It has several flowers with each flower being just under a centimeter wide and white to pinkish with dark midveins. Blooming period is April through May but may not flower in low rainfall years and may be difficult to locate during surveys conducted under drought conditions.

Many-stemmed dudleya

The status of Many-stemmed dudleya is also California Rare Plant Rank 1B.2. It is an endemic perennial succulent plant known by the common name many stemmed liveforever. This plant has few short, fingerlike cylindrical leaves with pointed tips and is dominated by its flowering stem, when present. The inflorescence is branching and bears up to 15 flowers on each long, thin branch. The flowers have pointed yellow petals up to a centimeter long, and long stamens. It is found in openings of chaparral, coastal sage scrub, southern needlegrass grasslands, rocky places, and ridgelines as well as thinly vegetated clay soils. It blooms primarily between May and June although flowering can take place as early as March in coastal locations.

Both species are restricted to clay soils. The soils onsite consist of Ramona sandy loams, and as such the project site *does not* contain appropriate habitat and focused surveys for these species are not required.

Urban/Wildlands Interface Guidelines (Section 6.1.4)

Section 6.1.4 of the MSHCP, *Guidelines Pertaining to Urban/Wildlands Interface*, is intended to address indirect effects associated with development in proximity to MSHCP Conservation Areas. The Urban/Wildlife Interface Guidelines are intended to ensure that indirect project-related impacts to the MSHCP Conservation Area, including drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development, are avoided or minimized. The Project alignment is not located within or in proximity of any Criteria Cells or designated conservation areas. Therefore, the proposed Project will not need to comply with the Urban/Wildlands Interface Guidelines.

Additional Surveys (Section 6.3.2)

Section 6.3.2 of the MSHCP, *Additional Survey Needs and Procedures*, states that additional surveys may be needed for certain species to achieve coverage for these species. Based on the RCA MSHCP Information Map query and review of the MSHCP, it was determined that the project site is not located within any designated survey area for amphibians, or mammals as depicted in Figure 6-4 within Section 6.3.2 of the MSHCP.

This segment is, however, within a habitat survey area for BUOW. This survey and the results are discussed below. In summary, while this segment does contain areas of short, sparse vegetation and contains well-drained, friable soils, no burrows of appropriate size and aspect were observed within or adjacent to the Project alignment. No BUOW individuals or sign were observed on site during survey, and the site does not exhibit habitat elements and structure that are capable of supporting BUOW. The result of the habitat assessment was that no evidence of BUOW was found in the survey area. No burrows of appropriate size, aspect or shape were located, and no BUOW pellets, feathers or white wash was found. No BUOW individuals were observed. Therefore, BUOW focused surveys are not required.

3.6 Burrowing Owl

The western BUOW is one of 18 New World Burrowing Owl subspecies, and one of only two in North America. The western BUOW ranges from Texas to California and north to southern Canada. Individuals of resident populations in southern California, northern Mexico, and Florida breed and overwinter in an area without a significant migration (Haug et al. 1993). BUOW are found across American open landscapes, showing activity chiefly in the daytime. In California, preferred habitat is generally typified by short, sparse vegetation with few shrubs, level to gentle topography and well-drained soils. In addition, BUOW may occur in some agricultural areas, ruderal grassy fields, vacant lots and pastures, and flood control facilities if the surrounding vegetation structure is suitable and there are useable burrows and foraging habitat in proximity.

Unique among North American raptors, the BUOW requires underground burrows or other cavities for nesting during the breeding season and for roosting and cover, year-round. Burrows used by the owls are usually dug by other species termed host burrowers. In California, California ground squirrel (Spermophilus beecheyi) and round-tailed ground squirrel (Citellus tereticaudus) burrows are frequently used by BUOW but they may use dens or holes dug by other fossorial species and/or human made structures such as cement culverts and pipes. They are active during the day and night and are generally observed in the early morning hours or at twilight.

BUOW have a high fidelity to their birth territory and they often prefer nesting in areas of high burrow densities. Breeding pairs are easily located within the surrounding of their nests (usually 90 feet) due to their territorial behavior. BUOW breeding season begins February 1 and extends to August 31. Pair formation can begin in February. Peak of the BUOW breeding season, commonly accepted in California, occurs between April 15 and July 15. April to mid-May is when most burrowing owls are in the egg laying and incubation stages. BUOW egg incubation period is about 27-28 days Chick rearing typically occurs between May 15 and July 1. July 15 is typically considered the late nestling period when most owls are spending time above ground. The non-breeding season (September 1 to January 31). BUOW are semi-colonial and will sometimes share a burrow for incubation and chick rearing.
The BUOW is not listed under the State or federal ESA but is considered both a State and federal SSC. The BUOW is a migratory bird protected by the international treaty under the Migratory Bird Treaty Act of 1918 and by State law under the California Fish and Game Code (CDFG Code #3513 & #3503.5).

Per the literature review, BUOW have not been documented in the immediate site vicinity but were documented in 2006 3.8 miles southeast of the Project alignment.

Per the definition provided in the *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area*:

> *Burrowing owls use a variety of natural and modified habitats for nesting and foraging that is typically characterized by low growing vegetation. Burrowing owl habitat includes, but is not limited to, native and non-native grassland, interstitial grassland within shrub lands, shrub lands with low density shrub cover, golf-courses, drainage ditches, earthen berms, unpaved airfields, pastureland, dairies, fallow fields, and agricultural use areas.*
>
> *Burrowing owls typically use burrows made by fossorial (adapted for burrowing or digging) mammals, such as ground squirrels (Spermaphilus beecheyi) or badgers (Taxidea taxus), they often utilize manmade structures, such as earthen berms; cement culverts; cement, asphalt, rock, or wood debris piles; or openings beneath cement or asphalt pavement. Burrowing owls are often found within, under, or near man-made structures.*

Neither segment of the Project alignment or immediate vicinity contain suitable habitat for this species. While both segments of the Project alignment do contain areas of short, sparse vegetation and contains well-drained, friable soils, no burrows of appropriate size and aspect were observed within or adjacent to the Project alignment. No BUOW individuals or sign were observed on site during survey conducted on June 15, 2018, and the site does not exhibit habitat elements and structure that are capable of supporting BUOW.

The result of the habitat assessment was that no evidence of BUOW was found in the survey area. No burrows of appropriate size, aspect or shape were located, and no BUOW pellets, feathers or white wash was found. No BUOW individuals were observed. Therefore, BUOW focused surveys are not required.

However, to ensure there will be no impact to BUOW, a pre-construction survey is recommended.

3.7 Wildlife Corridors

Habitat linkages provide links between larger undeveloped habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet inadequate for others. Wildlife corridors are significant features for dispersal, seasonal migration, breeding, and foraging. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The Project alignment is not considered an established wildlife movement corridor or nursery site for native or migratory wildlife, because the area does not connect two or more significant habitat areas and it is not a major feature influencing the local plant and small mammal communities. The Project will not create any shift in habitat use by wildlife, alter population dynamics, or change the local species compositions. Therefore, this project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species through the Project site.

4 JURISDICTIONAL DELINEATION

4.1 Regulatory Guidelines

Clean Water Act (CWA)

The CWA is the principal federal law that governs pollution in the nation's lakes, rivers, and coastal waters. Originally enacted in 1972 as a series of amendments to the Federal Water Pollution Control Act of 1948 the Act was last amended in 1987. The overriding purpose of the CWA is to "restore and maintain the chemical, physical and biological integrity of the nation's waters." Discharges of dredged or fill material in Waters of the U.S (WoUS) are regulated pursuant to Sections 404 and 401 of the CWA. The congressional intent of Section 404 of the CWA as articulated in Section 10 is to "maintain and restore the chemical, physical, and biological integrity of the nation's waters." Section 404 of the CWA gives the USACE and the U.S. Environmental Protection Agency (EPA) regulatory and permitting authority regarding discharge of dredged or fill material into "navigable waters." Permits issued by the USACE in California require certification by the State of California that the proposed discharge complies with the requirements of the California Porter-Cologne Water Quality Control Act. These certifications are issued by the State Water Resources Control Board or one of the nine RWQCBs.

Waters are defined broadly under the CWA to include all traditionally navigable waters, including those used or susceptible for use in interstate commerce, including all waters subject to the ebb and flow of the tide, interstate waters, territorial seas, impoundments and tributaries. Waters may also include wetlands and other waters that are not traditionally navigable such as wetlands that are adjacent to traditionally navigable waters. Wetlands are defined under federal regulations as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."

US Army Corps of Engineers Regulated Activities

Pursuant to Section 404 of the CWA, the US Army Corps of Engineers (USACE) regulates the discharge (temporary or permanent) of dredged or fill material into Waters of the US (WoUS), including wetlands. A discharge of fill material includes, but is not limited to, grading, placing riprap for erosion control, pouring concrete, laying sod, and stockpiling excavated material into WoUS. Activities that generally do not involve a regulated discharge (if performed specifically in a manner to avoid discharges) include driving pilings, performing certain drainage channel maintenance activities, constructing temporary mining and farm/forest roads, and excavating without stockpiling.

The limit of USACE jurisdiction, excluding wetlands and tidal waters, is delineated using the Ordinary High Water Mark (OHWM), defined in CFR 328.3(e) as:

> *…that line on the shore established by the fluctuations of water and indicated by physical characteristics such as [a] clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.*

On April 21, 2020, the United States Environmental Protection Agency (US EPA) and the USACE published, in the Federal Register, their final rule (2020 Rule) that revised the definition of "waters of the United States," narrowing the scope of waters subject to federal regulation under the Clean Water Act, particularly with respect to adjacent wetlands and ephemeral streams, and also abandons the "significant nexus text" in the 2015 Rule.

The 2020 Rule defines four categories of waters as jurisdictional:

1. *Waters which are traditionally thought of as "waters of the United States," those being the territorial seas and traditional navigable waters. 33 CFR 328.3(a).*
2. *Perennial and intermittent tributaries that contribute surface water flow to the territorial seas and navigable waters either directly or indirectly through other jurisdictional waters. 33 CFR 328.3(b).*
3. *Lakes, ponds, and impoundments that are standing bodies of water that contribute surface water flow in a typical year to a territorial sea or a traditional navigable water either directly or through another jurisdictional water. 33 CFR 328.3(c).*
4. *Wetlands that abut a territorial sea or traditional navigable water, or other jurisdictional water and that are inundated by flooding by a jurisdictional water in a typical year, are physically separated from a jurisdictional water by a natural berm, dune or similar feature or physically separated by an artificial structure so long as that artificial structure allows for a direct hydrologic surface connection between the wetlands and a jurisdictional water in a typical year. 33 CFR 328.3(c)*

The surface water flow is gauged in the "typical year" which is defined to mean "when precipitation and other climatic variables are within the normal periodic range (e.g. seasonally, annually) for the geographic area of the applicable aquatic resource based on a rolling thirty-year period." 33 CFR 328.3(c)(13). The "significant nexus test" with its reliance on whether a water has a significant nexus to another jurisdictional water has been abandoned in favor of this categorical approach.

The 2020 Rule excluded the following:

1. *Waters or water features that are not identified in paragraph (a)(1), (2), (3), or (4) of this section;*
2. *Groundwater, including groundwater drained through subsurface drainage systems;*
3. *Ephemeral features, including ephemeral streams, swales, gullies, rills, and pools;*
4. *Diffuse stormwater run-off and directional sheet flow over upland;*
5. *Ditches that are not waters identified in paragraph (a)(1) or (2) of this section, and those portions of ditches constructed in waters identified in paragraph (a)(4) of this section that do not satisfy the conditions of paragraph (c)(1) of this section;*
6. *Prior converted cropland;*
7. *Artificially irrigated areas, including fields flooded for agricultural production, that would revert to upland should application of irrigation water to that area cease;*
8. *Artificial lakes and ponds, including water storage reservoirs and farm, irrigation, stock watering, and log cleaning ponds, constructed or excavated in upland or in non-jurisdictional waters, so long as those artificial lakes and ponds are not impoundments of jurisdictional waters that meet the conditions of paragraph (c)(6) of this section;*
9. *Water-filled depressions constructed or excavated in upland or in non-jurisdictional waters incidental to mining or construction activity, and pits excavated in upland or in non-jurisdictional waters for the purpose of obtaining fill, sand, or gravel;*
10. *Stormwater control features constructed or excavated in upland or in non-jurisdictional waters to convey, treat, infiltrate, or store stormwater run-off;*
11. *Groundwater recharge, water reuse, and wastewater recycling structures, including detention, retention, and infiltration basins and ponds, constructed or excavated in upland or in non-jurisdictional waters; and*
12. *Wastewater treatment systems.*

"Ephemeral" is now defined as "surface water flowing or pooling only in direct response to precipitation (e.g. rain or snow fall)."

Activities Regulated by the State

A federal permit or license cannot be issued that may result in a discharge to WoUS unless certification under Section 401 of the CWA is granted or waived by EPA, the state, or the tribe where the discharge would originate (EPA 2010).

Pursuant to Section 401 of the CWA:

> *…any applicant for a federal permit for activities that involve a discharge to WoUS shall provide the federal permitting agency a certification from the state in which the discharge is proposed that states that the discharge will comply with the applicable provisions under the federal CWA.*

Therefore, before USACE will issue a Section 404 permit, applicants must apply for and receive a Section 401 water quality certification or waiver, as applicable. Under Section 401 of the CWA, all activities that are regulated at the federal level by USACE are also regulated at the state level.

Therefore, state jurisdiction usually includes all waters or tributaries to waters that are determined to be WoUS and, similar to WoUS, are typically delineated at the OHWM. State-regulated WoUS are overseen by the State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs).

However, if waters are determined not to be WoUS, they may still be subject to state jurisdiction based on the Porter-Cologne Act, which are regulated by the SWRCB and the RWQCBs under California's Porter-Cologne Water Quality Control Act (Porter-Cologne). In April 2019, the SWRCB adopted a state wetlands definition and procedures for the discharge of dredged or fill material into waters of the State (collectively, the Procedures). The Procedures are expected to become effective in mid-2020. The Procedures establish a permit process for discharges to both wetland and non-wetland waters of the State. Under Porter-Cologne and the Procedures, "Waters of the State" are defined by the Porter-Cologne Act as "any surface water or groundwater, including saline waters, within the boundaries of the state." Under the Procedures, a water of the State is a wetland "if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both, (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate, and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation." This definition varies from the federal definition in several respects, most notably that the state considers unvegetated features, such as mudflats or playas, to constitute wetlands.

California Fish and Game Code

Sections 1600 to 1616 of the California Fish and Game Code require any person, state, or local government agency or public utility (i.e., an entity) to notify the CDFW before beginning any activity that will divert the flow of or substantially modify a river, stream, or lake or result in the deposit of certain waste materials that may pass into a river, stream or lake. Following receipt of such a notification, CDFW determines whether the activity may affect fish and wildlife resources and, if it will, issues a "Lake and Streambed Alteration Agreement" to be entered into by the entity and CDFW and which authorizes the activity in question. CDFW defines the term "stream" as "a body of water that flows perennially or episodically and that is defined by the area in which water currently flows, or has flowed, over a given course during the historic regime [i.e., 'circa 1800 to the present'], and where the width of its course can reasonably be identified by physical or biological indicators." CDFW regulates rivers and streams to their "maximum expression" on the landscape, often including the entire floodplain. *MESA Field Guide, Mapping Episodic Stream Activity* (2011).

4.2 Results

The Project alignment is within the Potrero Creek Hydrologic Sub-Area (HSA 802.21) which comprises a 193,598-acre drainage area within the larger San Jacinto Watershed (HUC 180702020201) in Riverside County. The San Jacinto Watershed is bound on the north by the San Gorgonio Creek and Smith Creek Watersheds, on the southeast by the Laborde Canyon-San Jacinto River Watershed, and on the southwest by the Poppet Creek-San Jacinto Watershed. The Potrero Creek is the major hydrogeomorphic feature within the Potrero Creek Watershed.

Two unnamed ephemeral drainages, Drainage A and Drainage B, were identified within the project site, south of the UPRR tracks/I-10 that would meet the definition of a State jurisdictional water. Since they meet the definition of being a State streambed water, they also meet the criteria for being a riverine/riparian area under the MSHCP. These drainages however, are not subject to the federal CWA under the 2020 guidance as they are ephemeral and excluded from jurisdiction. Areas meeting all three wetland parameters would be designated as USACE wetlands. The three required parameters, hydrophitic vegetation, hydric soils and/or wetland hydrology, are not present within the Project site. Therefore, no wetlands were identified in the study area during this investigation based of the absence of hydric soil indicators and/or wetland hydrology.

Drainage A and Drainage B both have a definable bed and bank and Drainage A also supports rushes (*Cyperaceae*), which is restricted to the streambed and absent from the surrounding upland habitat. Therefore, given that these drainages have a definable bed and bank and support some riparian associated vegetation (in Drainage A), they both would be subject to the FGC under the jurisdiction of the CDFW and be considered a riverine/riparian area under the MSHCP..

Table 2 details the amount of impacts on each jurisdictional feature. Drainage A and Drainage B are both part of a larger drainage that occupies the vacant lot east of the Project site (Figure 9).

Drainages A and B are also considered jurisdictional under the Porter Cologne as a State Streambed Water.

4.2.1 Drainage A

Drainage A is located within the survey area, on the east side of Pennsylvania, south of the UPRR/I-10 corridor and north of 3rd Street. The drainage exits two box culverts under the UPRR tracks, one adjacent Pennsylvania Avenue, and one approximately 90 feet east of Pennsylvania Avenue, flowing southwest toward Pennsylvania Avenue, where they join to form one drainage that flows south along Pennsylvania Avenue for approximately 145 feet. The drainage then turns east onto a vacant parcel, before flowing southerly, bisecting the vacant parcel. This drainage impacted is approximately 70 feet wide from edge of bank to edge of bank at its widest. No standing or running water was observed in the drainage at the time of the survey.

Along the initial flow area near the outlets of the UPRR tracks, some riparian vegetation was present, including tree of heaven (*Ailanthus altissima*) and rushes (*Cyperaceae)*, present within and along the banks of the drainage.

4.2.2 Drainage B

Drainage B exits from a box culvert under the east side of Pennsylvania Avenue approximately 700 feet north of 1st Street. The source of the water that supplies this drainage is unknown. Within the Project survey area, the drainage is approximately 90 feet long, and approximately 35 feet from bank edge to bank edge at its widest. The bottom of the drainage is relatively sandy and is approximately 25 feet lower that the surrounding land, thereby forming more of a canyon-like drainage indicative of more of a high volume, short-duration flow regime. No standing or running water was observed at the time. No riparian obligate species were observed within or near the portion of the drainage within the Project footprint but this portion of the drainage does have a higher diversity of species with a mix of native and non-native plant species, including jimsonweed (*Datura sp.)*, California sage (*Artemisia californica*), mustard (*Hirschfeldia incana*), and Russian thistle (*Salsola tragus*).

Drainages A and B converge and join a larger drainage. This larger drainage converges with Potrero Creek. Potrero Creek, in turn, converges with the San Jacinto River approximately 9 miles further south and the Jacinto River flows into Lake Elsinore.

Table 2
Summary of Length and Area Riverine/Riparian Areas and State Jurisdictional Waters within the Project Alignment

Feature	Length (feet)	Riverine/Riparian Areas / FGC 1600 CDFW / Porter Cologne RWQCB jurisdiction	
		Temporary Impact (acres)	**Permanent Impact (acres)**
Drainage A	145	0.15	0.075
Drainage B	90	0.09	0.50
Total		**0.24**	**0.125**

5 CONCLUSIONS AND RECOMMENDATIONS

5.1 Biological Resources

Based on the literature review and field survey, implementation of the project will have no significant impacts on federally, State, or MSHCP listed species known to occur in the general vicinity of the project site.

Additionally, the project will have no effect on designated Critical Habitat because none exists within the area.

While both segments of the Project alignment do contain areas of short, sparse vegetation and contains well-drained, friable soils, no burrows of appropriate size and aspect were observed within or adjacent to the Project alignment. Therefore to ensure there will be no impact to BUOW, a pre-construction survey is required. The suggested mitigation is as follows:

- Prior to issuance of a grading permit, the applicant shall perform a preconstruction survey that shall be conducted within 30 days prior to ground disturbance to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site. If burrowing owls are found to be present or nesting on-site during the preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From March 1 through March 15 and from August 1 through August 31 exclusion and relocation activities may take place if it is proven to the Lead Agency and/or appropriate agencies (if any) that egg laying or chick rearing is not taking place. This determination must be made by a qualified biologist. If no burrowing owls are found during the pre-construction survey, no further action is required.

The project site provides suitable habitat for nesting birds and the following mitigation measure to reduce impacts is recommended.

- Bird nesting season generally extends from February 1 through September 15 in southern California and specifically, April 15 through August 31 for migratory passerine birds. In

general, Projects should be constructed outside of this time to avoid impacts to nesting birds. If a Project cannot be constructed outside of nesting season, the project site shall be surveyed for nesting birds by a qualified avian biologist within five (5) days prior to initiating the construction activities. If active nests are found during the pre-construction nesting bird surveys, a Nesting Bird Plan (NBP) will be prepared and implemented. At a minimum, the NBP will include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The NBP will include a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be determined by the biologist, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist has determined the young birds have successfully fledged and a monitoring report has been submitted reviewed and approved by the City of Beaumont.

5.2 MSHCP Resources

The Project alignment is not located within or adjacent to any criteria cell, and no surveys for BUOW or endemic plant species, or mammals or amphibians are required due to the lack of suitable habitat.

Riparian/riverine resources were found within Segment 2, below the UPRR/I-10 corridor. Due to presence of Riverine/Riparian resources, MSHCP requires that a Determination of Biologically Equivalent or Superior Preservation (DBESP) must be developed that addresses the replacement of lost functions of habitats regarding the listed species, if these species cannot be avoided. This analysis is separate from any regulatory review/permitting by the CDFW and RWQCB.

Therefore, with the preparation of the DBESP, proposed Project is consistent with Section 6.1.2 of the MSHCP.

5.3 Jurisdictional Waters

Lake and Streambed Alteration Agreement

Because the site does contain drainages identified as CDFW Jurisdiction, a Lake and Streambed Alteration Agreement (1600) permit will be required prior to any ground disturbance within the identified areas.

Waste Discharge Requirement

The channel morphology and hydrology make Drainages A and B subject to the Porter-Cologne Act that fall under the jurisdictions of the RWQCB. A Waste Discharge Requirement (WDR) Permit from the RWQCB will be required.

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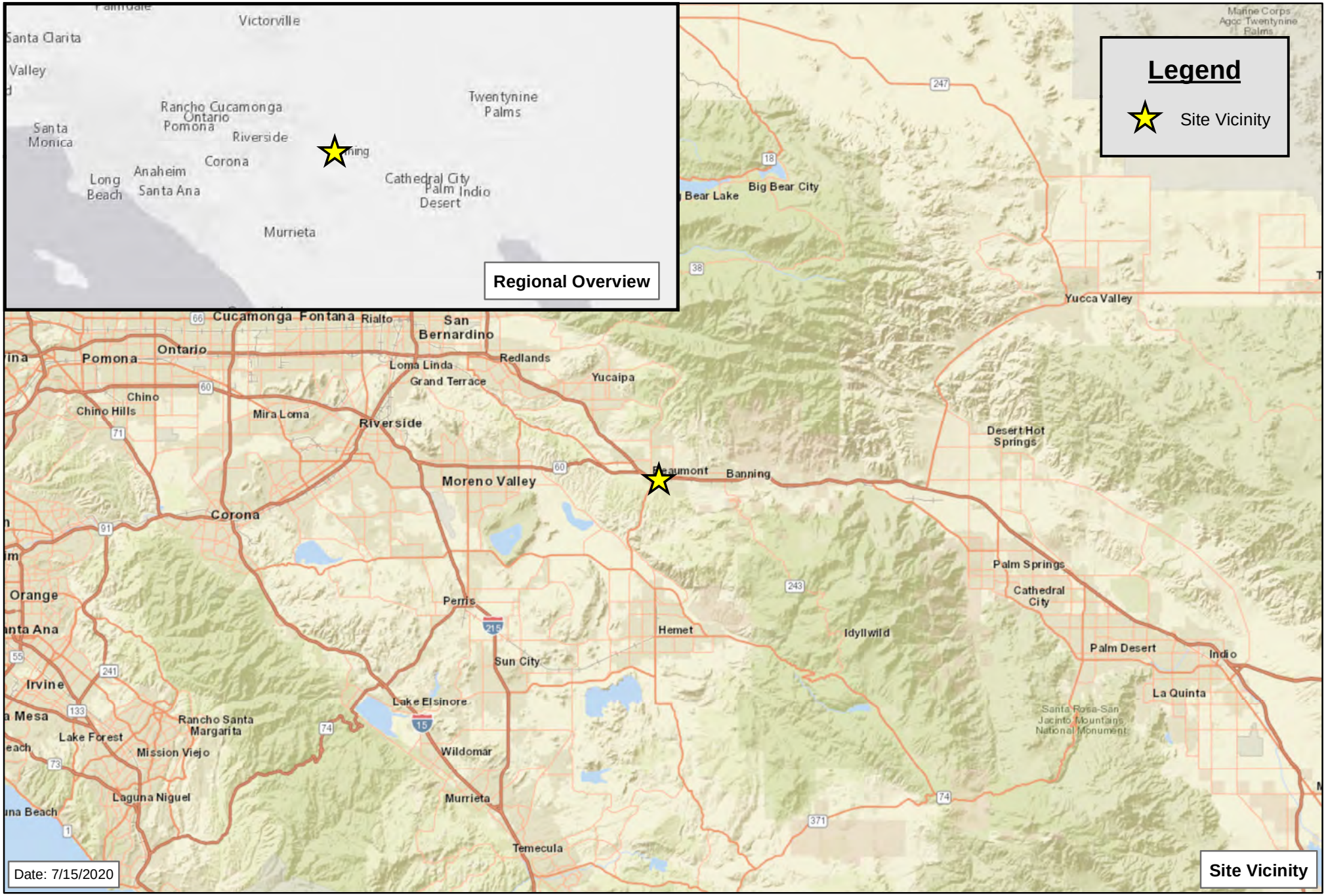
FIGURES



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Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

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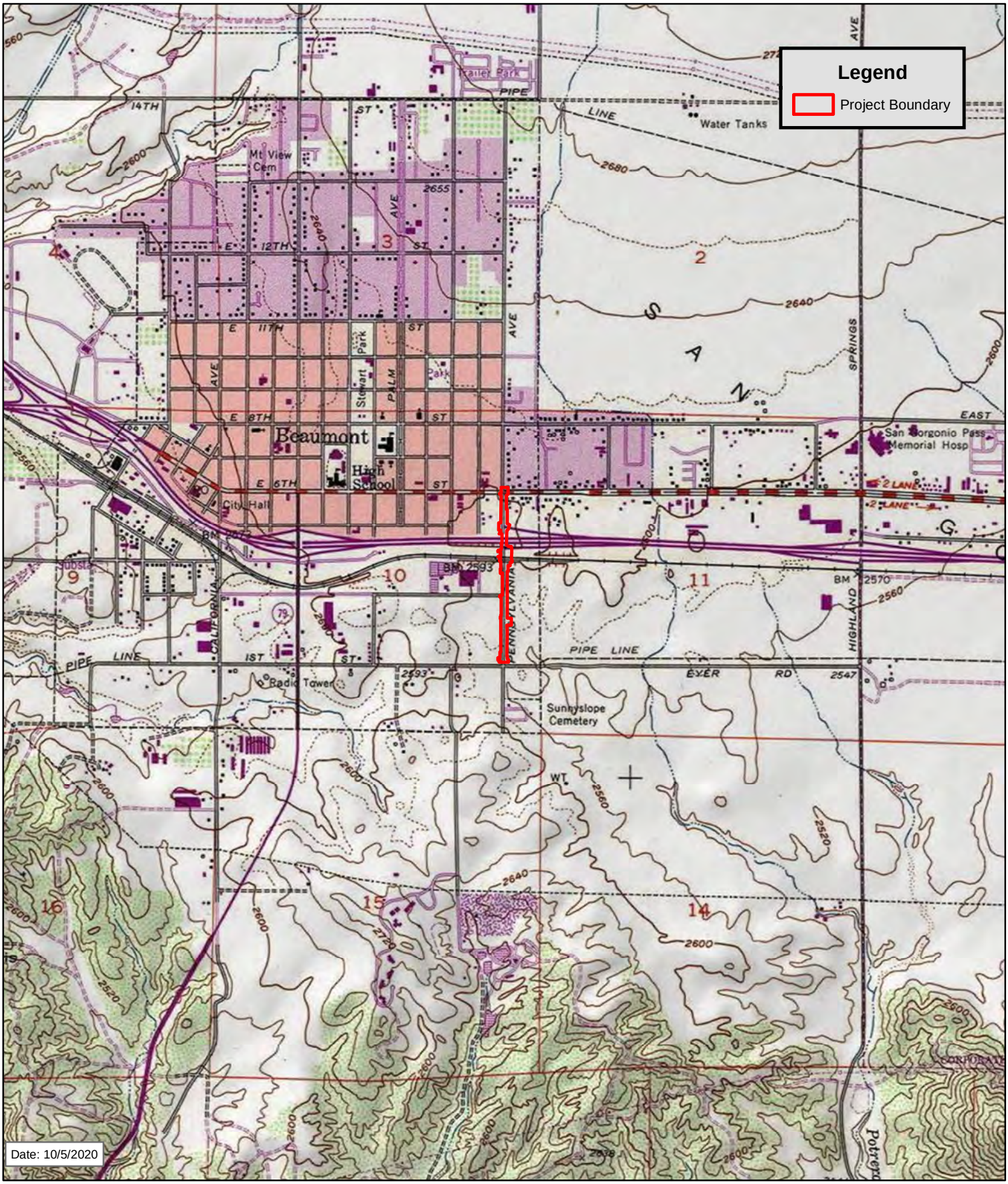
Figure 1 - Regional Overview Site Vicinity

Pennsylvania Avenue Widening Project
City of Beaumont



0 0.125 0.25 0.5 0.75 1 Miles

Imagery Date: 8/6/2017

Service Layer Credits: Copyright:© 2013 National Geographic Society, i-cubed

1 inch = 2,000 feet

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Figure 2 Project Location - Topographic View	Pennsylvania Avenue Widening Project City of Beaumont

0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Figure 3 Project Location - Aerial View	Pennsylvania Avenue Widening Project City of Beaumont

0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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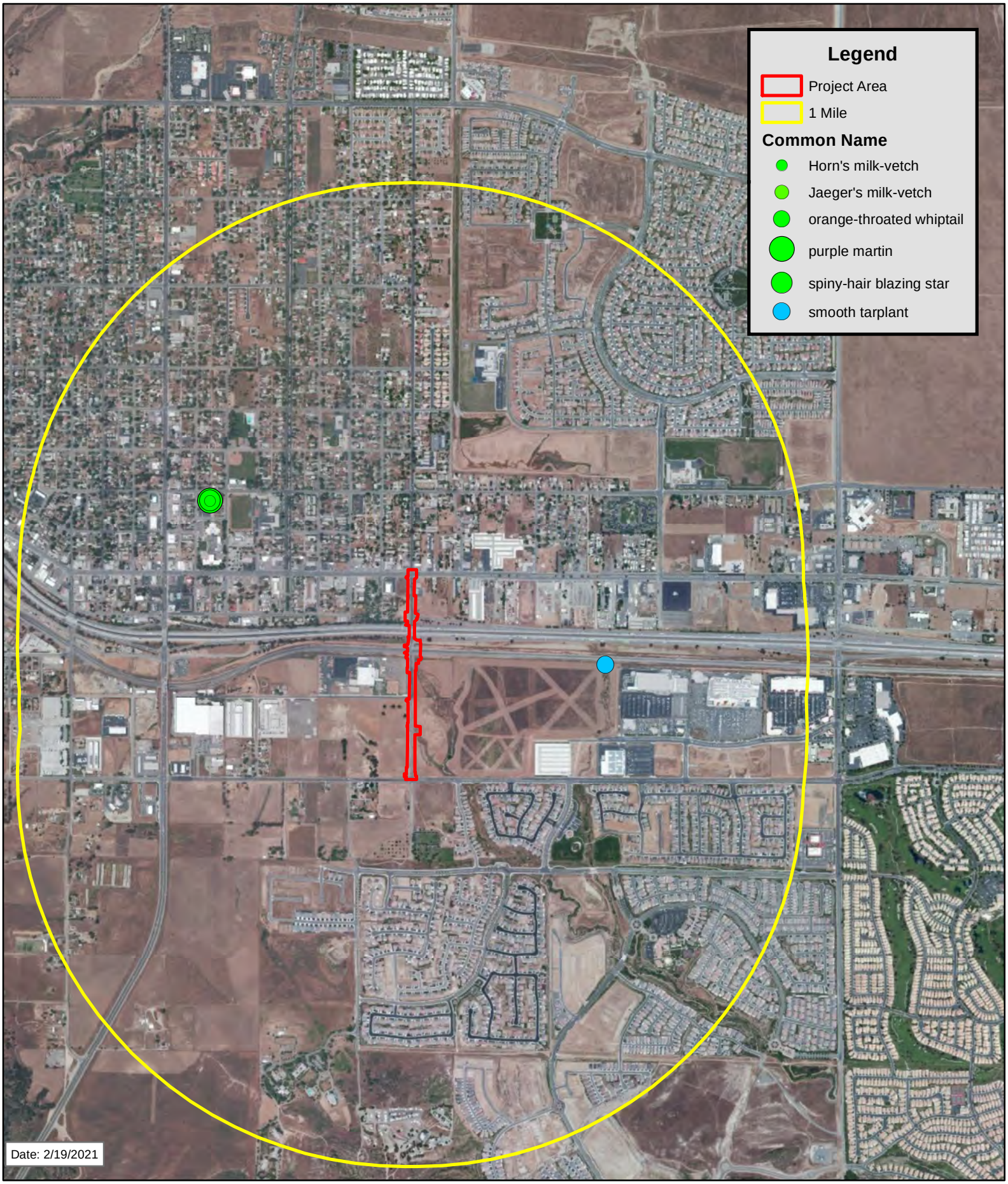
Figure 4 Site Plan	Pennsylvania Avenue Widening Project City of Beaumont



0 0.1 0.2 0.4 0.6 0.8 Miles

Imagery Date: 10/20/2019

1 inch = 1,667 feet

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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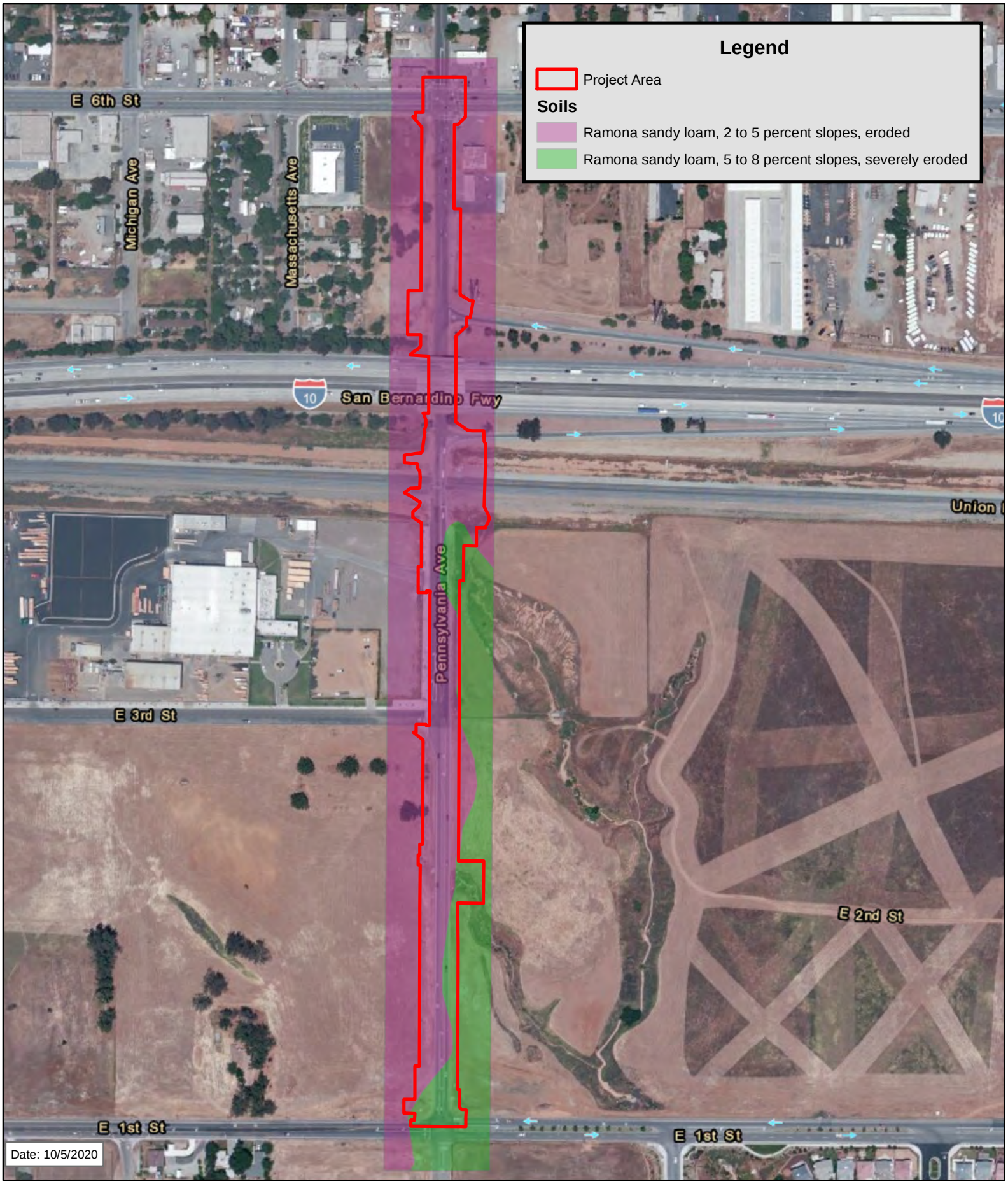
Figure 5
CNDDB - 1 Mile

Pennsylvania Avenue Widening Project
City of Beaumont



0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Figure 6 Soils	Pennsylvania Avenue Widening Project City of Beaumont

0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Figure 7
RCA MSHCP 2012 Vegetation Data

Pennsylvania Avenue Widening Project
City of Beaumont

0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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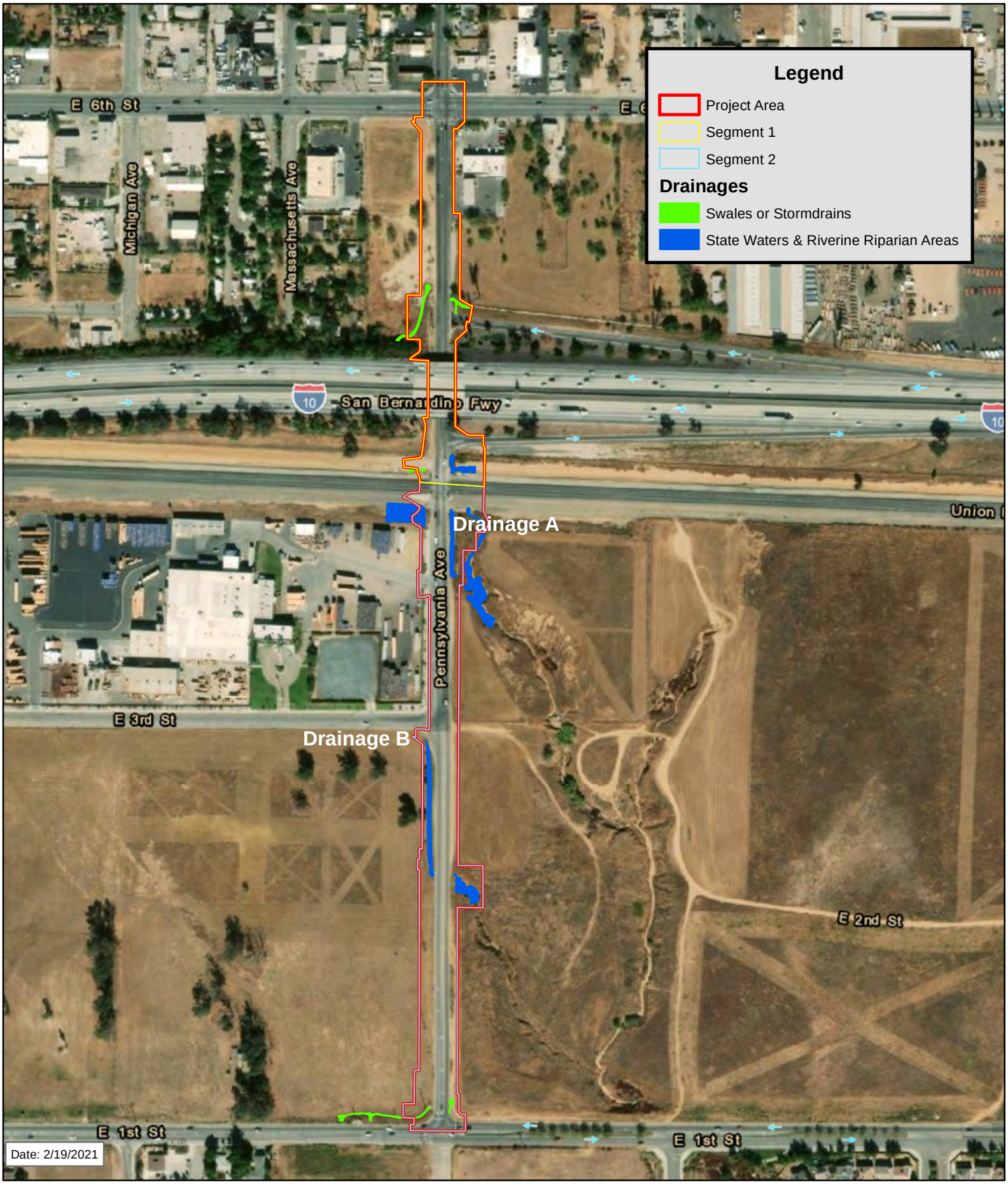
Figure 8
Riverside MSHCP Species Survey Areas

Pennsylvania Avenue Widening Project
City of Beaumont



0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Figure 9 Drainages	Pennsylvania Avenue Widening Project City of Beaumont

Attachment B
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	Photo 1 – Habitat north of I-10.
	Photo 2 – Fenced land alongside Pennsylvania Ave.

	Photo 3 – Habitat south of I-10.
	Photo 4 – Tall grasses and non-native mustard in fields adjacent to Pennsylvania Ave.

	Photo 5 – Drainage B canyon connected to box culvert.
	Photo 6 – Rushes associated with Drainage A. Section along Pennsylvania Ave.

	Photo 7 – Drainage A. Tree of Heaven and rushes/grasses growing near culvert

Western Riverside County
Multiple Species Habitat Conservation Plan
Consistency Analysis

Pennsylvania Avenue Widening

Permittee Name:
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223

Applicant Name:
City of Beaumont
550 E. 6th Street
Beaumont, CA 92223

Prepared by:

Jericho Systems, Inc.
Shay Lawrey
(909) 915-5900

October 2020

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1 EXECUTIVE SUMMARY

This report contains the findings of Jericho Systems, Inc. (Jericho's) Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the proposed Pennsylvania Avenue Widening Project in the City of Beaumont, between 6th Street and 1st Street.

The City of Beaumont is a signatory to the MSHCP. The MSHCP requires that a project comply with the MSHCP policies identified in Section 6 of the MSHCP.

The proposed Project encompasses approximately 2,800 linear feet of roadway along Pennsylvania Avenue, between 1st Street and 6th Street. Plans are to widen the roadway from two lanes to four lanes, for a potential total Project Impact area of approximately 13 acres, based on engineering plans from the City of Beaumont.

The northern boundary of the approximately 2,800 linear foot alignment is 6th Street, and the southern boundary is 1st Street. The east-west I-10 freeway crosses over Pennsylvania Avenue at approximately 790 linear feet south of 6th Street, and the Union Pacific Railroad (UPRR) tracks bisect the alignment approximately 1,000 feet south of 6th Street.

Due to differences in habitat and MSHCP mapping designations for portions of the alignment above and below I-10 and the UPRR tracks, for the purposes of this report, the alignment has been divided into two segments:

- Segment 1 – 6th Street to UPRR tracks, approximately 1,000 linear feet
- Segment 2 – UPRR tracks to 1st Street, approximately 1,800 linear feet

Segment 1 does not fall within any special survey area, nor was there habitat for any special species or riverine/riparian resources.

Segment 2, however, falls within a burrowing owl and endemic plant survey area. The results of these habitat assessments were negative. This segment also has two drainages which can be classified as riverine/riparian resources. If all impacts to riparian/riverine habitat cannot be avoided, Determination of Biologically Equivalent or Superior Preservation (DBESP) must be developed that addresses the replacement of lost functions of habitats in regards to riverine/riparian resources.

2 INTRODUCTION

The purpose of this Consistency Analysis (Analysis) report is to summarize the biological data for the subject parcel and to document consistency with the goals and objectives of the Western Riverside County MSHCP. The format of this report follows the RCA's guidance document for the Western Riverside MSHCP Consistency Analysis Report Template.

2.1 General Biological and MSHCP Evaluation Methodology

Literature Review

Prior to conducting the field investigation, species and habitat information was gathered from the reports related to the specific project and relevant databases to determine which species and/or habitats would be expected to occur onsite. Database searches were performed in the *Beaumont and Cabazon* USGS 7.5-

minute series quadrangles. The site's proximity to the *Cabazon* quad lead to its inclusion in the review. These sources include:

- California Native Plant Society Electronic Inventory (CNPSEI) database;
- California Natural Diversity Database (CNDDB) *Rarefind 5*;
- CNDDB Biogeographic Information and Observation System (BIOS);
- Environmental Protection Agency (EPA) Water Program "My Waters" data layers
- Google Earth Pro historic aerial imagery (1994-2018);
- Stephen's Kangaroo Rat Habitat Conservation Plan
- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS), Soil Survey;
- United States Fish and Wildlife Service (USFWS) Critical Habitat designations for Threatened and Endangered Species;
- USFWS National Wetlands Inventory (NWI);
- Western Riverside County Regional Conservation Authority (RCA) MSHCP Information Map; and
- 2006 Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area.

The literature review provided a baseline from which to inventory the biological resources potentially occurring on the project site. The CNDDB database was used, in conjunction with ArcGIS software, to locate the nearest recorded occurrences of special-status species and determine the distance from the project site.

Field Surveys

On June 15, 2018, Jericho biologist Shannon Dye conducted a jurisdictional waters/biological resources assessment and focused botanical and wildlife survey and of the Project alignment, with the primary focus on species known to be present in the vicinity, namely, BUOW. On July 31, 2018, Jericho biologist Danial Smith conducted a follow-on survey to confirm the findings of the riverine/riparian area assessment and jurisdictional delineation.

Ms. Dye conducted the survey along transects spaced 30 feet apart to allow for 100 percent visual coverage of the site. Transects were aligned north to south along the edges of Pennsylvania Avenue. Plant and wildlife species observed, as well as dominant plant species within each plant community, were noted. Plant species observed during the field survey were identified by visual characteristics and morphology in the field. Unusual and less familiar plant species were photographed during the field survey and identified in the laboratory using taxonomical guides.

Wildlife species were detected during field surveys by sight, calls, tracks, scat, or other sign. In addition to species observed, expected wildlife usage of the site was determined per known habitat preferences of regional wildlife species and knowledge of their relative distributions in the area. The focus of the faunal species surveys was to identify potential habitat for special status wildlife within the project area.

In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, condition of onsite plant communities, and presence of potential jurisdictional drainage and/or wetland features were noted.

2.2 Project Area

Pennsylvania Avenue is a major north-south thoroughfare located in the City of Beaumont, generally between two north-south thoroughfares, High and Springs Avenue to the east and Beaumont Avenue to the west, both of which have interchanges with exits from Interstate 10 (I-10). Pennsylvania Avenue currently crosses under I-10 and has a partial interchange from I-10 with a westbound offramp and eastbound onramp. The alignment is located within the City of Beaumont. The alignment is identified on the *Beaumont* US Geological Survey (USGS) 7.5-minute topographic map in Section 10, Township 3 South, Range 1 West (Figures 1-3).

Due to differences in habitat and land use above and below I-10 and the UPRR tracks, for the purposes of this report, the alignment has been divided into two segments:

- Segment 1 – 6th Street to UPRR tracks, approximately 1,000 linear feet
- Segment 2 – UPRR tracks to 1st Street, approximately 1,800 linear feet

SEGMENT 1 - 6th Street to UPRR tracks, approximately 1,000 linear feet

Segment 1 is located in the San Timoteo Habitat Management Unit of the MSHCP, but is not located within any Criteria Cells or designated conservation areas or within the designated survey area for burrowing owl or any other designated species survey areas as identified by the MSHCP (refer to Figure 4):

- Amphibian — Not in an amphibian survey area
- Owls — Not in a Burrowing Owl survey area
- Criteria Area Species — Not in a criteria area species survey area
- Mammals — Not in a mammal survey area
- Narrow Endemic Plants — Not in a narrow endemic plant survey area

SEGMENT 2 – UPRR tracks to 1st Street, approximately 1,800 linear feet

The project site is located in the Badlands Habitat Management Unit of the MSHCP, but is not located within any Criteria Cells or designated conservation areas. The RCA MHSCP Information map identified that this segment of the Project alignment is within the designated survey areas for the following (refer to Figure 4):

- Amphibian — Not in an amphibian survey area
- Owls — **In a survey area for Burrowing Owl**
- Criteria Area Species — Not in a criteria area species survey area
- Mammals — Not in a mammal survey area
- Narrow Endemic Plants — **In a survey area for Marvin's onion, Many-stemmed dudleya**

Segment 2 of the Project alignment is defined as follows:

2.3 Project Description

Plans are to widen the roadway from two lanes to four lanes, for a potential total Project Impact area of approximately 13 acres, based on engineering plans from the City of Beaumont. The proposed Project encompasses approximately 2,800 linear feet of roadway along Pennsylvania Avenue, between 1st Street and 6th Street (Figure 5).

2.4 Covered Roads

The Project does not occur on a Covered Road or require access from a Covered Road as identified by MSHCP Table 7-4. Therefore, this section is not applicable.

2.5 General Setting

2.5.1 Local Climate

The Beaumont area is subject to both seasonal and annual variations in temperature and precipitation. Average annual maximum temperatures typically peak at 97 degrees Fahrenheit (°F) in August and fall to an average annual minimum temperature of 40°F in December. Average annual precipitation is greatest from December through March and reaches a peak in February (4.45 inches). Precipitation is lowest in the month of June (0.17 inches). Annual precipitation averages 19.50 inches.

2.5.2 Topography and Soils

Soils on site consist of Ramona sandy loam (Figure 6) and elevations range from 2,600 feet (792 meters) to 2,570 feet (783 meters).

2.5.3 Surrounding Land Uses

Due to differences in habitat and land use above and below I-10 and the UPRR tracks, for the purposes of this report, the alignment has been divided into two segments:

- Segment 1 – 6th Street to UPRR tracks, approximately 1,000 linear feet
- Segment 2 – UPRR tracks to 1st Street, approximately 1,800 linear feet

Segment 1 – 6th Street to UPRR tracks: This section of Pennsylvania Avenue is located north of I-10 primarily in the more urbanized area of the City of Beaumont. The northern boundary of this segment is 6th Street and the southern boundary is the UPRR tracks. The property immediately adjacent to the alignment on west is vacant, and the property immediately adjacent to the alignment on the east is primarily vacant with commercial use at the corner of 6th Street and Pennsylvania Avenue. Site photographs are contained in the Biological Resources report in Appendix A.

Segment 2 – UPRR tracks to 1st Street, approximately 1,800 linear feet. This section of Pennsylvania Avenue is located south of I-10 primarily in the less urbanized area of the City of Beaumont. The northern boundary of this segment is UPRR tracks and the southern boundary is 1st Street. From the UPRR tracks, the east-west 3rd Street exists only on the west side of the alignment, approximately 530 feet south of the UPRR tracks, but does not continue east past Pennsylvania. The property immediately adjacent to the alignment on both sides is vacant, although industrial land use exists adjacent to the alignment on the west side, between the UPRR tracks and 3rd Street.

3 RESERVE ASSEMBLY ANALYSIS

The site is not located or mapped within or adjacent to any criteria cells or cell groups. Therefore, this analysis is not applicable.

3.1 Public Quasi-Public Lands

The majority of the cities in western Riverside County as well as the County have contributed open space/land to the County to help establish the MSHCP Conservation Area. These lands are described in the MSHCP as Public/Quasi-Public (PQP) Lands. P/QP Lands are a subset of MSHCP Conservation Area lands totaling approximately 347,000 acres of lands known to be in public/private ownership and expected to be managed for open space value and/or in a manner that contributes to the Conservation of Covered Species (including lands contained in existing reserves). The acreage of PQP Lands has been accounted for in the MSHCP tracking process for assembling the Conservation Area. If impacts to PQP Lands will result from development or implementation of a project, the project applicant must prepare an equivalency analysis that shows the impacts will either not affect the total acreage of PQP Lands or that the applicant can provide other compensatory mitigation that is biologically equivalent or superior to offset the loss of the PQP Lands.

3.1.1 Public Quasi-Public Lands in Reserve Assembly Analysis

The Project will not directly or indirectly impact any PQP lands because the project site is not located with PQP Lands nor is the Project site near PQP lands.

3.1.2 Project Impacts to Public Quasi-Public Lands

The Project will not directly or indirectly impact any PQP lands because the project site is not located with PQP Lands nor is the Project site near PQP lands.

4 VEGETATION MAPPING

The RCA MSHCP Information Map (Vegetation 2012 layer) identifies the vegetation types as follows (also refer to Figure 7):

Segment 1 – 6th Street to UPRR tracks, approximately 1,000 linear feet

Both sides of the roadway in this segment are classified as "Developed/Disturbed Land." The June 15, 2018 field survey identified the habitat and vegetation present included primarily bare earth with some ruderal and non-native vegetation and scattered ornamental trees.

Segment 2 – UPRR tracks to 1st Street, approximately 1,800 linear feet

The west side of the roadway in this segment is classified as "Developed/Disturbed Land." The east side is classified as "Agricultural Land."

The June 15, 2018 field survey identified the vacant areas contain primarily tall grasses and invasive shrubs, except for some vegetation growing along two drainages on the east side of Pennsylvania Avenue. Along the initial flow area near the outlets of the UPRR tracks, some riparian vegetation was present, including tree of heaven (*Ailanthus altissima*) and rushes (*Cyperaceae)*, present within and along the banks of the drainage.

5 PROTECTION OF SPECIES ASSOCIATED WITH RIPARIAN/RIVERINE AREAS AND VERNAL POOLS (SECTION 6.1.2)

According to Section 6.1.2 of the MSHCP:

"Riparian/Riverine Areas are lands which contain Habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year.

"Vernal pools are seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season, while upland species (annuals) may be dominant during the drier portion of the growing season. The determination that an area exhibits vernal pool characteristics, and the definition of the watershed supporting vernal pool hydrology, must be made on a case-by-case basis. Such determinationsshould consider the length of the time the area exhibits upland and wetland characteristics and the manner in which the area fits into the overall ecological system as a wetland. Evidence concerning the persistence of an area's wetness can be obtained from its history, vegetation, soils, and drainage characteristics, uses to which it has been subjected, and weather and hydrologic records.

"Fairy Shrimp. For Riverside, vernal pool and Santa Rosa fairy shrimp, mapping of stock ponds, ephemeral pools and other features shall also be undertaken as determined appropriate by a qualified biologist.

"With the exception of wetlands created for the purpose of providing wetlands Habitat or resulting from human actions to create open waters or from the alteration of natural stream courses, areas demonstrating characteristics as described above which are artificially created are not included in these definitions."

5.1 Riparian/Riverine

As defined under Section 6.1.2 of the MSHCP, *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools,* riparian/riverine areas are areas dominated by trees, shrubs, persistent emergent plants, or emergent mosses and lichens which occur close to or are dependent upon nearby freshwater, or areas with freshwater flowing during all or a portion of the year. Conservation of these areas is intended to protect habitat that is essential to a number of listed or special-status water-dependent fish, amphibian, avian, and plant species. Any alteration or loss of riparian/riverine habitat from development of a Project will require the preparation of a Determination of Biologically Equivalent or Superior Preservation (DBESP) analysis to ensure the replacement of any lost functions and values of habitats in regard to the listed species. This assessment is independent from considerations given to waters of the United States and waters of the State under the CWA, the California Porter-Cologne Water Quality Control Act, and CDFW jurisdictional streambed under the California Fish and Game Code.

5.1.1 Methods

Jericho also assessed the Project site for State and /or federal jurisdictional waters that are subject to Sections 404 and 401 of the federal CWA regulated by the U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) respectively; and/or Section 1602 of the California Fish and Game Code (FCG) administered by the CDFW and Riverine/Riparian and Vernal Pool habitat subject to Section 6.1.2 of the MSHCP.

The evaluation of CWA WoUS was based upon the Corps' regulations and technical guidance issued by the USACE including, among other sources described further below, (i) *USACE Wetlands Research Program Technical Report Y-87-1 (on-line edition), Wetlands Delineation Manual, Environmental Laboratory, 1987 (Wetland Delineation Manual), USACE Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region, December 2008 (Arid West Supplement)* and *USACE A Guide to Ordinary High Water Mark (OHWM) Delineation Arid West Region of the United States, 2010.* The lateral extent of USACE jurisdiction was measured at the Ordinary High Watermark (OHWM), which

is indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris.

Evaluation of FGC Section 1600 Streambed Waters followed guidance in the FGC in the *MESA Field Guide*, described above, pursuant to which CDFW claims jurisdiction beyond traditional stream banks and the outer edge of riparian. Under MESA, the term stream is defined broadly to include "a body of water that flows perennially or episodically and that is defined by the area in which water currently flows, or has flowed, over a given course during the historic regime [i.e., 'circa 1800 to the present'], and where the width of its course can reasonably be identified by physical or biological indicators." Specifically, CDFW jurisdiction was delineated by measuring the elevations of land that confine a stream to a definite course when its waters rise to their highest level and to the extent of associated riparian vegetation. Here the extent of associated riparian vegetation was used to mark the lateral extent of the jurisdictional areas. Other data recorded included bank height and morphology, substrate type, and vegetation within and adjacent to the low flow streambed.

The methods used to determine any riparian/riverine or vernal pool areas were based on the above techniques as well as soils evaluations and vegetation classifications. This is because an area may be characterized as riparian based on its vegetative composition, but not meet the criteria of being federal or state jurisdictional water.

A variety of reference materials relevant to the project site were reviewed during the course of this delineation, including historical and current aerial imagery, Federal Emergency Management Agency (FEMA) flood insurance rate maps (FIRM), National Oceanic & Atmospheric Administration (NOAA) climate data, USFWS National Wetland Inventory (NWI) and EPA Water Program "My Waters" data layers and United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) web soil survey. The data provided in the Web Soil Survey provides a standard basis for the soil textures and types that are assigned a hydric indicator status of "hydric" or "non-hydric" by the National Technical Committee for Hydric Soils.

The wetland investigation was based on the three-parameter approach (vegetation, soil, and hydrology). Potential wetland areas were assessed to the outer reach of the applicable vegetative community and corresponding soils that displayed wetland characteristics. Plant species were identified and given an indicator status as prescribed in the 2016 National Wetland Plant List (Arid West Region) (Lichvar, 2016). Vegetation nomenclature follows The Jepson Manual, Vascular Plants of California, 2nd Edition (Baldwin, 2012). In order to be considered a jurisdictional wetland under Section 404, an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology.

Hydrophytic vegetation

Hydrophytic (wetland) vegetation is plant life that grows, and is typically adapted for life, in permanently or periodically saturated soils. The hydrophytic vegetation criterion is met if more than 50 percent of the dominant plant species from all strata (tree, shrub, and herb layers) is considered hydrophytic. Hydrophytic species are those included on the 2016 National Wetland Plant List (Arid West Region) (Lichvar, 2016). Each species on the list is rated according to a wetland indicator category, as shown in Table 1. To be considered hydrophytic, the species must have wetland indicator status, i.e., be rated as Obligate Wetland (OBL), Facultative Wetland (FACW) or Facultative (FAC).

Table 1
Wetland Indicator Vegetation Categories

Category	Probability
Obligate Wetland (OBL)	Almost always occur in wetlands (estimated probability >99%)
Facultative Wetland (FACW)	Usually occur in wetlands (estimated probability 67 to 99%)
Facultative (FAC)	Equally likely to occur in wetlands and non-wetlands (estimated probability 34 to 66%)
Facultative Upland (FACU)	Usually occur in non-wetlands (estimated probability 67 to 99%)
Obligate Upland (UPL)	Almost always occur in non-wetlands (estimated probability >99%)

Hydric Soil

Hydric soils are saturated or inundated long enough during the growing season to develop anaerobic conditions that favor growth and regeneration of hydrophytic vegetation. Generally, hydric soils are dark in color resulting from soil development under anoxic (without oxygen) conditions. Bright mottles within an otherwise dark soil matrix indicate periodic saturation with intervening periods of soil aeration. Generally, the hydric soil criterion is satisfied at a location if soils in the area can be inferred or observed to have a high groundwater table, if there is evidence of prolonged soil saturation, or if there are indicators suggesting a long-term reducing environment in the upper part of the soil profile. Typically, reducing conditions are most easily assessed using soil color.

a) Color characteristics (Hue, Value, and Chroma) were recorded using a standard Munsell soil color chart (Munsell Color 2009).
b) Soil physical characteristics were evaluated during the field delineations by excavating to a depth needed to evaluate potential hydric soil indicators below ground surface 18-24 inches.
c) Soils that exhibited hydric soil indicators, such as low chroma colors and/or evidence of reducing conditions met the hydric soil criterion per USACE (1987 and 2012).

The Arid West Supplement provides a list of 23 of hydric soil indicators known to occur in the Arid West region. Hydric soils are considered to be present at any sample plot where the soil samples met one or more of those 23 hydric indicators. As set forth in the Arid West Supplement (2008), some wetlands can be difficult to identify because wetland indicators, including those relating to soils, may be missing due to natural processes or recent disturbances. As set forth on Page 97 of the Arid West Supplement, sand and gravel bars within floodplains can be problematic because they may lack hydric indicators due to seasonal and annual depositions, resulting in sandy substrates that are low in iron and manganese content and have low organic matter content.

Wetland Hydrology

Hydrology (water depth, extent of inundation, period of inundation) determines all other wetland characteristics. Federal Regulation 33 CFR 328.3(b) defines "wetlands" as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." According to the Corps' 1987 Wetland Delineation Manual, the primary hydrologic test to determine soil saturation was whether the area's water table rises to within 18 inches of the surface for seven consecutive days during the growing season (February-June).

Seasonal and long-term rainfall patterns, local geology and topography, soil type, local water table conditions, and drainage are factors that control hydrology. Wetland hydrology indicators include: surface water, high water tables, saturation, water marks, sediment deposits, drift deposits, surface soil cracks, inundation visible on aerial imagery, water stained leaves, salt crusts, biotic crusts, aquatic invertebrates, hydrogen sulfide odor, oxidized rhizospheres along living roots, the presence of iron reduction in tilled soils, thin muck surfaces, drainage patterns, crayfish burrows, and shallow aquitards. The Project area was examined for primary or secondary indicators of wetland hydrology as described in the Arid West Supplement.

In normal rainfall years, the instream floodplain within the Project area is in a state of dynamic equilibrium in terms of how the flows move sediment. Large flood events change the main channel form and results in a reset. This of type of change occurs approximately every 20-50 years. The instream floodplain is an infinitely adjustable complex of interrelations among flow, width, depth, bed resistance, sediment transport, and vegetation. Changes in any of these factors causes adjustments in all other factors. Thus, the instream floodplain in the Project area encompasses a riverine/wetland mosaic of wetlands, and other waters which include active channels and unvegetated wetlands.

No limitations significantly affected the results and conclusions given herein. Surveys were conducted during the appropriate season to observe the target species, in good weather conditions, by qualified biologists who followed all pertinent protocols and guidelines.

5.1.2 Existing Conditions and Results

Segment 1 – 6th Street to UPRR tracks, approximately 1,000 linear feet

Both sides of the roadway in this segment are classified as "Developed/Disturbed Land." The June 15, 2018 field survey identified the habitat and vegetation present included primarily bare earth with some ruderal and non-native vegetation and scattered ornamental trees.

Segment 2 – UPRR tracks to 1st Street, approximately 1,800 linear feet

The west side of the roadway in this segment is classified as "Developed/Disturbed Land." The east side is classified as "Agricultural Land."

The June 15, 2018 field survey identified the vacant areas contain primarily tall grasses and invasive shrubs, except for some vegetation growing along two drainages on the east side of Pennsylvania Avenue. Along the initial flow area near the outlets of the UPRR tracks, some riparian vegetation was present, including tree of heaven (*Ailanthus altissima*) and rushes (*Cyperaceae),* present within and along the banks of the drainage.

The Project alignment is within the Potrero Creek Hydrologic Sub-Area (HSA 802.21) which comprises a 193,598-acre drainage area within the larger San Jacinto Watershed (HUC 180702020201) in Riverside County. The San Jacinto Watershed is bound on the north by the San Gorgonio Creek and Smith Creek Watersheds, on the southeast by the Laborde Canyon-San Jacinto River Watershed, and on the southwest by the Poppet Creek-San Jacinto Watershed. The Potrero Creek is the major hydrogeomorphic feature within the Potrero Creek Watershed.

Two unnamed ephemeral drainages, Drainage A and Drainage B, were identified within the project site, south of the UPRR tracks/I-10 that would meet the definition of a State jurisdictional water. Since they meet the definition of being a State streambed water, they also meet the criteria for being a riverine/riparian area under the MSHCP. These drainages however, are not subject to the federal CWA under the 2020 guidance as they are ephemeral and excluded from jurisdiction. Areas meeting all three wetland parameters would be designated as USACE wetlands. The three required parameters, hydrophitic vegetation, hydric soils and/or wetland hydrology, are not present within the Project site. Therefore, no wetlands were identified in the study area during this investigation based of the absence of hydric soil indicators and/or wetland hydrology.

Drainage A and Drainage B both have a definable bed and bank and Drainage A also supports rushes (*Cyperaceae*), which is restricted to the streambed and absent from the surrounding upland habitat. Therefore, given that these drainages have a definable bed and bank and support some riparian associated vegetation (in Drainage A), they both would be subject to the FGC under the jurisdiction of the CDFW and be considered a riverine/riparian area under the MSHCP.

Table 2 details the amount of impacts on each jurisdictional feature. Drainage A and Drainage B are both part of a larger drainage that occupies the vacant lot east of the Project site (Figure 8).

Drainages A and B are also considered jurisdictional under the Porter Cologne as a State Streambed Water.

5.1.3 Drainage A

Drainage A is located within the survey area, on the east side of Pennsylvania, south of the UPRR/I-10 corridor and north of 3rd Street. The drainage exits two box culverts under the UPRR tracks, one adjacent Pennsylvania Avenue, and one approximately 90 feet east of Pennsylvania Avenue, flowing southwest toward Pennsylvania Avenue, where they join to form one drainage that flows south along Pennsylvania Avenue for approximately 145 feet. The drainage then turns east onto a vacant parcel, before flowing southerly, bisecting the vacant parcel. This drainage impacted is approximately 70 feet wide from edge of bank to edge of bank at its widest. No standing or running water was observed in the drainage at the time of the survey.

Along the initial flow area near the outlets of the UPRR tracks, some riparian vegetation was present, including tree of heaven (*Ailanthus altissima*) and rushes (*Cyperaceae),* present within and along the banks of the drainage.

5.1.4 Drainage B

Drainage B exits from a box culvert under the east side of Pennsylvania Avenue approximately 700 feet north of 1st Street. The source of the water that supplies this drainage is unknown. Within the Project survey area, the drainage is approximately 90 feet long, and approximately 35 feet from bank edge to bank edge at its widest. The bottom of the drainage is relatively sandy and is approximately 25 feet lower that the surrounding land, thereby forming more of a canyon-like drainage indicative of more of a high volume, short-duration flow regime. No standing or running water was observed at the time. No riparian obligate species were observed within or near the portion of the drainage within the Project footprint but this portion of the drainage does have a higher diversity of species with a mix of native and non-native plant species, including jimsonweed (*Datura sp.)*, California sage (*Artemisia californica*), mustard (*Hirschfeldia incana*), and Russian thistle (*Salsola tragus*).

Drainages A and B converge and join a larger drainage. This larger drainage converges with Potrero Creek. Potrero Creek, in turn, converges with the San Jacinto River approximately 9 miles further south and the Jacinto River flows into Lake Elsinore.

Table 2
Summary of Length and Area Riverine/Riparian Areas and State Jurisdictional Waters within the Project Alignment

Feature	Length (feet)	Riverine/Riparian Areas / FGC 1600 CDFW / Porter Cologne RWQCB jurisdiction	
		Temporary Impact (acres)	Permanent Impact (acres)
Drainage A	145	0.15	0.075
Drainage B	90	0.09	0.50
Total		**0.24**	**0.125**

5.1.5 Mitigation

If all impacts to riparian/riverine habitat cannot be avoided, Section 6.1.2 of the MSHCP identifies that a Determination of Biologically Equivalent or Superior Preservation (DBESP) must be prepared and submitted to the Wildlife agencies to ensure replacement of any lost functions and values of Habitat as it relates to Covered Species. This analysis is separate from any regulatory review/permitting by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and CDFW.

The DBESP shall be made by the Permittee to ensure replacement of any lost functions and values of Habitat as it relates to Covered Species. The determination of Biologically Equivalent or Superior Preservation shall include the following information to be supplied by the applicant (the City of Beaumont) and reviewed by the Permittee (also the City of Beaumont).

- Definition of the project area.
- A written project description, demonstrating why an avoidance alternative is not possible.
- A written description of biological information available for the project site including the results of resource mapping.
- Quantification of unavoidable impacts to riparian/riverine areas and vernal pools associated with the project, including direct and indirect effects.
- A written description of project design features and mitigation measures that reduce indirect effects, such as edge treatments, landscaping, elevation difference, minimization and/or compensation through restoration or enhancement.
- A finding demonstrating that although the proposed project would not avoid impacts, with proposed design and compensation measures, the project would be biologically equivalent or superior to that which would occur under an avoidance alternative without these measures, based on one or more of the following factors:
- effects on Conserved Habitats;
- effects on the species listed above under the heading, "Purpose" and
- effects on riparian Linkages and function of the MSHCP Conservation Area

Prior to approval of Biologically Equivalent or Superior Preservation Determinations, the Wildlife Agencies shall be notified and be provided a 60-day review and response period. A written record of determinations shall be maintained and shall be included in the annual reporting documentation prepared by the Permittees and submitted to the Wildlife Agencies.

5.2 Vernal Pools

Vernal pools are seasonally inundated, ponded areas that only form in regions where specialized soil and climatic conditions exist. During fall and winter rains typical of Mediterranean climates, water collects in shallow depressions where downward percolation of water is prevented by the presence of a hard pan or clay pan layer (duripan) below the soil surface. Later in the spring when rains decrease and the weather warms, the water evaporates, and the pools generally disappear by May. The shallow depressions remain relatively dry until late fall and early winter with the advent of greater precipitation and cooler temperatures.

Vernal pools provide unusual "flood and drought" habitat conditions to which certain plant and wildlife species have specifically adapted as well as invertebrate species such as fairy shrimp.

One of the factors for determining the suitability of the habitat for fairy shrimp would be demonstrable evidence of seasonal ponding in an area of topographic depression that is not subject to flowing waters. These astatic pools are typically characterized as vernal pools. More specifically, vernal pools are seasonal wetlands that occur in depression areas without a continual source of water. They have wetland indicators of all 3 parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetland indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season. The determination that an area exhibits vernal pool characteristics and the definition of the watershed supporting vernal pool hydrology is made on a case-by-case basis. Such determinations should consider the length of time the area exhibits upland and wetland characteristics and the manner in which the area fits into the overall ecological system as a wetland. The seasonal hydrology of vernal pools provides for a unique environment, which supports plants and invertebrates specifically adapted to a regime of winter inundation, followed by an extended period when the pool soils are dry.

The MSHCP lists two general classes of soils known to be associated with special-status plant species; clay soils and Traver-Domino Willow association soils. The specific clay soils known to be associated with special-status species within the MSHCP plan area include Bosanko, Auld, Altamont, and Porterville series soils, whereas Traver-Domino Willows association includes saline-alkali soils largely located along floodplain areas of the San Jacinto River and Salt Creek. Without the appropriate soils to create the impermeable restrictive layer, none of the special-status species associated with vernal pools can occur on the project site.

5.2.1 Methods

Methods included a review of recent and historic aerial photographs of the project site and its immediate vicinity, a review of soils data, and an initial site visit on June 15, 2018. During the survey, Ms. Dye looked for signs of clayey soils, ponding, cracking, mottling, and other indicators of ponding on site.

5.2.2 Existing Conditions and Results

A review of recent and historic aerial photographs of the project site and its immediate vicinity did not provide visual evidence of an astatic or vernal pool conditions on or in the vicinity of the project site. Soils on site consist of Ramona sandy loam (2 to 5 percent slopes) in most of the Project alignment. The west side of Pennsylvania Avenue in Segment 2 (between the UPRR railroad tracks and E. 1st Street) are Ramona sandy loam 5 to 8 percent slopes.

No ponding was observed on-site or in the erosional feature during those surveys further supporting the fact that the drainage patterns currently occurring on the project site do not follow hydrologic regimes needed for vernal pools, or astatic ponds.

From this review of historic aerial photographs and observations made during the field investigations, it was concluded vernal pools or suitable fairy shrimp habitat does not occur on the Project site, as no evidence of ponding was observed. Further, no special-status plant and wildlife species associated with vernal pools were observed during the field visits. Additionally, the routine disturbances on-site also preclude vernal pools from existing on-site.

5.2.3 Impacts

There are no impacts to vernal pools because none exist on site, and the soil type on site does not support the potential for vernal pools.

5.2.4 Mitigation

No mitigation is required because no vernal pools exist on site.

5.3 Fairy Shrimp

Fairy shrimp can be found in non-vernal pool features such as stock ponds, ephemeral pools, road ruts, human-made depressions, or other depressions that may pond water. If vernal pools or other suitable fairy shrimp habitats are located within the project site then fairy shrimp surveys must be conducted pursuant to USFWS Survey Guidelines for the Listed Large Branchiopods (May 31, 2015), which includes six listed fairy shrimp species, including those species covered under the MSHCP Section 6.1.2 which include but are not limited to:

- Riverside fairy shrimp (*Streptocephalus woottoni*)
- Santa Rosa Plateau fairy Shrimp (*Linderiella santarosae*)
- Vernal Pool fairy shrimp (*Branchinecta lynchi*)

No habitat features suitable for fairy shrimp exist on site. Therefore, evaluations for the presence of fairy shrimp were not warranted or required. No further discussion on fairy shrimp is made in this report.

5.4 Riparian Birds

Riparian Birds covered under the MSHCP such as the Least Bell's vireo (*Vireo bellii pusillus*) [LBVI], Southwestern willow flycatcher (*Empidonax trallii extimus*) [SWWF] and Yellow-billed cuckoo (*Coccyzus americanus*) [YBCU] are found only in well-developed riparian habitat.

No habitat features suitable for any riparian birds exist on site. The drainages within Segment 2 do not contain the canopy or density to support any riparian birds.

The habitat on site is not suitable for use by riparian birds. Therefore, evaluations for the presence of riparian birds were not warranted or required. No further discussion on riparian birds is made in this report.

6 PROTECTION OF NARROW ENDEMIC PLANT SPECIES (SECTION 6.1.3)

The MSHCP identifies the potential presence for a number of endemic plant species.

The MSHCP states that in general, habitat suitability assessments may be undertaken year-round, with the exception of vernal pool species for which habitat suitability assessments must be conducted during the rainy season. Species found in vernal pools and associated Habitats include the following Narrow Endemic Plant Species: San Diego ambrosia (*Ambrosia pumila*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*). Species found in vernal pools and associated Habitats include the following Criteria Area Survey plant species: San Jacinto Valley crownscale (*Atriplex coronator* var. *notatior*), Parish's brittlescale (*Atriplex parishii*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), thread-leaved brodiaea (*Brodiaea filifolia*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), little mousetail (*Myosurus minimus*), and prostrate navarretia (*Navarretia prostrata*) (MSHCP, Section 6.1.3).

Segment 1 – 6th Street to UPRR tracks, approximately 1,000 linear feet

This segment does not fall within an area mapped for protection of narrow endemic plant species. The field survey confirmed that the developed/disturbed nature of the area would not support these species. No further discussion is necessary in this section.

Segment 2 – UPRR tracks to 1st Street, approximately 1,800 linear feet

The survey area maps have identified this segment of the Project alignment to be located within the Narrow Endemic Plant Species Survey Areas for both Marvin’s onion and many-stemmed dudleya. However, both of these species require clay soils. The soils onsite consist of Ramona sandy loams, and as such the project site does not contain appropriate habitat and focused surveys for these species are not required.

7 ADDITIONAL SURVEY NEEDS AND PROCEDURES (SECTION 6.3.2)

Section 6.3.2 of the MSHCP, *Additional Survey Needs and Procedures*, states that additional surveys may be needed for certain species in order to achieve coverage for these species.

The RCA Information Map identifies the segments as follows:

Segment 1 – 6th Street to UPRR tracks

Segment 1 is located in the San Timoteo Habitat Management Unit of the MSHCP, but is not located within any Criteria Cells or designated conservation areas or within the designated survey area for burrowing owl or any other designated species survey areas as identified by the MSHCP:

- Amphibian — Not in an amphibian survey area
- Owls — Not in a Burrowing Owl survey area
- Criteria Area Species — Not in a criteria area species survey area
- Mammals — Not in a mammal survey area
- Narrow Endemic Plants — Not in a narrow endemic plant survey area

Segment 2 –UPRR tracks to 1st Street

Segment 2 is located in the Badlands Habitat Management Unit of the MSHCP, but is not located within any Criteria Cells or designated conservation areas. The RCA MHSCP Information map identified that this segment of the Project alignment is within the designated survey areas for the following:

- Amphibian — Not in an amphibian survey area
- Owls — **In a survey area for Burrowing Owl**
- Criteria Area Species — Not in a criteria area species survey area
- Mammals — Not in a mammal survey area
- Narrow Endemic Plants — **In a survey area for Marvin's onion, Many-stemmed dudleya**

The MSHCP also identifies species-specific objectives for the burrowing owl, namely species-specific objectives 5 and 6, both of which require burrowing owl surveys if suitable habitat occurs on a proposed project site. The *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* identifies a two step process consisting of a habitat assessment, followed by a focused survey if suitable habitat is found.

7.1 Burrowing Owl

The western Burrowing Owl (BUOW, *Athene cunicularia hypugaea*) is one of 18 New World Burrowing Owl subspecies, and one of only two in North America. BUOW, ranges from Texas to California and north to southern Canada. Individuals of resident populations in southern California, northern Mexico, and Florida breed and overwinter in an area without a significant migration (Haug et al. 1993). BUOW, a California Species of Special Concern (SSC), are found across American open landscapes, showing activity chiefly in the daytime. In California, preferred habitat is generally typified by short, sparse vegetation with few shrubs, level to gentle topography and well-drained soils. In addition, BUOW may occur in some agricultural areas, ruderal grassy fields, vacant lots and pastures, and flood control facilities if the surrounding vegetation structure is suitable and there are useable burrows and foraging habitat in proximity. Unique among North American raptors, the BUOW requires underground burrows or other cavities for nesting during the breeding season and for roosting and cover, year-round. Burrows used by the owls are usually dug by other species termed host burrowers. In California, California ground squirrel (*Spermophilus beecheyi*) and round-tailed ground squirrel (*Citellus tereticaudus*) burrows are frequently used by BUOW but they may use dens or holes dug by other fossorial species and/or human made structures such as cement culverts and pipes.

BUOW have a high fidelity to their birth territory and they often prefer nesting in areas of high burrow densities. Breeding pairs are easily located within the surrounding of their nests (usually 90 feet) due to their territorial behavior. They are active during the day and night and are generally observed in the early morning hours or at twilight.

BUOW breeding season begins February 1 and extends to August 31. Pair formation can begin in February. Peak of the BUOW breeding season, commonly accepted in California, occurs between April 15 and July 15. April to mid-May is when most burrowing owls are in the egg laying and incubation stages. BUOW egg incubation period is about 27-28 days Chick rearing typically occurs between May 15 and July 1. July 15 is typically considered the late nestling period when most owls are spending time above ground. The non-breeding season (September 1 to January 31). BUOW are semi-colonial and will sometimes share a burrow for incubation and chick rearing.

Per the definition provided in the *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area*, (Instructions, adopted November 2005),

> *Burrowing owls use a variety of natural and modified habitats for nesting and foraging that is typically characterized by low growing vegetation. Burrowing owl habitat includes, but is not limited to, native and non-native grassland, interstitial grassland within shrub lands, shrub lands with low density shrub cover, golf-courses, drainage ditches, earthen berms, unpaved airfields, pastureland, dairies, fallow fields, and agricultural use areas.*
>
> *Burrowing owls typically use burrows made by fossorial (adapted for burrowing or digging) mammals, such as ground squirrels (Spermaphilus beecheyi) or badgers (Taxidea taxus), they often utilize manmade structures, such as earthen berms; cement culverts; cement, asphalt, rock, or wood debris piles; or openings beneath cement or asphalt pavement. Burrowing owls are often found within, under, or in close proximity to man-made structures.*

7.1.1 Methods

The BUOW habitat suitability assessment was conducted in accordance with the Western Riverside County MSHCP, which follows the 1993 "Burrowing Owl Survey Protocol and Mitigation Guidelines" prepared by the California Burrowing Owl Consortium. If suitable habitat is present, this protocol requires four (4) surveys between March 1 and August 31 with the first site survey counting as one survey period.

Step I Habitat Assessment

The burrowing owl (BUOW) habitat assessment was conducted in accordance with the *Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area*, (Instructions, adopted November 2005). The Step 1 Habitat Assessment of the Instructions walk the property to identify the presence of burrowing owl habitat on the project site. If habitat is found on the site, then walk a 150-meter (approximately 500 feet) buffer zone around the project boundary. If permission to access the buffer area cannot be obtained, do not trespass on adjacent property but visually inspect the adjacent habitat areas with binoculars and/or spotting scopes.

Jericho's biologist designed the protocol assessment was structured to detect BUOW by systematically searching the entire property (where feasible) by walking transects spaced at approximately 30 feet (10 meters) which provided 100 percent visual coverage of the areas determined to contain suitable habitat for BUOW.

The survey was conducted on June 15, 2018, a calm weather day, during peak BUOW activity between the morning hours of 6:00 a.m. and 10:00 a.m. The survey was conducted at a time of year when BUOW are both evident and identifiable.

Natural and non-natural substrates were examined. Areas that were not accessible on foot were surveyed with binoculars. Sign of BUOW were searched for, including, burrows, molted feathers, cast pellets, prey remains, owl white wash, and suitable surrogate burrows. The area was also assessed for soil type and level of friability as well as habitat type and habitat structure.

7.1.2 Conditions and Results

Per the literature review, BUOW have not been documented in the immediate site vicinity but were documented in 2006 3.8 miles southeast of the Project alignment.

Neither segment of the Project alignment or immediate vicinity contain suitable habitat for this species.

While both segments of the Project alignment do contain areas of short, sparse vegetation and contains well-drained, friable soils, no burrows of appropriate size and aspect were observed within or adjacent to the Project alignment.

No BUOW individuals or sign were observed on site during survey conducted on June 15, 2018, and the site does not exhibit habitat elements and structure that are capable of supporting BUOW.

The result of the habitat assessment was that no evidence of BUOW was found in the survey area. No burrows of appropriate size, aspect or shape were located, and no BUOW pellets, feathers or white wash was found. No BUOW individuals were observed. Therefore, BUOW focused surveys are not required.

7.1.3 Impacts

No impacts can be identified in that no BUOW or BUOW sign was observed on the Project site.

7.1.4 Mitigation

To ensure there will be no impact to BUOW, a pre-construction survey is required. The suggested mitigation is as follows:

> *"Prior to issuance of a grading permit, the applicant shall perform a preconstruction survey that shall be conducted within 30 days prior to ground disturbance to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site. If burrowing owls are found to be present or nesting on-site during the preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From March 1 through March 15 and from August 1 through August 31 exclusion and relocation activities may take place if it is proven to the Lead Agency and/or appropriate agencies (if any) that egg laying or chick rearing is not taking place. This determination must be made by a qualified biologist. If no burrowing owls are found during the pre-construction survey, no further action is required."*

8 INFORMATION ON OTHER SPECIES

8.1 Delhi Sands Flower Loving Fly

The Project site does not fall within the Delhi soils mapped within the MSHCP baseline data.

8.2 Species Not Adequately Conserved

MSHCP Table 9-3 identifies 28 species where requirements must be met for those to be considered not adequately conserved.

None of the species listed in the MSHCP Table 9-3 occur on or near the Project site. Therefore, there is no further action required.

9 GUIDELINES PERTAINING TO THE URBAN/WILDLANDS INTERFACE (SECTION 6.1.4)

The MSHCP Section 6.1.4 Guidelines are intended to address indirect effects associated with locating Development in proximity to the MSHCP Conservation Area, where applicable. The Project site is not in proximity to any MSHCP Conservation Areas and no further discussion is made in this document.

The Project Site is not located within a Criteria Cell. Therefore, the MSHCP guidelines pertaining to Urban/Wildlands Interface for the management of edge factors such as lighting, urban runoff, toxics, and domestic predators do not apply.

10 BEST MANAGEMENT PRACTICES (VOLUME I, APPENDIX C)

This section of the report is designed to describe and comment as to the necessity of implementation of the BMPs identified in Volume 1, Appendix C. The BMPs and their applicability to the Project is identified in Table 1.

Table 1
MSHCP Best Management Practices Applicability (Volume 1, Appendix C)

BMP No.	BMP	Applicable Yes or No	Comment
1	A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.	No	There are no sensitive species within or near the Project alignment.
2	Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.	Yes	The Project will include grading and development.
3	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.	Yes	This is an existing roadway within the Project alignment.
4	The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.	Yes	There are streambed resources on or near the alignment.
5	Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.	Yes	There are streambed resources on or near the alignment.

BMP No.	BMP	Applicable Yes or No	Comment
6	Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian identified in MSHCP Global Species Objective No. 7.	Yes	There are streambed resources on or near the alignment.
7	When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments offsite. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.	Yes	There are streambed resources on or near the alignment.
8	Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG, RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.	Yes	There are streambed resources on or near the alignment.
9	Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.	Yes	There are streambed resources on or near the alignment.
10	The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.	No	There are no sensitive resources on site.
11	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.	No	Vegetation on-site is mostly non-native grasses and ruderal.
12	Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.	No	There are no target species of concern on site.
13	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).	Yes	Standard measure.
14	Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas	Yes	Standard measure.

BMP No.	BMP	Applicable Yes or No	Comment
	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.		
15	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.	Yes	Standard measure.

11 REFERENCES

USFWS (United States Fish and Wildlife Service). 2000. *Southwestern Willow Flycatcher Protocol Revision 2000.* Sacramento, California: USFWS. https://www.fws.gov/pacific/ecoservices/endangered/recovery/documents/SWWFlycatcher.2000.protocol.pdf

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USFWS. 2015. *A Natural History Summary and Survey Protocol for the Western Distinct Population Segment of the Yellow-Billed Cuckoo.* Prepared by M. Halterman, M.J. Johnson, J.A. Holmes, and S.A. Laymon. Sacramento, California: USFWS. April 2015. https://www.fws.gov/southwest/es/Documents/R2ES/YBCU_SurveyProtocol_FINAL_DRAFT_22Apr2015.pdf

USFWS. May 31, 2015. *Survey Guidelines for Listed Large Branchiopods.*

12 SUPPORTING APPENDICES

Appendix A – *Biological Resources Assessment, Jurisdictional Delineation*, Jericho Systems, October 2020
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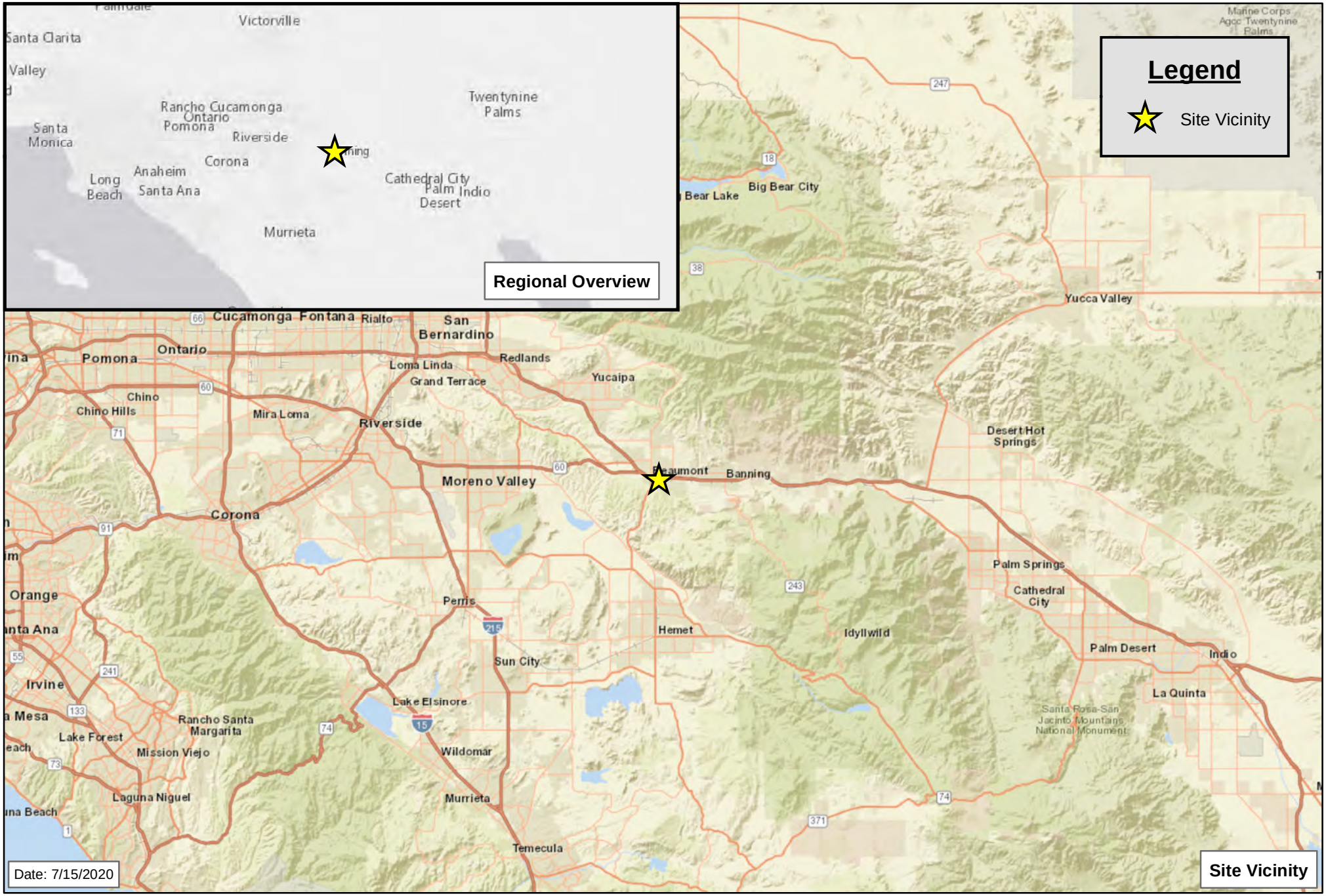

0 5 10 20 30 40 Miles

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

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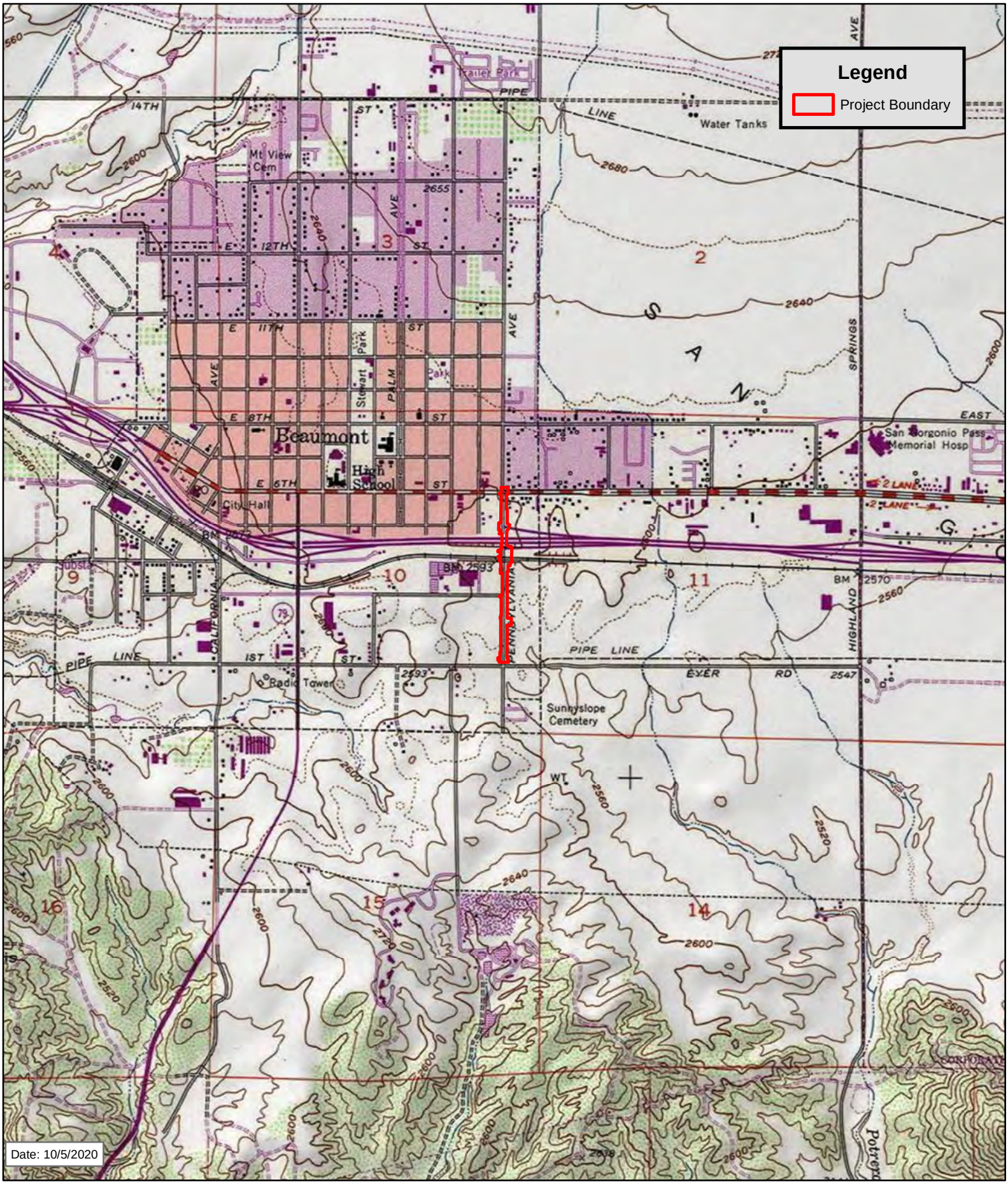
Progress & Preservation

Figure 1 - Regional Overview Site Vicinity

Pennsylvania Avenue Widening Project
City of Beaumont



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Imagery Date: 8/6/2017

Service Layer Credits: Copyright:© 2013 National Geographic Society, i-cubed

1 inch = 2,000 feet

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Progress & Preservation

Figure 2 Project Location - Topographic View	Pennsylvania Avenue Widening Project City of Beaumont

0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Progress & Preservation

Figure 3 Project Location - Aerial View	Pennsylvania Avenue Widening Project City of Beaumont

0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Figure 4
Riverside MSHCP Species Survey Areas

Pennsylvania Avenue Widening Project
City of Beaumont

0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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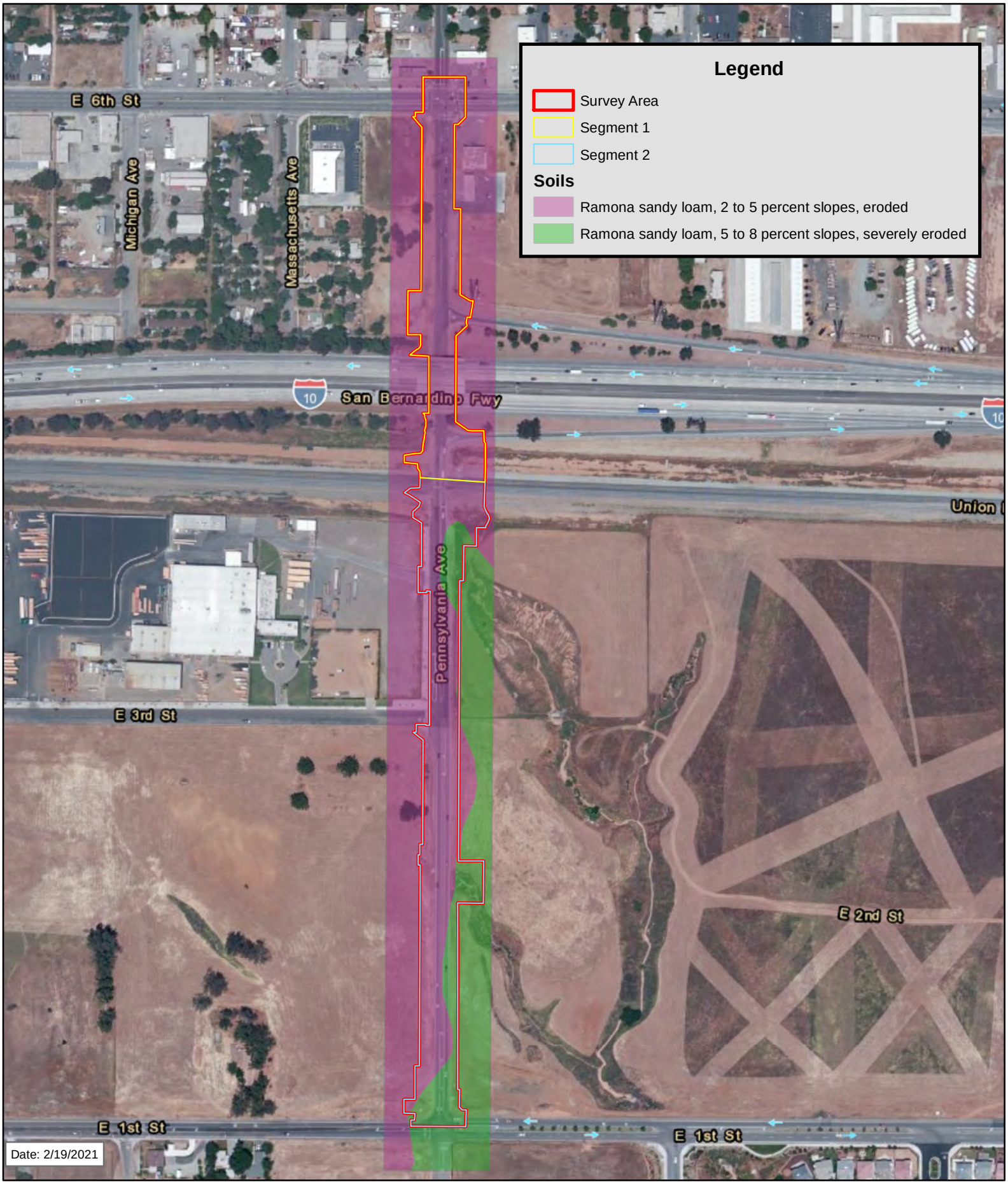
Figure 5 Site Plan	Pennsylvania Avenue Widening Project City of Beaumont



0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Figure 6 Soils	Pennsylvania Avenue Widening Project City of Beaumont

0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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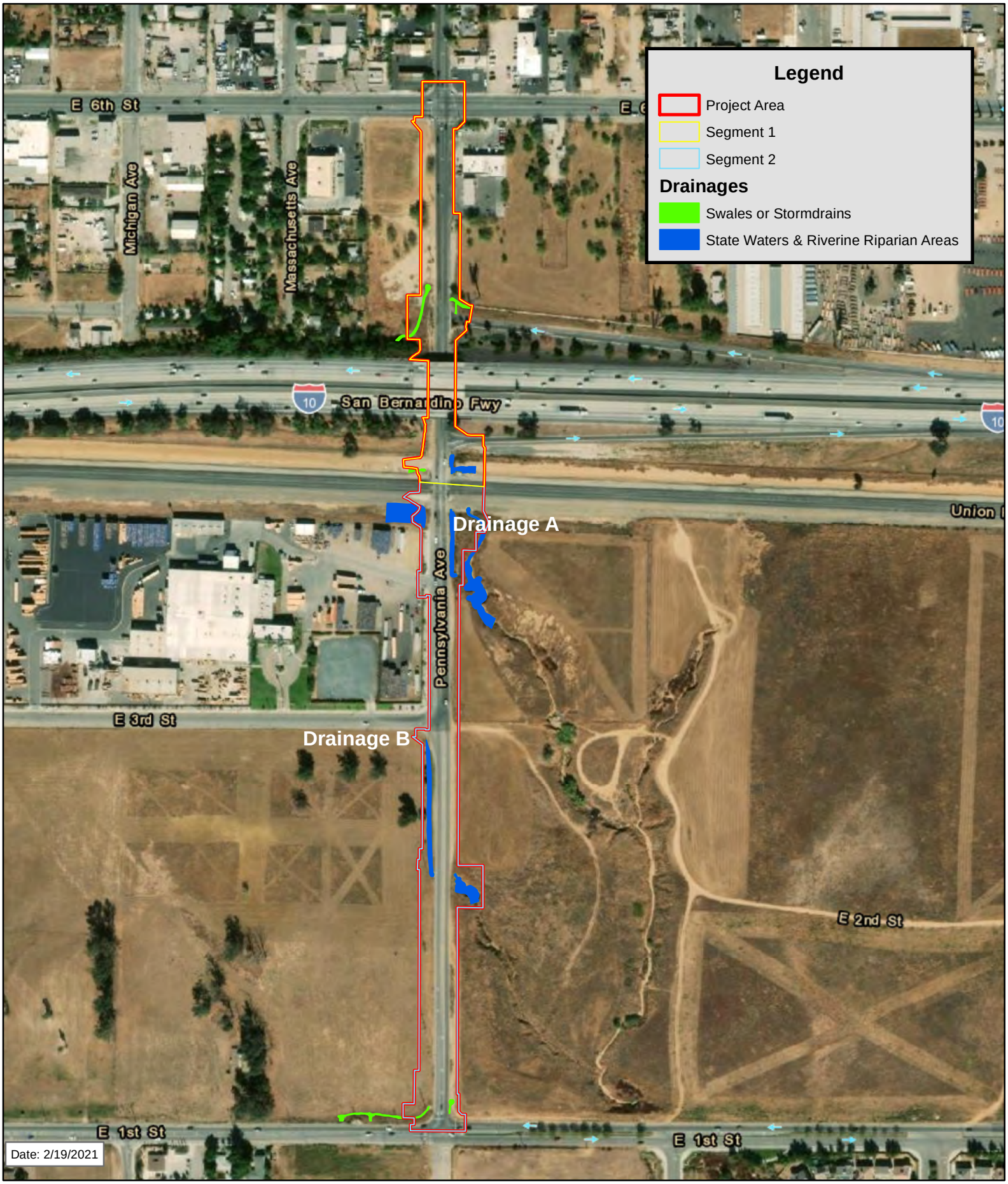
Figure 7
RCA MSHCP 2012 Vegetation Data

Pennsylvania Avenue Widening Project
City of Beaumont



0 0.02 0.04 0.08 0.12 0.16 Miles

Imagery Date: 10/20/2019

1 inch = 333 feet

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Figure 8
Drainages

Pennsylvania Avenue Widening Project
City of Beaumont

Appendix A -
Biological Resources Assessment, Jurisdictional Delineation, Jericho Systems, October 2020 (See above - Presented 1st in this IS/MND)

Appendix D

Phase I Historical/Archaeological Resources Survey and Addendum to Phase I Historical/Archaeological Resources Survey

PHASE I HISTORICAL/ARCHAEOLOGICAL RESOURCES SURVEY

PENNSYLVANIA AVENUE WIDENING PROJECT

City of Beaumont
Riverside County, California

For Submittal to:

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Beaumont, CA 92223

Prepared for:

Moffatt & Nichol
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Long Beach, CA 90806

Prepared by:

CRM TECH
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Colton, CA 92324

Bai "Tom" Tang, Principal Investigator
Michael Hogan, Principal Investigator

October 26, 2018
CRM TECH Contract No. 3365

Title: Phase I Historical/Archaeological Resources Survey: Pennsylvania Avenue Widening Project, City of Beaumont, Riverside County, California

Author(s): Bai "Tom" Tang, Principal Investigator
Michael Hogan, Principal Investigator
Terri Jacquemain, Historian/Report Writer
Daniel Ballester, Archaeologist/Field Director
Nina Gallardo, Archaeologist/Native American Liaison

Consulting Firm: CRM TECH
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Date: October 26, 2018

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(951) 769-8518

Prepared for: Stephanie S. Oslick
Moffatt & Nichol
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Long Beach, CA 90806
(562) 426-9551

USGS Quadrangle: Beaumont, Calif., 7.5' quadrangle; Section 10, T3S R1W, San Bernardino Baseline and Meridian

Project Size: Approximately 2,800 linear feet (8.5 acres)

Keywords: San Gorgonio Pass area; former Southern Pacific Railroad (Site 33-009498/CA-RIV-6381H); Southern California Edison power transmission line (Site 33-023484); no "historical resources" under CEQA

MANAGEMENT SUMMARY

Between June and September 2018, CRM TECH performed a cultural resources study for the Pennsylvania Avenue Street Widening Project in the City of Beaumont, Riverside County, California. The project area lies mostly within the existing right-of-way of Pennsylvania Avenue between First Street and Sixth Street, but also includes narrow strips of land on the edges of adjacent parcels where right-of-way acquisition will be necessary. It measures approximately 2,800 linear feet in length and up to 185 feet in width, encompassing roughly 8.5 acres, and is located in the east half of Section 10, T3S R1W, San Bernardino Baseline and Meridian.

The study is a part of the environmental review process for the project, which entails primarily widening the roadway in the project area from two to four lanes and associated improvements such as curbs, sidewalks, drains, and signage/signal modifications. The City of Beaumont, as the lead agency for the project, required the study in compliance with the California Environmental Quality Act (CEQA). The purpose of the study is to provide the City with the necessary information and analysis to determine whether the proposed project would cause substantial adverse changes to any "historical resources," as defined by CEQA, that may exist in or around the project area.

In order to identify such resources, CRM TECH conducted a historical/archaeological resources records search, pursued historical background research, contacted Native American representatives, and carried out an intensive-level field survey of the entire project area. The results of these research procedures indicate that the only features of prehistoric or historical origin within or partially within the project area are the various infrastructure elements that remain in use today, such as Pennsylvania Avenue, First Street, Third Street, Sixth Street, the former Southern Pacific (now Union Pacific) Railroad, and a Southern California Edison power transmission line. As the result of extensive modern alterations, none of them demonstrates any particularly historical characteristics in their current configuration. Therefore, none of them constitutes a potential "historical resource" that warrants formal evaluation in its right.

Two of these features, the former Southern Pacific Railroad and the power transmission line, were previously recorded as parts of Site 33-009498 and Site 33-023484, respectively. However, Site 33-023484 was determined not to be eligible for listing in the California Register of Historical Resources, as were various segments of the Southern Pacific Railroad in similar conditions. At the locations where they cross the project area, both of them are essentially modern in appearance, and neither retains any distinctly historical characteristics to contribute to the potential significance or integrity of the sites at large. As such, they require no further consideration under CEQA.

Based on these findings, CRM TECH recommends to the City of Beaumont a conclusion of *No Impact* on cultural resources, pending the completion of Native American consultation process by the City pursuant to Assembly Bill 52 to ensure the proper identification of potential "tribal cultural resources." No further cultural resources investigation is recommended for the project unless construction plans undergo such changes as to include areas not covered by this study. However, if buried cultural materials are encountered inadvertently during any earth-moving operations associated with the project, all work within 50 feet of the discovery should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. Human remains discovered during the project will need to be treated in accordance with the provisions of HSC §7050.5 and PRC §5097.98.

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INTRODUCTION

Between June and September 2018, CRM TECH performed a cultural resources study for the Pennsylvania Avenue Street Widening Project in the City of Beaumont, Riverside County, California (Fig. 1). The project area lies mostly within the existing right-of-way of Pennsylvania Avenue between First Street and Sixth Street, but also includes narrow strips of land on the edges of adjacent parcels where right-of-way acquisition will be necessary. It measures approximately 2,800 linear feet in length and up to 185 feet in width, encompassing roughly 8.5 acres, and is located in the east half of Section 10, T3S R1W, San Bernardino Baseline and Meridian (Figs. 2, 3).

The study is a part of the environmental review process for the project, which entails primarily widening the roadway in the project area from two to four lanes and associated improvements such as curbs, sidewalks, drains, and signage/signal modifications. The City of Beaumont, as the lead agency for the project, required the study in compliance with the California Environmental Quality Act (CEQA; PRC §21000, et seq.).

The purpose of the study is to provide the City with the necessary information and analysis to determine whether the proposed project would cause substantial adverse changes to any "historical resources," as defined by CEQA, that may exist in or around the project area. The following report is a complete account of the methods, results, and final conclusion of the study. Personnel who participated in the study are named in the appropriate sections below, and their qualifications are provided in Appendix 1.

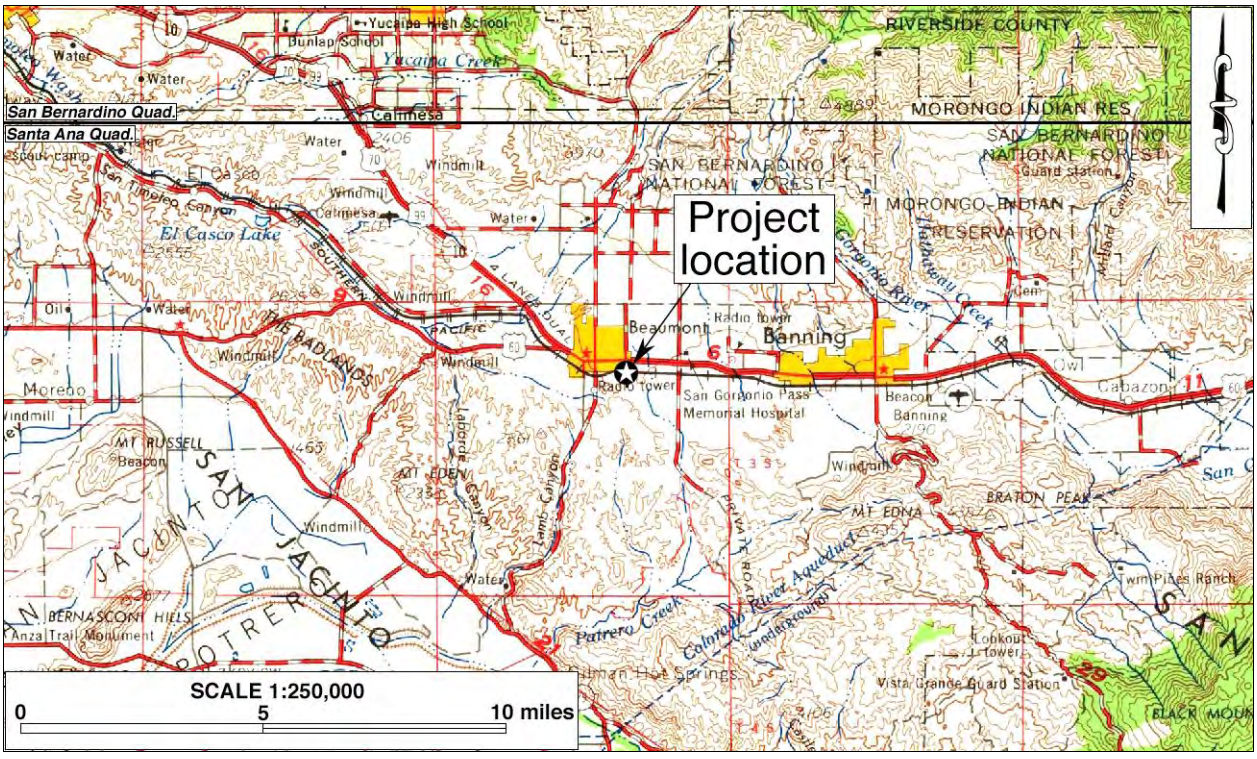

Figure 1. Project vicinity. (Based on USGS San Bernardino and Santa Ana, Calif., 1:250,000 quadrangles [USGS 1969; 1979])

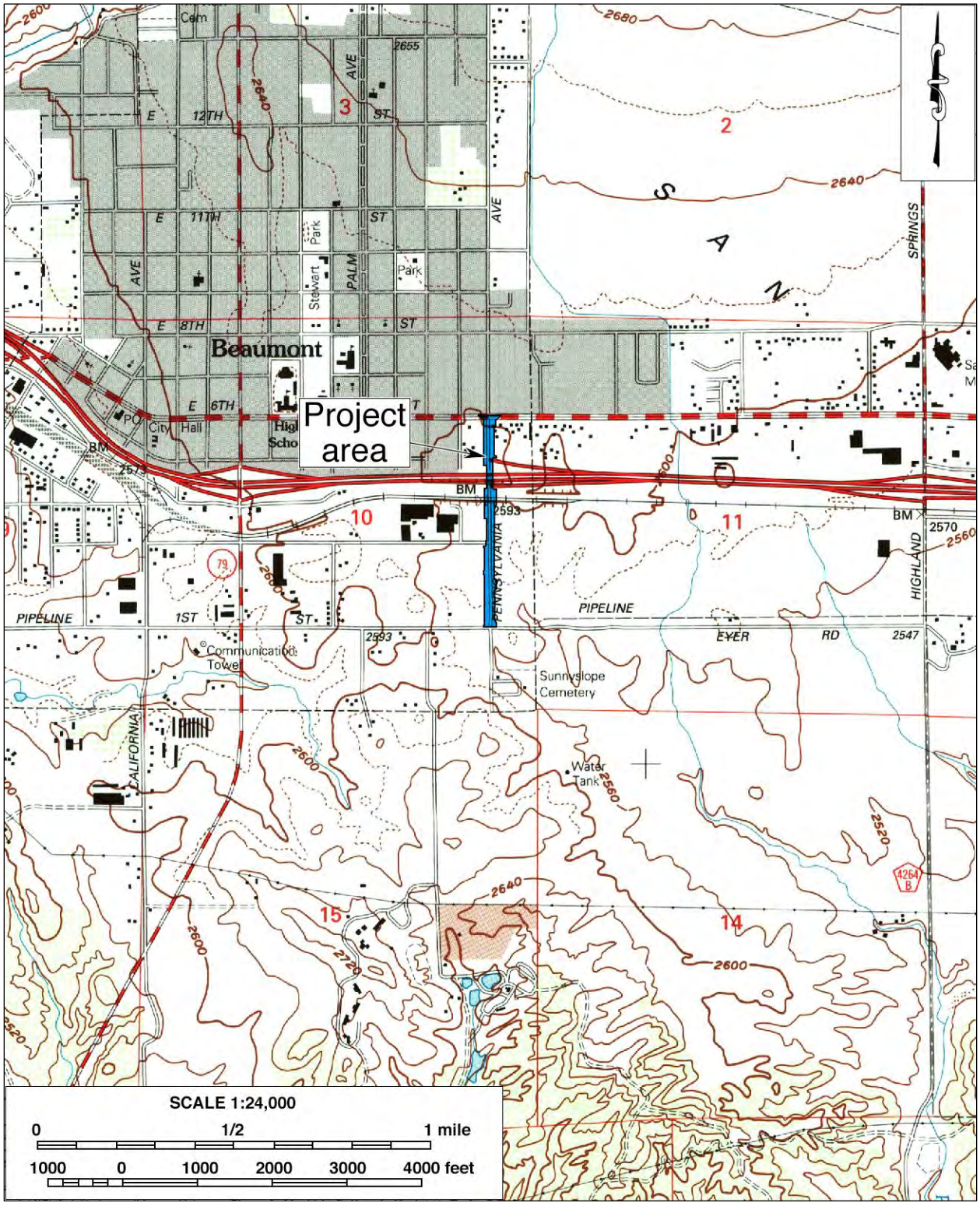

Figure 2. Project area. (Based on the USGS Beaumont, Calif., 1:24,000 quadrangle [USGS 1996])

Figure 3. Aerial view of the project area.

SETTING

CURRENT NATURAL SETTING

The City of Beaumont is situated on the western end of the San Gorgonio Pass, an east-west-trending corridor between the San Bernardino Mountains on the north and the San Jacinto Mountains on the south. The mountain pass is an important connection between coastal southern California and the Colorado Desert, with Interstate Highway 10 (I-10) and the Union Pacific (formerly Southern Pacific) Railroad serving as the main transportation arteries through the pass today. The project area lies on the southeastern edge of the historic downtown area of the city, along one of its main north-south venues.

In the project area, Pennsylvania Avenue presents an overall rural appearance as a two-lane asphalt road with dirt or gravel shoulders, few curbs, and sporadic lighting. From the northern end at the intersection with Sixth Street, the road alignment crosses under the I-10 freeway about 675 feet to the south and then the Union Pacific Railroad at grade some 150 feet further south before extending another 1, 975 feet to First Street. Despite the numeric sequence, no other streets cross the project area, though Third Street dead-ends at Pennsylvania Avenue from the west. A corner market and a self-service carwash are located on adjacent properties to the east at the intersection with Sixth Street (Fig. 4). South of I-10 and the railroad tracks, a palette and truck trailer storage facility is located on the west side of the road (Fig. 5). All other adjacent parcels are currently undeveloped.

The terrain in the project area is generally level, with elevations between 2,575 and 2,610 feet above mean sea level, inclining slightly to the north. The ground surface in the entire project area has been greatly disturbed by past road, rail, and building construction activities. Soils in the vicinity consists of medium-yellowish brown sandy silt mixed with some rocks. Vegetation is sparse within the public rights-of-way but becomes denser on open fields nearby, and include foxtails, tumbleweeds, wild mustard, datura, and other common grasses and shrubs.

Figure 4. The project area north of the I-10 freeway, view to the south from Sixth Street. (Photograph taken on August 13, 2018)

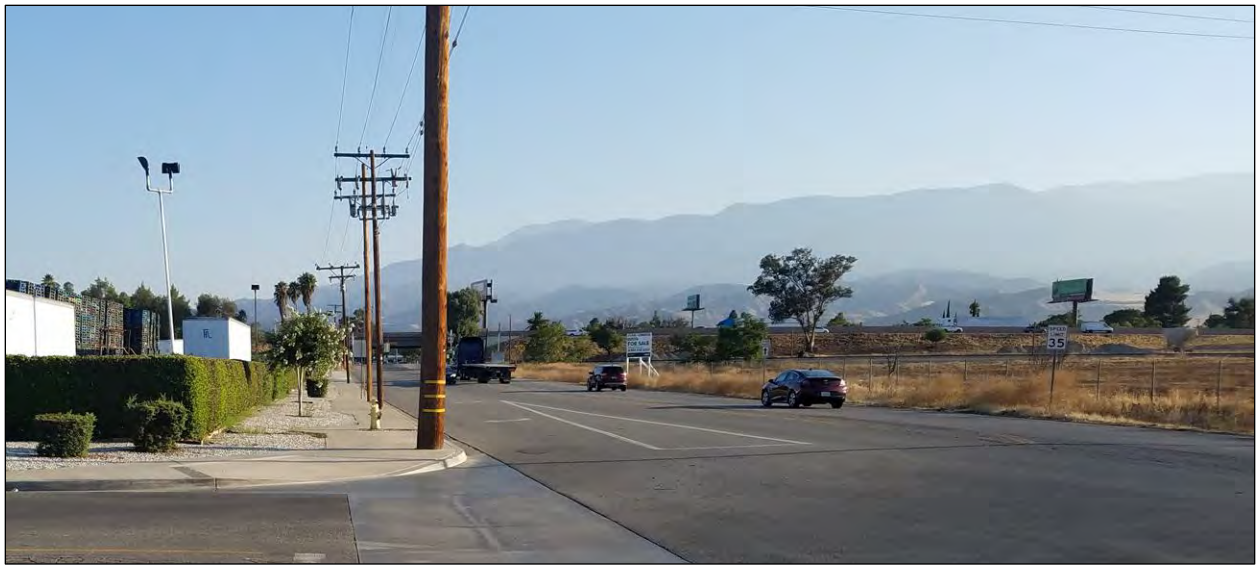

Figure 5. The project area south of the I-10 freeway, view to the north from Third Street. (Photograph taken on August 13, 2018)

CULTURAL SETTING

Prehistoric Context

The earliest evidence of human occupation in western Riverside County was discovered below the surface of an alluvial fan in the northern portion of the Lakeview Mountains, overlooking the San Jacinto Valley, with radiocarbon dates clustering around 9,500 B.P. (Horne and McDougall 2008). Another site found near the shoreline of Lake Elsinore, close to the confluence of Temescal Wash and the San Jacinto River, yielded radiocarbon dates between 8,000 and 9,000 B.P. (Grenda 1997). Additional sites with isolated Archaic dart points, bifaces, and other associated lithic artifacts from the same age range have been found in the nearby Cajon Pass area of San Bernardino County, typically atop knolls with good viewsheds (Basgall and True 1985; Goodman and McDonald 2001; Goodman 2002; Milburn et al. 2008).

The cultural prehistory of southern California has been summarized into numerous chronologies, including those developed by Chartkoff and Chartkoff (1984), Warren (1984), and others. Specifically, the prehistory of Riverside County has been addressed by O'Connell et al. (1974), McDonald et al. (1987), Keller and McCarthy (1989), Grenda (1993), Goldberg (2001), and Horne and McDougall (2008). Although the beginning and ending dates of different cultural horizons vary regionally, the general framework of the prehistory of western Riverside County can be broken into three primary periods:

- Paleoindian Period (ca. 18,000-9,000 B.P.): Native peoples of this period created fluted spearhead bases designed to be hafted to wooden shafts. The distinctive method of thinning bifaces and spearhead preforms by removing long, linear flakes leaves diagnostic Paleoindian markers at tool-making sites. Other artifacts associated with the Paleoindian toolkit include choppers, cutting tools, retouched flakes, and perforators. Sites from this period are very sparse across the landscape and most are deeply buried.

- Archaic Period (ca. 9,000-1,500 B.P.): Archaic sites are characterized by abundant lithic scatters of considerable size with many biface thinning flakes, bifacial preforms broken during manufacture, and well-made groundstone bowls and basin metates. As a consequence of making dart points, many biface thinning waste flakes were generated at individual production stations, which is a diagnostic feature of Archaic sites.
- Late Prehistoric Period (ca. 1,500 B.P.-contact): Sites from this period typically contain small lithic scatters from the manufacture of small arrow points, expedient groundstone tools such as tabular metates and unshaped manos, wooden mortars with stone pestles, acorn or mesquite bean granaries, ceramic vessels, shell beads suggestive of extensive trading networks, and steatite implements such as pipes and arrow shaft straighteners.

Ethnohistoric Context

The San Gorgonio Pass area has long been a part of the traditional homeland of the Cahuilla Indians, a Takic-speaking people who were primarily hunters and gatherers prior to European contact. One of the three subgroups of the Cahuilla, the Pass Cahuilla, was so named by anthropologists because of their roots in the San Gorgonio Pass area. Cahuilla territory was generally bounded on the east by the Orocopia Mountains; on the north by the San Bernardino Mountains; on the west by the Santa Ana River, the San Jacinto Plain, and the eastern slope of the Palomar Mountains; and on the south by Borrego Springs and the Chocolate Mountains (Bean 1978).

The geographic diversity of their territory provided the Cahuilla with a variety of foods. It has been estimated that the Cahuilla exploited more than 500 native and non-native plants (Bean and Saubel 1972). Acorns, mesquite, screw beans, piñon nuts, and various types of cacti were used. A variety of seeds, wild fruits and berries, tubers, roots, and greens were also a part of the Cahuilla diet. A marginal agricultural existence provided corn, beans, squashes, and melons. Rabbits and small animals were hunted to supplement the diet. During high stands of Ancient Lake Cahuilla, fish, migratory birds, and marshland vegetation were also taken for sustenance and utilitarian purposes (Bean 1978).

Structures in permanent villages ranged from small brush shelters to dome-shaped or rectangular dwellings. Villages were situated near water sources, in the canyons near springs or on alluvial fans at walk-in wells (Bean 1972). Mortuary practices entailed cremation of the dead. Upon a person's death, the body was bound or put inside a net and then taken to a place where the body would be cremated. Secondary internments also occurred. A mourning ceremony took place about a year after the death. During this ceremony, an image of the deceased would be burned along with other goods (Strong 1929; Lando and Modesto 1977).

Pre-contact Cahuilla population has been estimated to have been as low as 2,500 or as high as 10,000. At the time of first contact with Europeans, around 1774, the Cahuilla numbered approximately 6,000. Although they were the first to come into contact with the Cahuilla, the Spanish missionaries and explorers had little influence over the native lifeways in this remote, arid desert region. Some of the Cahuilla who lived in the plains and valleys west of the desert and the mountains, however, were missionized through an *asistencia* located near present-day San Bernardino.

Cahuilla political, economic, and religious autonomy was maintained until 1877, when the United States government began to establish Indian reservations in the region. Protestant missionaries came into the area to convert and "civilize" the Native Americans. During this era, traditional cultural practices, such as cremation of the dead, were prohibited. Today, the Cahuilla reside on a number of reservations in southern California, located from Banning in the north to Warner Springs in the south and from Hemet in the west to Thermal in the east (Bean 1978).

Historic Context

Dating back to ancient times, the San Gorgonio Pass area has always been known as a nexus for cross-desert travels. Most notable among early roads through the pass was the Cocomaricopa Trail, a Native American trading route connecting the coastal region of California to areas along the Colorado River. In 1862, the Cocomaricopa Trail was "discovered" by William David Bradshaw, and became known as the Bradshaw Trail (Ross 1992:25). For the next decade and a half, it served as the main thoroughfare between the Los Angeles area and gold mines near present-day Ehrenberg, Arizona, until the completion of the Southern Pacific Railroad (SPRR) in 1876-1877 brought an end to its heyday (Johnston 1987:185).

During much of the Spanish and Mexican periods in California history, the San Gorgonio Pass area was generally considered a part of Rancho San Gorgonio, the most remote of the 24 principal cattle ranches under the control of Mission San Gabriel (Gunther 1984:458). In 1843, during secularization of the mission system, the Mexican authorities awarded the area to James "Santiago" Johnson, a naturalized Briton, as a part of the 4,400-acre San Jacinto y San Gorgonio land grant, also known as the Tract between San Jacinto and San Gorgonio (*ibid.*:471). The Beaumont area was not included in this or any other land grants, and thus remained public land when Alta California was annexed by the United States in 1848.

Settlement and land development commenced in earnest in the 1880s, after the completion of the SPRR and the competing Santa Fe Railway ushered in a phenomenal land boom in southern California. In 1884, at the height of the land boom, George C. Egan established a 320-acre townsite in what is now Beaumont and named it San Gorgonio. Two years later, the town received its present name after the Southern California Investment Company, headed by H.C. Sigler from Beaumont, Texas, purchased Egan's holdings (Gunther 1984:457). Beaumont was incorporated as a city in 1912 but retained much of its rural character until the onset of the current wave of residential and commercial development in the late 20th century.

RESEARCH METHODS

RECORDS SEARCH

On August 1, 2018, CRM TECH archaeologist Nina Gallardo completed the records search at the Eastern Information Center (EIC), University of California, Riverside, which is the State of California's official repository of cultural resource records for the County of Riverside. During the records search, Gallardo examined maps and records on file at the EIC for previously identified cultural resources in or near the project area and existing cultural resources reports pertaining to the project vicinity. Previously identified cultural resources include properties designated as California

Historical Landmarks, Points of Historical Interest, or Riverside County Historical Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resources Inventory.

NATIVE AMERICAN PARTICIPATION

On July 27, 2018, CRM TECH submitted a written request to the State of California Native American Heritage Commission (NAHC) for a records search in the commission's Sacred Lands File. On August 8, CRM TECH notified the nearby Morongo Band of Mission Indians of the upcoming archaeological fieldwork and invited tribal participation. Following the NAHC's recommendations and previously established consultation protocol, CRM TECH further contacted a total of 12 Native American representatives in the region in writing on August 14 for additional information on potential Native American cultural resources in the project vicinity. The correspondence between CRM TECH and the Native American representatives is attached to this report as Appendix 2.

HISTORICAL BACKGROUND RESEARCH

Historical background research for this study was conducted by CRM TECH historian Terri Jacquemain. Sources consulted during the research included published literature in local and regional history, building safety records of the City of Beaumont, U.S. General Land Office (GLO) land survey plat maps dated 1880, United States Geological Survey (USGS) topographic maps dated 1901-1996, and aerial photographs taken in 1966-2018. The historic maps are collected at the Science Library of the University of California, Riverside, and the California Desert District of the U.S. Bureau of Land Management, located in Moreno Valley. The aerial photographs are available at the Nationwide Environmental Title Research (NETR) Online website and through the Google Earth software.

FIELD SURVEY

On August 13, 2018, CRM TECH archaeologist Daniel Ballester carried out the intensive-level field survey of the project area with the assistance of Alicia Benally, Cultural Resource Specialist for the Morongo Band of Mission Indians. The survey was completed by walking two parallel transects spaced roughly two to three meters (6.6 to 10 feet) apart along each side of the existing roadway. In this way, the ground surface of the project area was systematically and carefully examined for any evidence of human activities dating to the prehistoric or historic period (i.e., 50 years or older). Except for road pavement, visibility of the native ground surface ranged from fair to good (60-80%), depending on the density of the vegetation or the presence or absence of imported gravel. Given the extensively disturbed condition of the surface soils, the ground visibility was deemed adequate for this survey.

RESULTS AND FINDINGS

RECORDS SEARCH

According to EIC records, the project area had not been surveyed systematically for cultural resources prior to this study, although a 1988 linear survey for fiberoptic cable project followed the

Union Pacific Railroad alignment across the project area (#2350 in Fig. 6) and two other linear surveys completed in 2013 and 2015 covered a power transmission line corridor along First Street (#9167 and #9385 in Fig. 6). Outside the project area but within a one-mile radius, EIC records show roughly 40 additional studies on various tracts of land and linear features, which collectively covered about a third of the land within the scope of the records search.

As a result of these and other similar studies, 150 historical/archaeological sites have been recorded within the one-mile radius. Only one of the 150 sites was of prehistoric—i.e., Native American—origin, consisting of a small lithic scatter (33-004038) recorded about a half-mile south of First Street. All of the other sites dated to the historic period. Among these, two were linear features recorded as lying across the project area, namely the Southern Pacific Railroad (33-009498/CA-RIV-6381H) and the power transmission line along First Street (33-023484).

Site 33-009498 represents the segment of the former SPRR Los Angeles to Yuma Mainline in Riverside County. As mentioned above, the rail line was completed across the San Gorgonio Pass area in 1876-1877, and it remains in service today as a part of the Union Pacific Railroad system. Like many other long linear resources, multiple non-contiguous segments of the railroad were individually recorded, and the entire route from Los Angeles to the Arizona border was recorded into the California Historical Resources Inventory in 1999 (Ashkar 1999). Site 33-023484, the power line across the southern end of the project area, is a part of Southern California Edison's (SCE) transmission and distribution network, and the poles recorded within the site, which extends from the Redlands area to Beaumont and Banning, dated from as early as 1929 to as late as 2011 (McLean et al. 2013:170).

Through past studies, the overall historic significance of the SPRR mainline has been well established, but the various segments evaluated individually were often found not to be eligible for the National Register of Historic Places or the California Register of Historical Resources because of the loss of historic integrity resulting from replacement and upgrading of original components and drastic changes in the surrounding cultural landscape, among other considerations (e.g., Taniguchi 2005:4-9). For similar reasons, Site 33-023484, the SCE power transmission line, was previously determined not to be eligible for the National Register or the California Register during the 2013 study noted above (McLean et al. 2013:185, 216).

The remaining 147 sites recorded within the scope of the records search were predominantly buildings in the downtown Beaumont area, numbering 143 in total. Also recorded within the scope were another power transmission line along State Route 79 (Beaumont Avenue), a wagon trail, a structural foundation, and a small segment of First Street where it crosses State Route 79, approximately 0.6 mile west of the project area. None of these 147 sites was found in the immediate vicinity of the project area, and thus they require no further consideration during this study.

NATIVE AMERICAN PARTICIPATION

In response to CRM TECH's inquiry, the NAHC reported that the Sacred Lands File identified no Native American cultural resources within the project area but recommended that local Native American groups be contacted for further information. For that purpose, the NAHC provided a list of potential contacts in the region (see App. 2). Upon receiving the NAHC's reply, CRM TECH

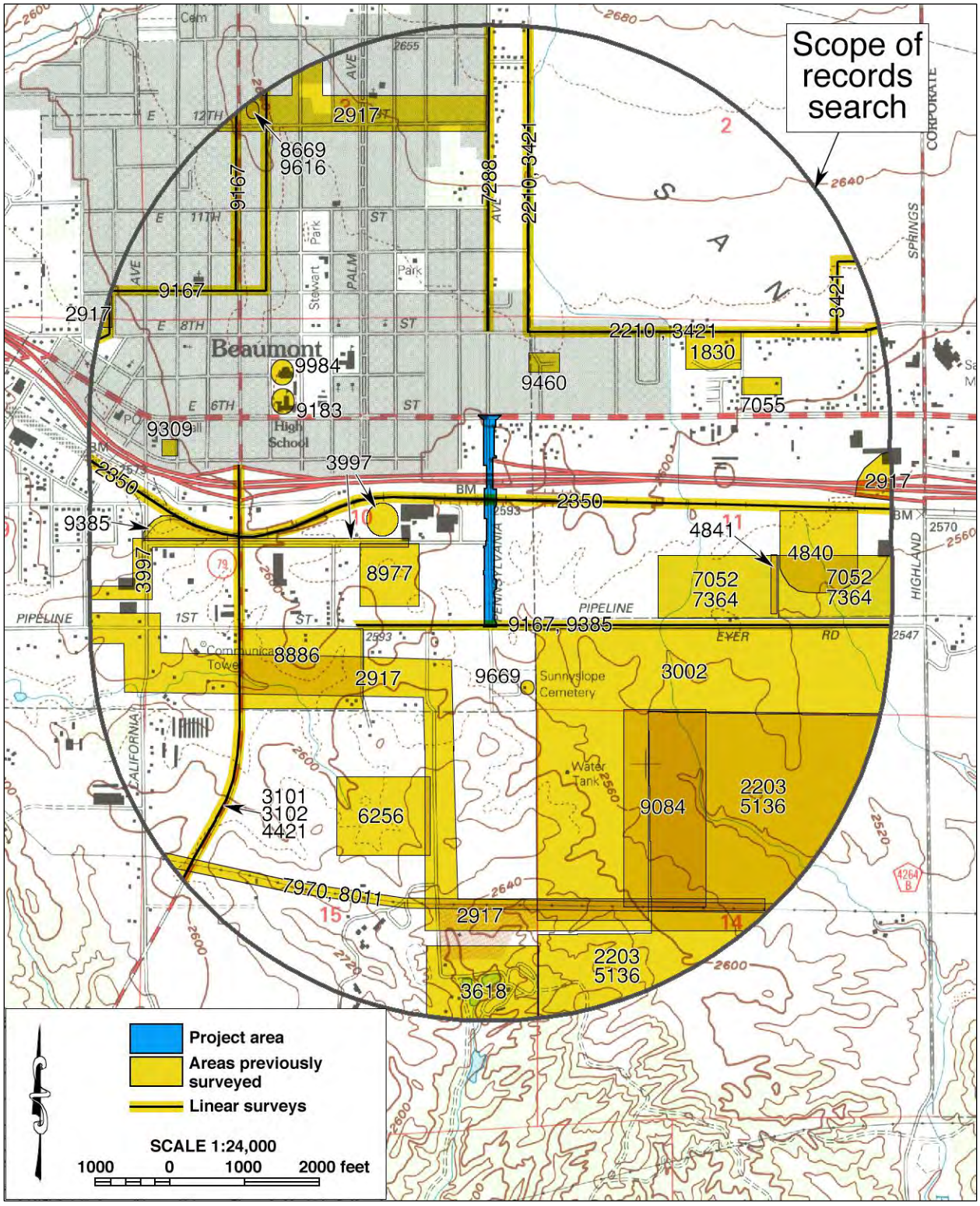

Figure 6. Previous cultural resources studies in the vicinity of the project area, listed by EIC file number. Locations of historical/archaeological sites are not shown as a protective measure.

sent written requests for comments to all 12 tribes of Cahuilla and/or Serrano heritage on the referral list (see App. 2). For some of the tribes, CRM TECH contacted the designated spokespersons on cultural resources issues, as directed previously by tribal government staff, in lieu of the individuals recommended by the NAHC. The 12 tribal representatives contacted are as follows:

- Patricia Garcia-Plotkin, Tribal Historic Preservation Officer, Agua Caliente Band of Cahuilla Indians;
- Amanda Vance, Chairperson, Augustine Band of Cahuilla Mission Indians;
- Judy Stapp, Director of Cultural Affairs, Cabazon Band of Mission Indians;
- Bobby Ray Esparza, Cultural Coordinator, Cahuilla Band of Indians;
- Shane Chapparosa, Chairman, Los Coyotes Band of Cahuilla and Cupeño Indians;
- Alicia Benally, Cultural Resource Specialist, Morongo Band of Mission Indians;
- John Gomez, Cultural Resource Coordinator, Ramona Band of Cahuilla Indians;
- Jessica Mauck, Cultural Resources Analyst, San Manuel Band of Mission Indians;
- Gabriella Rubalcava, Environmental Director, Santa Rosa Band of Cahuilla Indians;
- Mark Cochrane, Chairperson, Serrano Nation of Indians;
- Joseph Ontiveros, Tribal Historic Preservation Officer, Soboba Band of Luiseño Indians;
- Michael Mirelez, Cultural Resources Coordinator, Torres Martinez Desert Cahuilla Indians.

As of this time, five of the tribes have responded to the inquiry in writing, and none of them expressed any specific concerns over the proposed project (see App. 2). Judy Stapp of the Cabazon Band stated that the tribe had no information on any sites of Native American traditional cultural value in the project area. Jessica Mauck of the San Manuel Band declined further participation in the consultation regarding this project since the project location is outside the tribe's ancestral territory. Bobby Ray Esparza of the Cahuilla Band asked to be updated on future progress of the project. Katie Croft, Cultural Resources Manager for the Agua Caliente Band of Cahuilla Indians, deferred to the Morongo Band of Mission Indians for this project. The Morongo Tribal Historic Preservation Office requested to review this report upon completion.

HISTORICAL BACKGROUND RESEARCH

Historic sources consulted for this study suggest that development in the project vicinity in historic times followed a typical pattern for rural towns and communities established along railroad routes across southern California (Figs. 7-10). In the late 1870s, the only man-made features reported in the project vicinity were the SPRR and a few trails (Fig. 7). As mentioned above, the town of Beaumont, initially known as San Gorgonio, was established by George C. Egan in 1884 (Gunther 1984:457). As of the 1890s, however, the road grid of the townsite did not include the project area (Fig. 8).

Three of the roads in existence along the project alignment today, Pennsylvania Avenue, First Street and Sixth Street, came into being between 1897-1898 and 1939-1941, followed by Third Street during the 1940s or the early 1950s (Figs. 9, 10). Prior to the completion of the I-10 freeway in the 1960s, Sixth Street served as a part of U.S. Route 60/70, the original Ocean-to-Ocean Highway from southern California to Virginia and North Carolina. By the early 1950s, the first buildings known to be along the project alignment had also appeared on the east side of Pennsylvania Avenue between Sixth Street and the SPRR, numbering at least four (Fig. 10).

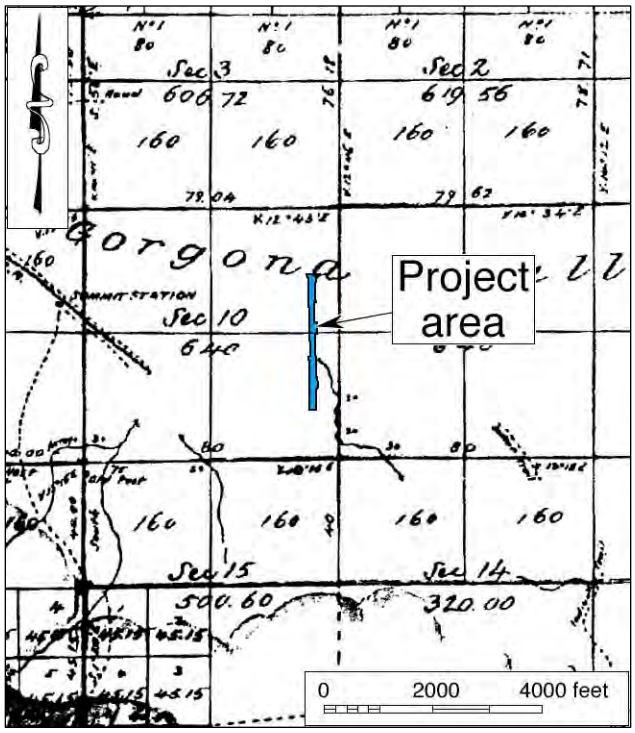

Figure 7. The project area and vicinity in 1876-1880. (Source: GLO 1880)

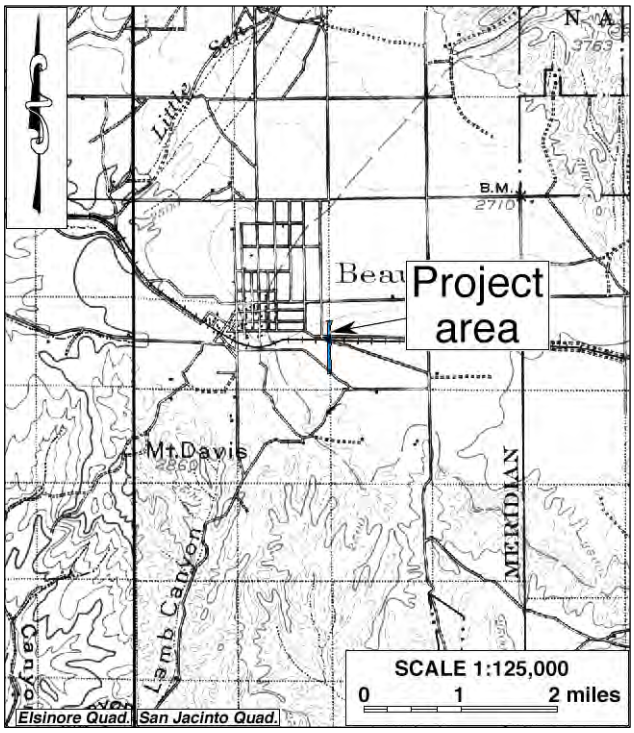

Figure 8. The project area and vicinity in 1897-1898. (Source: USGS 1901)

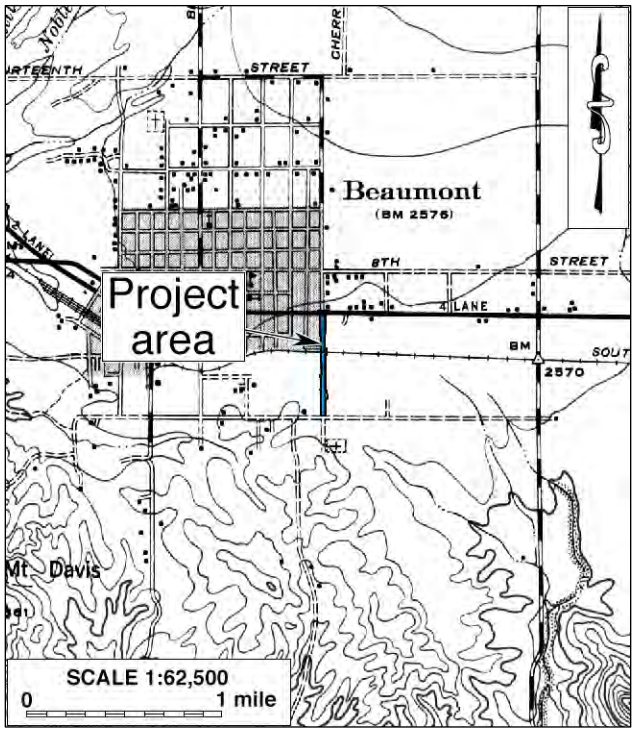

Figure 9. The project area and vicinity in 1939-1941. (Source: USGS 1942)

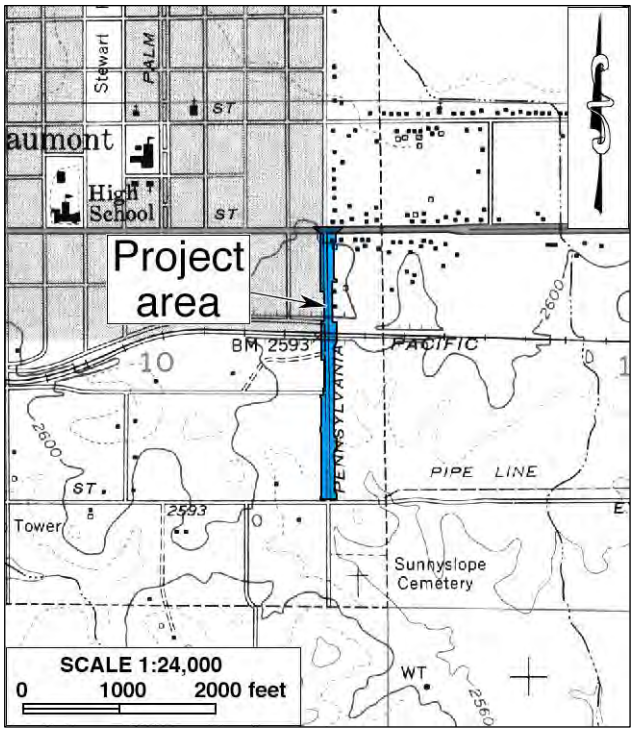

Figure 10. The project area and vicinity in 1949-1953. (Source: USGS 1953)

By 1966, all four buildings noted in the 1950s had been removed, two of them evidently to make way for the construction of I-10 (NETR Online 1966). Meanwhile, the car wash extant today at 560 Pennsylvania Avenue, just outside the project boundaries, was built in 1965 (*ibid.*; City of Beaumont 1965). The corner market to the north of the carwash, at 1201 East Sixth Street and also outside of the project boundaries, was constructed around 1972 (NETR Online 1967; 1972; City of Beaumont 1972). Elsewhere in the project vicinity, the commercial storage facility south of the freeway was developed gradually over the years, beginning sometime between 1967 and 1972, while the rest of the land along the project alignment evidently remained undeveloped to the present time (NETR Online 1967-2012; Google Earth 1996-2018).

FIELD SURVEY

During the field survey, the SPRR (33-009498) and the SCE power transmission line (33-023484) were observed at their recorded locations. As stated above, the former SPRR line at this location remains in daily use as a part of the Union Pacific Railroad system, mainly for freight transportation. As a result of repeated upgrading and constant maintenance over the years, the existing railroad is completely modern in appearance. The primary features of the site in the project area are two sets of standard railroad tracks on concrete ties and a crushed rock ballast, except where the rails are embedded in road pavement (Fig. 11). Associated features in the project area include a metal utility cabinet and a pair of pole-mounted crossing signals.

The SCE power transmission line runs along the north side of First Street to the west of Pennsylvania Avenue and the south side of First Street to the east, merging briefly with a north-south transmission line along Pennsylvania Avenue for the transition at the intersection (Fig. 11). When first recorded in 2013, it was noted that Site 33-023484 "represents standard equipment and has been repeatedly modified" (McLean et al. 2013:216). Field observations during this study confirmed that the transmission line at this location was modern in appearance, material, and design. Only one power pole associated with the site is located within the project boundaries, and the current construction plans indicate that it will be protected in place and will not receive any direct impacts from the project.

No structural remains or historic-period artifacts were found in the vicinity of the buildings that once stood near the project area in the 1950s (Fig. 10). Some scattered refuse was observed along either

Figure 11. Current condition of Site 33-009498, the former SPRR (*left*, view to the east), and Site 33-023484, the SCE power transmission line (*right*, view to the west). (Photographs taken on August 14, 2018)

side of Pennsylvania Avenue, but all of the materials are clearly modern in origin and none of them retains any historical/archaeological interest. The only other features encountered within or partially within the project area that are more than 50 years of age were the existing roadways, namely Pennsylvania Avenue, First Street, Third Street, and Sixth Street, all of them dating originally to the early or mid-20th century (Figs. 9, 10). Like the former SPRR and the SCE power transmission line, the current configuration and appearance of these features reflect many years of gradual alterations during the modern era and are no longer historical in character. As working components of the modern infrastructure, they are not considered potential "historical resources" that require further study or formal recordation.

DISCUSSION

The purpose of this study is to identify any cultural resources in the project area, and to assist the City of Beaumont in determining whether such resources meet the definition of "historical resources," as provided in the California Public Resources Code. According to PRC §5020.1(j), "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency (Title 14 CCR §15064.5(a)(1)-(3)). Regarding the proper criteria of historical significance, CEQA guidelines mandate that "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" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
(2) Is associated with the lives of persons important in our past.
(3) 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.
(4) Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

As discussed above, the only features of prehistoric or historical origin in existence within or partially within the project area are the various infrastructure elements that remain in use today, such as Pennsylvania Avenue, First Street, Third Street, Sixth Street, the former Southern Pacific Railroad, and the Southern California Edison power transmission line along First Street. As the result of extensive modern alterations, none of them demonstrates any particularly historical characteristics in their current configuration. Therefore, none of them constitutes a potential "historical resource" that warrants formal evaluation in its right.

Two of these features, the SPRR and the SCE power transmission line, were previously recorded into the California Historical Resources Inventory as parts of Site 33-009498 and Site 33-023484, respectively. However, Site 33-023484 was determined not to be eligible for listing in the California Register of Historical Resources, as were various segments of the SPRR in similar conditions (Taniguchi 2005:4-9; McLean et al. 2013:185, 216). At the locations where they cross the project area, both of them are essentially modern in appearance, and neither retains any distinctly historical characteristics to contribute to the potential significance or integrity of the sites at large. As such, they require no further consideration under CEQA.

Additionally, Native American input during this study did not identify any property of traditional cultural value in the project vicinity, and the extensively disturbed soils in the project area do not appear to be particularly sensitive for buried archaeological remains. Based on these findings, the present study concludes that no "historical resources" exist within the project area.

CONCLUSION AND RECOMMENDATIONS

CEQA establishes that a project that may cause a substantial adverse change in the significance of a "historical resource" or a "tribal cultural resource" is a project that may have a significant effect on the environment (PRC §21084.1-2). "Substantial adverse change," according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

In summary of the research results presented above, no "historical resources," as defined by CEQA and associated regulations, were encountered within the project area throughout the course of this study. Accordingly, CRM TECH presents the following recommendations to the City of Beaumont:

- A finding of *No Impact* on cultural resources appears to be appropriate for this project, pending the completion of Native American consultation process by the City of Beaumont pursuant to Assembly Bill 52 to ensure the proper identification of potential "tribal cultural resources."
- No further cultural resources investigation will be necessary for the proposed project unless construction plans undergo such changes as to include areas not covered by this study.
- If buried cultural materials are discovered inadvertently during any earth-moving operations associated with the project, all work within 50 feet of the discovery should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.
- If human remains are discovered, HSC §7050.5 prohibits any further disturbance until the Riverside County Coroner has made the necessary findings as to the origin. Human remains of Native American origin will need to be treated per consultations among the Most Likely Descendant, the City of Beaumont, and the project proponent in accordance with PRC §5097.98.

REFERENCES

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1965-1972 Building permit records for 1201 East Sixth Street, and 560 Pennsylvania Avenue. On file, Building and Safety Department, City of Beaumont.
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1880 Plat Map: Township No. 3 South Range No. 1 West, SBBM; surveyed in 1876-1880.
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Goodman, John D., II, and Meg McDonald
2001 Archaeological Survey of the Southern California Trials Association Event Area, Little Pine Flats, Mountaintop Ranger District, San Bernardino National Forest, California. San Bernardino National Forest Technical Report 05-12-BB-106. San Bernardino, California.
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1987 McCue: An Elko Site in Riverside County. *Journal of California and Great Basin Anthropology* 9(1):46-73.
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1942 Map: Banning, Calif. (15', 1:62,500); aerial photographs taken in 1939-1941.
1953 Map: Beaumont, Calif. (7.5', 1:24,000); aerial photographs taken in 1949, field-checked in 1953.
1969 Map: San Bernardino, Calif. (1:250,000); 1958 edition revised.
1979 Map: Santa Ana, Calif. (1:250,000); 1959 edition revised.
1996 Map: Beaumont, Calif. (7.5', 1:24,000); 1953 edition photorevised in 1994.
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APPENDIX 1:
PERSONNEL QUALIFICATIONS

PRINCIPAL INVESTIGATOR/HISTORIAN
Bai "Tom" Tang, M.A.

Education

1988-1993	Graduate Program in Public History/Historic Preservation, UC Riverside.
1987	M.A., American History, Yale University, New Haven, Connecticut.
1982	B.A., History, Northwestern University, Xi'an, China.
2000	"Introduction to Section 106 Review," presented by the Advisory Council on Historic Preservation and the University of Nevada, Reno.
1994	"Assessing the Significance of Historic Archaeological Sites," presented by the Historic Preservation Program, University of Nevada, Reno.

Professional Experience

2002-	Principal Investigator, CRM TECH, Riverside/Colton, California.
1993-2002	Project Historian/Architectural Historian, CRM TECH, Riverside, California.
1993-1997	Project Historian, Greenwood and Associates, Pacific Palisades, California.
1991-1993	Project Historian, Archaeological Research Unit, UC Riverside.
1990	Intern Researcher, California State Office of Historic Preservation, Sacramento.
1990-1992	Teaching Assistant, History of Modern World, UC Riverside.
1988-1993	Research Assistant, American Social History, UC Riverside.
1985-1988	Research Assistant, Modern Chinese History, Yale University.
1985-1986	Teaching Assistant, Modern Chinese History, Yale University.
1982-1985	Lecturer, History, Xi'an Foreign Languages Institute, Xi'an, China.

Cultural Resources Management Reports

Preliminary Analyses and Recommendations Regarding California's Cultural Resources Inventory System (with Special Reference to Condition 14 of NPS 1990 Program Review Report). California State Office of Historic Preservation working paper, Sacramento, September 1990.

Numerous cultural resources management reports with the Archaeological Research Unit, Greenwood and Associates, and CRM TECH, since October 1991.

PRINCIPAL INVESTIGATOR/ARCHAEOLOGIST
Michael Hogan, Ph.D., RPA*

Education

1991	Ph.D., Anthropology, University of California, Riverside.
1981	B.S., Anthropology, University of California, Riverside; with honors.
1980-1981	Education Abroad Program, Lima, Peru.
2002	Section 106—National Historic Preservation Act: Federal Law at the Local Level. UCLA Extension Course #888.
2002	"Recognizing Historic Artifacts," workshop presented by Richard Norwood, Historical Archaeologist.
2002	"Wending Your Way through the Regulatory Maze," symposium presented by the Association of Environmental Professionals.
1992	"Southern California Ceramics Workshop," presented by Jerry Schaefer.
1992	"Historic Artifact Workshop," presented by Anne Duffield-Stoll.

Professional Experience

2002-	Principal Investigator, CRM TECH, Riverside/Colton, California.
1999-2002	Project Archaeologist/Field Director, CRM TECH, Riverside.
1996-1998	Project Director and Ethnographer, Statistical Research, Inc., Redlands.
1992-1998	Assistant Research Anthropologist, University of California, Riverside
1992-1995	Project Director, Archaeological Research Unit, U. C. Riverside.
1993-1994	Adjunct Professor, Riverside Community College, Mt. San Jacinto College, U.C. Riverside, Chapman University, and San Bernardino Valley College.
1991-1992	Crew Chief, Archaeological Research Unit, U. C. Riverside.
1984-1998	Archaeological Technician, Field Director, and Project Director for various southern California cultural resources management firms.

Research Interests

Cultural Resource Management, Southern Californian Archaeology, Settlement and Exchange Patterns, Specialization and Stratification, Culture Change, Native American Culture, Cultural Diversity.

Cultural Resources Management Reports

Author and co-author of, contributor to, and principal investigator for numerous cultural resources management study reports since 1986.

Memberships

* Register of Professional Archaeologists; Society for American Archaeology; Society for California Archaeology; Pacific Coast Archaeological Society; Coachella Valley Archaeological Society.

PROJECT ARCHAEOLOGIST
Daniel Ballester, M.S.

Education

2013	M.S., Geographic Information System (GIS), University of Redlands, California.
1998	B.A., Anthropology, California State University, San Bernardino.
1997	Archaeological Field School, University of Las Vegas and University of California, Riverside.
1994	University of Puerto Rico, Rio Piedras, Puerto Rico.
2007	Certificate in Geographic Information Systems (GIS), California State University, San Bernardino.
2002	"Historic Archaeology Workshop," presented by Richard Norwood, Base Archaeologist, Edwards Air Force Base; presented at CRM TECH, Riverside, California.

Professional Experience

2002- Field Director/GIS Specialist, CRM TECH, Riverside/Colton, California.

- Report writing, site record preparation, and supervisory responsibilities over all aspects of fieldwork and field crew. Manages and updates CRM TECH's GIS database, produces maps and extracts data using GIS. Manages field crews for field surveys, testing and data recovery projects. Oversees work to ensure correct procedures.

2011-2012 GIS Specialist for Caltrans District 8 Project, Garcia and Associates, San Anselmo, California.

- Recorded sites using hand-held GPS unit; responsible for accurately inputting data.

2009-2010 Field Crew Chief, Garcia and Associates, San Anselmo, California.

2009-2010 Field Crew, ECorp, Redlands.

1999-2002 Project Archaeologist, CRM TECH, Riverside, California.

- Conducted field surveys, site recording, site testing and data recovery; familiar with all types of prehistoric and historic period sites.

1998-1999 Field Crew, K.E.A. Environmental, San Diego, California.

- Two and a half months of excavations on Topomai village site, Marine Corp Air Station, Camp Pendleton.

1998 Field Crew, A.S.M. Affiliates, Encinitas, California.

- Two weeks of excavations on a site on Red Beach, Camp Pendleton, and two weeks of survey in Camp Pendleton, Otay Mesa, and Encinitas.

1998 Field Crew, Archaeological Research Unit, University of California, Riverside.

- Two weeks of survey in Anza Borrego Desert State Park and Eureka Valley, Death Valley National Park.

PROJECT HISTORIAN/REPORT WRITER
Terri Jacquemain, M.A.

Education

2004 M.A., Public History and Historic Resource Management, University of California, Riverside.
- M.A. thesis: Managing Cultural Outreach, Public Affairs and Tribal Policies of the Cabazon Band of Mission Indians, Indio, California; internship served as interim Public Information Officer, Cabazon Band of Mission Indians, June-October, 2002.

2002 B.S., Anthropology, University of California, Riverside.
2001 Archaeological Field School, University of California, Riverside.
1991 A.A., Riverside Community College, Norco Campus.

Professional Experience

2003- Historian/Architectural Historian/Report Writer, CRM TECH, Riverside/Colton, California.
- Author/co-author of legally defensible cultural resources reports for CEQA and NHPA Section 106;
- Historic context development, historical/archival research, oral historical interviews, consultation with local communities and historical organizations;
- Historic building surveys, architectural history; architectural description

2002-2003 Teaching Assistant, Religious Studies Department, University of California, Riverside.
2002 Interim Public Information Officer, Cabazon Band of Mission Indians.
2000 Administrative Assistant, Native American Student Programs, University of California, Riverside.
1997-2000 Reporter, *Inland Valley Daily Bulletin*, Ontario, California.
1991-1997 Reporter, *The Press-Enterprise*, Riverside, California.

PROJECT ARCHAEOLOGIST
Nina Gallardo, B.A.

Education

2004 B.A., Anthropology/Law and Society, University of California, Riverside.

Honors and Awards

2000 Dean's Honors List, University of California, Riverside.

Professional Experience

2004- Project Archaeologist, CRM TECH, Riverside/Colton, California.

APPENDIX 2

CORRESPONDENCE WITH NATIVE AMERICAN REPRESENTATIVES*

* Twelve local Native American tribes were contacted; a sample letter is included in this report.

SACRED LANDS FILE & NATIVE AMERICAN CONTACTS LIST REQUEST

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916)373-5471 Fax
nahc@pacbell.net

Project: Proposed Pennsylvania Widening Project (CRM TECH No. 3365)

County: Riverside

USGS Quadrangle Name: Beaumont, Calif.

Township 3 South **Range** 1 West SB **BM; Section(s)** 10

Company/Firm/Agency: CRM TECH

Contact Person: Nina Gallardo

Street Address: 1016 E. Cooley Drive, Suite A/B

City: Colton, CA **Zip:** 92324

Phone: (909) 824-6400 **Fax:** (909) 824-6405

Email: ngallardo@crmtech.us

Project Description: The primary component of the project is to widen both sides of Pennsylvania Avenue (including acquisitions of additional right-of-way and temporary easements) from 1st Street to 6th Street in the City of Beaumont, Riverside County, California.

July 27, 2018

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471

August 6, 2018

Nina Gallardo

CRM Tech

Sent by Email: ngalardo@crmtech.us

Re: Pennsylvania Widening Project No. 3365, Riverside County

Dear Ms. Gallardo

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not preclude the presence of cultural resources in any project area. Other sources for cultural resources should also be contacted for information regarding known and/or recorded sites.

Enclosed is a list of Native Americans tribes who may have knowledge of cultural resources in the project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these tribes, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at 916-573-1033 or frank.lienert@nahc.ca.gov.

Sincerely,

Frank Lienert
Associate Governmental Program Analyst

Native American Heritage Commission
Native American Contacts
August 6, 2018

Cabazon Band of Mission Indians
Doug Welmas, Chairperson
84-245 Indio Springs Parkway Cahuilla
Indio , CA 92203
(760) 342-2593

(760) 347-7880 Fax

Twenty-Nine Palms Band of Mission Indians
Darrell Mike, Chairperson
46-200 Harrison Place Chemehuevi
Coachella , CA 92236
29chairman@29palmsbomi-nsn.gov
(760) 863-2444

(760) 863-2449 Fax

Los Coyotes Band of Cahuilla and Cupeno Indians
Shane Chapparosa, Chairman
P.O. Box 189 Cahuilla
Warner Springs , CA 92086-01
Chapparosa@msn.com
(760) 782-0711

(760) 782-0712 Fax

Chemehuevi Indian Tribe
Charles F. Wood, Chairperson
P.O. Box 1976 Chemehuevi
Havasu Lake , CA 92363
chairman@cit-nsn.gov
(760) 858-4219

(760) 858-5400 Fax

Pala Band of Mission Indians
Shasta Gaughen, PhD, THPO
PMB 50, 35008 Pala Temecula Rd. Luiseno
Pala , CA 92059 Cupeno
sgaughen@palatribe.com
(760) 891-3515

(760) 742-3189 Fax

Fort Mojave Indian Tribe
Timothy Williams, Chairperson
500 Merriman Ave Mojave
Needles , CA 92363
(760) 629-4591

(760) 629-5767 Fax

Pauma Band of Luiseno Indians
Temet Aguilar, Chairperson
P.O. Box 369 Luiseno
Pauma Valley , CA 92061
(760) 742-1289, Ext. 303

(760) 742-3422 Fax

Juaneno Band of Mission Indians Acjachemen Nation
Matias Belardes, Chairperson
32161 Avenida Los Amigos Juaneno
San Juan Capistrano , CA 92675
kaamalam@gmail.com
(949) 444-4340 (Cell)

Ramona Band of Cahuilla
Joseph Hamilton, Chairman
P.O. Box 391670 Cahuilla
Anza , CA 92539
admin@ramonatribe.com
(951) 763-4105

(951) 763-4325 Fax

Colorado River Indian Tribes of the Colorado River Indian Reservation
Dennis Patch, Chairman
26600 Mojave Road Mojave
Parker , AZ 85344 Chemehuevi
crit.museum@yahoo.com
(928) 669-9211 Tribal Office
(928) 669-8970 ext 21
(928) 669-1925 Fax

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American Tribes with regard to cultural resources assessments for the proposed
Pennsylvania Widening Project No. 3365, Riverside County

Native American Heritage Commission
Native American Contacts
August 6, 2018

Quechan Tribe of the Fort Yuma Indian Reservation
Michael Jackson. Sr.. President
P.O.Box 1899 Quechan
Yuma , AZ 85366
gitpres@quechantribe.com
(760) 572-0213

(760) 572-2102 Fax

Juaneno Band of Mission Indians Acjachemen Nation
Teresa Romero. Chairwoman
31411-A La Matanza Street Juaneno
San Juan Capistrano , CA 92675
tromero@juaneno.com
(949) 488-3484
(530) 354-5876 Cell

(949) 488-3294 Fax

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales. Chairperson
P.O. Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 483-3564 Cell

(626) 286-1262 Fax

San Manuel Band of Mission Indians
Lee Clauss. Director-CRM Dept.
26569 Community Center Drive Serrano
Highland , CA 92346
lclauss@sanmanuel-nsn.gov
(909) 864-8933

(909) 864-3370 Fax

Santa Rosa Band of Cahuilla Indians
Steven Estrada. Chairman
P.O. Box 391820 Cahuilla
Anza , CA 92539
(951) 659-2700

(951) 659-2228 Fax

Rincon Band of Luiseño Indians
Bo Mazzetti. Chairperson
1 West Tribal Road Luiseno
Valley Center , CA 92082
bomazzetti@aol.com
(760) 749-1051

(760) 749-5144

Augustine Band of Cahuilla Indians
Amanda Vance. Chairperson
P.O. Box 846 Cahuilla
Coachella , CA 92236
(760) 398-4722
(760) 369-7161Fax

San Luis Rey Band of Mission Indians
Tribal Council
1889 Sunset Drive Luiseno
Vista , CA 92081
cjmojado@slrmissionindians.org
(760) 724-8505

(760) 724-2172 Fax

Gabrielino /Tongva Nation
Sandonne Goad. Chairperson
106 1/2 Judge John Aiso St., #231 Gabrielino Tongva
Los Angeles , CA 90012
sgoad@gabrielino-tongva.com
(951) 807-0479

Agua Caliente Band of Cahuilla Indians
Jeff Grubbe. Chairperson
5401 Dinah Shore Drive Cahuilla
Palm Springs , CA 92264
(760) 699-6800

(760) 699-6919 Fax

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This list is only applicable for contacting local Native American Tribes with regard to cultural resources assessments for the proposed
Pennsylvania Widening Project No. 3365, Riverside County

Native American Heritage Commission
Native American Contacts
August 6, 2018

Morongo Band of Mission Indians
Robert Martin, Chairperson
12700 Pumarra Road Cahuilla
Banning , CA 92220 Serrano
(951) 849-8807
(951) 755-5200
(951) 922-8146 Fax

Juaneño Band of Mission Indians
Sonia Johnston, Tribal Chairperson
P.O. Box 25628 Juaneno
Santa Ana , CA 92799
sonia.johnston@sbcglobal.net

Pechanga Band of Luiseño Indians
Mark Macarro, Chairman
P.O. Box 1477 Luiseno
Temecula , CA 92593
epreston@pechanga-nsn.gov
(951) 770-6000

(951) 695-1778 Fax

Cahuilla Band of Indians
Daniel Salgado, Chairperson
52701 U. S. Highway 371 Cahuilla
Anza , CA 92539
Chairman@cahuilla.net
(951) 763-5549
(951) 763-2808

La Jolla Band of Luiseno Indians
Thomas Rodriguez, Chairperson
22000 Highway 76 Luiseno
Pauma Valley , CA 92061
(760) 742-3771

(760) 742-3779 Fax

Juaneno Band of Mission Indians Acjachemen Nation
Joyce Perry, Tribal Manager
4955 Paseo Segovia Juaneno
Irvine , CA 92612
kaamalam@gmail.com
(949) 293-8522

Serrano Nation of Mission Indians
Goldie Walker, Chairperson
P.O. Box 343 Serrano
Patton , CA 92369

(909) 528-9027
(909) 528-9032

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 Luiseno
San Jacinto , CA 92581 Cahuilla
jontiveros@soboba-nsn.gov
(951) 663-5279
(951) 654-5544, ext 4137
(951) 654-4198 Fax

Agua Caliente Band of Cahuilla Indians
Patricia Garcia-Plotkin, Director, THPO
5401 Dinah Shore Drive Cahuilla
Palm Springs , CA 92264
ACBCI-THPO@aguacaliente.net
(760) 699-6907
(760) 567-3761 Cell
(760) 699-6924 Fax

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
admin@gabrielenoindians.org
(626) 926-4131

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This list is only applicable for contacting local Native American Tribes with regard to cultural resources assessments for the proposed
Pennsylvania Widening Project No. 3365, Riverside County

Native American Heritage Commission
Native American Contacts
August 6, 2018

Twenty-Nine Palms Band of Mission Indians
Anthony Madrigal, Jr. THPO
46-200 Harrison Place Chemehuevi
Coachella , CA 92236
amadrigal@29palmsbomi-nsn.
(760) 775-3259
(760) 625-7872 Cell
(760) 863-2449 Fax

Pala Band of Mission Indians
Robert H. Smith, Chairperson
12196 Pala Mission Road Luiseno
Pala , CA 92059 Cupeno
rsmith@palatribe.com
(760) 891-3500

(760) 742-3189 Fax

Torres-Martinez Desert Cahuilla Indians
Michael Mirelez, Cultural Resource Coordinator
P.O. Box 1160 Cahuilla
Thermal , CA 92274
mmirelez@tmdci.org
(760) 399-0022, Ext. 1213

(760) 397-8146 Fax

San Manuel Band of Mission Indians
Lynn Valbuena
26569 Community Center Dr. Serrano
Highland , CA 92346
(909) 864-8933

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Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American Tribes with regard to cultural resources assessments for the proposed
Pennsylvania Widening Project No. 3365, Riverside County

From: ngallardo@crmtech.us
Sent: Wednesday, August 8, 2018 1:54 PM
To: Tribal Historic Preservation Office <thpo@morongo-nsn.gov>; Alicia Benally; 'dtorres@morongo-nsn.gov'
Subject: Cultural Resources Study and Participation in Archaeological Fieldwork for the Proposed Pennsylvania Widening Project (CRM TECH No. 3365)

Hello,

I'm writing to inform you that CRM TECH will be conducting cultural resources studies for the Proposed Pennsylvania Widening Project (CRM TECH No. 3365) and the Pennsylvania Grade Separation Project (CRM TECH # 3366) in the City of Beaumont, Riverside County. Specifically, I am contacting you to see if the tribe would like to participate in the archaeological field survey for the projects, possibly sometime next week.

In the meantime, I would also appreciate any information you may have regarding potential Native American cultural resources in the project vicinity. A project location map is attached to this e-mail. A formal Native American scoping letter will be sent out with additional information once we receive a response from the Native American Heritage Commission.

Thank you for your time and input on this project.

Nina Gallardo
(909) 824-6400 (phone)
(909) 824-6405 (fax)
CRM TECH
1016 E. Cooley Drive, Ste. A/B
Colton, CA 92324

MORONGO BAND OF MISSION INDIANS
TRIBAL HISTORIC PRESERVATION OFFICE
12700 PUMARRA RD BANNING, CA 92220
OFFICE 951-755-5059 FAX 951-572-6004

Date: 8/10/2018

Re:
CRM TECH CONTRACT #3365 – Pennsylvania Widening Project

Dear,
Nina Gallardo
Project Archaeologist/Native American Liaison
CRM TECH

Thank you for contacting the Morongo Band of Mission Indians (MBMI) Cultural Heritage Department regarding the above referenced project(s). After conducting a preliminary review of the project, the tribe would like to respectfully issue the following comments and/or requests:

☐ The project is located outside of the Tribe's aboriginal territory and is not within an area considered to be a traditional use area or one in which the Tribe has cultural ties. We recommend contacting the appropriate tribe(s) who may have cultural affiliations to the project area. We have no further comments at this time.

☒ The project is located within the Tribe's aboriginal territory or in an area considered to be a traditional use area or one in which the Tribe has cultural ties. In order to further evaluate the project for potential impacts to tribal cultural resources, we would like to formally request the following:

- ☒ A thorough records search be conducted by contacting one of the California Historical Resources Information System (CHRIS) Archaeological Information Centers and a copy of the search results be provided to the tribe.
- ☒ Tribal monitor participation during the initial pedestrian field survey of the Phase I Study of the project and a copy of the results of that study. In the event the pedestrian survey has already been conducted, MBMI requests a copy of the Phase I study be provided to the tribe as soon as it can be made available.

☐ The project is located with the current boundaries of the Morongo Indian Reservation. Please contact the Morongo Cultural Heritage Department for further details.

Please be aware that this letter is merely intended to notify your office that the tribe has received your letter requesting tribal consultation for the above mentioned project and is requesting to engage in

consultation. Specific details regarding the tribe's involvement in the project must be discussed on a project by project basis during the tribal consultation process. This letter does not constitute "meaningful" tribal consultation nor does it conclude the consultation process. Under federal and state law, "meaningful" consultation is understood to be an ongoing government-to-government process and may involve requests for additional information, phone conferences and/or face-to-face meetings.

Sincerely,

Tribal Historic Preservation Office
Morongo Band of Mission Indians
Email: thpo@morongo-nsn.gov
Phone: (951) 755-5059

August 14, 2018

Amanda Vance, Chairperson
Augustine Band of Cahuilla Mission Indians
P.O. Box 846
Coachella, CA 92236

RE: Pennsylvania Avenue Widening Project
8.11 Acres in the City of Beaumont
Riverside County, California
CRM TECH Contract #3365

Dear Ms. Vance:

I am writing to bring your attention to an ongoing CEQA-compliance study for the proposed project referenced above. The project entails street-widening and improvements to Pennsylvania Avenue between 1st Street and 6th Street in the City of Beaumont. The accompanying map, based on the USGS Beaumont, Calif., 7.5' quadrangle, depicts the location of the project area in Sections 10 and 11, T3S R1W, SBBM.

In a letter dated August 6, 2018, the Native American Heritage Commission reports that the sacred lands record search identified no Native American cultural resources within the project area, but recommends that local Native American groups be contacted for further information (see attached). Therefore, as part of the cultural resources study for this project, I am writing to request your input on potential Native American cultural resources in or near the project area.

Please respond at your earliest convenience if you have any specific knowledge of sacred/religious sites or other sites of Native American traditional cultural value in or near the project area, or any other information to consider during the cultural resources investigations. Any information or concerns may be forwarded to CRM TECH by telephone, e-mail, facsimile, or standard mail. Requests for documentation or information we cannot provide will be forwarded to our client and/or the lead agency, namely the City of Beaumont.

We would also like to clarify that, as the cultural resources consultant for the project, CRM TECH is not involved in the AB 52-compliance process or in government-to-government consultations. The purpose of this letter is to seek any information that you may have to help us determine if there are cultural resources in or near the project area that we should be aware of and to help us assess the sensitivity of the project area. Thank you for your time and effort in addressing this important matter.

Respectfully,

Nina Gallardo
Project Archaeologist/Native American liaison
CRM TECH
Email: ngallardo@crmtech.us

Encl.: NAHC response letter and project location map

From: Cultural Department <culturaldirector@cahuilla.net>
Sent: Tuesday, August 14, 2018 12:18 PM
To: ngallardo@crmtech.us
Cc: anthonymad2002@gmail.com
Subject: Re: NA Scoping Letter for the Proposed Pennsylvania Avenue Widening Project in the City of Beaumont, Riverside County (CRM TECH # 3365)

Dear Ms. Gallardo,

The Cahuilla Band of Indians received your letter on August 14, 2018 regarding the Pennsylvania Avenue Widening Project in the City of Beaumont, Riverside County, CA. The Cahuilla Band does not have knowledge of any cultural resources/sites within or near the project area. Although this project is outside the Cahuilla reservation boundary, it is within the Cahuilla Traditional Land Use Area. We respectfully request to be notified with all updates and/or changes with the project moving forward and appreciate your help in preserving Tribal Cultural Resources in your project.

Respectfully,

BobbyRay Esparza
Cultural Coordinator
Cahuilla Band of Indians
Cell: (760)423-2773
Office: (951)763-5549
Fax:(951)763-2808

From: Jessica Mauck <JMauck@sanmanuel-nsn.gov>
Sent: Tuesday, August 14, 2018 2:06 PM
To: ngallardo@crmtech.us
Subject: RE: NA Scoping Letter for the Proposed Pennsylvania Avenue Widening Project in the City of Beaumont, Riverside County (CRM TECH # 3365)

Hi Nina,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on 14 August 2018. The proposed project area is located outside of Serrano ancestral territory and, as such, SMBMI will not request consulting party status or elect to participate in the scoping, development, and/or review of documents created pursuant to these legal and regulatory mandates.
Regards,

Jessica Mauck
CULTURAL RESOURCES ANALYST
O: (909) 864-8933 x3249
M: (909) 725-9054
26569 Community Center Drive, Highland California 92346

MORONGO BAND OF MISSION INDIANS
TRIBAL HISTORIC PRESERVATION OFFICE
12700 PUMARRA RD BANNING, CA 92220
OFFICE 951-755-5059 FAX 951-572-6004

Date: 8/14/2018

Re:
CRM TECH CONTRACT #3365 – Pennsylvania Avenue Widening Project

Dear,
Nina Gallardo
Project Archaeologist/Native American Liaison
CRM TECH

Thank you for contacting the Morongo Band of Mission Indians (MBMI) Cultural Heritage Department regarding the above referenced project(s). After conducting a preliminary review of the project, the tribe would like to respectfully issue the following comments and/or requests:

☐ The project is located outside of the Tribe's aboriginal territory and is not within an area considered to be a traditional use area or one in which the Tribe has cultural ties. We recommend contacting the appropriate tribe(s) who may have cultural affiliations to the project area. We have no further comments at this time.

☒ The project is located within the Tribe's aboriginal territory or in an area considered to be a traditional use area or one in which the Tribe has cultural ties. In order to further evaluate the project for potential impacts to tribal cultural resources, we would like to formally request the following:

- ☒ A thorough records search be conducted by contacting one of the California Historical Resources Information System (CHRIS) Archaeological Information Centers and a copy of the search results be provided to the tribe.
- ☒ Tribal monitor participation during the initial pedestrian field survey of the Phase I Study of the project and a copy of the results of that study. In the event the pedestrian survey has already been conducted, MBMI requests a copy of the Phase I study be provided to the tribe as soon as it can be made available.
- ☐ MBMI Tribal Cultural Resource Monitor(s) be present during all required ground disturbing activities pertaining to the project.

☐ The project is located with the current boundaries of the Morongo Indian Reservation. Please contact the Morongo Cultural Heritage Department for further details.

Please be aware that this letter is merely intended to notify your office that the tribe has received your letter requesting tribal consultation for the above mentioned project and is requesting to engage in consultation. Specific details regarding the tribe's involvement in the project must be discussed on a project by project basis during the tribal consultation process. This letter does not constitute "meaningful" tribal consultation nor does it conclude the consultation process. Under federal and state law, "meaningful" consultation is understood to be an ongoing government-to-government process and may involve requests for additional information, phone conferences and/or face-to-face meetings.

Sincerely,

Tribal Historic Preservation Office
Morongo Band of Mission Indians
Email: thpo@morongo-nsn.gov
Phone: (951) 755-5059

August 22, 2018

Nina Gallardo
Project Archaeologist/Native American Liaison
CRM TECH
1016 E. Cooley Drive, Suite A/B
Colton, CA 92324

Re.: Pennsylvania Avenue Widening Project
8.11 Acres in the City of Beaumont
Riverside County, California
CRM TECH Contract #3365

Dear Ms. Gallardo:

Thank you for contacting the Cabazon Band of Mission Indians concerning cultural resource information relative to the above referenced project.

The project is located outside of the Tribe's current reservation boundaries. The Tribe has no specific archival information on the site indicating that it may be a sacred/religious site or other site of Native American traditional cultural value within the project area.

We look forward to continued collaboration in the preservation of cultural resources or areas of traditional cultural importance.

Best regards,

Judy Stapp
Director of Cultural Affairs

AUG 2 5 2018

84-245 INDIO SPRINGS DRIVE □ INDIO, CALIFORNIA 92203-3499 □ (760) 342-2593 □ FAX (760) 347-7880

Cahuilla Band of Indians
Cultural Department
52701 Highway 371 Anza, California 92539
Phone (951) 763-5549 Fax (951) 763-2808
Email: Culturaldirector@cahuilla.net

August 22, 2018

Nina Gallardo
Project Archaeologist/Native American Liaison
CRM TECH
1016 E. Cooley Drive, Suite A/B
Colton, CA 92324

RE: Pennsylvania Avenue Widening Project

Dear Ms. Gallardo,

The Cahuilla Band of Indians received your letter on August 14, 2018 regarding the Pennsylvania Avenue Widening Project in the City of Beaumont, Riverside County, CA. The Cahuilla Band does not have knowledge of any cultural resources/sites within or near the project area. Although this project is outside the Cahuilla reservation boundary, it is within the Cahuilla Traditional Land Use Area. We respectfully request to be notified with all updates and/or changes with the project moving forward and appreciate your help in preserving Tribal Cultural Resources in your project.

Respectfully,

BobbyRay Esparza
Cultural Coordinator
Cahuilla Band of Indians
Cell: (760)423-2773
Office: (951)763-5549
Fax: (951)763-2808

AGUA CALIENTE BAND OF CAHUILLA INDIANS
TRIBAL HISTORIC PRESERVATION

03-036-2018-005

August 27, 2018

[VIA EMAIL TO:ngallardo@crmtech.us]
CRM TECH
Ms. Nina Gallardo
1016 E. Cooley Drive, Suite A/B
Colton, CA 92324

Re: Pennsylvania Avenue Widening

Dear Ms. Nina Gallardo,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Pennsylvania Avenue Widening Project project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area. For this reason, the ACBCI THPO requests the following:

*At this time ACBCI defers to the Morongo Band of Mission Indians. This letter shall conclude our consultation efforts.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)699-6829. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

Katie Croft

Katie Croft
Cultural Resources Manager
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

CRM TECH
1016 E. Cooley Drive, Suite A/B
Colton, CA 92324

MEMORANDUM

Date: February 24, 2021
From: Bai "Tom" Tang, Principal, CRM TECH
To: Eric Turner and Stephanie S. Oslick, Moffatt and Nichol
Subject: Addendum to Phase I Historical/Archaeological Resources Survey: Pennsylvania Avenue Widening Project, City of Beaumont, Riverside County, California

Dear Eric and Stephanie:

This memorandum presents to you the methods, results, and final conclusion of a cultural resources survey that CRM TECH recently conducted on the area currently designated for the project referenced above. As you know, the original project area was the subject of a standard Phase I cultural resources study that our firm completed in 2018, which included a historical/archaeological resources records search, historical background research, Native American scoping, and an intensive-level field survey (Tang et al. 2018). The results of that study indicate that no "historical resources," as defined by the California Environmental Quality Act (CEQA), were present within the project area as delineated at the time (*ibid*.:15).

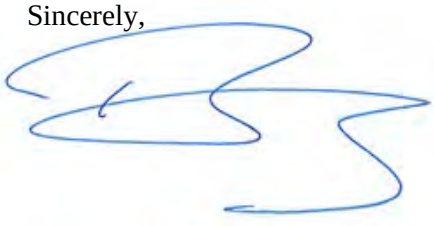
Since the completion of the study, the project boundaries have undergone minor adjustments and now encompass small areas that were not covered by the research procedures completed in 2018 (see Figure 1), which necessitated the present study. In order to identify any potential "historical resources" that may existing in the newly added portions of the project area, project archaeologists and historians at CRM TECH reviewed research materials collected during the 2018 study, including the results of the records search, historic maps, and aerial photographs, for information pertaining to these areas and carried out a systematic field survey of the adjusted project area on December 1, 2020.

Neither the existing records nor the historical sources identified any potential "historical resources" within the additional project area (GLO 1880; USGS 1901-1935; NETR Online 1966-2016; Google Earth 1996-2018). The field survey was conducted by CRM TECH archaeologist/field director Daniel Ballester by walking a single transect along each side of the existing roadway and visually inspecting the surrounding ground surface. The results of the field survey confirmed that the only features of historical or prehistoric origin present in the project area were the Southern Pacific Railroad (Site 33-009498), the Southern California Edison transmission line along First Street (Site 33-023484), and the various existing roadways, all of which were found not to constitute "historical resources" during the 2018 study (Tang et al. 2018:14-15).

Based on these findings, the present study concludes that the original conclusion of the 2018 study—that no "historical resources" would be impacted by the proposed project—remains valid and appropriate for the adjusted project area.

Thank you for this opportunity to be of service. If you have any questions regarding this study or need any further information, please do not hesitate to contact our office.

Sincerely,



Tel: 909 824 6400 Fax: 909 824 6405

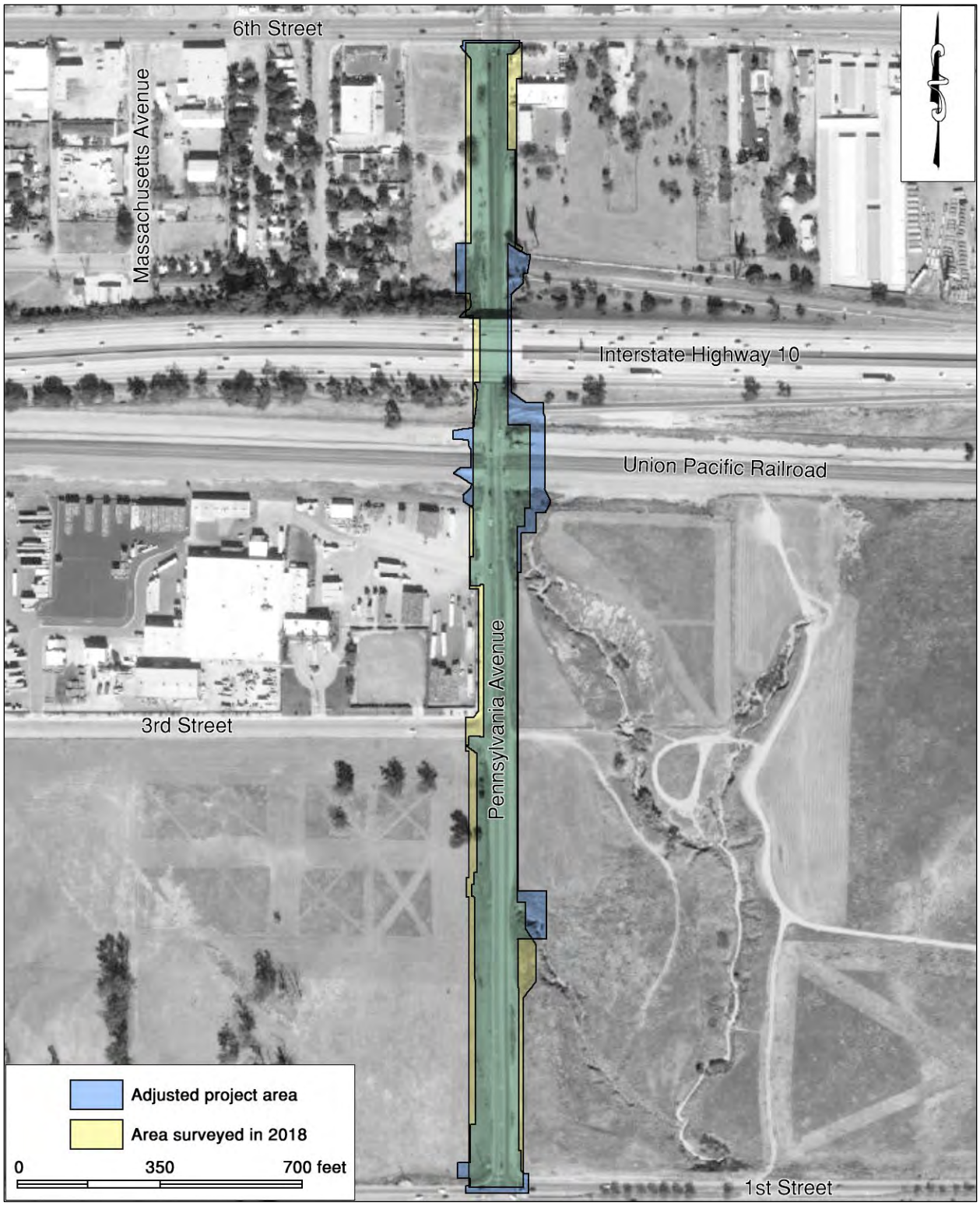


Figure 1. Newly adjusted project boundaries in comparison to the original project area surveyed in 2018.

References:

GLO (General Land Office, U.S. Department of the Interior)
1880 Plat Map: Township No. 3 South Range No. 1 West, SBBM; surveyed in 1876-1880.

Google Earth
1996-2018 Aerial photographs of the project vicinity; taken in 1996, 2002, 2003, 2006, 2009, 2011, 2012, 2013, 2016, and 2018. Available through the Google Earth software.

NETR Online
1966-2016 Aerial photographs of the project vicinity; taken in 1966, 1967, 1972, 1978, 1996, 2002, 2005, 2009, 2010, 2012, 2014, and 2016. http://www.historicaerials.com.

Tang, Bai "Tom," Michael Hogan, Terri Jacquemain, Daniel Ballester, and Nina Gallardo
2018 Phase I Historical/Archaeological Resources Survey: Pennsylvania Avenue Widening Project, City of Beaumont, Riverside County, California. Report prepared by CRM TECH for Moffatt and Nichol. On file, Eastern Information Center, University of California, Riverside.

USGS (United States Geological Survey, U.S. Department of the Interior)
1901 Map: Elsinore and San Jacinto, Calif. (30', 1:125,000); surveyed in 1897-1898.
1942 Map: Banning, Calif. (15', 1:62,500); aerial photographs taken in 1939-1941.
1953 Map: Beaumont, Calif. (7.5', 1:24,000); aerial photographs taken in 1949, field-checked in 1953.

Appendix E

Paleontological Resources Assessment Report

PALEONTOLOGICAL RESOURCES ASSESSMENT REPORT

PENNSYLVANIA AVENUE WIDENING PROJECT

City of Beaumont
Riverside County, California

For Submittal to:

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

Prepared for:

Moffatt and Nichol
3780 Kilroy Airport Way, Suite 600
Long Beach, CA 90806

Prepared by:

Ben Kerridge, Paleontologist/Report Writer
Daniel Ballester, Paleontological Surveyor/Field Director
CRM TECH
1016 East Cooley Drive, Suite A/B
Colton, CA 92324

Bai "Tom" Tang, Principal Investigator
Michael Hogan, Principal Investigator

February 24, 2021

CRM TECH Contract No. 3685
Approximately 2,800 linear feet (8.5 acres)
USGS Beaumont, Calif., 7.5' (1:24,000) quadrangle
Section 10, T3S R1W, San Bernardino Baseline and Meridian

EXECUTIVE SUMMARY

Between November 2020 and February 2021, at the request of Moffatt and Nichol, CRM TECH performed a paleontological resource assessment for the proposed Pennsylvania Avenue Widening Project in the City of Beaumont, Riverside County, California. The project area lies mostly within the existing right-of-way of Pennsylvania Avenue between First Street and Sixth Street, but also includes narrow strips of land on the edges of adjacent parcels where right-of-way acquisition will be necessary. It measures approximately 2,800 linear feet in length and up to 185 feet in width, encompassing roughly 8.5 acres, and is located in the east half of Section 10, T3S R1W, San Bernardino Baseline and Meridian.

The study is a part of the environmental review process for the project, which entails primarily widening the roadway in the project area from two to four lanes and associated improvements such as curbs, sidewalks, drains, and signage/signal modifications. The City of Beaumont, as the lead agency for the project, required the study in compliance with the California Environmental Quality Act (CEQA). The purpose of the study is to provide the City with the necessary information and analysis to determine whether the proposed project would adversely affect any significant, nonrenewable paleontological resources, as required by CEQA, and to design a paleontological mitigation program, if necessary.

In order to identify any paleontological resource localities that may exist in or near the project area and to assess the probability for such resources to be encountered during the project, CRM TECH reviewed the results of a records search on the project location, conducted a literature review, and carried out a systematic field survey. Although no paleontological localities were previously found in the project area and no surface manifestation of any fossil remains were observed during the field survey, the prevailing sediments in the project area have been identified as Pleistocene-age alluvium, which generally has a high potential to contain significant, nonrenewable fossil remains. Due to past disturbance by construction and agricultural activities, the surface soils in the project area no longer represent an accurate reflection of the paleontological sensitivity of the native soils in the vicinity.

Based on these findings, CRM TECH concludes that the proposed project's potential to impact significant, nonrenewable paleontological resources appears to be high in the undisturbed native soils below surface and recommends that a paleontological resource impact mitigation program be developed and implemented during the project to prevent such impacts or reduce them to a level less than significant. As the primary component of the mitigation program, all earth-moving operations reaching beyond the disturbed surface soils, generally five to six feet in depth within the existing roadbed and two to three feet in depth elsewhere, should be monitored by a qualified paleontological monitor. Under this condition, the proposed project may be cleared to proceed in compliance with CEQA provisions on paleontological resources.

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INTRODUCTION

Between November 2020 and February 2021, at the request of Moffatt and Nichol, CRM TECH performed a paleontological resource assessment for the proposed Pennsylvania Avenue Widening Project in the City of Beaumont, Riverside County, California (Figure 1). The project area lies mostly within the existing right-of-way of Pennsylvania Avenue between First Street and Sixth Street, but also includes narrow strips of land on the edges of adjacent parcels where right-of-way acquisition will be necessary. It measures approximately 2,800 linear feet in length and up to 185 feet in width, encompassing roughly 8.5 acres, and is located in the east half of Section 10, T3S R1W, San Bernardino Baseline and Meridian (Figures 2, 3).

The study is a part of the environmental review process for the project, which entails primarily widening the roadway in the project area from two to four lanes and associated improvements such as curbs, sidewalks, drains, and signage/signal modifications. The City of Beaumont, as the lead agency for the project, required the study in compliance with the California Environmental Quality Act (CEQA; PRC §21000, et seq.). The purpose of the study is to provide the City with the necessary information and analysis to determine whether the proposed project would adversely affect any significant, nonrenewable paleontological resources, as required by CEQA, and to design a paleontological mitigation program, if necessary.

In order to identify any paleontological resource localities that may exist in or near the project area and to assess the probability for such resources to be encountered during the project, CRM TECH reviewed the results of a records search on the project location, conducted a literature review, and

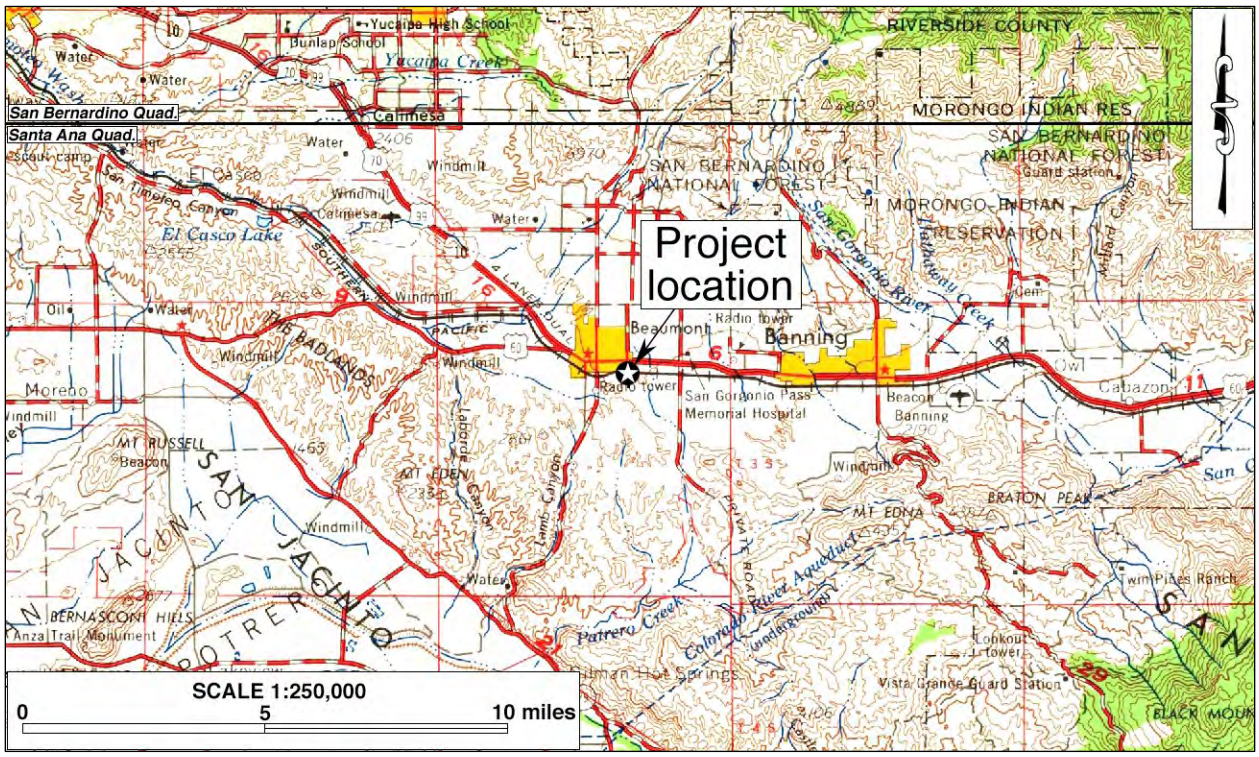

Figure 1. Project vicinity. (Based on USGS San Bernardino and Santa Ana, Calif., 120'x60' quadrangles 1969-1979 edition)

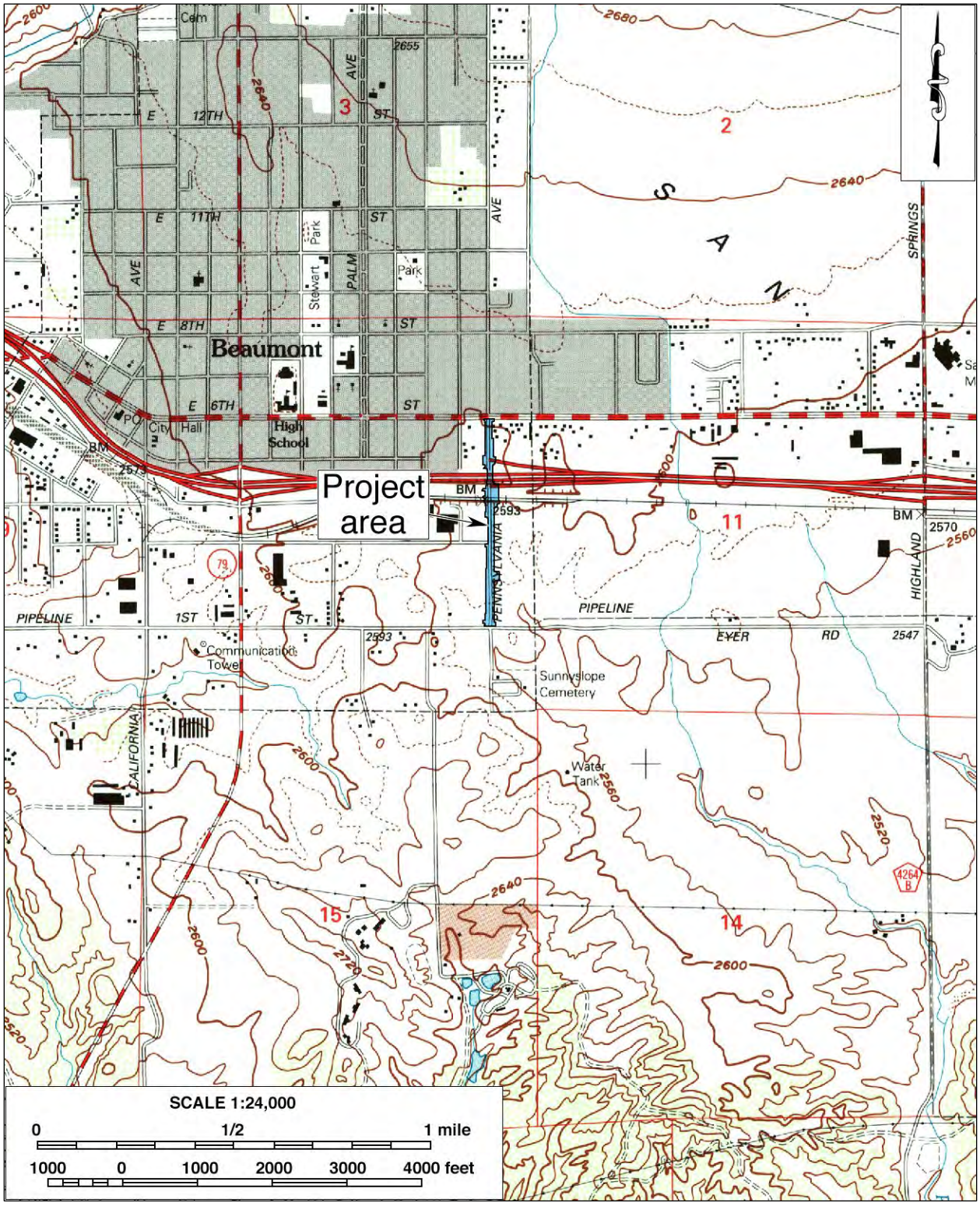

Figure 2. Project location. (Based on USGS Beaumont, Calif., 7.5' quadrangle, 1996 edition)

Figure 3. Aerial image of the project area.

carried out a systematic field survey. The following report is a complete account of the methods, results, and final conclusion of this study. Personnel who participated in the study are named in the appropriate sections below, and their qualifications are provided in Appendix 1.

PALEONTOLOGICAL RESOURCES

DEFINITION

Paleontological resources represent the remains of prehistoric life, exclusive of any human remains, and include the localities where fossils were collected as well as the sedimentary rock formations in which they were found. The defining character of fossils or fossil deposits is their geologic age, which is typically regarded as older than approximately 12,000 years, the generally accepted temporal boundary marking the end of the last late Pleistocene (circa 2.6 million to 12,000 years B.P.) glaciation and the beginning of the current Holocene epoch (circa 12,000 years B.P. to the present).

Common fossil remains include marine shells; the bones and teeth of fish, amphibians, reptiles, and mammals; leaf assemblages; and petrified wood. Fossil traces, another type of paleontological resource, include internal and external molds (impressions) and casts created by these organisms. These items can serve as important guides to the age of the rocks and sediments in which they are contained and may prove useful in determining the temporal relationships between rock deposits from one area and those from another as well as the timing of geologic events. They can also provide information regarding evolutionary relationships, development trends, and environmental conditions.

Fossil resources generally occur only in areas of sedimentary rock (e.g., sandstone, siltstone, mudstone, claystone, or shale). Because of the infrequency of fossil preservation, fossils, particularly vertebrate fossils, are considered nonrenewable paleontological resources. Occasionally fossils may be exposed at the surface through the process of natural erosion or because of human disturbances; however, they generally lay buried beneath the surficial soils. Thus, the absence of fossils on the surface does not preclude the possibility of their being present within subsurface deposits, while the presence of fossils at the surface is often a good indication that more remains may be found in the subsurface.

SIGNIFICANCE CRITERIA

According to guidelines proposed by Eric Scott and Kathleen Springer (2003) of the San Bernardino County Museum, paleontological resources can be considered to be of significant scientific interest if they meet one or more of the following criteria:

1. The fossils provide information on the evolutionary relationships and developmental trends exhibited among organisms, living or extinct;
2. The fossils provide data useful in determining the age(s) of the rock unit or sedimentary stratum, including data important in determining the depositional history of the region and the timing of geologic events therein;

3. The fossils provide data regarding the development of biological communities or the interactions between paleobotanical and paleozoological biota;
4. The fossils demonstrate unusual or spectacular circumstances in the history of life; and/or
5. The fossils are in short supply and/or in danger of being depleted or destroyed by the elements, vandalism, or commercial exploitation, and are not found in other geographic locations.

PALEONTOLOGICAL SENSITIVITY

The fossil record is unpredictable, and the preservation of organic remains is rare, requiring a particular sequence of events involving physical and biological factors. Skeletal tissue with a high percentage of mineral matter is the most readily preserved within the fossil record; soft tissues not intimately connected with the skeletal parts, however, are the least likely to be preserved (Raup and Stanley 1978). For this reason, the fossil record contains a biased selection not only of the types of organisms preserved but also of certain parts of the organisms themselves. As a consequence, paleontologists are unable to know with certainty, the quantity of fossils or the quality of their preservation that might be present within any given geologic unit.

Sedimentary units that are paleontologically sensitive are those geologic units (mappable rock formations) with a high potential to contain significant nonrenewable paleontological resources. More specifically, these are geologic units within which vertebrate fossils or significant invertebrate fossils have been determined by previous studies to be present or are likely to be present. These units include, but are not limited to, sedimentary formations that contain significant paleontological resources anywhere within their geographical extent as well as sedimentary rock units temporally or lithologically amenable to the preservation of fossils.

A geologic formation is defined as a stratigraphic unit identified by its lithic characteristics (e.g., grain size, texture, color, and mineral content) and stratigraphic position. There is a direct relationship between fossils and the geologic formations within which they are enclosed and, with sufficient knowledge of the geology and stratigraphy of a particular area, it is possible for paleontologists to reasonably determine the formation's potential to contain significant nonrenewable vertebrate, invertebrate, marine, or plant fossil remains.

The paleontological sensitivity for a geologic formation is determined by the potential for that formation to produce significant nonrenewable fossils. This determination is based on what fossil resources the particular geologic formation has produced in the past at other nearby locations. Determinations of paleontologic sensitivity must consider not only the potential for yielding vertebrate fossils but also the potential of yielding a few significant fossils that may provide new and significant taxonomic, phylogenetic, and/or stratigraphic data.

The Society of Vertebrate Paleontology issued a set of standard guidelines intended to assist paleontologists to assess and mitigate any adverse effects/impacts to nonrenewable paleontological resources. The guidelines defined four categories of paleontological sensitivity for geologic units that might be impacted by a proposed project, as listed below (Society of Vertebrate Paleontology 2010:1-2):

- **High Potential**: Rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered.

- **Undetermined Potential**: Rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment.
- **Low Potential**: Rock units that are poorly represented by fossil specimens in institutional collections, or based on general scientific consensus only preserve fossils in rare circumstances.
- **No Potential**: Rock units that have no potential to contain significant paleontological resources, such as high-grade metamorphic rocks and plutonic igneous rocks.

SETTING

The City of Beaumont is located in the northern portion of the Peninsular Ranges province, which is bounded on the north by the Transverse Ranges province, to the northeast by the Colorado Desert province, and on the west by the Pacific Ocean (Jenkins 1980:40-41; Harms 1996:131). The Peninsular Ranges province extends southward to the southern tip of Baja California, and is made up of a series of northwest-southeast trending structural blocks consisting of uplifted mountains that are separated by valley basins developed along the intervening fault zones (Jahns 1954; Harden 2004:465).

The mountains in this region are made up mainly of igneous intrusive rocks, metasedimentary rocks, and some metavolcanic rocks (Harden 2004:466-468). The non-crystalline rocks in the western portion of the province consist of both metavolcanic and metasedimentary rocks that are mostly of Mesozoic age, while the eastern portion contains mainly metasedimentary rocks of Paleozoic and older age (*ibid*.:471-472). The crystalline basement rocks are present in both the western and eastern portions and consist mainly of Mesozoic-age granitic rocks with some scattered gabbroic intrusions (*ibid*.:466-468). The intervening valley basins are filled primarily with Pliocene to Recent nonmarine sedimentary rocks (Woodford et al. 1971:3421).

Russell (1932:Map 1) shows the project area to be within the San Gorgonio Pass portion of the Peninsular Ranges province, an east-west-trending narrow valley between the San Bernardino Mountains on the north and the San Jacinto Mountains on the south. He describes the Beaumont Plain as an area of older rocks that are not greatly affected by recent deposition but are being eroded by more recent weathering (*ibid*.:69-74). The San Gorgonio Pass, in fact, separates the Peninsular Range Province from the Transverse Range Province (Jenkins 1980:40-41; Harms 1996:131).

In the project area, Pennsylvania Avenue presents an overall rural appearance as a two-lane asphalt road with dirt or gravel shoulders, few curbs, and sporadic lighting. From the northern end at the intersection with Sixth Street, the road alignment crosses under Interstate Highway 10 (I-10) about 675 feet to the south and then the Union Pacific Railroad at grade some 150 feet further south before extending another 1, 975 feet to First Street. Despite the numeric sequence, no other streets cross the project area, though Third Street dead-ends at Pennsylvania Avenue from the west. A corner market and a self-service carwash are located on adjacent properties to the east at the intersection with Sixth Street. South of I-10 and the railroad tracks, a palette and truck trailer storage facility is located on the west side of the road. All other adjacent parcels are currently undeveloped (Figure 4).

The terrain in the project area is generally level, with elevations between 2,575 and 2,610 feet above mean sea level, inclining slightly to the north. The ground surface in the entire project area has been

Figure 4. Overview of the current natural setting of the project area. (Photograph taken on December 1, 2020; view to the north)

greatly disturbed by construction activities associated with the roadways, the railroad, and nearby buildings as well as agricultural operations in the past. Soils in the vicinity consist of medium-yellowish brown sandy silt mixed with some rocks. Vegetation is sparse within the public rights-of-way but becomes denser on open fields nearby, and include foxtails, tumbleweeds, wild mustard, datura, and other common grasses and shrubs (Figure 4). Introduced landscaping plants dominate around the developed parcels.

METHODS AND PROCEDURES

RECORDS SEARCHES

The records searches service for this study were provided to Moffatt and Nichol by the San Bernardino County Museum (SBCM), Division of Earth Sciences, in Redlands, California, in 2018. The records search results were reviewed during this study and used to identify known previously performed paleontological resource assessments as well as known paleontological localities within a one-mile radius of the project area. The SBCM is an official repository that maintains files of regional paleontological localities as well as supporting maps and documents.

LITERATURE REVIEW

In conjunction with the records searches, project paleontologist Ben Kerridge pursued a literature review on the project area and vicinity. Sources consulted during the review include primarily

topographic, geologic, and soil maps of the Beaumont area, published geologic literature pertaining to the project location, the Riverside County General Plan and Geographic Information System, satellite and aerial images available at the Nationwide Environmental Title Research (NETR) Online website and through the Google Earth software, and other materials in the CRM TECH library, including unpublished reports produced during similar surveys in the vicinity.

FIELD SURVEY

On December 1, 2020, CRM TECH paleontological surveyor Daniel Ballester carried out the field survey of the project area. The survey was completed on foot by walking a single transect along each side of the existing roadway and visually inspecting the surrounding ground surface. In this way, the project area was systematically examined to determine soil types, verify the geological formations, and search for indications of paleontological remains. Visibility of the natural ground surface varied widely, with some areas having poor visibility due to dense vegetation growth, gravel, or pavement and other areas featuring almost fully exposed native soil.

RESULTS AND FINDINGS

RECORDS SEARCHES

The records search by the SBCM identified no known paleontological localities within the project area or a one-mile radius (Gilbert 2018:2; see Appendix 2). However, existing records indicate the presence of one paleontological locality about five miles to the northwest that was found in similar soils to those occurring in the project vicinity (*ibid.*). In addition, "dozens of paleontological resource localities" have been reported within three miles to the south but from much older soils that are not found in the project vicinity (*ibid.*).

The SBCM described the soils in the project area as late-to-middle Pleistocene-aged Old Alluvial Valley Deposits (*Qof*) and middle-to-early Pleistocene-aged Very Old Alluvial Fan Deposits (*Qvof*), which are known to contain fossil remains of mammoth, mastodon, ground sloths, dire wolf, short-faced bear, sabre-toothed cat, large and small horses, large and small camels, and bison (Gilbert 2018:1-2). Therefore, the SBCM assigned the project area a "high potential to yield significant nonrenewable paleontological resources subject to adverse impact during development related excavation" (*ibid.*:2).

LITERATURE REVIEW

The surface geology in the project area was mapped by Rogers (1965) as *Qc*, or nonmarine sediments from the Pleistocene age. Dibblee (2003) mapped the surface geology in the project area as *Qf*, or alluvial fan of San Gorgonio Pass, derived from sand and gravel of plutonic and gneissic detritus originating from the San Bernardino Mountains to the north, Pleistocene in age (Figure 5). Riverside County paleontological sensitivity maps classified the project location as Undetermined Sensitivity (RCIT 2021). According to definitions outlined in the County's General Plan:

> Areas underlain by sedimentary rocks for which literature or unpublished studies are not available have undetermined potential for containing significant paleontological resources. These areas need to

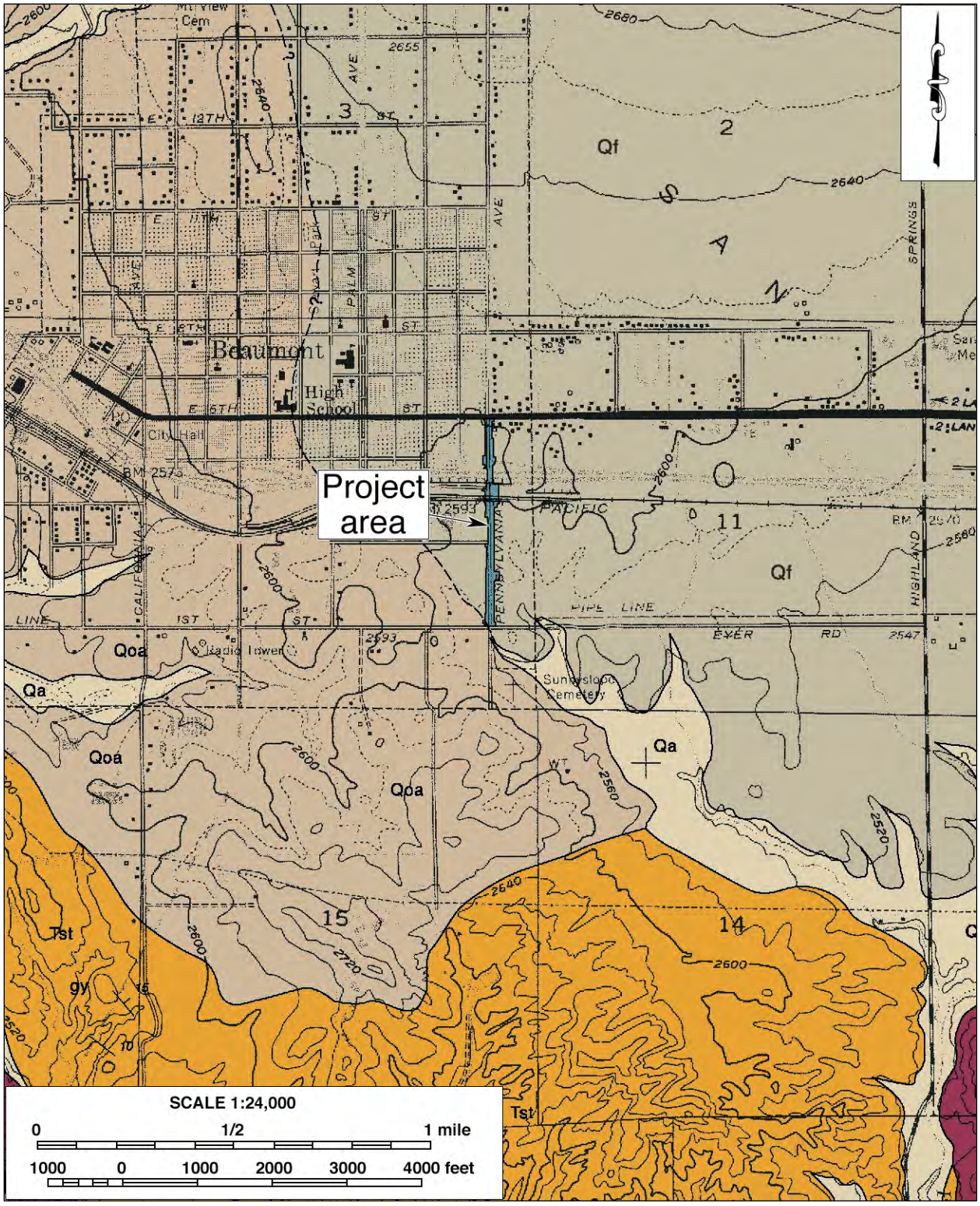

Figure 5. Geologic map of the project vicinity. (Based on Dibblee 2003)

be inspected by a qualified vertebrate paleontologist before a specific determination of high potential or low potential can be assigned. (County of Riverside 2015:4.9-11)

FIELD SURVEY

Throughout the course of the field survey, no surface manifestation of any paleontological remains was observed within the project area. It was noted during the survey, however, that the ground surface in virtually the entire project area has been extensively disturbed in the past, as discussed above, and no longer represents an accurate reflection of the paleontological sensitivity of the native soils in the vicinity.

CONCLUSION AND RECOMMENDATIONS

CEQA guidelines (Title 14 CCR App. G, Sec. V(c)) require that public agencies in the State of California determine whether a proposed project would "directly or indirectly destroy a unique paleontological resource" during the environmental review process. The present study, conducted in compliance with this provision, is designed to identify any significant, non-renewable paleontological resources that may exist within or adjacent to the project area, and to assess the possibility for such resources to be encountered in future excavation and construction activities.

In summary of the research results presented above, although no paleontological localities were previously found in the project area and no surface manifestation of any fossil remains were observed during the field survey, the prevailing sediments in the project area have been identified as Pleistocene-age alluvium, which generally has a high potential to contain significant, nonrenewable fossil remains. Due to past disturbance by construction and agricultural activities, the surface soils in the project area no longer represent an accurate reflection of the paleontological sensitivity of the native soils in the vicinity.

Based on these findings, CRM TECH concludes that the proposed project's potential to impact significant, nonrenewable paleontological resources appears to be high in the undisturbed native soils below surface and recommends that a paleontological resource impact mitigation program be developed and implemented during the project to prevent such impacts or reduce them to a level less than significant. The mitigation program should be developed in accordance with the provisions of CEQA (Scott and Springer 2003) as well as the proposed guidelines of the Society of Vertebrate Paleontology (2010), and should include but not be limited to the following components:

- All earth-moving operations reaching beyond the disturbed surface soils, generally five to six feet in depth within the existing roadbed and two to three feet in depth elsewhere, should be monitored by a qualified paleontological monitor. The monitor should be prepared to quickly salvage fossils as they are unearthed to avoid construction delays and should collect samples of sediments that are likely to contain fossil remains of small vertebrates or invertebrates. However, the monitor must have the power to temporarily halt or divert grading equipment to allow for the removal of abundant or large specimens.
- Collected samples of sediment should be processed to recover small fossils, and all recovered specimens should be identified and curated at a repository with permanent retrievable storage.

- A report of findings, including an itemized inventory of recovered specimens, should be prepared upon completion of the procedures outlined above. The report should include a discussion of the significance of the paleontological findings, if any. The report and the inventory, when submitted to the City of Beaumont, would signify completion of the program to mitigate potential impacts on paleontological resources.

Under this condition, the proposed project may be cleared to proceed in compliance with CEQA provisions on paleontological resources.

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APPENDIX 1

PERSONNEL QUALIFICATIONS

PRINCIPAL INVESTIGATOR
Michael Hogan, Ph.D., RPA*

Education

1991	Ph.D., Anthropology, University of California, Riverside.
1981	B.S., Anthropology, University of California, Riverside; with honors.
1980-1981	Education Abroad Program, Lima, Peru.
2002	Section 106—National Historic Preservation Act: Federal Law at the Local Level. UCLA Extension Course #888.
2002	"Recognizing Historic Artifacts," workshop presented by Richard Norwood, Historical Archaeologist.
2002	"Wending Your Way through the Regulatory Maze," symposium presented by the Association of Environmental Professionals.
1992	"Southern California Ceramics Workshop," presented by Jerry Schaefer.
1992	"Historic Artifact Workshop," presented by Anne Duffield-Stoll.

Professional Experience

2002-	Principal Investigator, CRM TECH, Riverside/Colton, California.
1999-2002	Project Archaeologist/Field Director, CRM TECH, Riverside.
1996-1998	Project Director and Ethnographer, Statistical Research, Inc., Redlands.
1992-1998	Assistant Research Anthropologist, University of California, Riverside
1992-1995	Project Director, Archaeological Research Unit, U. C. Riverside.
1993-1994	Adjunct Professor, Riverside Community College, Mt. San Jacinto College, U.C. Riverside, Chapman University, and San Bernardino Valley College.
1991-1992	Crew Chief, Archaeological Research Unit, U. C. Riverside.
1984-1998	Archaeological Technician, Field Director, and Project Director for various southern California cultural resources management firms.

Research Interests

Cultural Resource Management, Southern Californian Archaeology, Settlement and Exchange Patterns, Specialization and Stratification, Culture Change, Native American Culture, Cultural Diversity.

Cultural Resources Management Reports

Author and co-author of, contributor to, and principal investigator for numerous cultural resources management study reports since 1986.

Memberships

* Register of Professional Archaeologists; Society for American Archaeology; Society for California Archaeology; Pacific Coast Archaeological Society; Coachella Valley Archaeological Society.

PROJECT PALEONTOLOGIST/REPORT WRITER
Ben Kerridge, M.A.

Education

2019-2020	Physical Geology, California Geology, and Historical Geology Coursework, Fullerton College, Fullerton, California.
2014	Archaeological Field School, Institute for Field Research, Kephallenia, Greece.
2010	M.A., Anthropology, California State University, Fullerton.
2009	Project Management Training, Project Management Institute/CH2M HILL, Santa Ana, California.
2004	B.A., Anthropology, California State University, Fullerton.

Professional Experience

2015-	Project Archaeologist/Paleontologist/Report Writer, CRM TECH, Colton, California.
2015	Teaching Assistant, Institute for Field Research, Kephallenia, Greece.
2009-2014	Publications Delivery Manager, CH2M HILL, Santa Ana, California.
2010-	Naturalist, Newport Bay Conservancy, Newport Beach, California.
2006-2009	Technical Publishing Specialist, CH2M HILL, Santa Ana, California.

PALEONTOLOGICAL SURVEYOR/FIELD DIRECTOR
Daniel Ballester, M.S.

Education

2013	M.S., Geographic Information System (GIS), University of Redlands, California.
1998	B.A., Anthropology, California State University, San Bernardino.
1997	Archaeological Field School, University of Las Vegas and University of California, Riverside.
1994	University of Puerto Rico, Rio Piedras, Puerto Rico.

- Cross-trained in paleontological field procedures and identifications by CRM TECH Geologist/Paleontologist Harry M. Quinn.

Professional Experience

2002-	Field Director/GIS Specialist, CRM TECH, Riverside/Colton, California.
1999-2002	Project Paleontologist/Archaeologist, CRM TECH, Riverside, California.
1998-1999	Field Crew, K.E.A. Environmental, San Diego, California.
1998	Field Crew, A.S.M. Affiliates, Encinitas, California.
1998	Field Crew, Archaeological Research Unit, University of California, Riverside.

APPENDIX 2

RECORDS SEARCH RESULTS

(Confidential)

2024 Orange Tree Lane, Redlands, California 92374 | Phone: 909.798.8608
www.SBCounty.gov

SAN BERNARDINO COUNTY

San Bernardino County Museum
Division of Earth Sciences

Ian Gilbert
Curator of Earth Sciences

email:
igilbert@sbcm.sbcounty.gov

14 September, 2018

Moffatt & Nichol
Attn: Eric Turner
3780 Kilroy Airport Way, Suite 600
Long Beach, CA 92324

PALEONTOLOGY LITERATURE / RECORDS REVIEW, Pennsylvania Avenue Interchange Improvements Project, Pennsylvania Avenue Widening Project and Pennsylvania Avenue Grade Separation Project

Dear Mr. Turner,

The Division of Earth Sciences of the San Bernardino County Museum (SBCM) has completed a literature review and records search for the above-named projects in Riverside County, California. The proposed transportation improvements projects are located at the Pennsylvania Avenue and Interstate-10 Interchange; Pennsylvania Avenue from E. 1st Street to E. 6th Street; and Pennsylvania Avenue and Union Pacific Railroad (UPRR) at-grade track crossing, Section 10, Township 3 South, Range 1 West, San Bernardino Baseline and Meridian, as shown on the Beaumont, California, United States Geological Survey (USGS) 7.5 minute topographic quadrangle map (1953 edition – Photorevised, 1988).

Previous geologic mapping (Rogers, 1965; Dibblee and Minch, 2003; Lancaster et al., 2012) indicates that the study area is situated upon surface exposures of late-to-middle Pleistocene-aged Old Alluvial Valley Deposits (= **Qof**) and middle-to-early Pleistocene-aged Very Old Alluvial Fan Deposits (= **Qvof**)(fig. 1). Pleistocene-aged sediments elsewhere throughout much of inland southern California, particularly in Riverside and San Bernardino Counties of the Inland Empire, have been reported to yield significant fossils of plants and extinct Ice Age animals (Jefferson, 1991; Reynolds and Reynolds, 1991; Woodburne, 1991; Springer and Scott, 1994; Scott, 1997; Springer et al., 1998, 1999, 2007, 2009, 2010; Anderson et al., 2002). Fossils recovered from these Pleistocene-aged sediments represent extinct taxa including mammoth, mastodon, ground

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sloths, dire wolf, short-faced bear, sabre-toothed cat, large and small horses, large and small camels, and bison (Jefferson, 1991; Reynolds and Reynolds, 1991; Woodburne, 1991; Scott, 1997; Springer et al., 2009). For this reason, Pleistocene-aged sediments in this region have demonstrated high potential to yield significant nonrenewable paleontological resources subject to adverse impact during development related excavation, and are therefore assigned high paleontological sensitivity.

For this review, I conducted a search of the Regional Paleontological Locality Inventory (RPLI) at the SBCM and a literature search through the SBCM Earth Sciences library. The results of this search indicate that no recorded paleontological resource localities are present within the proposed project boundaries. Furthermore, no resource localities are recorded by the SBCM within one mile of the proposed project in any direction. However, one paleontological locality (SBCM 1.95.5) is located about five (~5) miles northwest of the proposed study area. This locality yielded an extinct Ice Age camel (*Camelops* sp.), and was collected within sediment lithologies mapped (Rogers, 1965; Dibblee and Minch, 2003; Lancaster et al., 2012) as similar to those found within the proposed project boundaries. Additionally, dozens of paleontological resource localities are present within three (3) miles south of the proposed study area (fig. 1). However, these fossils were found within units mapped (Dibblee and Minch, 2003) as Pleistocene-Pliocene-aged San Timoteo (?) Formation, units not found within the boundaries of the proposed study area.

Riverside County's Paleontological Resource Sensitivity Map (RCPTSM) indicates that the project is located on sedimentary rocks that have undetermined potential to adversely impact fossil resources.

Recommendations

The results of the literature review, the RPLI at the SBCM, and the search of the RCPTSM demonstrate that the proposed interchange improvement projects in the City of Beaumont, CA, has an undetermined paleontological sensitivity. Excavation into previously undisturbed surficial and subsurface exposures of late-to-middle Pleistocene-aged Old Alluvial Valley Deposits (**Qof**) and middle-to-early Pleistocene-aged Very Old Alluvial Fan Deposits (**Qvof**) (fig. 1) within the boundaries of the proposed project sites may have high potential to adversely impact significant nonrenewable paleontological resources. Prior to the initiation of excavation activities, a field reconnaissance survey of the proposed projects shall be conducted by a qualified vertebrate

paleontologist to assess paleontological sensitivity in more detail to more fully assess fossil-bearing potential of the sediments, and to recover any exposed paleontological remains.

If the field survey results demonstrate a high potential for nonrenewable fossil resources to be impacted during the excavation phase of the proposed projects, a paleontological resource impact mitigations program (PRIMP) must then be developed by a qualified vertebrate paleontologist to mitigate these impacts. This mitigation program must include curation of recovered resources (Scott et al., 2004) and be consistent with the provisions of the California Environmental Quality Act (Scott and Springer, 2003), as well as with regulations currently implemented by the County of Riverside and the proposed guidelines of the Society of Vertebrate Paleontology. This program would have to include, but not be limited to:

1. Monitoring of excavation in areas identified as likely to contain paleontological resources by a qualified paleontological monitor. Paleontological monitors should be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially-fossiliferous units described herein are not present, or if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.

2. Preparation of recovered specimens to a point of identification and permanent preservation, including screen-washing of sediments and microscopic examination of residual materials to recover small invertebrates and vertebrates (Scott et al., 2004).

3. Identification and curation of specimens into a professional, accredited museum repository with permanent retrievable storage. The paleontologist should have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts to significant paleontological resources is not complete until such curation into an established museum repository has been fully completed and documented.

4. Preparation of a report of findings with an appended itemized inventory of specimens. This report and inventory, when submitted to the appropriate Lead Agency along with confirmation of the curation of recovered specimens into an established, accredited

museum repository, would signify completion of the program to mitigate impacts to paleontological resources.

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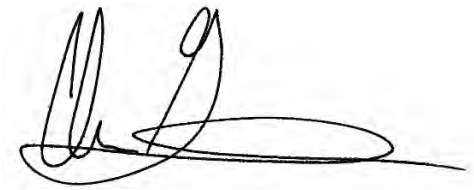
Please do not hesitate to contact us with any further questions that you may have.

Sincerely,



Ian Gilbert, Curator of Earth Sciences
Division of Earth Sciences
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Figures (CONFIDENTIAL)

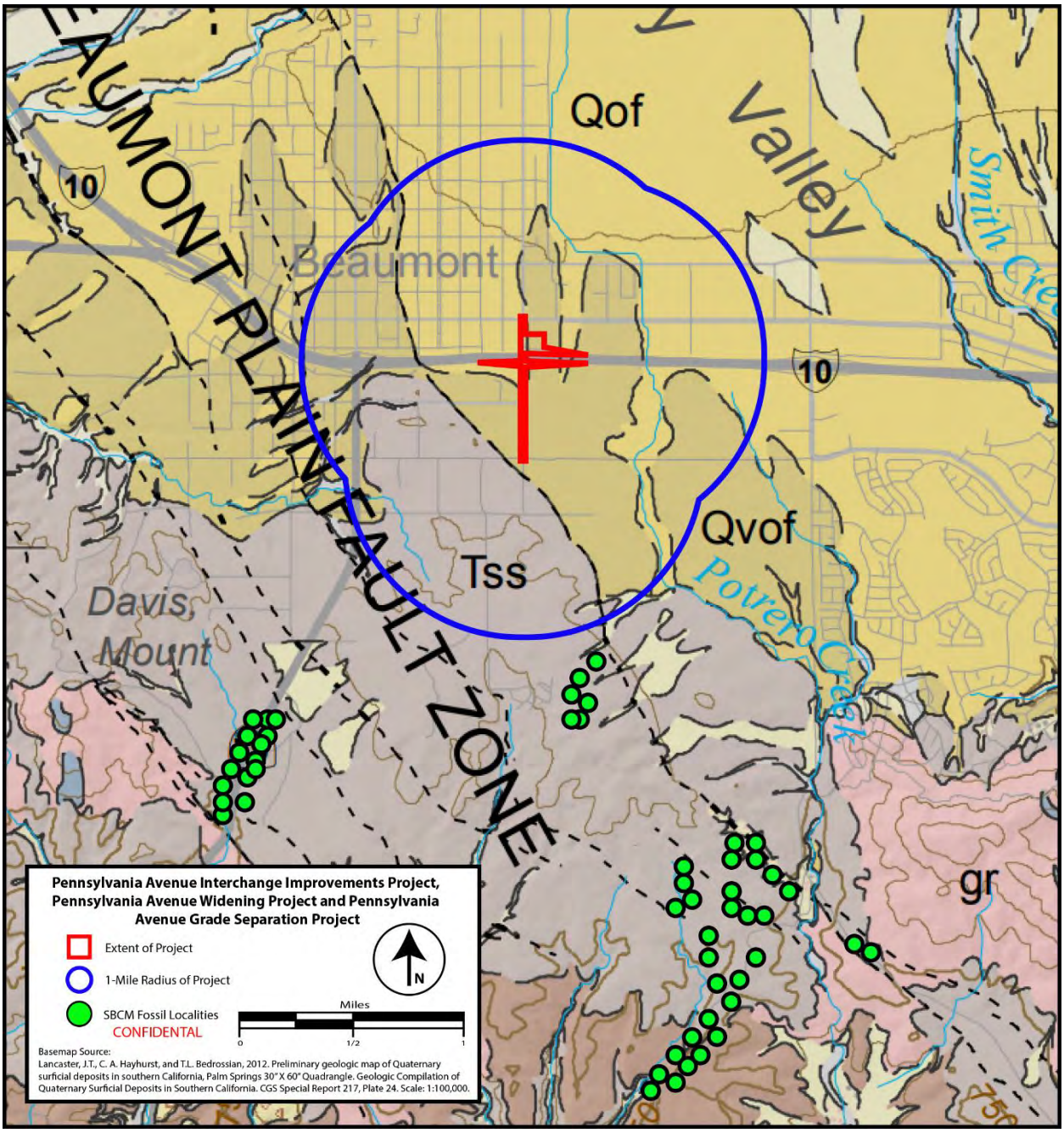

Figure 1.

Appendix F

Initial Site Assessment Pennsylvania Avenue Widening

DRAFT
INITIAL SITE ASSESSMENT
PENNSYLVANIA AVENUE WIDENING AND GRADE SEPARATION ISA
RIVERSIDE COUNTY, CALIFORNIA

DRAFT

Prepared for:

Moffatt and Nichol

3780 Kilroy Airport Way, Suite 600
Long Beach, California 90806

Project No. 12091.001

September 12, 2018

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

DRAFT
INITIAL SITE ASSESSMENT
PENNSYLVANIA AVENUE WIDENING AND GRADE SEPARATION ISA
RIVERSIDE COUNTY, CALIFORNIA

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Project No. 12091.001

September 12, 2018

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Leighton

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1.0 INTRODUCTION

1.1 Authorization

Leighton Consulting, Inc. (Leighton Consulting) performed an Initial Site Assessment (ISA) for the proposed Pennsylvania Avenue Widening and Grade Separation Project (i.e. "Project"), in the City of Beaumont and County of Riverside, California (collectively referred to as the "Site") in accordance with Moffat & Nichol's authorization for the City of Beaumont (City), the Project Proponent.

1.2 Purpose

The purpose of the ISA was to identify, to the extent feasible pursuant to the processes prescribed in ASTM International (ASTM) E1527-13 and the California Department of Transportation (Caltrans) Project Development Procedures Manual, Guidelines for ISA (Caltrans, 2006), recognized environmental conditions (RECs), historical RECs (HRECs), or controlled RECs (CRECs) in connection with the project.

- RECs are defined, according to ASTM E1527-13 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. De minimus conditions are not RECs."

- HRECs are defined, according to ASTM E1527-13 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."

- CRECs are defined, according to ASTM E1527-13 as "a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls."

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- De minimus conditions are defined by ASTM 1527-13 as "a condition that generally does 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 conditions are, not recognized environmental conditions nor controlled recognized environmental conditions." (ASTM E1527-13, 2013).

1.3 Scope of Work

The scope of work was performed in accordance with Leighton Consulting's proposal and included the following tasks:

- A reconnaissance-level visit of the project for evidence of the release(s) of hazardous materials and petroleum products and to assess the potential for onsite releases of hazardous materials and petroleum products;
- Records Review (including review of previous environmental reports, selected governmental databases, and historical review); and
- Preparation of a report presenting our findings.

1.4 Significant Assumptions

Leighton Consulting assumes that the information provided by the client and its agents, regulatory database provider, and regulatory agencies is true and reliable.

1.5 Limitations and Exceptions

Site specific activities performed by Leighton Consulting and information collected regarding these activities are summarized in the following sections. The findings of this ISA are presented in Section 8.

This ISA was conducted in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions.

Leighton Consulting conducted the site reconnaissance within public rights-of-way; neighboring private properties were observed from the property boundaries.

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Leighton Consulting personnel did not conduct a User or Owner interview because there is no property purchase associated with the Project and persons were not available that had detailed information regarding the Site.

Historical information (e.g., topographic maps and aerial photographs) prior to 1901 was not available for review by Leighton Consulting. Data gaps are noted in Section 6.3.

The observations and conclusions presented in this report are professional opinions based on the scope of activities, work schedule, and information obtained through the ISA described herein. Opinions presented herein apply to site conditions existing at the time of our study and cannot necessarily be taken to apply to site conditions or changes that we are not aware of or have not had the opportunity to evaluate. It must be recognized that conclusions drawn from these data are limited to the amount, type, distribution, and integrity of the information collected at the time of the investigation and the methods utilized to collect and evaluate the data and that a full and complete determination of environmental risks cannot be made. Although Leighton Consulting has taken steps to obtain true copies of available information, we make no representation or warranty with respect to the accuracy or completeness of this information provided by others.

This practice does not address whether requirements in addition to all appropriate inquiry have been met in order to qualify for the landowner liability protections including the continuing obligation not to impede the integrity and effectiveness of activity and use limitations, or the duty to take reasonable steps to prevent releases, or the duty to comply with legally required release reporting obligations. Users should also be aware that other legal obligations may be present with regard to hazardous substances or petroleum products discovered on the Site that are not addressed in this practice that may pose risks of civil and/or criminal sanctions for non-compliance.

1.6 Special Terms and Conditions

The scope of work for this ISA did not include testing of electrical equipment for the presence of polychlorinated biphenyls (PCBs) or collection of other environmental samples such as soil, air, water, building materials, or paint; assessment of natural hazards such as naturally occurring asbestos, radon gas,

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or methane gas; assessment of the potential presence of radionuclides; or assessment of non-chemical hazards such as the potential for damage from earthquakes or floods or the presence of endangered species, wetlands, or wildlife habitats. This ISA also did not include an extensive assessment of the environmental compliance status of the Project or of the businesses operating in the immediate vicinity of the Project or a health-based risk assessment.

1.7 User Reliance

This report is for the exclusive use of the Moffat & Nichol, City of Beaumont (City), and the California Department of Transportation (Caltrans). Use of this report by other party shall be at such party's sole risk.

1.8 Important Information about This Geoenvironmental Report

The client is referred to Appendix E regarding important information provided by the Geoprofessional Business Association (GBA) on geoenvironmental studies and reports.

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2.0 SITE DESCRIPTION

2.1 Project Location and Description

2.1.1 The Pennsylvania Avenue Widening Project

The Project proposes to widen and add two additional lanes to Pennsylvania Avenue between 1st Street and 6th Street, a distance of approximately 2,800 feet, in the City of Beaumont. Widening along the west side of Pennsylvania Avenue would vary between 0 feet and 14 feet. Widening along the east side of Pennsylvania Avenue would vary between 0 feet and 16 feet. The additional lanes within these limits would result in a four lane Major Highway per the City of Beaumont General Plan Circulation Element. A new tee intersection would be provided along the east side of Pennsylvania Avenue for the future extension of 2nd Street under a future separate project. Pedestrian access would be provided for the length of the Project and impacted intersections would be brought up to current Americans with Disabilities Act (ADA) standards with 10 new curb ramps and 5 updated curb ramps.

2.1.2 The Pennsylvania Avenue Grade Separation Project

The Pennsylvania Avenue Grade Separation Project (Project) will lower Pennsylvania Avenue under the existing Union Pacific Railroad (UPRR) track. The Project would be constructed within the footprint of the proposed widened Pennsylvania Avenue. Excavation down to approximately 30 feet would be required to construct the underpass.

2.1.3 Site Description

A roadway easement from Union Pacific Railroad (UPRR) would be required for widening Pennsylvania Avenue south of Interstate 10 within the railroad right-of-way. Several partial takes that are generally between 4 to 16 feet in width and temporary construction easements (TCEs) will also be required along Pennsylvania Avenue between East 6th Street and 1st Street for sidewalk and driveway purposes. The table below summarizes the right-of-way requirements. Figure 3 depicts the location of the right-of-way requirements and associated assessor's parcel

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numbers (APNs). The proposed Project limits along Pennsylvania Avenue between East 1st Street and East 6th Street where earthwork will occur, including the acquisition parcels and TCEs, is considered the "Site".

Assessor Parcel No.	Current Use	Address	Acquisition Type
418-122-028	Vacant land	No address	Partial take/TCE
418-122-021	Vacant land	No address	Partial take/TCE
418-160-006	Vacant land	No address	Partial take/TCE
418-123-017	Beaumont Market and Laundromat	1201 E 6th Street, Beaumont, CA	Partial take/TCE
418-123-015	Beaumont Auto Spa	560 E Pennsylvania Avenue, Beaumont, CA	Partial take/TCE
418-123-011	Vacant land	No address	Partial take/TCE
418-123-003	Vacant land	No address	Partial take/TCE
418-160-007	Vacant land	No address	Partial take/TCE
418-360-003	Vacant land	No address	Partial take/TCE
418-360-009	Vacant land	No address	Partial take/TCE
418-240-009	Priority Pallet facility	1060 E 3rd Street, Beaumont, CA	Partial take/TCE
418-240-011	Vacant land	No address	Partial take/TCE
418-250-006	Vacant land	No address	Partial take/TCE
418-250-008	Vacant land	No address	Partial take/TCE
418-250-009	Vacant land	No address	Partial take/TCE

2.2 Purpose and Need

2.2.1 Pennsylvania Avenue Widening

The purpose of the Pennsylvania Avenue Widening Project is to provide the City of Beaumont with adequate roadway and pedestrian infrastructure

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consistent with the City's Circulation Element and to accommodate area growth projections.

2.2.2 Pennsylvania Avenue Grade Separation

The purpose of the Pennsylvania Avenue Grade Separation Project is to provide the City of Beaumont with safe vehicular and pedestrian access traveling north and south along Pennsylvania Avenue at the UPRR track crossing.

At-grade roadway and rail crossings create a conflict point between passing trains and vehicles and pedestrians traveling along Pennsylvania Avenue. As projected growth continues in the City, this conflict point will continue to impede the flow of vehicles and create an increased potential safety issue for through-traffic, vehicles accessing Interstate 10, and for pedestrians.

Population growth is anticipated to continue in the City of Beaumont resulting from the development of new homes and businesses. Existing roadway widths and lack of sidewalk facilities along Pennsylvania Avenue between 1st Street and 6th Street are not adequate to handle future traffic volumes and pedestrian access based on projected growth in the City.

The ISA is conducted for the purpose of identifying RECs associated with the Site and surrounding vicinity that may adversely affect the Project and providing recommendations to mitigate these affects.

2.3 Current Use of the Site

The Site consisting of Pennsylvania Avenue and the UPRR track is used for transportation purposes. Structures are not located on the Site. The acquisition and TCE areas are depicted on Figure 3 and generally consist of vacant undeveloped land with the exception of the following:

- 560 East Pennsylvania Avenue, APN 418-123-015, occupied by Beaumont Auto Space, a self-service car wash. The acquisition and TCE areas consist of paved parking lot areas between Pennsylvania Avenue and the buildings.
- 1201 East 6th Street, APN 418-123-015, occupied by Beaumont Market and Laundromat. The acquisition and TCE areas consist of paved parking lot areas between Pennsylvania Avenue and the buildings.

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- 1060 East 3rd Street, APN 418-360-009, occupied by Priority Pallet. The acquisition and TCE area consists of a paved area used for vehicle parking and storage.

2.4 Current Uses of Adjoining Properties

The directly adjacent properties consist of vacant undeveloped land and the structures and facilities associated with the acquisition and TCE areas listed above. The properties adjacent to the north across East 6th Street consist of commercial businesses. The surrounding vicinity around the northern portion of the Site is generally mixed commercial and residential, and the area to the south of the Site is generally vacant land and scattered residential dwellings.

There is an Interstate 10 overpass bridge above Pennsylvania Avenue and there is a westbound off-ramp on the north side of Pennsylvania Avenue and an eastbound on-ramp on the south side of Pennsylvania Avenue.

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3.0 RECORDS REVIEW

3.1 Standard Environmental Record Sources

A search of selected government databases was conducted by Leighton Consulting using an Environmental Data Resources (EDR) Radius Map™ Report with GeoCheck® environmental database report system (EDR Report). The site area depicted on the EDR Report also includes a portion of Interstate 10 and a new proposed on-ramp that will be reviewed in a separate ISA Report. Details of the database searches along with descriptions of each database researched are provided in the EDR Report. The reports meet the government records search requirements of ASTM E1527-13 *Standard Practice for Environmental Site Assessments: Environmental Site Assessment Process.* The database listings were reviewed within a specified radius of one mile. Additionally, the State Water Resources Control Board (SWRCB) Geotracker website and Department of Toxic Substances Control (DTSC) Envirostor website were used to supplement the information in the EDR Report

3.1.1 Site

According to the EDR Report two listings were reported for parcels associated with the Site.

The former Circle K Store #509 was located at 1201 East 6th Street, located at the southeast corner of Pennsylvania Avenue and 6th Street. According to EDR, the facility is listed on the EDR Hist Auto, SWEEPS UST, HIST UST, RCRA-SQG, FINDS and ECHO databases. According to EDR, two 10,000-gallon gasoline underground storage tanks (USTs) were located on the property. Additional information was not provided in the EDR Report or on Geotracker or Envirostor. However, the Riverside County Department of Environmental Health (RCDEH) and City of Beaumont Department of Building and Safety (Section 3.3) had files pertaining to this property. According to records reviewed, Tutt Service Station operated at the property from 1957 until the mid-1980's when Circle K took over the management of the property. The Circle K was in operation from the mid-1980's until its closure in 1999, and consisted of a small gas station with accompanying market and contained two 10,000 gallon steel USTs that contained unleaded gasoline. During the removal of the USTs in 1999,

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petroleum impacted soil was identified, characterized, and removal of this soil was recommended. The USTs and the petroleum impacted soil were removed from the property and disposed of according to regulatory standards, and closure was issued by RCDEH. Based on the records reviewed and regulatory oversight of the cleanup; there are not reported impacts to soil within the acquisition or TCE areas and this facility is expected to have a low potential to adversely affect the Project.

The former Square D Company was located at 1060 East 3rd Street, located west of Pennsylvania Avenue between 3rd Street and the UPRR property. According to EDR, the facility is listed on the Envirostor database under the Corrective Action Program. This facility is also listed on several databases including CORRACTS, RCRA-TSDF, US INST CONTROL, DEED, US FIN ASSUR, 2020 COR ACTION, CA FINANCIAL ASSURANCE 1, HAZNET, ICE, HWP, NPDES, and CIWQS. According to records reviewed on Envirostor, the Square D Company manufactured copper foil for use in circuit boards from 1970 until its closure in September of 1989. The facility occupied three parcels of land. The main parcel, parcel 1 located at the northwestern corner of 3rd Street and Pennsylvania Avenue, was occupied by the manufacturing and surface impoundments (currently occupied by Priority Pallet, a commercial lumber and pallet company operating at the site since 1999). The second parcel, parcel 2 located at the southeastern corner of the UPRR property and Pennsylvania Avenue, was used to store equipment, scrap copper, metal waste, and sludge (currently occupied by vacant land). Parcel 3 is located at the southwestern corner of 3rd Street and Pennsylvania Avenue and manufacturing operations or waste storage was not reported for this property (currently occupied by vacant land). Prior to the facility's closure the United States Environmental Protection Agency (US EPA) conducted a Resource Conservation and Recovery Act (RCRA) Facility Assessment (RFA) which identified several Solid Waste Management Units (SWMUs) and one Area of Concern (AOC). After various site investigations, a RCRA Facility Investigation (RFI) and a health risk assessment were completed for parcels 1 and 2, and risk based cleanup levels were established for the parcels. The contaminants of concern (COCs) identified for parcel 1 were arsenic, antimony, copper, chromium, hexavalent chromium, lead, and zinc. The COCs identified for parcel 2, and the drainage channel located south of parcel 2, were arsenic, cadmium, copper, chromium, lead, and zinc. Prior to the implementation of

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corrective measures California Environmental Quality Act (CEQA) documents were completed and made available to the public for review. Corrective measures were conducted between April 1994 and March 1996.

According to records reviewed on Envirostor, on March 13, 1996, Corrective Measures Implementation Completion Reports (CMICR), were completed by Dames and Moore (D&M) for each parcel. The corrective measures conducted for parcels 1, 2 and the drainage channel south of parcel 2, began with the characterization of the contaminated areas, then the impacted soil was excavated and stockpiled on parcel 1. The stockpiled soil was removed from parcel 1 and transported to an approved RCRA landfill in Utah. The excavations were either backfilled with clean soil from parcel 3 or the excavations were reshaped. The North Post-Closure Area (NPCA) is an area located on parcel 1, that was subdivided into two parcels, and consists of 2.2-acres of land formally occupied by the facilities water plant and surface impoundments (Figure 2). A separate parcel number is associated with the NPCA, identified as APN 418-360-001, and located approximately 730 feet west of Pennsylvania Avenue. The NPCA consists of residual waste that remains on the property and has been capped by a continuous cover system that consists of a leak detection system, moisture barriers, class 2 base rock, and an asphalt cap. The DTSC oversees the permits applicable to parcel 1, including groundwater monitoring. A land use restriction was issued to parcel 1 in 1999, which limits the property to industrial use only. Parcels 2 and 3 did not receive land use restrictions based on the documents reviewed. Pennsylvania Avenue received modifications due to remediation activities, including the repaving of portions of the road, the replacement of subgrade materials, and the replacement of the gutter and driveway of the Priority Pallet facility. DTSC determined that corrective action was complete with the restriction for parcel 1 and without restrictions for parcels 2 and 3 on June 27, 2000.

Based on the remediation conducted for this facility with DTSC oversight and the regulatory closure issued in 2000, there appears to be a low potential for this facility to adversely affect the Site.

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3.1.2 Offsite

Information in the EDR Report and Envirostor and Geotracker databases were reviewed for facilities of potential environmental concern to the Site. The database search results that may have included usage or releases of hazardous substances and/or petroleum products for offsite properties are listed in the table below:

Database	Search Distance (radius)	Properties of Potential Concern
Federal NPL List	1.0-mile	No
Delisted NPL List	1.0-mile	No
Federal CERCLIS List	0.5-mile	No
CERCLIS – No Further Action	0.5-mile	**Yes (1)**
CORRACTS	1.0-mile	**Yes (1)**
Federal RCRA TSDF List	0.5-mile	**Yes (1)**
RCRA Generators List	0.25-mile	**Yes (3)**
US ENG Controls List	0.5-miles	No
US INST Controls List	0.5-mile	**Yes (1)**
US Brownfields	0.5-mile	No
Historic CAL-Sites	1.0-mile	No
SWRCY	0.5-mile	**Yes (1)**
Response	1.0-mile	No
Envirostor	1.0-mile	**Yes (8)**
Historical Cortese	0.5-mile	**Yes (5)**
SCH	0.25-mile	**Yes (1)**
SWL Facilities	0.5-mile	No
LUST Facilities	0.5-mile	**Yes (14)**
CAL FID UST	0.25-mile	No
SLIC	0.5-mile	**Yes (1)**
UST	0.25-mile	No
Historical UST	0.25-mile	**Yes (6)**
AST	0.25-mile	No
SWEEPS UST	0.25-mile	**Yes (2)**
DEED	0.5-mile	**Yes (2)**
VCP	0.5-mile	No
Drycleaners	0.25-mile	No
Indian RESERV	1.0-mile	No
Indian LUST	0.5-mile	No
Indian UST	0.25-mile	No
EDR Manufactured Gas Plants	1.0-mile	**Yes (1)**
EDR Historical Auto Stations	0.25-mile	**Yes (6)**
EDR Historical Cleaners	0.25-mile	No

See EDR Radius Report (Appendix E) for list of acronyms and data sources

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The listings in the EDR database report, Geotracker, and Envirostor were reviewed and not interpreted to represent a potential concern to the Project at the time of this report preparation based on one or more of the following:

- Nature of the database listing and not appearing on a database that reports unauthorized releases of hazardous substances,
- Reported regulatory agency status (ex. Case Closed),
- Reported nature of the case (soil contamination only),
- Distance of the facility to the Site, and/or
- Location of the facility with respect to anticipated groundwater flow direction (southwest).

Unmapped Listings: Two unmapped properties were listed within Environmental EDR Report as "non-geocoded listings". Non-geocoded or unmapped listings are properties without a complete street address and therefore cannot be located on a map. Leighton Consulting reviewed the listings to evaluate if the property was possibly located near the project or on a database significant to the project. Based on information provided in the EDR Report and area reconnaissance, the unmapped properties are unlikely to have the potential to adversely impact the project.

3.2 Additional Environmental Record Sources

3.2.1 Radon Information

Radon is not regulated within the State of California. Nonetheless, the California Department of Health Services (CDPH) and the United States Environmental Protection Agency (US EPA) both recommend a threshold of 4 picocuries per liter (pCi/L) above which certain precautions be taken to mitigate radon buildup in structures.

The California Department of Health Services maintains a database of indoor radon levels that are sorted by zip code. According to the most recent update prepared in February 2016, 19 tests were completed in the Site zip code of 92223 and zero tests exceeded 4pCi/L; therefore, there is low potential for elevated levels of radon at the Site.

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3.3 Regulatory Agencies

A physical address is required for regulatory agencies to search for permits associated with a property. The majority of the Site is vacant; however, three city of Beaumont addresses were identified for the occupied parcels including the following:

- 560 East Pennsylvania Avenue (Beaumont Auto Space, self-service car wash, APN 418-123-015)
- 1201 East 6th Street (Beaumont Market and Laundromat, APN 418-123-015)
- 1060 East 3rd Street (Priority Pallet, APN 418-360-009)

Leighton Consulting reviewed online regulatory agency lists of facilities located on the street names associated with the Site and/or maps depicting the Site and surrounding vicinity. Select agency records are included in Appendix C. Records requests were submitted to the following agencies and/or their websites were reviewed:

- Department of Toxic Substances Control (DTSC) Chatsworth and Cypress offices and the DTSC Envirostor Site: The DTSC Cypress office indicated that records were available for the property located at 1060 East 3rd Street, and that the records could be reviewed on their Envirostor website. A review of these records is summarized in Section 3.1 of this report.
- National Pipeline Mapping System (NPMS) - Pipelines were not identified for the Site or immediately adjacent properties, with the exception of a natural gas pipeline located along 1st street.
- South Coast Air Quality Management District (SCAQMD) FINDS Site: Records or permits were not available for the Site with the exception of the Priority Pallet facility, located at 1060 E 3rd Street, which applied for a permit to operate spray equipment, but later cancelled the application. No violations were reported for this facility and additional information was not provided.
- Santa Ana Regional Water Quality Control Board (SARWQCB) and the Regional Water Quality Control Board Geotracker Site: The SARWQCB indicated that there were not records associated with the addresses requested. The Site and adjacent properties were not identified to be listed on Geotracker, with the exception of the former Square D Company property located at 1060 E 3rd Street, was listed on Geotracker database. The facility is listed as “Yates Industries (Square D Co)”, and it reported as a release of

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metals that was issued closure on June 27, 2000. The DTSC is listed as the primary oversight agency. Additional information pertaining to this facility is reviewed in Section 3.1.1.

- Riverside County Department of Building and Safety (RCDBS): The RCDBS indicated that there were not records associated with the addresses requested.
- Riverside County Department of Environmental Health (RCDEH): According to the records reviewed at RCDEH, Tutt Service Station was located at 1201 East 6th Street but no facility documentation was on file. The Tutt Service Station was on record with the City of Beaumont from 1957 until the mid-1980's when Circle K took over the management of the property. According to the records reviewed at RCDEH, the Circle K was in operation from the mid-1980's until its closure in 1999, and consisted of a small gas station with accompanying market and contained two 10,000 gallon steel underground storage tanks (USTs) that contained unleaded gasoline. During the removal of the USTs, petroleum impacted soil was identified, characterized and removal of this soil was recommended. The USTs and the petroleum impacted soil were removed from the property and disposed of according to regulatory standards, and closure was granted by RCDEH.
- The City of Beaumont: The building and safety department for the City of Beaumont provided copies of building permits for the addresses of 1201 East 6th Street and 560 East Pennsylvania Avenue. According to the building permits reviewed, a car wash facility located at 560 East Pennsylvania Avenue was constructed in 1965 and has remained a car wash facility since that year. According to the permits reviewed for the address of 1201 East 6th Street, a gas station was constructed in 1957 and occupied by Tutt Service Station until the mid-1980's when Circle K took over the management of the property.

3.4 Physical Setting Source(s)

Leighton Consulting reviewed pertinent maps and readily available literature for information on the physiography and hydrogeology of the Site. A summary of this information is presented in the following subsections.

3.4.1 Topography

The Site is located in Sections 10 and 11 of Township 3 South, Range 1 West of the Riverside Baseline and Meridian. Topographic map coverage of the Site vicinity is provided by the United States Geological Survey

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(USGS) Beaumont (2012) map. The elevation of the Site is approximately 2,603 feet above mean sea level and slopes gently to the south.

3.4.2 Surface Water

Surface water was not observed within the drainage channels at the time of our Site reconnaissance.

3.4.3 Geology and Soils

The Site is located within the Peninsular Ranges Province, which is characterized by northwest trending elongated mountain ranges and valleys. The Peninsular Ranges Province is divided into 3 major fault bounded tectonic blocks within San Andreas Fault System, which consist of (from west to east): Santa Ana, Perris, and San Jacinto Blocks.

Geologic maps for the area indicate the Site is underlain by recent alluvium consisting of weakly indurated silty sands and gravels that have been eroded from the San Bernardino Mountains and transported to the Site through alluvial processes (Dibblee, 2003).

3.4.4 Hydrogeology

The Site is situated within the Beaumont hydrologic sub-unit of the Upper Santa Ana River Hydrogeologic Area (SARWQCB, 1995).

Groundwater monitoring for the former Square D Company facility located at the northwest corner of 3rd Street and Pennsylvania Avenue, has been ongoing since the closure activities completed in 1999. According to the most recent monitoring report available for review, the 2013 Annual Groundwater Monitoring Report, prepared by URS, the depth to the surface of the groundwater was reported to be between 192 to 222 feet below the ground surface and the groundwater was reported to flow to the northwest (URS, 2013).

3.4.5 Oil and Gas Fields

On August 7, 2018, Leighton Consulting reviewed the California Department of Conservation, Division of Oil, Gas, and Geothermal

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Resources (DOGGR), online mapping database (DOGGR, 2018) for information regarding the location of oil wells on or near the Project. Oil or gas wells were not identified within the Project limits. In addition, evidence of onsite oil or gas wells or oilfield-related facilities was not identified within the Project during the site reconnaissance.

3.5 Historical Use Information on the Property

Leighton Consulting reviewed selected historical information on the Site. These references were reviewed for evidence of activities that would suggest the potential presence of hazardous substances along the Site and to evaluate the potential for the Project to be impacted by offsite sources of contamination. The following paragraphs are a chronological summary of the review.

3.5.1 Aerial Photographs

Historical aerial photographs were reviewed for information regarding past site uses. Copies of the aerial photographs have been provided in Appendix C.

In the **1938** aerial photograph, Pennsylvania Avenue was observed to be a dirt road. A west to east trending railroad was observed to transect the north-central area of the Site at its current configuration. Sixth (6th) Street was observed to be a paved road along the northern border of the Site. First (1st) Street was observed to be a dirt road along the southern border of the Site. Orchards and rural residential properties were observed in the northern, northeastern, and southwestern adjacent properties, and the northern portion of the eastern adjacent property. Channels are depicted in the southern area of the eastern adjacent property. The remaining areas of the surrounding properties were observed to be agricultural row crops.

In the **1949** and **1953** aerial photographs, significant changes were not observed in the Site and the surrounding properties with the exception that the orchards were no longer observed in the majority of the Project area. A few orchards trees were observed in the northern area of the eastern adjacent property.

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In the **1961** and **1967** aerial photographs, significant changes were not observed in the Site with the exception that a small commercial building was observed adjacent to the northeast of the Site at the southeast corner of East 6th Street and Pennsylvania Avenue and a second commercial was observed directly south in the 1967 aerial photograph. According to other records reviewed, the northern building was a gas station (1201 East 6th Street) and the southern building (560 Pennsylvania Avenue) was (and continues to be) a self-service car wash. Interstate 10 was observed under construction in the vicinity of its current configuration, transecting the northern portion of the Site. Land use changes were not observed with the surrounding properties. Construction of Interstate 10 was observed to be complete in the 1967 aerial photograph.

In the **1975** and **1978** aerial photographs, significant changes were not observed in the Site and the surrounding properties with the exception of a new building located on the gas station property (1201 East 6th Street) and large commercial buildings and ponds observed in the central portion (not fronting Pennsylvania Avenue) of 1060 East 3rd Street (former Square D Company) located west of Pennsylvania Avenue between 3rd Street.

In the **1985, 1989, 1996,** and **2002** aerial photographs, significant changes were not observed within the Site or adjacent properties with the exception of additional commercial buildings observed at 1060 East 3rd Street. The eastern edge of the facility fronting Pennsylvania Avenue appeared to be primarily unpaved and vacant. The adjacent property to the east of the facility was observed to be vacant; however, there appears to have been some razing, grading, or other earth work conducted on the property in the 1989 aerial photograph.

In the **2005** aerial photograph, significant changes were not observed within the Site or adjacent properties. A large residential housing development was observed in the process of being graded, southeast of the Site.

In the **2010** and **2012** aerial photographs, significant changes were not observed within the Site or adjacent properties, with the exception of paving the eastern portion APN 418-360-009 fronting Pennsylvania Avenue (1060 East 3rd Street) and the completion of the residential housing development and storage facility, observed southeast of the Site.

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In the **2014** aerial photograph, significant changes were not observed within the Site or adjacent properties, with the exception of the demolition of the structure on the gas station property (1060 East 3rd Street) and construction of the present building.

3.5.2 Historical Topographic Maps

Historical topographic maps were reviewed for information regarding past uses on the Site and surrounding area. Copies of the topographic maps have been provided in Appendix C.

In the **1901 San Jacinto** 30-minute quadrangle, the Site appeared to be occupied by a north-south trending dirt road. Structures, tanks, or wells were not depicted on the Site, or the surrounding properties. An east to west trending railroad and adjacent road are depicted through the north-central portion of the Site.

In the **1943** and **1948 Banning** 15-minute quadrangle, the Site appeared to be occupied by a north-south trending dirt road. A west to east trending railroad (Southern Pacific Railroad, currently reported as UPRR right-of-way) is depicted transecting the north-central portion of the Site. The southern portion of the Site is depicted as vacant land. The northern portion of the Site, north of the railroad and west of Pennsylvania Avenue, is depicted in a red-shaded area indicating that it is a developed area with structures. A 4-lane paved road is depicted along the northern border of the Site. A dirt road is depicted along the southern border of the Site. One square structure is depicted in the southwestern adjacent property. Several square structures and orchards are depicted in the northeastern adjacent property and the northwestern adjacent property is depicted as urban. A cemetery is depicted south of the Site.

In the **1953 and 1956 Beaumont** 7.5-minute quadrangle, Pennsylvania Avenue appears to have been paved and the property adjacent to the east located between the railroad and East 6th Street is depicted as an orchard with several square structures. Paved roads bound the northern (East 6th Street) and southern (East 1st Street) ends of the Project. East 3rd Street and a former paved road located to the north of the railroad (current location of Interstate 10) are adjacent to the west of the Site. The surrounding vicinity located west of the Site and north of the railroad is

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depicted as developed area. pipeline is depicted west and east of the Site along 1st Street and is most likely the natural gas pipeline observed during the site reconnaissance. Sunnyslope Cemetery is depicted south of the Site.

In the **1972 Beaumont** 7.5-minute quadrangle, Interstate 10 has been constructed. Structures are not depicted directly on or adjacent to the Site with the exception of four square structures located at the southeast corner of Pennsylvania Avenue and East 6th Street. Orchard use is no longer depicted adjacent to the Site or in the surrounding vicinity. A large commercial building and associated structures are depicted in the central portion of the property located at 1060 East 3rd Street. The properties to the west of Pennsylvania Avenue and north of Interstate 10, as well as a small area to the northeast of East 6th Street and Pennsylvania Avenue, are depicted as the developed Beaumont city area.

In the **1979, 1988** and **1996 Beaumont** 7.5-minute quadrangle, the only significant change to the Site was the depiction of additional commercial structures within central portion of the property located at 1060 East 3rd Street.

In the **2012 Beaumont** 7.5-minute quadrangles, significant land use changes on the Site and adjacent properties were not observed.

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4.0 SITE RECONNAISSANCE

4.1 Methodology and Limiting Conditions

On August 20, 2018, a representative of Leighton Consulting, Ms. Breeanna Copeland under the oversight of Ms. Meredith Church, a licensed Professional Geologist, conducted a reconnaissance-level assessment of the Project. The Site reconnaissance consisted of the observation and documentation of existing site conditions of the Project. Photographs of the alignment are presented in Appendix A. Items noted during the Site reconnaissance are also noted on the Site Plan (Photos 1 through 12, Appendix A, Figure 2).

4.2 General Site Setting

The Site is located in the City of Beaumont and consists of Pennsylvania Avenue between East 1st Street and East 6th Street and the adjacent city owned right-of-way where earthwork will occur for the Project, the portions of the UPRR track that crosses Pennsylvania Avenue, and the acquisition areas and TCEs as shown on Figure 3. Structures are not located on the Site.

4.3 Exterior and Interior Observations

4.3.1 Hazardous Substances, Drums, and Other Chemical Containers

Hazardous substances, drums, or other chemical containers were not observed on the Site.

4.3.2 Storage Tanks

Evidence of USTs (such as vent lines, fill or overfill ports) was not observed on the Site.

4.3.3 Polychlorinated Biphenyls (PCBs)

PCBs were once used as industrial chemicals whose high stability contributed to both their commercial usefulness and their long-term deleterious environmental and health effects. PCBs can be present in coolants or lubricating oils used in older electrical transformers, hydraulic

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systems, and other similar equipment. In 1979, the USEPA generally prohibited the domestic use of PCBs in electrical capacitors, electrical transformers, vacuum pumps, hydraulic pumps, and gas turbines.

One pole-mounted transformer was observed on the central area of the Site (Photo 6, Appendix A). The transformer appeared to be in working order and staining beneath the equipment was not observed.

4.3.4 Waste Disposal

Evidence of waste disposal was not observed on the Site.

4.3.5 Dumping

Minimal amounts of dumped debris consisting of trash were observed on the sides of Pennsylvania Avenue.

4.3.6 Pits, Ponds, Lagoons, Septic Systems, Wastewater, Drains, Cisterns, and Sumps

Evidence of pits, ponds, lagoons, septic systems, wastewater, drains, cisterns, and sumps was not observed at the Site. A large diameter storm water pipeline was observed transecting the southern portion of the Site south of 3rd Street (Photos 9 and 10, Appendix A). This pipeline empties into an unnamed drainage channel that follows to the southeast through the southeastern adjacent property. A clarifier was not observed near the acquisition area or TCE as observed from the ROW, at the Beaumont Auto Spa facility, located at 590 East Pennsylvania Avenue.

4.3.7 Pesticide Use

Evidence of pesticide use was not observed onsite or the surrounding properties.

4.3.8 Staining and Discolored Soils

Evidence of staining and discolored soils was not observed onsite along the shoulders of Pennsylvania Avenue, 6th Street, 3rd Street or 1st Street.

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4.3.9 Stressed Vegetation

Stressed vegetation was not observed onsite.

4.3.10 Unusual Odors

Unusual odors were not detected onsite.

4.3.11 Onsite Wells

Evidence of water, oil, or gas wells was not observed onsite.

4.3.12 Asbestos

An asbestos survey was not performed as part of this investigation. Asbestos-containing building materials may be present in the I-10 Overpass Bridge. A comprehensive asbestos survey should be completed on the bridge if the Project includes modifications to the structure.

4.3.13 Lead-Based Paint

A lead-based paint survey was not performed as part of this investigation.

Yellow striping paint frequently used on highways and roads may contain lead and/or chromium. Yellow striping paint was observed on the paved road associated with the Project. Sampling and analysis of yellow striping should be performed prior to disturbance in accordance with Construction Program Procedure Bulletin 99-2 (Caltrans, 2006).

4.3.14 Other Observations

A communications pipeline was observed within the UPRR right of way, and appears to transect the Site beneath Pennsylvania Avenue (Photo 5, Appendix A).

A Southern California Edison utility vault was observed in the southern area of the Site on the eastern shoulder of Pennsylvania Avenue (Photo 11, Appendix A).

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5.0 INTERVIEWS

Since the Project is limited primarily to the existing street, bridge, and UPRR right-of-way, and owners or occupant contact information was not provided by the client, interviews were not conducted as a part of this ISA.

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6.0 FINDINGS

Leighton Consulting performed an ISA of the proposed Pennsylvania Avenue Widening and Grade Separation Project in the City of Beaumont, California, in accordance with Moffat & Nichol's authorization.

6.1 Onsite

The Site consists of Pennsylvania Avenue between East 1st Street and East 6th Street and the adjacent city of Beaumont owned right-of-way where earthwork will occur for the Project, the portions of the railroad track that crosses Pennsylvania Avenue, and the acquisition areas and TCEs as shown on Figure 3. Structures are not located on the Site. The acquisition and TCE areas generally consist of vacant undeveloped land with the exception of the following:

- 560 East Pennsylvania Avenue, APN 418-123-015, occupied by Beaumont Auto Space, a self-service car wash. The acquisition and TCE areas consist of paved parking lot areas between Pennsylvania Avenue and the buildings.
- 1201 East 6th Street, APN 418-123-015, occupied by Beaumont Market and Laundromat. This property was a former gas station that was redeveloped with the existing structure in 2011. The acquisition and TCE areas consist of paved parking lot areas between Pennsylvania Avenue and the buildings.
- 1060 East 3rd Street, APN 418-360-009, occupied by Priority Pallet. This property was formerly occupied by Square D Company which manufactured copper foil for use in circuit boards from 1970 until its closure in September of 1989. The property has been occupied by Priority Pallet, a commercial lumber and pallet company, since 1999. The acquisition and TCE area consists of a paved area used for vehicle parking and storage.
- A railroad right way is located between Interstate 10 and the Priority Pallet property (APNs 418-160-007 and 418-160-007).

Reviews of historical data dating back to 1901 indicate the Site appears to have been occupied by Pennsylvania Avenue in a relatively undeveloped and rural area.

On August 20, 2018, a representative of Leighton Consulting conducted a reconnaissance-level assessment of the Site. Photographs of the Project area are presented in Appendix A. Items noted during the Site reconnaissance are

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also noted on the Site Plan (Figure 2). Hazardous substances or RECs were not observed during the inspection.

A search of selected government databases was conducted by Leighton Consulting using EDR™ Report. Regulatory database lists were reviewed for cases pertaining to LUSTs, ASTs, hazardous waste sites, and abandoned sites within a specified radius of 1 mile. Leighton Consulting did not identify potentially contaminated listings associated with the Site with the exception of the former gas station facility, 1201 East 6th Street, located at the southeast corner of Pennsylvania Avenue and 6th Street, and the former Square D Company facility, 1060 East 3rd Street, located at the northwest corner of Pennsylvania Avenue and East 3rd Street. Historically, two 10,000-gallon gasoline underground storage tanks (USTs) were located at the former gas station located at 1201 E 6th Street, until their removal in 1999. Petroleum impacted soil was identified, characterized, and removal of this soil was recommended. The USTs and the petroleum impacted soil were removed from the property and disposed of according to regulatory standards, and closure was issued by RCDEH. Historically the former Square D Company, a copper foil manufacturer, operated at the facility located at 1060 East 3rd Street, from 1970 until closure in 1989. Metals impacted soil was identified at the main facility (parcel 1) and within the eastern and southeastern adjacent properties (parcels 2 and 3). The impacted soil was removed and transported offsite or utilized as part of the remediation plan in which the former pond areas, identified as the NPCA, were capped with impacted soil. A separate parcel number is associated with the NPCA, identified as APN 418-360-001, and located approximately 730 feet west of Pennsylvania Avenue. land use covenant was placed at Parcel 1 and restricted the land use to industrial use only. The remaining areas of the facility were granted closure by DTSC.

Asbestos-containing building materials may be present in the Pennsylvania Avenue Bridge. Yellow striping paint was observed on the paved road within the Project limits that may contain lead or chromium.

6.2 Offsite

The directly adjacent properties consist of vacant undeveloped land and the structures and facilities associated with the acquisition and TCE areas listed above in Section 6.1. The properties adjacent to the north across East 6th Street consist of commercial businesses. The surrounding vicinity around the northern

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portion of the Site is generally mixed commercial and residential, and the area to the south of the Site is generally vacant land and scattered residential dwellings.

There is an Interstate 10 overpass bridge above Pennsylvania Avenue and there is a westbound off-ramp on the north side of Pennsylvania Avenue and an eastbound on-ramp on the south side of Pennsylvania Avenue.

Historically, adjacent properties were utilized for orchards and agricultural row crops within the southern, western, and eastern adjacent properties. The northern adjacent properties were historically used for the residential and commercial purposes. Offsite properties (other than those associated with the Site discussed in Section 6.1) were not identified to be a potential environmental concern to the Project based on a review of the EDR Report, Site reconnaissance, or other historical research.

6.3 Data Gaps

Data gaps were identified by Leighton Consulting during this study and include the following:

- Historical information prior to 1901 was not available for Leighton to review. Although historical information was not available prior to 1901, the largely rural and undeveloped nature of the project in 1901 suggests that there is a low probability that RECs dating from prior to 1901 are impacting the Project.
- Interviews were not conducted as a part of this ISA. It is Leighton Consulting's opinion that this data gap is not significant based on the historical information reviewed.
- Environmental lien reports were not reviewed for the acquisition parcels. It is Leighton Consulting's opinion that this data gap is not significant based on the undeveloped nature of many of the parcels and the historical information reviewed on the developed parcels, which indicated a land use restriction on a portion of the property located at 1060 East 3rd Street, APN 418-360-009. It is recommended prior to property purchase, that when Preliminary Title Reports are ordered, it is requested that they include information regarding liens and activity and use limitations.

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7.0 OPINION

7.1 Onsite

The Site has been historically part of Pennsylvania Avenue since before 1938 and Interstate 10 was constructed in the 1960's. The Project area and surrounding vicinity to the south of the UPRR right-of-way is currently and historically largely vacant and does not appear to likely have been a heavily travelled road. Therefore, it is Leighton Consulting's opinion that there is low potential for significant accumulation of aerially deposited lead (ADL) adjacent to Pennsylvania Avenue south of the UPRR right-of-way. However, the portion of Pennsylvania Avenue between the eastbound on-ramp and East 6th Street appears to be more heavily travelled, and is Leighton Consulting's opinion that there is the potential for ADL within the adjacent unpaved areas.

The former Square D Company Facility, located at 1060 East 3rd Street, had a release of heavy metals to soil associated with the former manufacturing operations and waste storage at the facility. Removal of metal impacted soil was overseen by the DTSC, and based on the remediation, it is Leighton Consulting's opinion that additional investigation is not warranted at this time for the purpose of the proposed Project. Should the proposed property use change in the future to residential or other sensitive use, then additional investigation may be recommended at that time.

The property to the east of Pennsylvania Avenue between the railroad right-of-way and East 6th Street was formerly used for orchard purposes; however, based on the limited extend of the orchard, the redevelopment that has occurred within the area, and the Project use as a transportation corridor, the former agricultural use is expected to have a low potential to adversely affect the Project. Should the proposed property use change in the future to residential or other sensitive use, then additional investigation may be recommended at that time.

It is Leighton Consulting's opinion that an asbestos survey be conducted on the Interstate10 Overpass Bridge structure prior to the modification, if any are included as part of the Project. Leighton Consulting also recommends the testing and removal requirements for yellow striping in accordance with Construction Program Procedure Bulletin 99-2 (Caltrans, 2006).

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7.2 Offsite

It is Leighton Consulting's opinion that offsite properties were not identified that appear likely to adversely affect the Project.

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8.0 CONCLUSIONS AND RECOMMENDATIONS

Leighton Consulting performed an ISA for the Project in conformance with the scope and limitations of ASTM Practice E1527-13 and the Caltrans Project Development Procedures Manual, Guidelines for ISA (Caltrans, 2006). This assessment has revealed no evidence of RECs in connection with the property except for the following:

- The Site has been occupied by Pennsylvania Avenue (since before 1938) and Interstate 10 was constructed in the 1960s, including an overpass over Pennsylvania Avenue and an on-ramp and off-ramp. The portion of Pennsylvania Avenue between the eastbound on-ramp and East 6th Street appears likely to have been heavily travelled and there is the potential for historical near surface soil impacts from ADL in the unpaved areas of the Project adjacent to Pennsylvania Avenue.

- The UPRR tracks crosses Pennsylvania Avenue south of Interstate 10 and the potential for historical near surface soil impacts from heavy metals, petroleum hydrocarbons, and polynuclear aromatic hydrocarbons (PAHs) related to the rail operations exists within the railroad right-of-way.

Based on the findings of this ISA, Leighton Consulting recommends:

- Subsurface soil sampling for contaminants of concern within proposed earthwork areas that are located in the Project areas listed above.

While not considered RECs, Leighton Consulting recommends the following:

- An asbestos survey should be conducted on the I-10 Overpass Bridge prior to demolition or modification.

- Sampling and analysis of yellow striping should be performed in accordance with Construction Program Procedure Bulletin 99-2 (Caltrans, 2006).

- In general, observations should be made during future site development for areas of possible contamination such as, but not limited to, the presence of underground facilities, buried debris, waste drums, tanks, stained soil, or odorous soils. Should such materials be encountered, further investigation and analysis may be necessary at that time.

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9.0 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

9.1 Corporate

Leighton Consulting, Inc. is a California corporation, providing geotechnical and environmental consulting services throughout California. We are solely a consulting firm without interests in real property other than our offices in Southern California. We provide professional environmental consulting services including application of science and engineering to environmental compliance; hazardous materials/waste assessment and cleanup; and management of hazardous, solid, and industrial waste. Initial Site Assessments are a part of this practice area and have been conducted by us.

9.2 Individual

The qualifications of the Associate Geologist and the other Leighton Consulting environmental professionals involved in this ISA meet the ASTM E1527-13 and Leighton Consulting corporate requirements for performing ISAs.

9.3 Environmental Professional Statement

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined by §312.10 of 40 CFR Part 312.

We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the project. We have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

_____

Meredith Church, PG 8326
Associate Geologist

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REFERENCES

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Project: 12091.001	Eng/Geol: MDC
Scale:1 " = 2,000 '	Date: August 2018

Base Map: ESRI ArcGIS Online 2018
Thematic Information: Leighton
Author: Leighton Geomatics (btran)

SITE LOCATION MAP

Pennsylvania Avenue Widening Project
Beaumont, California

Figure 1

Leighton

Map Saved as V:\Drafting\12091\001\Maps\12091-001_F01_SLM_2018-08-23.mxd on 8/23/2018 4:02:14 PM

Legend
Photo Location and Direction
Former Square D Company Facility: Parcel 1
Former Square D Company Facility: Parcel 2
The North Post Closure Area
Approximate Site Project Area Boundary
1
2
3
4
5
6
7
8
Pennsylvania Ave
E 6th St
E 3rd St
Massachusetts Ave
Michigan Ave
I-94

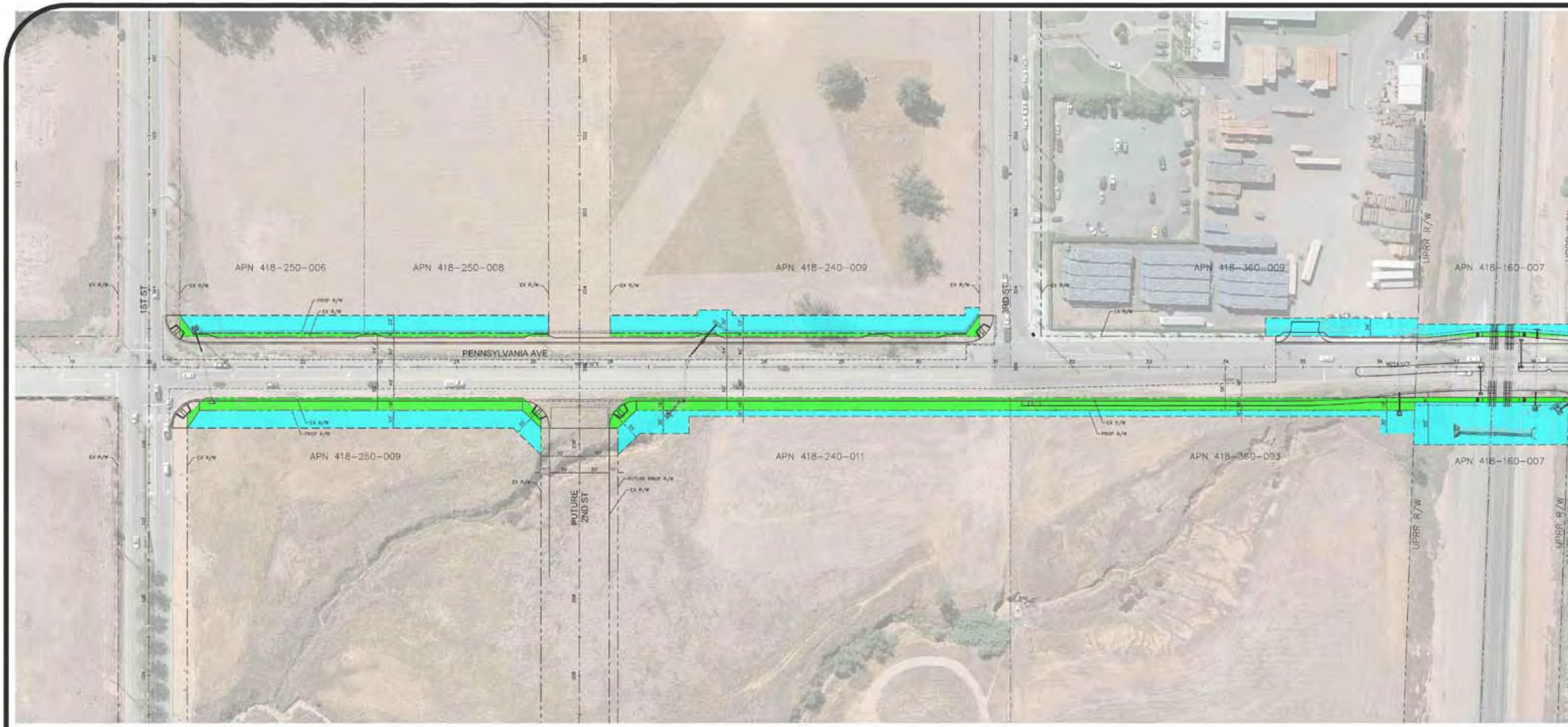

Figure 3	**DESIGN PLAN** Pennsylvania Avenue Widening Project Beaumont, California	
	Proj: 12091.001	Eng/Geol: MDC

APPENDIX A

PHOTOGRAPHIC RECORD

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Leighton Consulting, Inc.	**PHOTOGRAPHIC RECORD** **August 20, 2018**	
Client Name: Moffat & Nichol	***Site Location:*** Pennsylvania Ave. Widening Project, Beaumont, California	***Project No.*** ***12091.001***

Photo No. 1 ***View of Direction of Photo:*** Northeast ***Description***: View of the intersection of Pennsylvania Avenue and 6th Street.	

Photo No. 2 ***View of Direction of Photo:*** Southeast ***Description***: View of the Pennsylvania Avenue and the I-10 Overcrossing Bridge.	

Leighton Consulting, Inc.	**PHOTOGRAPHIC RECORD** **August 20, 2018**	
Client Name: Moffat & Nichol	***Site Location:*** Pennsylvania Ave. Widening Project, Beaumont, California	***Project No.*** ***12091.001***

Photo No. 3 ***View of Direction of Photo:*** South ***Description***: View of the I-10 Overcrossing Bridge and the intersection of the west bound I-10 off-ramp and Pennsylvania Avenue.	

Photo No. 4 ***View of Direction of Photo:*** Northeast ***Description***: View of the railroad crossing at Pennsylvania Avenue.	

Leighton Consulting, Inc.	**PHOTOGRAPHIC RECORD** **August 20, 2018**	
Client Name: Moffat & Nichol	***Site Location:*** Pennsylvania Ave. Widening Project, Beaumont, California	***Project No.*** ***12091.001***

Photo No. 5 ***View of Direction of Photo:*** Northeast ***Description***: View of the eastern area of the railroad property.	

Photo No. 6 ***View of Direction of Photo:*** South ***Description***: View of the central portion of the project area and a pole-mounted transformer.	

Leighton Consulting, Inc.	**PHOTOGRAPHIC RECORD** **August 20, 2018**	
Client Name: Moffat & Nichol	***Site Location:*** Pennsylvania Ave. Widening Project, Beaumont, California	***Project No.*** ***12091.001***

Photo No. 7	
View of Direction of Photo: South	
Description: View of the western portion of the project area, south of 3rd Street and north of 1st Street.	

Photo No. 8	
View of Direction of Photo: North	
Description: View of the eastern portion of the Project area, south of 3rd Street and north of 1st Street.	

Leighton Consulting, Inc.	**PHOTOGRAPHIC RECORD** **August 20, 2018**	
Client Name: Moffat & Nichol	***Site Location:*** Pennsylvania Ave. Widening Project, Beaumont, California	***Project No.*** ***12091.001***

Photo No. 9 ***View of Direction of Photo:*** West ***Description***: View of the drainage outlet originating from the western adjacent parcel located southwest of 3rd Street and Pennsylvania Avenue. This drainage channel empties onto the parcel located southeast of 3rd Street and Pennsylvania Avenue.	

Photo No. 10 ***View of Direction of Photo:*** Southeast ***Description***: Another view of the drainage channel originating from the western adjacent parcel located southwest of 3rd Street and Pennsylvania Avenue. This drainage channel empties onto the parcel located southeast of 3rd Street and Pennsylvania Avenue.	

Leighton Consulting, Inc.	**PHOTOGRAPHIC RECORD** **August 20, 2018**	
Client Name: Moffat & Nichol	***Site Location:*** Pennsylvania Ave. Widening Project, Beaumont, California	***Project No.*** ***12091.001***

Photo No. 11	
View of Direction of Photo: North	
Description: View of the southern portion of the Project area and a Southern California Edison utility vault.	

Photo No. 12	
View of Direction of Photo: South	
Description: View of the intersection of Pennsylvania Avenue and 1st Street and a storm water drainage pipe.	

APPENDIX B

EDR RADIUS MAP REPORTS

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Pennsylvania Avenue & I10
Pennsylvania Avenue & I10
Beaumont, CA 92223

Inquiry Number: 5373486.2s
July 26, 2018

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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

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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

PENNSYLVANIA AVENUE & I10
BEAUMONT, CA 92223

COORDINATES

Latitude (North):	33.9273420 - 33˚ 55' 38.43''
Longitude (West):	116.9660480 - 116˚ 57' 57.77''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	503138.1
UTM Y (Meters):	3753906.2
Elevation:	2603 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:
PENNSYLVANIA AVENUE & I10
BEAUMONT, CA 92223

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
1	LOMA LINDA UNIVERSIT	NEAR PENNSYLVANIA AN	SEMS-ARCHIVE	Lower	1 ft.
A2	CIRCLE K STORES INC	1201 E 6TH ST	EDR Hist Auto	Higher	72, 0.014, North
A3	CIRCLE K 509	1201 EAST SIXTH STRE	SWEEPS UST, HIST UST	Higher	72, 0.014, North
A4	CIRCLE K STORE #509	1201 EAST 6TH ST	RCRA-SQG, HIST UST, FINDS, ECHO	Higher	72, 0.014, North
A5	SCIRIMA DAVE	1200 E 6TH ST	EDR Hist Auto	Higher	129, 0.024, North
B6	E-Z SERVE STATION #8	1198 E 6TH ST	HIST UST	Higher	149, 0.028, North
B7	VACANT LOT	1151 EAST 6TH STREET	Notify 65	Lower	181, 0.034, NNW
B8	JAMES P. HEALEY (BUN	1151 6TH ST	LUST, HIST CORTESE	Lower	181, 0.034, NNW
B9	JAMES P. HEALEY (BUN	1151 E SIXTH ST	LUST	Lower	181, 0.034, NNW
B10	TUCKER ELMER N	1151 SIXTH ST	EDR Hist Auto	Lower	181, 0.034, NNW
11	LANDE CHARLES	1055 E 6TH ST	EDR Hist Auto	Higher	492, 0.093, NW
C12	BUDS AUTOMOTIVE CENT	1060 E 6TH ST	EDR Hist Auto	Higher	507, 0.096, NNW
13	COSTIN EDMUND M	851 E 6TH ST	EDR Hist Auto	Higher	622, 0.118, WNW
D14	SQUARE D COMPANY	1060 E. THIRD STREET	WMUDS/SWAT, DEED	Higher	628, 0.119, SW
D15	YATES INDUSTRIES (SQ	1060 E 3RD STREET	CPS-SLIC	Higher	684, 0.130, SW
D16	SQUARE D COMPANY	1060 E THIRD ST	CORRACTS, RCRA-TSDF, RCRA-SQG, US INST CONTROL,...	Higher	684, 0.130, SW
C17	ALPEN EQUIPMENT RENT	1048 E 6TH	HIST UST	Higher	686, 0.130, NW
18	CITY OF BAUMONT PUBL	713 E 4TH ST	HIST UST	Higher	901, 0.171, West
19	MEINEKE AUTO SERVICE	1493 E 6TH ST	RCRA-SQG	Higher	1081, 0.205, East
E20	O'REILLY AUTO PARTS	695 E 6TH ST	LUST, HAZNET, NPDES	Higher	1249, 0.237, WNW
E21	O'REILLY AUTO PARTS	695 E 6TH ST	LUST	Higher	1249, 0.237, WNW
E22	TEXACO BOWIE'S	695 E SIXTH ST	SWEEPS UST	Higher	1249, 0.237, WNW
E23	BOWIE'S MOHAWK	695 E 6TH ST	HIST UST	Higher	1249, 0.237, WNW
24	B AND S PUMP AND SUP	179 MAPLE ST	LUST, HIST CORTESE	Higher	1690, 0.320, SW
25	UNOCAL #5546	502 BEAUMONT AVE	LUST, SWEEPS UST, HIST UST, HIST CORTESE, Notify...	Higher	2094, 0.397, West
F26	CALTRANS	444 BEAUMONT	LUST, HIST CORTESE	Lower	2105, 0.399, West
F27	CAL TRANS	00 BEAUMONT AVE & I-	LUST	Higher	2121, 0.402, West
F28	SOCO	373 BEAUMONT AVE	LUST	Lower	2154, 0.408, West
G29	THRIFTY #347/ARCO #9	401 E E SIXTH ST	LUST, HIST UST	Higher	2167, 0.410, WNW
G30	THRIFTY OIL #349	401 E SIXTH ST	LUST, SWEEPS UST	Higher	2167, 0.410, WNW
F31	SOCO STATION	373	LUST, HIST CORTESE	Lower	2173, 0.412, West
F32	CAL TRANS	BEAUMONT AVE & I-10	LUST	Lower	2195, 0.416, West
G33	SOUTHWEST MOTORS	449-451 6TH ST	LUST	Higher	2217, 0.420, WNW
34	DEUTCH ELEMENTARY SC	CHERRY AVENUE/10TH S	ENVIROSTOR, SCH	Higher	2328, 0.441, North
35	NOBLE CREEK ELEMENTA	BROOKSIDE AVENUE/NAN	ENVIROSTOR, SCH	Lower	2532, 0.480, SW
H36	SUNDANCE ELEMENTARY	8TH STREET/XENA AVEN	ENVIROSTOR, SCH	Higher	3492, 0.661, ENE
I37	BEAUMONT MGP	296 CALIFORNIA AVENU	EDR MGP	Lower	3566, 0.675, West
H38	DEUTCH ELEMENTARY SC	8TH/ALLEGHENY	ENVIROSTOR, SCH	Higher	3585, 0.679, ENE
I39	LOMA LINDA UNIVERSIT	NE CORNER OF 3RD ST.	ENVIROSTOR	Lower	3703, 0.701, West

MAPPED SITES SUMMARY

Target Property Address:
PENNSYLVANIA AVENUE & I10
BEAUMONT, CA 92223

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
40	PRECISION STAMPING,	246 W. 5TH ST.	ENVIROSTOR	Lower	3756, 0.711, West
41	SAN GORGONIO MEMORIA	600 NORTH HIGHLAND S	ENVIROSTOR	Lower	4481, 0.849, ENE

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 RCRA generators list

RCRA-LQG ---------- RCRA - Large Quantity Generators
RCRA-CESQG ---------- RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List

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

EXECUTIVE SUMMARY

State and tribal registered storage tank lists

FEMA UST---------- Underground Storage Tank Listing
UST---------- Active UST Facilities
AST---------- Aboveground Petroleum Storage Tank Facilities
INDIAN UST---------- Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

INDIAN VCP---------- Voluntary Cleanup Priority Listing
VCP---------- Voluntary Cleanup Program Properties

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

SWRCY---------- Recycler Database
HAULERS---------- Registered Waste Tire Haulers Listing
INDIAN ODI---------- Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9---------- Torres Martinez Reservation Illegal Dump Site Locations
ODI---------- Open Dump Inventory
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
SCH---------- School Property Evaluation Program
CDL---------- Clandestine Drug Labs
Toxic Pits---------- Toxic Pits Cleanup Act Sites
US CDL---------- National Clandestine Laboratory Register
CERS HAZ WASTE---------- CERS HAZ WASTE

Local Lists of Registered Storage Tanks

CA FID UST---------- Facility Inventory Database
CERS TANKS---------- California Environmental Reporting System (CERS) Tanks

Local Land Records

LIENS---------- Environmental Liens Listing
LIENS 2---------- CERCLA Lien Information

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

RCRA NonGen / NLR	RCRA - Non Generators / No Longer Regulated
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
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
ECHO	Enforcement & Compliance History Information
DOCKET HWC	Hazardous Waste Compliance Docket Listing
UXO	Unexploded Ordnance Sites
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
DRYCLEANERS	Cleaner Facilities
EMI	Emissions Inventory Data
ENF	Enforcement Action Listing
Financial Assurance	Financial Assurance Information Listing
HAZNET	Facility and Manifest Data
ICE	ICE
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
UIC UIC Listing
WASTEWATER PITS Oil Wastewater Pits Listing
WDS Waste Discharge System
WIP Well Investigation Program Case List
UIC GEO UIC GEO (GEOTRACKER)
NON-CASE INFO NON-CASE INFO (GEOTRACKER)
SAMPLING POINT SAMPLING POINT (GEOTRACKER)
PROJECT PROJECT (GEOTRACKER)
PROD WATER PONDS PROD WATER PONDS (GEOTRACKER)
OTHER OIL GAS OTHER OIL & GAS (GEOTRACKER)
CIWQS California Integrated Water Quality System
WELL STIM PROJ Well Stimulation Project (GEOTRACKER)
CERS CERS
MILITARY PRIV SITES MILITARY PRIV SITES (GEOTRACKER)

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

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.

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS NFRAP site list

SEMS-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.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 05/18/2018 has revealed that there is 1 SEMS-ARCHIVE site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LOMA LINDA UNIVERSIT	NEAR PENNSYLVANIA AN	0 - 1/8 (0.000 mi.)	1	8

Federal RCRA CORRACTS facilities list

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 03/01/2018 has revealed that there is 1 CORRACTS site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SQUARE D COMPANY	***1060 E THIRD ST***	***SW 1/8 - 1/4 (0.130 mi.)***	***D16***	***22***

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: 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.

A review of the RCRA-TSDF list, as provided by EDR, and dated 03/01/2018 has revealed that there is 1 RCRA-TSDF site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SQUARE D COMPANY	***1060 E THIRD ST***	***SW 1/8 - 1/4 (0.130 mi.)***	***D16***	***22***

EXECUTIVE SUMMARY

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 03/01/2018 has revealed that there are 3 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CIRCLE K STORE #509	***1201 EAST 6TH ST***	***N 0 - 1/8 (0.014 mi.)***	***A4***	***10***
SQUARE D COMPANY	***1060 E THIRD ST***	***SW 1/8 - 1/4 (0.130 mi.)***	***D16***	***22***
MEINEKE AUTO SERVICE	1493 E 6TH ST	E 1/8 - 1/4 (0.205 mi.)	19	62

Federal institutional controls / engineering controls registries

US INST CONTROL: 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.

A review of the US INST CONTROL list, as provided by EDR, and dated 02/13/2018 has revealed that there is 1 US INST CONTROL site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SQUARE D COMPANY	***1060 E THIRD ST***	***SW 1/8 - 1/4 (0.130 mi.)***	***D16***	***22***

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 04/30/2018 has revealed that there are 8 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SQUARE D COMPANY Facility Id: 80001405 Status: Active	***1060 E THIRD ST***	***SW 1/8 - 1/4 (0.130 mi.)***	***D16***	***22***
DEUTCH ELEMENTARY SC	***CHERRY AVENUE/10TH S***	***N 1/4 - 1/2 (0.441 mi.)***	***34***	***96***

Facility Id: 33010033
Status: No Further Action

SUNDANCE ELEMENTARY	***8TH STREET/XENA AVEN***	***ENE 1/2 - 1 (0.661 mi.)***	***H36***	***101***
Facility Id: 33010093 Status: No Further Action				
DEUTCH ELEMENTARY SC	***8TH/ALLEGHENY***	***ENE 1/2 - 1 (0.679 mi.)***	***H38***	***104***
Facility Id: 33010032 Status: No Further Action				

Lower Elevation	Address	Direction / Distance	Map ID	Page
NOBLE CREEK ELEMENTA	***BROOKSIDE AVENUE/NAN***	***SW 1/4 - 1/2 (0.480 mi.)***	***35***	***99***
Facility Id: 33010054 Status: No Action Required				
LOMA LINDA UNIVERSIT	NE CORNER OF 3RD ST.	W 1/2 - 1 (0.701 mi.)	I39	106
Facility Id: 33990002 Status: Refer: EPA				
PRECISION STAMPING,	246 W. 5TH ST.	W 1/2 - 1 (0.711 mi.)	40	108
Facility Id: 71004112 Status: Inactive - Needs Evaluation				
SAN GORGONIO MEMORIA	600 NORTH HIGHLAND S	ENE 1/2 - 1 (0.849 mi.)	41	109
Facility Id: 33800001 Status: No Action Required				

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 14 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
O'REILLY AUTO PARTS	***695 E 6TH ST***	***WNW 1/8 - 1/4 (0.237 mi.)***	***E20***	***64***
Database: RIVERSIDE CO. LUST, Date of Government Version: 04/05/2018 Facility Id: 2014RO6600625 Facility Status: 3B				
O'REILLY AUTO PARTS	695 E 6TH ST	WNW 1/8 - 1/4 (0.237 mi.)	E21	66
Database: LUST, Date of Government Version: 06/11/2018 Status: Completed - Case Closed Global Id: T10000006036				
B AND S PUMP AND SUP	***179 MAPLE ST***	***SW 1/4 - 1/2 (0.320 mi.)***	***24***	***72***
Database: LUST REG 8, Date of Government Version: 02/14/2005 Facility Status: Case Closed Global ID: T0606500005				
UNOCAL #5546	***502 BEAUMONT AVE***	***W 1/4 - 1/2 (0.397 mi.)***	***25***	***74***
Database: LUST REG 8, Date of Government Version: 02/14/2005 Database: LUST, Date of Government Version: 06/11/2018 Database: RIVERSIDE CO. LUST, Date of Government Version: 04/05/2018				

Status: Completed - Case Closed
Facility Status: Case Closed
Facility Id: 891082
Global Id: T0606500162
Facility Status: 9
Global ID: T0606500162

CAL TRANS | 00 BEAUMONT AVE & I- | W 1/4 - 1/2 (0.402 mi.) | F27 | 80
Database: RIVERSIDE CO. LUST, Date of Government Version: 04/05/2018
Facility Id: 90284
Facility Status: 9

THRIFTY #347/ARCO #9 | ***401 E E SIXTH ST*** | ***WNW 1/4 - 1/2 (0.410 mi.)*** | ***G29*** | ***89***
Database: LUST, Date of Government Version: 06/11/2018
Status: Completed - Case Closed
Global Id: T0606500547

THRIFTY OIL #349 | ***401 E SIXTH ST*** | ***WNW 1/4 - 1/2 (0.410 mi.)*** | ***G30*** | ***90***
Database: RIVERSIDE CO. LUST, Date of Government Version: 04/05/2018
Facility Id: 980428
Facility Status: 9

SOUTHWEST MOTORS | 449-451 6TH ST | WNW 1/4 - 1/2 (0.420 mi.) | G33 | 95
Database: LUST REG 8, Date of Government Version: 02/14/2005
Facility Status: Case Closed
Global ID: T0606500287

Lower Elevation	Address	Direction / Distance	Map ID	Page

JAMES P. HEALEY (BUN | ***1151 6TH ST*** | ***NNW 0 - 1/8 (0.034 mi.)*** | ***B8*** | ***15***
Database: LUST REG 8, Date of Government Version: 02/14/2005
Facility Status: Case Closed
Global ID: T0606500115

JAMES P. HEALEY (BUN | 1151 E SIXTH ST | NNW 0 - 1/8 (0.034 mi.) | B9 | 16
Database: LUST, Date of Government Version: 06/11/2018
Database: RIVERSIDE CO. LUST, Date of Government Version: 04/05/2018
Status: Completed - Case Closed
Facility Id: 88532
Global Id: T0606500115
Facility Status: 9

CALTRANS | ***444 BEAUMONT*** | ***W 1/4 - 1/2 (0.399 mi.)*** | ***F26*** | ***78***
Database: LUST REG 8, Date of Government Version: 02/14/2005
Facility Status: Case Closed
Global ID: T0606500176

SOCO | 373 BEAUMONT AVE | W 1/4 - 1/2 (0.408 mi.) | F28 | 80
Database: LUST, Date of Government Version: 06/11/2018
Database: RIVERSIDE CO. LUST, Date of Government Version: 04/05/2018
Status: Completed - Case Closed
Facility Id: 90404
Global Id: T0606500182
Facility Status: RV

SOCO STATION | ***373*** | ***W 1/4 - 1/2 (0.412 mi.)*** | ***F31*** | ***92***
Database: LUST REG 8, Date of Government Version: 02/14/2005
Facility Status: Remedial action (cleanup) Underway
Global ID: T0606500182

CAL TRANS | BEAUMONT AVE & I-10 | W 1/4 - 1/2 (0.416 mi.) | F32 | 93
Database: LUST, Date of Government Version: 06/11/2018

Status: Completed - Case Closed
Global Id: T0606500176

CPS-SLIC: 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.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there is 1 CPS-SLIC site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
YATES INDUSTRIES (SQ Database: SLIC REG 8, Date of Government Version: 04/03/2008 Database: CPS-SLIC, Date of Government Version: 06/11/2018 Facility Status: Completed - Case Closed Global Id: SLT8R2734073	1060 E 3RD STREET	SW 1/8 - 1/4 (0.130 mi.)	D15	21

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there is 1 WMUDS/SWAT site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SQUARE D COMPANY	***1060 E. THIRD STREET***	***SW 0 - 1/8 (0.119 mi.)***	***D14***	***19***

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 2 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CIRCLE K 509 Status: A Tank Status: A Comp Number: 13855	***1201 EAST SIXTH STRE***	***N 0 - 1/8 (0.014 mi.)***	***A3***	***9***
TEXACO BOWIE'S	695 E SIXTH ST	WNW 1/8 - 1/4 (0.237 mi.)	E22	69

Status: A
Tank Status: A
Comp Number: 51851

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 6 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CIRCLE K 509	***1201 EAST SIXTH STRE***	***N 0 - 1/8 (0.014 mi.)***	***A3***	***9***
CIRCLE K STORE #509	***1201 EAST 6TH ST***	***N 0 - 1/8 (0.014 mi.)***	***A4***	***10***
Facility Id: 00000013855				
E-Z SERVE STATION #8	1198 E 6TH ST	N 0 - 1/8 (0.028 mi.)	B6	13
Facility Id: 00000019494				
ALPEN EQUIPMENT RENT	1048 E 6TH	NW 1/8 - 1/4 (0.130 mi.)	C17	61
Facility Id: 00000035932				
CITY OF BAUMONT PUBL	713 E 4TH ST	W 1/8 - 1/4 (0.171 mi.)	18	62
Facility Id: 00000038736				
BOWIE'S MOHAWK	695 E 6TH ST	WNW 1/8 - 1/4 (0.237 mi.)	E23	71
Facility Id: 00000051851				

Local Land Records

DEED: The use of recorded land use restrictions is one of the methods the DTSC uses to protect the public from unsafe exposures to hazardous substances and wastes .

A review of the DEED list, as provided by EDR, and dated 06/04/2018 has revealed that there are 2 DEED sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SQUARE D COMPANY	***1060 E. THIRD STREET***	***SW 0 - 1/8 (0.119 mi.)***	***D14***	***19***
SQUARE D COMPANY	***1060 E THIRD ST***	***SW 1/8 - 1/4 (0.130 mi.)***	***D16***	***22***
Status: POST CLOSURE PERMIT				
Status: ACTIVE				
Envirostor ID: CAD050746775				
Envirostor ID: 80001405				

Other Ascertainable Records

2020 COR ACTION: 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.

A review of the 2020 COR ACTION list, as provided by EDR, and dated 09/30/2017 has revealed that

there is 1 2020 COR ACTION site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SQUARE D COMPANY	*1060 E THIRD ST*	*SW 1/8 - 1/4 (0.130 mi.)*	*D16*	*22*

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 5 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
B AND S PUMP AND SUP Reg Id: 083300057T	*179 MAPLE ST*	*SW 1/4 - 1/2 (0.320 mi.)*	*24*	*72*
UNOCAL #5546 Reg Id: 083301357T	*502 BEAUMONT AVE*	*W 1/4 - 1/2 (0.397 mi.)*	*25*	*74*

Lower Elevation	Address	Direction / Distance	Map ID	Page
JAMES P. HEALEY (BUN Reg Id: 083301184T	*1151 6TH ST*	*NNW 0 - 1/8 (0.034 mi.)*	*B8*	*15*
CALTRANS Reg Id: 083301488T	*444 BEAUMONT*	*W 1/4 - 1/2 (0.399 mi.)*	*F26*	*78*
SOCO STATION Reg Id: 083301536T	*373*	*W 1/4 - 1/2 (0.412 mi.)*	*F31*	*92*

HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the HWP list, as provided by EDR, and dated 05/21/2018 has revealed that there is 1 HWP site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SQUARE D COMPANY EPA Id: CAD050746775 Cleanup Status: POST CLOSURE PERMIT	*1060 E THIRD ST*	*SW 1/8 - 1/4 (0.130 mi.)*	*D16*	*22*

Notify 65: 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.

A review of the Notify 65 list, as provided by EDR, and dated 03/23/2018 has revealed that there are 2 Notify 65 sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
UNOCAL #5546	*502 BEAUMONT AVE*	*W 1/4 - 1/2 (0.397 mi.)*	*25*	*74*

Lower Elevation	Address	Direction / Distance	Map ID	Page
VACANT LOT	1151 EAST 6TH STREET	NNW 0 - 1/8 (0.034 mi.)	B7	14

EXECUTIVE SUMMARY

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: 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.

A review of the EDR MGP list, as provided by EDR, has revealed that there is 1 EDR MGP site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
BEAUMONT MGP	296 CALIFORNIA AVENU	W 1/2 - 1 (0.675 mi.)	I37	104

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 6 EDR Hist Auto sites within approximately 0.125 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CIRCLE K STORES INC	1201 E 6TH ST	N 0 - 1/8 (0.014 mi.)	A2	9
SCIRIMA DAVE	1200 E 6TH ST	N 0 - 1/8 (0.024 mi.)	A5	13
LANDE CHARLES	1055 E 6TH ST	NW 0 - 1/8 (0.093 mi.)	11	18
BUDS AUTOMOTIVE CENT	1060 E 6TH ST	NNW 0 - 1/8 (0.096 mi.)	C12	18
COSTIN EDMUND M	851 E 6TH ST	WNW 0 - 1/8 (0.118 mi.)	13	19

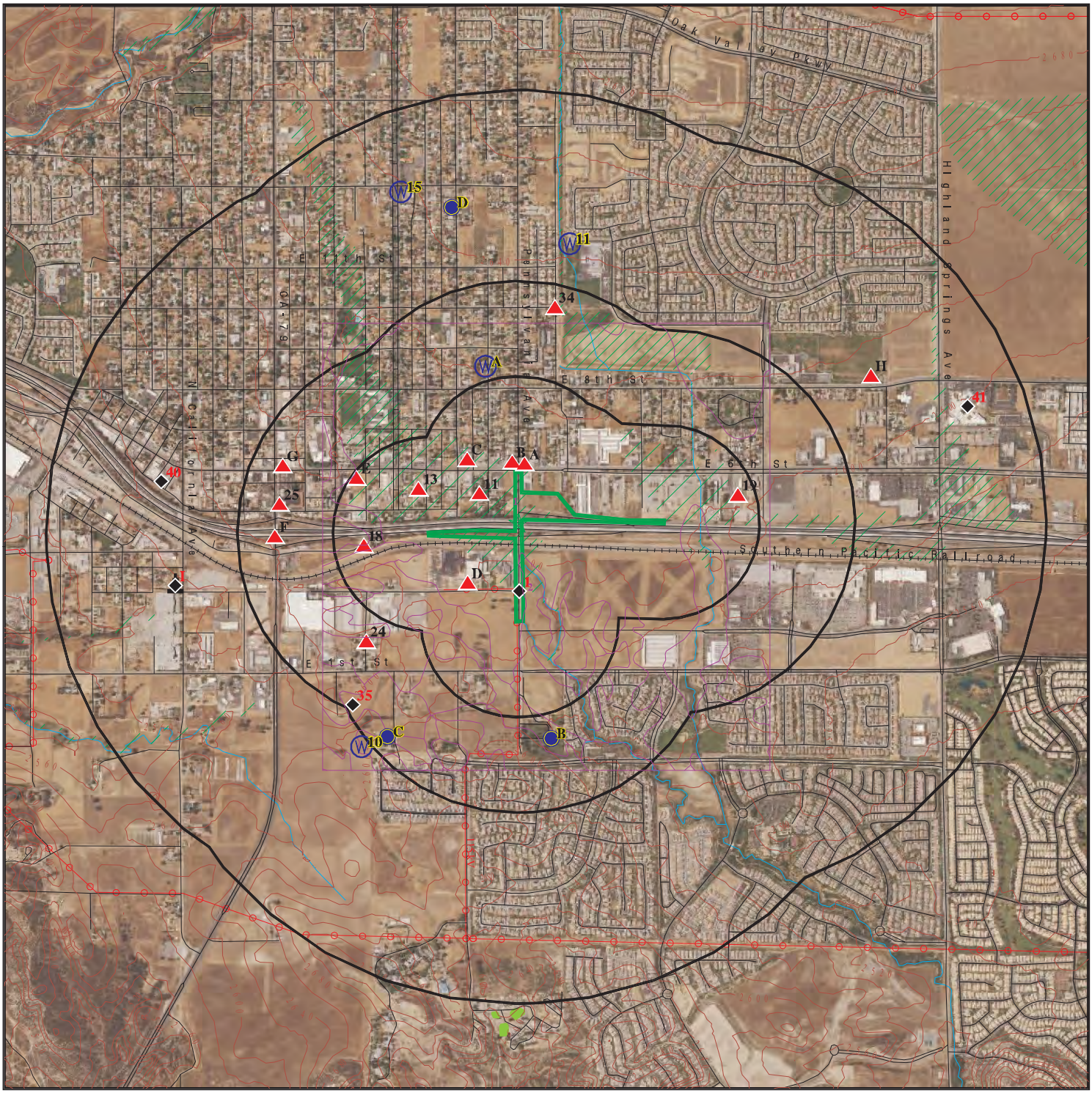
Lower Elevation	Address	Direction / Distance	Map ID	Page
TUCKER ELMER N	1151 SIXTH ST	NNW 0 - 1/8 (0.034 mi.)	B10	18

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 2 records.

Site Name	Database(s)
LOCKHEED PROPULSION CO (P)	CDL CPS-SLIC

OVERVIEW MAP - 5373486.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA

Power transmission lines

100-year flood zone

500-year flood zone

National Wetland Inventory

State Wetlands

Upgradient Area

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:	Pennsylvania Avenue & I10	CLIENT:	Leighton Consulting
ADDRESS:	Pennsylvania Avenue & I10 Beaumont CA 92223	CONTACT:	Breeanna Copeland
		INQUIRY #:	5373486.2s
LAT/LONG:	33.927342 / 116.966048	DATE:	July 26, 2018 12:29 pm

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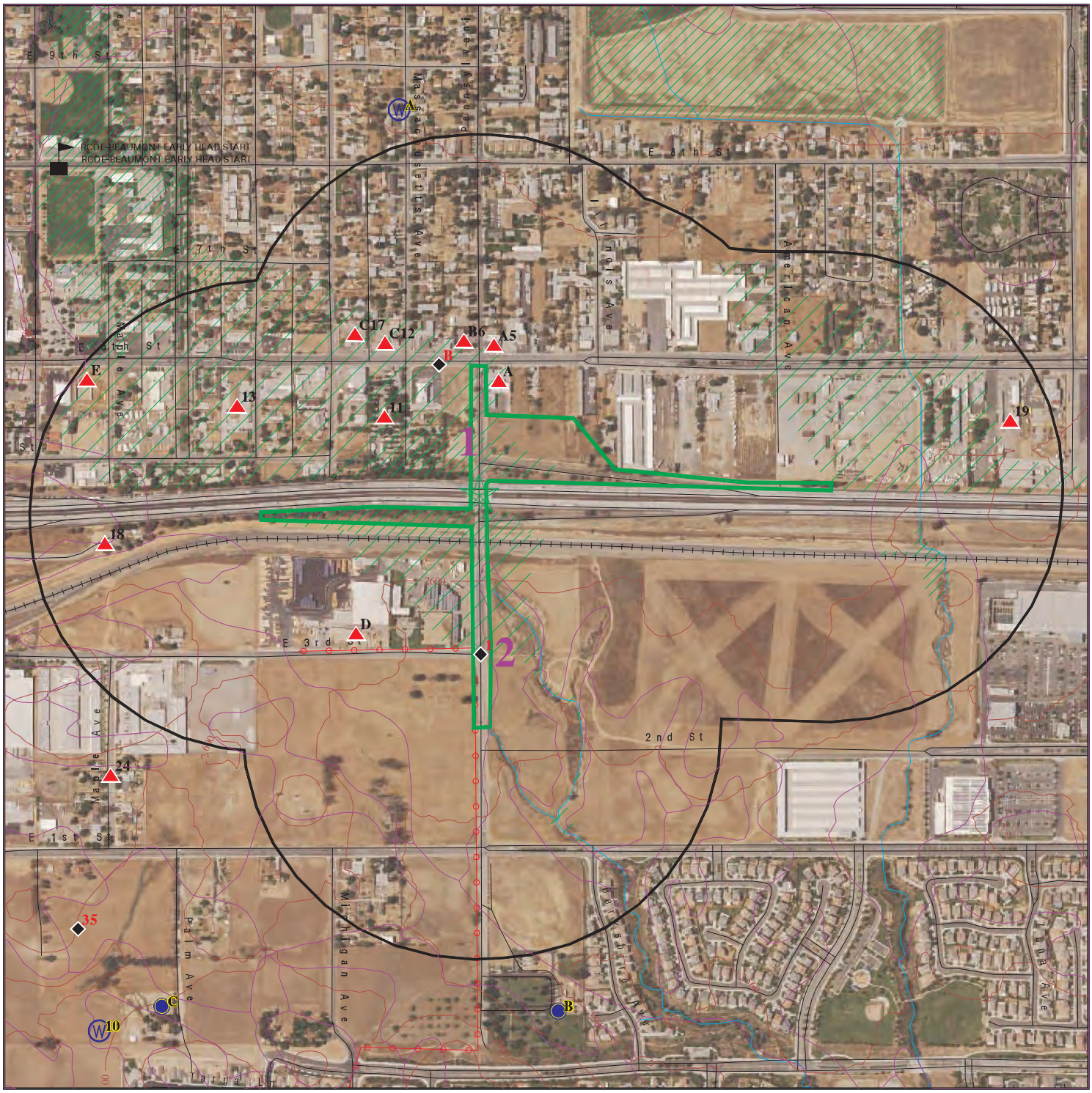
DETAIL MAP - 5373486.2S



0 1/8 1/4 1/2 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
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- 100-year flood zone
- 500-year flood zone
- 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:	Pennsylvania Avenue & I10	CLIENT:	Leighton Consulting
ADDRESS:	Pennsylvania Avenue & I10 Beaumont CA 92223	CONTACT:	Breeanna Copeland
		INQUIRY #:	5373486.2s
LAT/LONG:	33.927342 / 116.966048	DATE:	July 26, 2018 12:33 pm

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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	0.001		0	NR	NR	NR	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		1	0	0	NR	NR	1
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	1	0	0	NR	1
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	1	0	NR	NR	1
Federal RCRA generators list								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		1	2	NR	NR	NR	3
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
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	1	0	NR	NR	1
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		0	1	2	5	NR	8
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		2	2	10	NR	NR	14

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	1	0	NR	NR	1
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	0	NR	NR	NR	0
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
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		1	0	0	NR	NR	1
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
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	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		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		1	1	NR	NR	NR	2
HIST UST	0.250		3	3	NR	NR	NR	6
CA FID UST	0.250		0	0	NR	NR	NR	0
CERS TANKS	0.250		0	0	NR	NR	NR	0
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0
LIENS 2	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
DEED	0.500		1	1	0	NR	NR	2
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		0	0	NR	NR	NR	0
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	1	NR	NR	NR	1
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	0.001		0	NR	NR	NR	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	0.001		0	NR	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
ECHO	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
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
DRYCLEANERS	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
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	0	4	NR	NR	5
HWP	1.000		0	1	0	0	NR	1
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.001		0	NR	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		1	0	1	0	NR	2
UIC	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
UIC GEO	0.001		0	NR	NR	NR	NR	0
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
CERS	0.001		0	NR	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	1	NR	1
EDR Hist Auto	0.125		6	NR	NR	NR	NR	6
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	18	16	17	6	0	57

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

1
< 1/8
1 ft.

LOMA LINDA UNIVERSITY
NEAR PENNSYLVANIA AND 3RD ST.
BEAUMONT, CA 92223

SEMS-ARCHIVE

1001491831
CASFN0905487

Relative:
Lower

Actual:
2591 ft.

SEMS Archive:

Site ID:	905487
EPA ID:	CASFN0905487
Cong District:	Not reported
FIPS Code:	6065
FF:	N
NPL:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:

Region:	9
Site ID:	905487
EPA ID:	CASFN0905487
Site Name:	LOMA LINDA UNIVERSITY
NPL:	N
FF:	N
OU:	0
Action Code:	VS
Action Name:	ARCH SITE
SEQ:	1
Start Date:	Not reported
Finish Date:	2013-11-08 00:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf In-Hse

Region:	9
Site ID:	905487
EPA ID:	CASFN0905487
Site Name:	LOMA LINDA UNIVERSITY
NPL:	N
FF:	N
OU:	0
Action Code:	PA
Action Name:	PA
SEQ:	1
Start Date:	1999-07-01 00:00:00
Finish Date:	2006-11-07 00:00:00
Qual:	N
Current Action Lead:	St Perf

Region:	9
Site ID:	905487
EPA ID:	CASFN0905487
Site Name:	LOMA LINDA UNIVERSITY
NPL:	N
FF:	N
OU:	0
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1998-09-18 00:00:00
Finish Date:	1998-09-18 00:00:00
Qual:	Not reported
Current Action Lead:	St Perf

A2
North
< 1/8
0.014 mi.
72 ft.

CIRCLE K STORES INC
1201 E 6TH ST
BEAUMONT, CA 92223

Site 1 of 4 in cluster A

EDR Hist Auto **1021983434**
N/A

Relative:
Higher

Actual:
2603 ft.

EDR Hist Auto

Year:	Name:	Type:
1993	CIRCLE K CORPORATION	Convenience Stores
1994	CIRCLE K CORPORATION	Convenience Stores
1995	CIRCLE K CORPORATION	Convenience Stores
1996	CIRCLE K STORES INC	Convenience Stores
1997	TOSCO MARKETING COMPANY	Convenience Stores
1998	TOSCO MARKETING COMPANY	Convenience Stores
1999	TOSCO MARKETING COMPANY	Convenience Stores
2000	TOSCO MARKETING COMPANY	Convenience Stores
2001	TOSCO MARKETING COMPANY	Convenience Stores
2002	CIRCLE K STORES INC	Convenience Stores
2003	CIRCLE K STORES INC	Convenience Stores
2004	CIRCLE K STORES INC	Convenience Stores
2005	CIRCLE K STORES INC	Convenience Stores
2006	CIRCLE K STORES INC	Convenience Stores
2007	CIRCLE K STORES INC	Convenience Stores
2008	CIRCLE K STORES INC	Convenience Stores
2009	CIRCLE K STORES INC	Convenience Stores
2010	CIRCLE K STORES INC	Convenience Stores
2011	CIRCLE K STORES INC	Convenience Stores
2012	CIRCLE K STORES INC	Convenience Stores

A3
North
< 1/8
0.014 mi.
72 ft.

CIRCLE K 509
1201 EAST SIXTH STREET
BEAUMONT, CA 92223

Site 2 of 4 in cluster A

SWEEPS UST **S106924500**
HIST UST **N/A**

Relative:
Higher

Actual:
2603 ft.

SWEEPS UST:

Status:	Active
Comp Number:	13855
Number:	1
Board Of Equalization:	44-018009
Referral Date:	10-28-92
Action Date:	10-28-92
Created Date:	02-29-88
Owner Tank Id:	000299
SWRCB Tank Id:	33-000-013855-000001
Tank Status:	A
Capacity:	10000
Active Date:	10-28-92
Tank Use:	M.V. FUEL
STG:	P
Content:	LEADED
Number Of Tanks:	2

Status:	Active
Comp Number:	13855
Number:	1
Board Of Equalization:	44-018009
Referral Date:	10-28-92
Action Date:	10-28-92

CIRCLE K 509 (Continued) **S106924500**

Created Date: 02-29-88
Owner Tank Id: 000299
SWRCB Tank Id: 33-000-013855-000002
Tank Status: A
Capacity: 10000
Active Date: 10-28-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

HIST UST:
File Number: 0001F515
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0001F515.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
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:

A4 **CIRCLE K STORE #509** **RCRA-SQG** **1000174063**
North **1201 EAST 6TH ST** **HIST UST** **CAD981680457**
< 1/8 **BEAUMONT, CA 92223** **FINDS**
0.014 mi. **ECHO**
72 ft. **Site 3 of 4 in cluster A**

Relative: **Higher**
Actual: **2603 ft.**

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: CIRCLE K STORE #509
Facility address: 1201 EAST 6TH ST
BEAUMONT, CA 92223
EPA ID: CAD981680457
Mailing address: 5811 MANZANITA AVE
CARMICHAEL, CA 95608
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09

CIRCLE K STORE #509 (Continued) **1000174063**

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: CIRCLE K CORP
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
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

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
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: 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

Historical Generators:
Date form received by agency: 10/16/1986
Site name: CIRCLE K STORE #509
Classification: Large Quantity Generator

CIRCLE K STORE #509 (Continued) **1000174063**

Violation Status: No violations found

HIST UST:

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000013855
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	KEN ZIMMERMAN
Telephone:	7148451215
Owner Name:	CIRCLE K CORPORATION
Owner Address:	4500 SOUTH 40TH STREET
Owner City,St,Zip:	PHOENIX, AZ 85040
Total Tanks:	0002
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

FINDS:

Registry ID: 110002749367

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.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000174063
Registry ID:	110002749367
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002749367

A5 **SCIRIMA DAVE** **EDR Hist Auto** **1021291354**
North **1200 E 6TH ST** **N/A**
< 1/8 **BEAUMONT, CA 92223**
0.024 mi.
129 ft. **Site 4 of 4 in cluster A**

Relative: EDR Hist Auto
Higher

Actual:
2606 ft.

Year:	Name:	Type:
1969	BAKER WILLIAM BRYAN	Gasoline Service Stations
1970	BAKER WILLIAM BRYAN	Gasoline Service Stations
1971	BAKER WILLIAM BRYAN	Gasoline Service Stations
1972	BAKER WILLIAM BRYAN	Gasoline Service Stations
1973	BAKER WILLIAM BRYAN	Gasoline Service Stations
1974	BAKER WILLIAM BRYAN	Gasoline Service Stations
1975	BAKER WILLIAM BRYAN	Gasoline Service Stations
1989	BAKERS SERVICE	General Automotive Repair Shops
1991	BAKERS SERVICE	General Automotive Repair Shops
1992	BAKERS SERVICE	General Automotive Repair Shops
1993	BAKERS SERVICE	General Automotive Repair Shops
1994	BAKERS SERVICE	General Automotive Repair Shops
1995	BAKERS SERVICE	General Automotive Repair Shops
1997	DYNAMIC DIESEL	General Automotive Repair Shops
1998	DYNAMIC DIESEL	General Automotive Repair Shops
1999	SCIRIMA DAVE	General Automotive Repair Shops
2000	SCIRIMA DAVE	General Automotive Repair Shops
2001	SCIRIMA DAVE	General Automotive Repair Shops
2002	SCIRIMA DAVE	General Automotive Repair Shops
2003	SCIRIMA DAVE	General Automotive Repair Shops
2004	SCIRIMA DAVE	General Automotive Repair Shops
2005	SCIRIMA DAVE	General Automotive Repair Shops
2006	SCIRIMA DAVE	General Automotive Repair Shops
2007	SCIRIMA DAVE	General Automotive Repair Shops
2008	SCIRIMA DAVE	General Automotive Repair Shops
2009	SCIRIMA DAVE	General Automotive Repair Shops
2010	SCIRIMA DAVE	General Automotive Repair Shops
2011	SCIRIMA DAVE	General Automotive Repair Shops
2012	SCIRIMA DAVE	General Automotive Repair Shops
2013	SCIRIMA DAVE	General Automotive Repair Shops
2014	SCIRIMA DAVE	General Automotive Repair Shops

B6 **E-Z SERVE STATION #848** **HIST UST** **U001573577**
North **1198 E 6TH ST** **N/A**
< 1/8 **BEAUMONT, CA 92223**
0.028 mi.
149 ft. **Site 1 of 5 in cluster B**

Relative: HIST UST:
Higher

Actual:
2604 ft.

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000019494
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	7149841261
Owner Name:	E-Z SERVE OF CALIFORNIA, INC.
Owner Address:	PO BOX 3550
Owner City,St,Zip:	ONTARIO, CA 91761
Total Tanks:	0005

E-Z SERVE STATION #848 (Continued) **U001573577**

Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor

Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor, None

Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor, None

Tank Num:	004
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00003000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	3/16
Leak Detection:	Stock Inventor, None

Tank Num:	005
Container Num:	5
Year Installed:	Not reported
Tank Capacity:	00000280
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	12
Leak Detection:	Stock Inventor, None

B7 **VACANT LOT** **Notify 65** **S100179015**
NNW **1151 EAST 6TH STREET** **N/A**
< 1/8 **BEAUMONT, CA 92223**
0.034 mi.
181 ft. **Site 2 of 5 in cluster B**

Relative: **Lower**

Actual: **2602 ft.**

NOTIFY 65:

Date Reported:	Not reported
Staff Initials:	Not reported
Board File Number:	Not reported
Facility Type:	Not reported
Discharge Date:	Not reported
Issue Date:	Not reported

VACANT LOT (Continued) **S100179015**

Incident Description: Not reported

B8 **JAMES P. HEALEY (BUNJES)** **LUST** **S105022734**
NNW **1151 6TH ST** **HIST CORTESE** **N/A**
< 1/8 **BEAUMONT, CA 92723**
0.034 mi.
181 ft. **Site 3 of 5 in cluster B**

Relative: **Lower**

Actual: **2602 ft.**

LUST REG 8:

Region:	8
County:	Riverside
Regional Board:	Santa Ana Region
Facility Status:	Case Closed
Case Number:	083301184T
Local Case Num:	Not reported
Case Type:	Soil only
Substance:	Gasoline
Qty Leaked:	Not reported
Abate Method:	Not reported
Cross Street:	MASSACHUSETTS
Enf Type:	None Taken
Funding:	State Funds
How Discovered:	OM
How Stopped:	Not reported
Leak Cause:	UNK
Leak Source:	Tank
Global ID:	T0606500115
How Stopped Date:	4/10/1988
Enter Date:	9/4/1989
Date Confirmation of Leak Began:	Not reported
Date Preliminary Assessment Began:	7/21/1989
Discover Date:	4/10/1988
Enforcement Date:	1/1/1965
Close Date:	2/1/1996
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:	9/4/1989
GW Qualifies:	Not reported
Soil Qualifies:	Not reported
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Yes
Oversite Program:	LUST
Latitude:	33.7354748
Longitude:	-117.8724496
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:	CAB
Staff Initials:	UNK
Lead Agency:	Local Agency

JAMES P. HEALEY (BUNJES) (Continued) **S105022734**

Local Agency: 33000L
Hydr Basin #: COASTAL PLAIN OF ORA
Beneficial: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Work Suspended: Not reported
Summary: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 33
Reg By: LTNKA
Reg Id: 083301184T

B9 **JAMES P. HEALEY (BUNJES)** **LUST** **S103820741**
NNW **1151 E SIXTH ST** **N/A**
< 1/8 **BEAUMONT, CA 92223**
0.034 mi.
181 ft. **Site 4 of 5 in cluster B**

Relative:
Lower

Actual:
2602 ft.

LUST:
Lead Agency: RIVERSIDE COUNTY LOP
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606500115
Global Id: T0606500115
Latitude: 33.9291928139124
Longitude: -116.967197656631
Status: Completed - Case Closed
Status Date: 02/01/1996
Case Worker: RIV
RB Case Number: 083301184T
Local Agency: RIVERSIDE COUNTY LOP
File Location: Local Agency Warehouse
Local Case Number: 88532
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0606500115
Contact Type: Regional Board Caseworker
Contact Name: CARL BERNHARDT
Organization Name: SANTA ANA RWQCB (REGION 8)
Address: 3737 MAIN STREET, SUITE 500
City: RIVERSIDE
Email: cbernhardt@waterboards.ca.gov
Phone Number: 9517824495

Global Id: T0606500115
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

JAMES P. HEALEY (BUNJES) (Continued) **S103820741**

LUST:
Global Id: T0606500115
Action Type: ENFORCEMENT
Date: 01/09/2009
Action: Closure/No Further Action Letter - #Site Closure

Global Id: T0606500115
Action Type: Other
Date: 04/10/1988
Action: Leak Discovery

Global Id: T0606500115
Action Type: Other
Date: 07/12/1988
Action: Leak Reported

Global Id: T0606500115
Action Type: Other
Date: 04/10/1988
Action: Leak Stopped

Global Id: T0606500115
Action Type: ENFORCEMENT
Date: 01/08/2009
Action: File review - #RCDEH Upload Site File 6/4/2015

LUST:
Global Id: T0606500115
Status: Open - Case Begin Date
Status Date: 04/10/1988

Global Id: T0606500115
Status: Open - Site Assessment
Status Date: 07/21/1989

Global Id: T0606500115
Status: Completed - Case Closed
Status Date: 02/01/1996

RIVERSIDE CO. LUST:
Region: RIVERSIDE
Facility ID: 88532
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

B10
NNW
< 1/8
0.034 mi.
181 ft.

TUCKER ELMER N
1151 SIXTH ST
BEAUMONT, CA 92223

EDR Hist Auto **1021169232**
N/A

Site 5 of 5 in cluster B

Relative:
Lower

Actual:
2602 ft.

EDR Hist Auto

Year:	Name:	Type:
1969	TUCKER ELMER N	Gasoline Service Stations
1970	TUCKER ELMER N	Gasoline Service Stations
1971	TUCKER ELMER N	Gasoline Service Stations
1972	TUCKER ELMER N	Gasoline Service Stations
1974	GIANT SERVE YOURSELF CO	Gasoline Service Stations

11
NW
< 1/8
0.093 mi.
492 ft.

LANDE CHARLES
1055 E 6TH ST
BEAUMONT, CA 92223

EDR Hist Auto **1021205238**
N/A

Relative:
Higher

Actual:
2603 ft.

EDR Hist Auto

Year:	Name:	Type:
1969	LANDE CHARLES	Gasoline Service Stations
1970	LANDE CHARLES	Gasoline Service Stations

C12
NNW
< 1/8
0.096 mi.
507 ft.

BUDS AUTOMOTIVE CENTER
1060 E 6TH ST
BEAUMONT, CA 92223

EDR Hist Auto **1020882790**
N/A

Site 1 of 2 in cluster C

Relative:
Higher

Actual:
2605 ft.

EDR Hist Auto

Year:	Name:	Type:
1969	BOBS GARAGE	General Automotive Repair Shops
1970	BOBS GARAGE	General Automotive Repair Shops
1971	BOBS GARAGE	General Automotive Repair Shops
1972	BOBS GARAGE	General Automotive Repair Shops
1973	BOBS GARAGE	General Automotive Repair Shops
1974	BOBS GARAGE	General Automotive Repair Shops
1975	BOBS GARAGE	General Automotive Repair Shops
1985	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
1986	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
1986	BOB S GARAGE	Automotive Repair Shops, NEC
1987	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
1987	BOB S GARAGE	Automotive Repair Shops, NEC
1988	BOB S GARAGE	Automotive Repair Shops, NEC
1988	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
1989	BOB S GARAGE	General Automotive Repair Shops
1989	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
1989	BUDS TEXACO	Gasoline Service Stations, NEC
1990	BOB S GARAGE	General Automotive Repair Shops
1990	BUDS TEXACO	Gasoline Service Stations, NEC
1990	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
1991	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
1991	BUDS TEXACO	Gasoline Service Stations, NEC

BUDS AUTOMOTIVE CENTER (Continued) **1020882790**

1991	BOB S GARAGE	General Automotive Repair Shops
1992	BUDS TEXACO	Gasoline Service Stations, NEC
1992	BOB S GARAGE	General Automotive Repair Shops
1992	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
1993	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
1993	BUDS TEXACO	Gasoline Service Stations, NEC
1993	BOB S GARAGE	General Automotive Repair Shops
1994	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
1995	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
1996	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
1997	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
1998	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
1999	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
2000	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
2001	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
2002	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
2003	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
2004	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
2005	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
2006	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
2007	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
2008	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
2009	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
2010	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
2011	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops
2012	BUDS AUTOMOTIVE CENTER	General Automotive Repair Shops

13
WNW
< 1/8
0.118 mi.
622 ft.

COSTIN EDMUND M **EDR Hist Auto** **1022255384**
851 E 6TH ST **N/A**
BEAUMONT, CA 92223

Relative:
Higher

Actual:
2608 ft.

EDR Hist Auto

Year:	Name:	Type:
1969	COSTIN EDMUND M	Gasoline Service Stations
1970	COSTIN EDMUND M	Gasoline Service Stations

D14
SW
< 1/8
0.119 mi.
628 ft.

SQUARE D COMPANY **WMUDS/SWAT** **S104156509**
1060 E. THIRD STREET **DEED** **N/A**
BEAUMONT, CA 92223

Site 1 of 3 in cluster D

Relative:
Higher

Actual:
2606 ft.

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	PROCES
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported

SQUARE D COMPANY (Continued) **S104156509**

NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Private
Agency Name:	YATES INDUSTRIES INC
Agency Department:	Not reported
Agency Address:	1060 E THIRD ST
Agency City,St,Zip:	BEAUMONT CA 92223
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	Not reported
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	8
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	3679
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	True
Solid Waste Assessment Test Program:	False
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	True
Department of Defence:	False
Solid Waste Assessment Test Program:	Not reported
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	Not reported
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Yes
Waste Discharge Requirements:	A
Self-Monitoring Rept. Frequency:	Quarterly Submittal
Waste Discharge System ID:	8 332276N01
Solid Waste Information ID:	Not reported

DEED:

Envirostor ID:	Not reported
Area:	Not reported
Sub Area:	Not reported
Site Type:	Land Use Restrictions
Status:	Not reported
Agency:	Not reported

SQUARE D COMPANY (Continued) **S104156509**

Covenant Uploaded: Not reported
Deed Date(s): Not reported
File Name: HWMP Restrictions

D15
SW
1/8-1/4
0.130 mi.
684 ft.

YATES INDUSTRIES (SQUARE D CO) **CPS-SLIC** **S108985912**
1060 E 3RD STREET **N/A**
BEAUMONT, CA 92223

Site 2 of 3 in cluster D

Relative:
Higher

Actual:
2607 ft.

CPS-SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	06/27/2000
Global Id:	SLT8R2734073
Lead Agency:	SANTA ANA RWQCB (REGION 8)
Lead Agency Case Number:	80001405
Latitude:	33.9252607811005
Longitude:	-116.968072248154
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	SLT8R273
File Location:	DTSC
Potential Media Affected:	Aquifer used for drinking water supply, Soil
Potential Contaminants of Concern:	Arsenic, Chromium, Copper, Lead
Site History:	Former surface impoundments. DTSC determined corrective action complete with restrictions for Parcel 1 and without restrictions for Parcels 2 and 3 on June 27, 2000. Department of Toxic Substances Control is the lead for this case please their website at http://www.envirostor.dtsc.ca.gov/

Click here to access the California GeoTracker records for this facility:

SLIC REG 8:

Type:	Groundwater
Facility Status:	6
Staff:	Dixie Lass, Tel 909-782-3295, LAND DISPOSAL
Substance:	METALS
Lead Agency:	Department of Toxic Substance Control
Location Code:	Not reported
Thomas Bros Code:	Not reported

D16
SW
1/8-1/4
0.130 mi.
684 ft.

Relative:
Higher

Actual:
2607 ft.

SQUARE D COMPANY
1060 E THIRD ST
BEAUMONT, CA 92223

Site 3 of 3 in cluster D

CORRACTS **1000221045**
RCRA-TSDF **CAD050746775**
RCRA-SQG
US INST CONTROL
ENVIROSTOR
DEED
US FIN ASSUR
2020 COR ACTION
Financial Assurance
HAZNET
ICE
HWP
NPDES
CIWQS

CORRACTS:

EPA ID: CAD050746775
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 19950301
Action: CA400 - Date For Remedy Selection (CM Imposed)
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: 19950301
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II/PARCEL 1
Actual Date: 19940504
Action: CA100 - RFI Imposition
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II, PARCEL 2
Actual Date: 19940504
Action: CA100 - RFI Imposition
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II, PARCEL 2
Actual Date: 19950315
Action: CA350 - CMS Approved
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9

SQUARE D COMPANY (Continued) **1000221045**

Area Name: PHASE II/PARCEL 1
Actual Date: 19950315
Action: CA350 - CMS Approved
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 20000517
Action: CA750YE - Migration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: 20000517
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 20000517
Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: 20000517
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 19990126
Action: CA772PR
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: 19990126
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II/PARCEL 1
Actual Date: 20000627
Action: CA550 - Certification Of Remedy Completion Or Construction Completion
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II, PARCEL 2
Actual Date: 20000627
Action: CA550 - Certification Of Remedy Completion Or Construction Completion
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing

SQUARE D COMPANY (Continued) **1000221045**

Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 20000627
Action: CA550RC
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: 20000627
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 19870928
Action: CA070YE - RFA Determination Of Need For An RFI, RFI is Necessary
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: 19870928
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 19870928
Action: CA050 - RFA Completed
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: 19870928
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II, PARCEL 2
Actual Date: 19960429
Action: CA550 - Certification Of Remedy Completion Or Construction Completion
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II/PARCEL 1
Actual Date: 19960429
Action: CA550 - Certification Of Remedy Completion Or Construction Completion
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II/PARCEL 1
Actual Date: 19940930

SQUARE D COMPANY (Continued) **1000221045**

Action: CA150 - RFI Workplan Approved
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II, PARCEL 2
Actual Date: 19940930
Action: CA300 - CMS Workplan Approved
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II, PARCEL 2
Actual Date: 19940930
Action: CA150 - RFI Workplan Approved
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II/PARCEL 1
Actual Date: 19940930
Action: CA300 - CMS Workplan Approved
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II/PARCEL 1
Actual Date: 19950131
Action: CA500 - CMI Workplan Approved
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II/PARCEL 1
Actual Date: 19980731
Action: CA550 - Certification Of Remedy Completion Or Construction Completion
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775

SQUARE D COMPANY (Continued) **1000221045**

EPA Region: 9
Area Name: PHASE II, PARCEL 2
Actual Date: 19980731
Action: CA550 - Certification Of Remedy Completion Or Construction Completion
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II, PARCEL 2
Actual Date: 19950331
Action: CA180 - RFI Supplemental Implementation Begun
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD050746775
EPA Region: 9
Area Name: PHASE II/PARCEL 1
Actual Date: 19950331
Action: CA180 - RFI Supplemental Implementation Begun
NAICS Code(s): 335931
Current-Carrying Wiring Device Manufacturing
Original schedule date: Not reported
Schedule end date: Not reported

RCRA-TSDF:
Date form received by agency: 03/01/2002
Facility name: SQUARE D COMPANY
Facility address: 1060 E THIRD ST
BEAUMONT, CA 92223
EPA ID: CAD050746775
Mailing address: 1415 S ROSELLE RD
PALATINE, IL 60067
Contact: GLADYS M THOMAS
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: 847-925-3203
Contact email: Not reported
EPA Region: 09
Land type: Facility is not located on Indian land. Additional information is not known.
Classification: TSDF
Description: Handler is engaged in the treatment, storage or disposal of hazardous waste

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: Yes
Underground injection activity: No

SQUARE D COMPANY (Continued) **1000221045**

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

Historical Generators:
Date form received by agency: 03/01/2002
Site name: SQUARE D COMPANY
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Site name: SQUARE D CO
Classification: Small Quantity Generator

Date form received by agency: 11/28/1992
Site name: SQUARE D CO
Classification: Small Quantity Generator

Date form received by agency: 04/11/1990
Site name: YATES INDUSTRIES INC
Classification: Large Quantity Generator

Corrective Action Summary:
Event date: 09/28/1987
Event: RFA COMPLETED

Event date: 09/28/1987
Event: RFA COMPLETED-ASSESSMENT WAS A RFA

Event date: 09/28/1987
Event: DETERMINATION OF NEED FOR AN INVESTIGATION-INVESTIGATION IS NECESSARY

Event date: 09/29/1992
Event: CA PRIORITIZATION-LOW CA PRIORITY

Event date: 09/29/1992
Event: STABILIZATION MEASURES EVALUATION-FACILITY NOT AMENABLE TO STABILIZATION

Event date: 05/04/1994
Event: INVESTIGATION IMPOSITION

Event date: 08/26/1994
Event: INVESTIGATION COMPLETE

Event date: 09/30/1994
Event: INVESTIGATION WORKPLAN APPROVED

Event date: 09/30/1994
Event: CMS WORKPLAN APPROVED

SQUARE D COMPANY (Continued) **1000221045**

Event date: 01/31/1995
Event: CMI WORKPLAN APPROVED

Event date: 03/01/1995
Event: REMEDY DECISION

Event date: 03/01/1995
Event: REMEDY DECISION

Event date: 03/15/1995
Event: CMS COMPLETE

Event date: 03/31/1995
Event: INVESTIGATION IMPLEMENTATION BEGUN

Event date: 04/29/1996
Event: REMEDY CONSTRUCTION

Event date: 07/31/1998
Event: REMEDY CONSTRUCTION

Event date: 01/26/1999
Event: INSTITUTIONAL CONTROLS ESTABLISHED-PROPRIETARY CONTROL

Event date: 05/06/1999
Event: HUMAN EXPOSURES CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE

Event date: 05/06/1999
Event: RELEASE TO GW CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE

Event date: 05/17/2000
Event: HUMAN EXPOSURES CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE

Event date: 05/17/2000
Event: HUMAN EXPOSURES CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE

Event date: 05/17/2000
Event: RELEASE TO GW CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE

Event date: 05/17/2000
Event: RELEASE TO GW CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE

Event date: 06/27/2000
Event: REMEDY CONSTRUCTION-REMEDY CONSTRUCTED

Event date: 06/27/2000
Event: REMEDY CONSTRUCTION

Event date: 09/22/2009
Event: READY FOR ANTICIPATED USE DETERMINATION - READY FOR ANTICIPATED USE

Event date: Not reported
Event: CA PRIORITIZATION-LOW CA PRIORITY

SQUARE D COMPANY (Continued) **1000221045**

Facility Has Received Notices of Violations:

Regulation violated:	Not reported
Area of violation:	TSD - Closure/Post-Closure
Date violation determined:	04/15/2008
Date achieved compliance:	05/09/2008
Violation lead agency:	State
Enforcement action:	WRITTEN INFORMAL
Enforcement action date:	04/15/2008
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	State
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

Regulation violated:	Not reported
Area of violation:	TSD - General Facility Standards
Date violation determined:	04/26/2007
Date achieved compliance:	05/10/2007
Violation lead agency:	State
Enforcement action:	WRITTEN INFORMAL
Enforcement action date:	04/26/2007
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	State
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

Regulation violated:	Not reported
Area of violation:	TSD - Closure/Post-Closure
Date violation determined:	05/09/2006
Date achieved compliance:	06/08/2006
Violation lead agency:	State
Enforcement action:	LETTER OF INTENT TO INITIATE ENFORCEMENT ACTION
Enforcement action date:	12/26/2006
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	State
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

Regulation violated:	Not reported
Area of violation:	TSD - Closure/Post-Closure
Date violation determined:	05/09/2006
Date achieved compliance:	06/08/2006
Violation lead agency:	State
Enforcement action:	WRITTEN INFORMAL
Enforcement action date:	05/09/2006
Enf. disposition status:	Not reported
Enf. disp. status date:	Not reported
Enforcement lead agency:	State
Proposed penalty amount:	Not reported
Final penalty amount:	Not reported
Paid penalty amount:	Not reported

SQUARE D COMPANY (Continued) **1000221045**

Regulation violated: Not reported
Area of violation: TSD - Closure/Post-Closure
Date violation determined: 05/09/2006
Date achieved compliance: 06/08/2006
Violation lead agency: State
Enforcement action: SINGLE SITE CA/FO
Enforcement action date: 02/16/2007
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 23640
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Closure/Post-Closure
Date violation determined: 08/20/2001
Date achieved compliance: 12/31/2001
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 08/20/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General Facility Standards
Date violation determined: 08/20/2001
Date achieved compliance: 12/31/2001
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 08/20/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD IS-Ground-Water Monitoring
Date violation determined: 08/29/2000
Date achieved compliance: 09/03/2002
Violation lead agency: State
Enforcement action: SINGLE SITE CA/FO
Enforcement action date: 06/05/2002
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 5000
Paid penalty amount: Not reported

Regulation violated: Not reported

SQUARE D COMPANY (Continued) **1000221045**

Area of violation: TSD IS-Ground-Water Monitoring
Date violation determined: 08/29/2000
Date achieved compliance: 09/03/2002
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 03/14/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 264.90-94.F
Area of violation: TSD IS-Ground-Water Monitoring
Date violation determined: 03/26/1992
Date achieved compliance: 06/10/1993
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 06/12/1992
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 178000
Final penalty amount: 50000
Paid penalty amount: Not reported

Regulation violated: FR - 264.140-150.H
Area of violation: TSD - Financial Requirements
Date violation determined: 11/22/1991
Date achieved compliance: 02/10/1992
Violation lead agency: EPA
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 264.140-150.H
Area of violation: TSD - Financial Requirements
Date violation determined: 03/21/1990
Date achieved compliance: 03/27/1990
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 03/21/1990
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 270
Area of violation: TSD - General

SQUARE D COMPANY (Continued) **1000221045**

Date violation determined: 10/13/1988
Date achieved compliance: 01/29/1989
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/03/1988
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 270
Area of violation: TSD - General
Date violation determined: 10/13/1988
Date achieved compliance: 01/29/1989
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 01/20/1989
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 122500
Final penalty amount: 122500
Paid penalty amount: 90000

Regulation violated: FR - 264.90-94.F
Area of violation: TSD IS-Ground-Water Monitoring
Date violation determined: 09/12/1988
Date achieved compliance: 01/29/1989
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 01/20/1989
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 122500
Final penalty amount: 122500
Paid penalty amount: 90000

Regulation violated: FR - 270
Area of violation: TSD - General
Date violation determined: 03/01/1988
Date achieved compliance: 03/16/1988
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 03/16/1988
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 264.140-150.H
Area of violation: TSD - Financial Requirements
Date violation determined: 11/19/1987

SQUARE D COMPANY (Continued) **1000221045**

Date achieved compliance: 01/26/1988
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 12/30/1987
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 09/28/2017
Evaluation: FOCUSED COMPLIANCE INSPECTION
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 09/29/2016
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 12/17/2015
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 11/19/2015
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 04/09/2014
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 11/26/2013
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 03/14/2012
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 10/19/2011
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported

SQUARE D COMPANY (Continued) **1000221045**

Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 05/04/2010
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 04/22/2010
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 05/01/2008
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 04/15/2008
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Closure/Post-Closure
Date achieved compliance: 05/09/2008
Evaluation lead agency: State

Evaluation date: 04/26/2007
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General Facility Standards
Date achieved compliance: 05/10/2007
Evaluation lead agency: State

Evaluation date: 03/26/2007
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 06/15/2006
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 06/08/2006
Evaluation: NOT A SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 05/09/2006
Evaluation: SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

SQUARE D COMPANY (Continued) **1000221045**

Evaluation date: 05/09/2006
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Closure/Post-Closure
Date achieved compliance: 06/08/2006
Evaluation lead agency: State

Evaluation date: 02/25/2004
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 02/18/2004
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 09/17/2002
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 09/03/2002
Evaluation: NOT A SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 08/13/2002
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 08/20/2001
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General Facility Standards
Date achieved compliance: 12/31/2001
Evaluation lead agency: State

Evaluation date: 08/20/2001
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Closure/Post-Closure
Date achieved compliance: 12/31/2001
Evaluation lead agency: State

Evaluation date: 08/13/2001
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 08/29/2000
Evaluation: GROUNDWATER MONITORING EVALUATION
Area of violation: TSD IS-Ground-Water Monitoring

SQUARE D COMPANY (Continued) **1000221045**

Date achieved compliance: 09/03/2002
Evaluation lead agency: State

Evaluation date: 08/29/2000
Evaluation: SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 07/31/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 07/21/2000
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 01/29/1999
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 06/10/1993
Evaluation: NOT A SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 03/26/1992
Evaluation: SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 03/11/1992
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 02/10/1992
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 12/17/1991
Evaluation: OPERATION AND MAINTENANCE INSPECTION
Area of violation: TSD IS-Ground-Water Monitoring
Date achieved compliance: 06/10/1993
Evaluation lead agency: State

SQUARE D COMPANY (Continued) **1000221045**

Evaluation date: 11/22/1991
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: 02/10/1992
Evaluation lead agency: EPA Contractor/Grantee

Evaluation date: 02/26/1991
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA

Evaluation date: 03/21/1990
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: 03/27/1990
Evaluation lead agency: State

Evaluation date: 10/13/1988
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 01/29/1989
Evaluation lead agency: State

Evaluation date: 10/11/1988
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 09/12/1988
Evaluation: GROUNDWATER MONITORING EVALUATION
Area of violation: TSD IS-Ground-Water Monitoring
Date achieved compliance: 01/29/1989
Evaluation lead agency: State

Evaluation date: 03/01/1988
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 03/16/1988
Evaluation lead agency: State

Evaluation date: 11/19/1987
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: 01/26/1988
Evaluation lead agency: State

US INST CONTROL:
EPA ID: CAD050746775
Site ID: Not reported
Name: SQUARE D COMPANY
Action Name: Not reported
Address: 1060 E THIRD ST
BEAUMONT, CA 92223
EPA Region: 9
County: SAN BERNARDINO
Event Code: CA772PR

SQUARE D COMPANY (Continued) **1000221045**

Inst. Control: Not reported
Actual Date: 01/26/1999
Complet. Date: 01/01/1900
Operable Unit: Not reported
Contaminated Media : Not reported
Contact Name : GLADYS M THOMAS
Contact Phone and Ext : 847-925-3203
Event Code Description: INSTITUTIONAL CONTROLS ESTABLISHED-PROPRIETARY CONTROL

ENVIROSTOR:
Facility ID: 80001405
Status: Active
Status Date: 01/01/2008
Site Code: 400256
Site Type: Corrective Action
Site Type Detailed: Corrective Action
Acres: 42.6
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: WM
Program Manager: Katherine Gould
Supervisor: Ju-Tseng Liu
Division Branch: Engineering & Special Projects
Assembly: 42
Senate: 23
Special Program: Not reported
Restricted Use: YES
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 33.92553
Longitude: -116.9680
APN: NONE SPECIFIED
Past Use: LDF, METAL PLATING - OTHER, METAL PLATING - CHROME, METAL PLATING - OTHER
Potential COC: Arsenic Lead Antimony and compounds Cadmium and compounds Chromium III Chromium VI Copper and compounds Zinc Total Chromium (1:6 ratio Cr VI:Cr III Copper and compounds
Confirmed COC: Arsenic Lead Antimony and compounds Cadmium and compounds Chromium III Chromium VI Copper and compounds Zinc Total Chromium (1:6 ratio Cr VI:Cr III Copper and compounds
Potential Description: OTH, SOIL, OTH, SOIL
Alias Name: CAD050746775
Alias Type: EPA Identification Number
Alias Name: 110002318867
Alias Type: EPA (FRS #)
Alias Name: SLT8R2734073
Alias Type: GeoTracker Global ID
Alias Name: 400256
Alias Type: Project Code (Site Code)
Alias Name: 80001405
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedy Selection and Statement of Basis
Completed Date: 03/01/1995

SQUARE D COMPANY (Continued) **1000221045**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Groundwater Migration Controlled
Completed Date: 05/17/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: RCRA Facility Assessment Report
Completed Date: 09/28/1987
Comments: USEPA conduted this RFA

Completed Area Name: ENTIRE FACILITY, PHASE II, PARCEL 2, PHASE II/PARCEL 1
Completed Sub Area Name: Not reported
Completed Document Type: RFI Workplan
Completed Date: 09/30/1994
Comments: Not reported

Completed Area Name: ENTIRE FACILITY, PHASE II, PARCEL 2, PHASE II/PARCEL 1
Completed Sub Area Name: Not reported
Completed Document Type: Remedy Constructed: Operating Properly & Successfully
Completed Date: 04/29/1996
Comments: Final CMI completion report approval letter for parcels 1 & 2, and draft covenant agreement for parcel 1.

Completed Area Name: PHASE II, PARCEL 2, PHASE II/PARCEL 1
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 03/31/1995
Comments: Not reported

Completed Area Name: ENTIRE FACILITY, PHASE II, PARCEL 2, PHASE II/PARCEL 1
Completed Sub Area Name: Not reported
Completed Document Type: Corrective Measures Study Report
Completed Date: 03/15/1995
Comments: Not reported

Completed Area Name: ENTIRE FACILITY, PHASE II, PARCEL 2, PHASE II/PARCEL 1
Completed Sub Area Name: Not reported
Completed Document Type: Corrective Measures Study Workplan
Completed Date: 09/30/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: RFI Report
Completed Date: 08/26/1994
Comments: Not reported

Completed Area Name: Sites With No Operable Unit
Completed Sub Area Name: PHASE II/PARCEL 1
Completed Document Type: Corrective Measure Implementation Workplan
Completed Date: 01/31/1995
Comments: Not reported

SQUARE D COMPANY (Continued) **1000221045**

Completed Area Name: ENTIRE FACILITY, PHASE II, PARCEL 2, PHASE II/PARCEL 1
Completed Sub Area Name: Not reported
Completed Document Type: Remedy Constructed: Operating Properly & Successfully
Completed Date: 07/31/1998
Comments: Approval of final addendum to CMI completion report for parcel 1 complete and approved.

Completed Area Name: ENTIRE FACILITY, PHASE II, PARCEL 2, PHASE II/PARCEL 1
Completed Sub Area Name: Not reported
Completed Document Type: Remedy Constructed: Operating Properly & Successfully
Completed Date: 06/27/2000
Comments: Corrective action completion for soil at Parcels 1 & 2. Groundwater releases are addressed by post closure permit that was issued in March 1998.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedy Constructed
Completed Date: 06/27/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Historical Post Closure Permit Authority
Completed Date: 04/30/1998
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 01/26/1999
Comments: Not reported

Completed Area Name: ENTIRE FACILITY, PHASE II, PARCEL 2, PHASE II/PARCEL 1
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 04/04/1994
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Human Exposure Controlled
Completed Date: 05/17/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Remedy Selected
Completed Date: 03/01/1995
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Interim Measures Questionnaire
Completed Date: 09/29/1992
Comments: Not reported

SQUARE D COMPANY (Continued) **1000221045**

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

DEED:
Envirostor ID: CAD050746775
Area: Not reported
Sub Area: Not reported
Site Type: POST CLOSURE PERMIT
Status: POST CLOSURE PERMIT
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 01/26/1999
File Name: Envirostor Land Use Restrictions

Envirostor ID: 80001405
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: CORRECTIVE ACTION
Status: ACTIVE
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 01/26/1999
File Name: Envirostor Land Use Restrictions

US FIN ASSUR:
EPA ID: CAD050746775
County: Not reported
Mechanism type: X
Mechanism Type Description: STANDBY TRUST FUND
Cost estimate: 787687.53
Face value: 0
Effective date: 1992-03-31 00:00:00
Provider: UNITED MISSOURI BANK
EPA region: 9

EPA ID: CAD050746775
County: Not reported
Mechanism type: L
Mechanism Type Description: LETTER OF CREDIT
Cost estimate: 526500
Face value: 900000
Effective date: 2010-05-04 00:00:00
Provider: J.P. MORGAN CHASE BANK
EPA region: 9

EPA ID: CAD050746775
County: Not reported
Mechanism type: L
Mechanism Type Description: LETTER OF CREDIT

SQUARE D COMPANY (Continued) **1000221045**

Cost estimate: 787687.53
Face value: 900000
Effective date: 2005-03-07 00:00:00
Provider: JP MORGAN CHASE BANK
EPA region: 9

2020 COR ACTION:
EPA ID: CAD050746775
Region: 9
Action: Remedy Construction

CA Financial Assurance 1:

EPA ID Number:	CAD050746775 80001405
Sudden Amount1:	Not reported
Non Sudden Amount1:	Not reported
Closure Mechanism:	Not reported
Closure Amount:	Not reported
Post Closure Mechanism:	LOC
Post Closure Amount:	$900,000.00
Corrective Action Mechanism:	Not reported
Corrective Action Amount:	Not reported
Sudden Mechanism Type:	Not reported
Sudden Mechanism Amount:	Not reported
Non Sudden Mechanism Type:	Not reported
Non Sudden Mechanism Amount:	Not reported
O and M Mechanism Type:	Not reported
O and M Amount:	Not reported
Closure Mechanism Date of Mechanism:	Not reported
Closure Mechanism Renewal Date:	Not reported
Closure Mechanism Provider:	Not reported
Postclosure Mechanism Date of Mechanism:	Not reported
Postclosure Mechanism Renewal Date:	Not reported
Postclosure Mechanism Provider:	JP Morgan Chase Bank
O and M Mechanism Date of Mechanism:	Not reported
O and M Mechanism Renewal Date:	Not reported
O and M Mechanism Provider:	Not reported
Corrective Action Mechanism Date of Mechanism:	Not reported
Corrective Action Mechanism Renewal Date:	Not reported
Corrective Action Mechanism Provider:	Not reported
Sudden Mechanism Date of Mechanism:	Not reported
Sudden Mechanism Renewal Date:	Not reported
Sudden Mechanism Provider:	Not reported
Non-Sudden Mechanism Date of Mechanism:	Not reported
Non-Sudden Mechanism Renewal Date:	Not reported
Non-Sudden Mechanism Provider:	Not reported
Date Entered into EnviroStor:	2013-12-17 00:00:00
Authorization Type:	Post Closure Permit
Comments:	STA w/ UMB #116390

HAZNET:
envid: 1000221045
Year: 2014
GEPAID: CAL000376441
Contact: ERNESTO CASTRO OR CARLOS CASAS
Telephone: 9517699399
Mailing Name: Not reported

SQUARE D COMPANY (Continued) **1000221045**

Mailing Address: 1060 E 3RD ST
Mailing City,St,Zip: BEAUMONT, CA 922230000
Gen County: Riverside
TSD EPA ID: CAD099452708
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.209
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Riverside

envid: 1000221045
Year: 2013
GEPAID: CAL000376441
Contact: ERNESTO CASTRO OR CARLOS CASAS
Telephone: 9517699399
Mailing Name: Not reported
Mailing Address: 1060 E 3RD ST
Mailing City,St,Zip: BEAUMONT, CA 922230000
Gen County: Riverside
TSD EPA ID: AZR000501510
TSD County: 99
Waste Category: Not reported
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.2
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Not reported

ICE:
Envirostor ID: 3000136
EPA ID: CAD050746775
Site Type: INSPECTION
Facility Status: No Action

Enforcement:
Action Type: Consent Order with Enforcement and Settlement - Federal CA/FO (385)
Action Date: 06/05/2002

Action Type: Consent Order with Enforcement and Settlement - Federal CA/FO (385)
Action Date: 02/16/2007

Inspection:
Action Type: Compliance Evaluation Inspection - Post-Closure
Action Date: 10/19/2011
Violation Class: No Violations
RTC Date: Not reported

Action Type: Compliance Evaluation Inspection - Post-Closure
Action Date: 07/31/2000
Violation Class: No Violations
RTC Date: Not reported

Action Type: Compliance Evaluation Inspection - Post-Closure

SQUARE D COMPANY (Continued) **1000221045**

Action Date: 11/26/2013
Violation Class: No Violations
RTC Date: Not reported

Action Type: Financial Records Review - Post-Closure
Action Date: 04/09/2014
Violation Class: No Violations
RTC Date: Not reported

Action Type: Financial Records Review - Post-Closure
Action Date: 12/17/2015
Violation Class: No Violations
RTC Date: Not reported

Action Type: Compliance Evaluation Inspection - Post-Closure
Action Date: 09/29/2016
Violation Class: No Violations
RTC Date: Not reported

Action Type: Compliance Evaluation Inspection - Post-Closure
Action Date: 11/19/2015
Violation Class: No Violations
RTC Date: Not reported

Action Type: Focused Compliance Inspection - Post-Closure
Action Date: 09/28/2017
Violation Class: No Violations
RTC Date: Not reported

Action Type: Compliance Evaluation Inspection - Post-Closure
Action Date: 04/15/2008
Violation Class: Class 2
RTC Date: 05/09/2008

Action Type: Compliance Evaluation Inspection - Post-Closure
Action Date: 02/18/2004
Violation Class: No Violations
RTC Date: Not reported

Action Type: Compliance Evaluation Inspection - Post-Closure
Action Date: 04/26/2007
Violation Class: Class 2
RTC Date: 05/10/2007

Action Type: Financial Records Review - Treatment, Storage and Disposal
Action Date: 08/13/2001
Violation Class: No Violations
RTC Date: Not reported

Action Type: Financial Records Review - Treatment, Storage and Disposal
Action Date: 02/25/2004
Violation Class: No Violations
RTC Date: Not reported

Action Type: Compliance Evaluation Inspection - Post-Closure
Action Date: 01/29/1999
Violation Class: No Violations

SQUARE D COMPANY (Continued) **1000221045**

RTC Date: Not reported

Action Type: Financial Records Review - Post-Closure
Action Date: 05/01/2008
Violation Class: No Violations
RTC Date: Not reported

Action Type: Financial Records Review - Post-Closure
Action Date: 07/21/2000
Violation Class: No Violations
RTC Date: Not reported

Action Type: Compliance Evaluation Inspection - Post-Closure
Action Date: 09/17/2002
Violation Class: No Violations
RTC Date: Not reported

Action Type: Financial Records Review - Post-Closure
Action Date: 06/15/2006
Violation Class: No Violations
RTC Date: Not reported

Action Type: Financial Records Review - Treatment, Storage and Disposal
Action Date: 08/13/2002
Violation Class: No Violations
RTC Date: Not reported

Action Type: Groundwater Monitoring Evaluation - Treatment, Storage and Disposal
Action Date: 08/29/2000
Violation Class: Class 1, Minor
RTC Date: 09/03/2002

Action Type: Compliance Evaluation Inspection - Post-Closure
Action Date: 08/20/2001
Violation Class: Class 2, Minor
RTC Date: 12/31/2001

Action Type: Compliance Evaluation Inspection - Post-Closure
Action Date: 05/09/2006
Violation Class: Class 1
RTC Date: 06/08/2006

Action Type: Compliance Evaluation Inspection - Post-Closure
Action Date: 04/22/2010
Violation Class: No Violations
RTC Date: Not reported

Action Type: Financial Records Review - Post-Closure
Action Date: 05/04/2010
Violation Class: No Violations
RTC Date: Not reported

Action Type: Financial Records Review - Treatment, Storage and Disposal
Action Date: 03/26/2007
Violation Class: No Violations
RTC Date: Not reported

SQUARE D COMPANY (Continued) **1000221045**

Action Type: Financial Records Review - Post-Closure
Action Date: 03/14/2012
Violation Class: No Violations
RTC Date: Not reported

HWP:
EPA Id: CAD050746775
Cleanup Status: POST CLOSURE PERMIT
Latitude: 33.92553
Longitude: -116.9680
Facility Type: Post-Closure Permitted
Facility Size: Medium Postclosure
Team: PHILLIP BLUM
Supervisor: RAMESHWOR KAPHLE
Site Code: 400256, 400383
Assembly District: 42
Senate District: 23
Public Information Officer: Not reported
Public Information Officer: PHILIP MCPHAUL

Activities:
EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - FINAL PART A & PART B RECEIVED
Actual Date: 11/03/2008

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - CALL-IN LETTER ISSUED
Actual Date: 03/19/2007

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - MAILING LIST
Actual Date: 12/05/2013

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - PUBLIC COMMENT (BEGIN)
Actual Date: 11/10/2008

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)

SQUARE D COMPANY (Continued) **1000221045**

Event Description: PC Renewal PC - No Changes - CEQA DETERMINATION
Actual Date: 04/28/2009

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - DRAFT POST-CLOSURE PERMIT
Actual Date: 11/10/2008

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - FINAL POST-CLOSURE PERMIT (EXPIRES)
Actual Date: 05/31/2019

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - FINAL POST-CLOSURE PERMIT (EFFECTIVE)
Actual Date: 06/01/2009

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - FINAL PERMIT MODIFICATION
Actual Date: 12/15/2014

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - FINAL PERMIT MODIFICATION (EFFECTIVE)
Actual Date: 12/15/2014

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - MAILING LIST
Actual Date: 11/26/2014

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - FINAL PERMIT MODIFICATION
Actual Date: 10/17/2013

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - PUBLIC NOTICE BY PERMITTEE
Actual Date: 12/06/2013

SQUARE D COMPANY (Continued) **1000221045**

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - FINAL PERMIT MODIFICATION (EFFECTIVE)
Actual Date: 10/05/2015

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Operating Permit - FINAL PERMIT - WITHDRAWAL REQUEST ACKNOWLEDGED
Actual Date: 08/01/1983

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - APPLICATION PART B RECEIVED
Actual Date: 11/01/2007

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - FINAL PERMIT MODIFICATION (EFFECTIVE)
Actual Date: 09/15/2014

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - FINAL PERMIT MODIFICATION
Actual Date: 10/05/2015

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - PUBLIC NOTICE BY PERMITTEE
Actual Date: 11/19/2015

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - TECHNICAL COMPLETE LETTER
Actual Date: 11/03/2008

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - DISCLOSURE (CLEARED)
Actual Date: 04/14/2009

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported

SQUARE D COMPANY (Continued) **1000221045**

Event Description: *Mod Class 1 - No Prior Approval Required - FINAL PERMIT MODIFICATION (EFFECTIVE)
Actual Date: 10/17/2013

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - FINAL PERMIT MODIFICATION
Actual Date: 09/15/2014

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - INITIAL ADMINISTRATIVE REVIEW COMPLETED
Actual Date: 11/08/2007

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - MAILING LIST
Actual Date: 09/10/2014

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - MAILING LIST
Actual Date: 10/02/2015

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - PUBLIC COMMENT (END)
Actual Date: 12/25/2008

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - CALL-IN LETTER ISSUED
Actual Date: 01/10/2018

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - PUBLIC NOTICE BY PERMITTEE
Actual Date: 12/15/2014

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Operating Permit - CALL-IN LETTER ISSUED
Actual Date: 01/28/1983

SQUARE D COMPANY (Continued) **1000221045**

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - FINAL POST-CLOSURE PERMIT
Actual Date: 04/28/2009

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - 1ST NOTICE OF DEFICIENCY ISSUED
Actual Date: 12/28/2007

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: Not reported
Event Description: *Mod Class 1 - No Prior Approval Required - FINAL PERMIT MODIFICATION (EXPIRES)
Actual Date: 05/31/2019

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Operating Permit - APPLICATION PART A RECEIVED
Actual Date: 11/11/1980

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: North Settling Pond, SURFSTR1 (Process Pond 1) (GPRA Unit), South Setting Ponds(Unit #6), SurfStr1 (Barium Pond - Unit #4), SurfStr1 (Carbon Pond #5), SurfStr1 (Process Pond 2), SurfStr1 (Process Pond 3)
Event Description: PC Renewal PC - No Changes - DTSC MEETING WITH APPLICANT
Actual Date: 04/24/2018

Closure:

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: Closure - CLOSURE PLAN RECEIVED
Actual Date: 08/02/1983

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - FINAL PART A & PART B RECEIVED
Actual Date: 06/27/1995

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - FINAL POST-CLOSURE PERMIT (EXPIRES)
Actual Date: 04/30/2008

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted

SQUARE D COMPANY (Continued) **1000221045**

Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - RESPONSE TO 2ND NOD RECEIVED
Actual Date: 04/13/1995

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: Closure - RESPONSE TO 1ST NOD RECEIVED
Actual Date: 05/20/1988

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: Closure - RECEIVE CLOSURE CERTIFICATION
Actual Date: 01/06/1989

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - PERMIT APPEALED - FINAL DECISION
Actual Date: 11/30/1998

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - PUBLIC COMMENT (BEGIN)
Actual Date: 12/27/1996

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: Closure - CLOSURE PLAN APPROVED
Actual Date: 08/03/1988

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - FINAL POST-CLOSURE PERMIT
Actual Date: 03/27/1998

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - APPLICATION PART B RECEIVED
Actual Date: 09/21/1989

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - RESPONSE TO 1ST NOD RECEIVED
Actual Date: 03/14/1991

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - FINAL POST-CLOSURE PERMIT (EFFECTIVE)
Actual Date: 04/30/1998

SQUARE D COMPANY (Continued) **1000221045**

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - DRAFT POST-CLOSURE PERMIT
Actual Date: 12/27/1996

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - FINAL CEQA
Actual Date: 03/28/1998

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: Closure - PUBLIC COMMENT (BEGIN)
Actual Date: 06/19/1988

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - 1ST NOTICE OF DEFICIENCY ISSUED
Actual Date: 02/28/1991

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - PUBLIC COMMENT (END)
Actual Date: 02/10/1997

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: Closure - PUBLIC COMMENT (END)
Actual Date: 06/19/1988

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - 2ND NOTICE OF DEFICIENCY ISSUED
Actual Date: 02/24/1995

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: New Post-Closure Permit - PERMIT APPEALED - APPEAL RECEIVED
Actual Date: 05/21/1998

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Unit Names: SURFSTR1 (Process Pond 1) (GPRA Unit)
Event Description: Closure - ISSUE CLOSURE VERIFICATION
Actual Date: 02/27/1990

Alias:
EPA Id: CAD050746775
Facility Type: Post-Closure Permitted

SQUARE D COMPANY (Continued) **1000221045**

Alias Type: FRS
Alias: 110002318867

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Alias Type: Project Code (Site Code)
Alias: 400256

EPA Id: CAD050746775
Facility Type: Post-Closure Permitted
Alias Type: Project Code (Site Code)
Alias: 400383

Maintenance:
EPA Id: CAD050746775
Title: Financial Assurance Mechanism
Document Type: Financial Assurance Documentation
Received Date: 03/21/2014

EPA Id: CAD050746775
Title: Annual Groundwater Monitoring Report 2014
Document Type: Monitoring Report - Groundwater
Received Date: 09/16/2015

EPA Id: CAD050746775
Title: Annual Groundwater Monitoring Report 2013
Document Type: Monitoring Report - Groundwater
Received Date: 09/16/2015

EPA Id: CAD050746775
Title: 2015 Annual Groundwater Report
Document Type: Monitoring Report - Groundwater
Received Date: 05/11/2016

EPA Id: CAD050746775
Title: LUC for the Square D Company dated 1/26/1999.
Document Type: Deed Restriction / LUC Issued
Received Date: 01/26/1999

EPA Id: CAD050746775
Title: 2012 Annual Groundwater Monitoring Report, dated Feb. 6, 2013
Document Type: Monitoring Report - Groundwater
Received Date: 03/30/2013

EPA Id: CAD050746775
Title: 2010 Annual GW Monitoring, Former Square D Company
Document Type: Monitoring Report - Groundwater
Received Date: 10/20/2011

EPA Id: CAD050746775
Title: Square D Semi Annual GW monitoring
Document Type: Monitoring Report - Groundwater
Received Date: 10/20/2011

EPA Id: CAD050746775
Title: 2011 Annual GW Monitoring Report
Document Type: Monitoring Report - Groundwater

SQUARE D COMPANY (Continued) **1000221045**

Received Date: 08/05/2012

EPA Id: CAD050746775
Title: 2012 Annual Groundwater Monitoring Plan, dated Feb. 6, 2013
Document Type: Monitoring Report - Groundwater
Received Date: 02/06/2013

NPDES:
Facility Status: Active
NPDES Number: CAS000001
Region: 8
Agency Number: 0
Regulatory Measure ID: 353624
Place ID: Not reported
Order Number: 97-03-DWQ
WDID: 8 33I021879
Regulatory Measure Type: Enrollee
Program Type: Industrial
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 10/16/2008
Termination Date Of Regulatory Measure: Not reported
Expiration Date Of Regulatory Measure: Not reported
Discharge Address: 1060 E 3rd St
Discharge Name: Priority Pallet Inc
Discharge City: Beaumont
Discharge State: California
Discharge Zip: 92223
Status: Not reported
Status Date: Not reported
Operator Name: Not reported
Operator Address: Not reported
Operator City: Not reported
Operator State: Not reported
Operator Zip: Not reported

NPDES as of 03/2018:
NPDES Number: CAS000001
Status: Active
Agency Number: 0
Region: 8
Regulatory Measure ID: 353624
Order Number: 97-03-DWQ
Regulatory Measure Type: Enrollee
Place ID: Not reported
WDID: 8 33I021879
Program Type: Industrial
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 10/16/2008
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Priority Pallet Inc
Discharge Address: 1060 E 3rd St
Discharge City: Beaumont
Discharge State: California
Discharge Zip: 92223
Received Date: Not reported

SQUARE D COMPANY (Continued) **1000221045**

Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	Not reported

SQUARE D COMPANY (Continued) **1000221045**

Status:	Not reported
Agency Number:	Not reported
Region:	8
Regulatory Measure ID:	353624
Order Number:	Not reported
Regulatory Measure Type:	Industrial
Place ID:	Not reported
WDID:	8 33I021879
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Received Date:	10/14/2008
Processed Date:	10/16/2008
Status:	Active
Status Date:	10/16/2008
Place Size:	14.45
Place Size Unit:	Acres
Contact:	Carlos Casas
Contact Title:	Not reported
Contact Phone:	951-769-9399
Contact Phone Ext:	Not reported
Contact Email:	carlos@clcpallets.com
Operator Name:	Priority Pallet Inc
Operator Address:	1060 E 3rd St
Operator City:	Beaumont
Operator State:	California
Operator Zip:	92223
Operator Contact:	Carlos Casas
Operator Contact Title:	Not reported
Operator Contact Phone:	951-769-2451
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	carlos@clcpallets.com
Operator Type:	Private Business
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	California
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported

SQUARE D COMPANY (Continued) **1000221045**

Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	N
Receiving Water Name:	River
Certifier:	kathleen dietrich
Certifier Title:	vice president
Certification Date:	29-JUN-15
Primary Sic:	2448-Wood Pallets and Skids
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

Facility Status:	Not reported
NPDES Number:	Not reported
Region:	Not reported
Agency Number:	Not reported
Regulatory Measure ID:	Not reported
Place ID:	Not reported
Order Number:	Not reported
WDID:	8 33I021879
Regulatory Measure Type:	Industrial
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	Not reported
Discharge Name:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Status:	Active
Status Date:	10/16/2008
Operator Name:	Priority Pallet Inc
Operator Address:	1060 E 3rd St
Operator City:	Beaumont
Operator State:	California
Operator Zip:	92223

NPDES as of 03/2018:

NPDES Number:	CAS000001
Status:	Active
Agency Number:	0
Region:	8
Regulatory Measure ID:	353624
Order Number:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place ID:	Not reported
WDID:	8 33I021879
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported

SQUARE D COMPANY (Continued) **1000221045**

Effective Date Of Regulatory Measure:	10/16/2008
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Priority Pallet Inc
Discharge Address:	1060 E 3rd St
Discharge City:	Beaumont
Discharge State:	California
Discharge Zip:	92223
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported

SQUARE D COMPANY (Continued) **1000221045**

Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	Not reported
Status:	Not reported
Agency Number:	Not reported
Region:	8
Regulatory Measure ID:	353624
Order Number:	Not reported
Regulatory Measure Type:	Industrial
Place ID:	Not reported
WDID:	8 33I021879
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Received Date:	10/14/2008
Processed Date:	10/16/2008
Status:	Active
Status Date:	10/16/2008
Place Size:	14.45
Place Size Unit:	Acres
Contact:	Carlos Casas
Contact Title:	Not reported
Contact Phone:	951-769-9399
Contact Phone Ext:	Not reported
Contact Email:	carlos@clcpallets.com
Operator Name:	Priority Pallet Inc
Operator Address:	1060 E 3rd St
Operator City:	Beaumont
Operator State:	California
Operator Zip:	92223
Operator Contact:	Carlos Casas
Operator Contact Title:	Not reported
Operator Contact Phone:	951-769-2451
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	carlos@clcpallets.com
Operator Type:	Private Business
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	California
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported

SQUARE D COMPANY (Continued) **1000221045**

Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	N
Receiving Water Name:	River
Certifier:	kathleen dietrich
Certifier Title:	vice president
Certification Date:	29-JUN-15
Primary Sic:	2448-Wood Pallets and Skids
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

CIWQS:

Agency:	Priority Pallet Inc
Agency Address:	1060 E 3rd St, Beaumont, CA 92223
Place/Project Type:	Industrial - Wood Pallets and Skids
SIC/NAICS:	2448
Region:	8
Program:	INDSTW
Regulatory Measure Status:	Active
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	8 33I021879
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	10/16/2008
Termination Date:	Not reported
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	33.9248
Longitude:	-116.96827

C17
NW
1/8-1/4
0.130 mi.
686 ft.

ALPEN EQUIPMENT RENTAL
1048 E 6TH
BEAUMONT, CA 92223

Site 2 of 2 in cluster C

HIST UST **1000206467**
N/A

Relative:
Higher

Actual:
2606 ft.

HIST UST:

File Number:	0002D921
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002D921.pdf
Region:	STATE
Facility ID:	00000035932
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	LYLE MILLAGE
Telephone:	7148452911
Owner Name:	ALPEN EQUIPMENT RENTAL
Owner Address:	1048 E. SIXTH ST.
Owner City,St,Zip:	BEAUMONT, CA 92223
Total Tanks:	0004
Tank Num:	001
Container Num:	1
Year Installed:	1962
Tank Capacity:	00005000
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	2
Year Installed:	1962
Tank Capacity:	00005000
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	3
Year Installed:	1962
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	4
Year Installed:	1962
Tank Capacity:	00000500
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

18
West
1/8-1/4
0.171 mi.
901 ft.

CITY OF BAUMONT PUBLIC WORKS
713 E 4TH ST
BEAUMONT, CA 92223

HIST UST **U001573572**
N/A

Relative:
Higher

Actual:
2606 ft.

HIST UST:

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000038736
Facility Type:	Other
Other Type:	CITY
Contact Name:	JOHN D. SWODA
Telephone:	7148451171
Owner Name:	CITY OF BEAUMONT
Owner Address:	550 EAST 6TH STREET, P.O. BOX
Owner City,St,Zip:	BEAUMONT, CA 92223
Total Tanks:	0003
Tank Num:	001
Container Num:	7
Year Installed:	1984
Tank Capacity:	00015000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor, Vapor Sniff Well
Tank Num:	002
Container Num:	8
Year Installed:	1984
Tank Capacity:	00015000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor, Vapor Sniff Well
Tank Num:	003
Container Num:	9
Year Installed:	1984
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor, Vapor Sniff Well

19
East
1/8-1/4
0.205 mi.
1081 ft.

MEINEKE AUTO SERVICE
1493 E 6TH ST
BEAUMONT, CA 92223

RCRA-SQG **1024089814**
CAR000278580

Relative:
Higher

Actual:
2603 ft.

RCRA-SQG:

Date form received by agency:	01/06/2018
Facility name:	MEINEKE AUTO SERVICE
Facility address:	1493 E 6TH ST BEAUMONT, CA 92223
EPA ID:	CAR000278580
Mailing address:	WESTMONT ST

MEINEKE AUTO SERVICE (Continued) **1024089814**

	RIVERSIDE, CA 92507
Contact:	MAZUMDER M AHMED
Contact address:	WESTMONT ST RIVERSIDE, CA 92507
Contact country:	US
Contact telephone:	951-444-1246
Contact email:	SIMPLYDELIGHT@OUTLOOK.COM
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:	PARAGON TRADERS, LLC
Owner/operator address:	WESTMONT ST RIVERSIDE, CA 92507
Owner/operator country:	US
Owner/operator telephone:	951-444-1246
Owner/operator email:	SIMPLYDELIGHT@OUTLOOK.COM
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	03/01/2018
Owner/Op end date:	Not reported

Owner/operator name:	PARAGON TRADERS, LLC
Owner/operator address:	WESTMONT ST RIVERSIDE, CA 92507
Owner/operator country:	US
Owner/operator telephone:	951-444-1246
Owner/operator email:	SIMPLYDELIGHT@OUTLOOK.COM
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	03/01/2018
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

MEINEKE AUTO SERVICE (Continued) **1024089814**

Used oil transfer facility: No
Used oil transporter: No

. Waste code: 221
. Waste name: Waste oil and mixed oil

. 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.

. Waste code: D006
. Waste name: CADMIUM

. Waste code: D007
. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

E20 **O'REILLY AUTO PARTS STORE 2678** **LUST S118235985**
WNW **695 E 6TH ST** **HAZNET N/A**
1/8-1/4 **BEAUMONT, CA 92223** **NPDES**
0.237 mi.
1249 ft. **Site 1 of 4 in cluster E**

Relative:
Higher

Actual:
2614 ft.

RIVERSIDE CO. LUST:
Region: RIVERSIDE
Facility ID: 2014RO6600625
Employee: Briones-LOP
Site Closed: Not Closed
Case Type: Soil only
Facility Status: 3B
Casetype Decode: Soil only is impacted
Fstatus Decode: Not reported

HAZNET:
envid: S118235985
Year: 2016
GEPAID: CAL000396047
Contact: JOHN BOUNDS
Telephone: 4175204589
Mailing Name: Not reported
Mailing Address: 233 S PATTERSON
Mailing City,St,Zip: SPRINGFIELD, MO 658020000
Gen County: Riverside
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Waste Category: Other inorganic solid waste
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.225

O'REILLY AUTO PARTS STORE 2678 (Continued) **S118235985**

Cat Decode:	Other inorganic solid waste
Method Decode:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Riverside
envid:	S118235985
Year:	2015
GEPAID:	CAL000396047
Contact:	JOHN BOUNDS
Telephone:	4175204589
Mailing Name:	Not reported
Mailing Address:	233 S PATTERSON
Mailing City,St,Zip:	SPRINGFIELD, MO 658020000
Gen County:	Riverside
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Waste Category:	Other inorganic solid waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.15
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Riverside
envid:	S118235985
Year:	2015
GEPAID:	CAL000396047
Contact:	JOHN BOUNDS
Telephone:	4175204589
Mailing Name:	Not reported
Mailing Address:	233 S PATTERSON
Mailing City,St,Zip:	SPRINGFIELD, MO 658020000
Gen County:	Riverside
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.05
Cat Decode:	Not reported
Method Decode:	Not reported
Facility County:	Riverside
envid:	S118235985
Year:	2014
GEPAID:	CAL000396047
Contact:	JOHN BOUNDS
Telephone:	4175204589
Mailing Name:	Not reported
Mailing Address:	233 S PATTERSON AVE
Mailing City,St,Zip:	SPRINGFIELD, MO 658020000
Gen County:	Riverside
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Waste Category:	Other inorganic solid waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

O'REILLY AUTO PARTS STORE 2678 (Continued) **S118235985**

Tons: 0.05
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Riverside

NPDES:

Facility Status:	Not reported
NPDES Number:	Not reported
Region:	Not reported
Agency Number:	Not reported
Regulatory Measure ID:	Not reported
Place ID:	Not reported
Order Number:	Not reported
WDID:	9 37W001432
Regulatory Measure Type:	Construction
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	Not reported
Discharge Name:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Status:	Expired
Status Date:	11/29/2013
Operator Name:	OReilly Automotive Stores Inc
Operator Address:	233 South Patterson Avenue
Operator City:	Springfield
Operator State:	Missouri
Operator Zip:	65802

E21 **O'REILLY AUTO PARTS / FORMER BOWIE TEXACO** **LUST** **S116693799**
WNW **695 E 6TH ST** **N/A**
1/8-1/4 **BEAUMONT, CA 92223**
0.237 mi.
1249 ft. **Site 2 of 4 in cluster E**

Relative:
Higher

Actual:
2614 ft.

LUST:

Lead Agency:	SANTA ANA RWQCB (REGION 8)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000006036
Global Id:	T10000006036
Latitude:	33.9291916
Longitude:	-116.9733446
Status:	Completed - Case Closed
Status Date:	01/16/2018
Case Worker:	VJB
RB Case Number:	T10000006036
Local Agency:	Not reported
File Location:	Local Agency
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Total Petroleum Hydrocarbons (TPH)
Site History:	Environmental reports pertaining to subsurface investigations/testing and site remediation performed in conjunction with this project, as

O'REILLY AUTO PARTS / FORMER BOWIE TEXACO (Continued) **S116693799**

well as the RCEHD case file, should be reviewed in their entirety to obtain further details regarding this cleanup effort. Regulatory staff are not responsible for the accuracy of any professional interpretations provided in reports submitted by consultants working for the responsible party.

LUST:
Global Id: T10000006036
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: T10000006036
Action Type: ENFORCEMENT
Date: 01/09/2018
Action: File review

Global Id: T10000006036
Action Type: ENFORCEMENT
Date: 01/16/2018
Action: Closure/No Further Action Letter

Global Id: T10000006036
Action Type: ENFORCEMENT
Date: 06/22/2017
Action: Notification - Public Notice of Case Closure - #RCDEH Public Comment Notice

Global Id: T10000006036
Action Type: Other
Date: 03/09/1987
Action: Leak Stopped

Global Id: T10000006036
Action Type: Other
Date: 06/30/2014
Action: Leak Discovery

Global Id: T10000006036
Action Type: ENFORCEMENT
Date: 09/22/2016
Action: Staff Letter - #RCDEH 9/22/2016 Letter

Global Id: T10000006036
Action Type: ENFORCEMENT
Date: 10/21/2015
Action: Staff Letter - #RCDEH#102115

Global Id: T10000006036
Action Type: RESPONSE
Date: 09/03/2014
Action: Other Workplan - Regulator Responded

O'REILLY AUTO PARTS / FORMER BOWIE TEXACO (Continued) **S116693799**

Global Id: T10000006036
Action Type: ENFORCEMENT
Date: 12/07/2017
Action: Technical Correspondence / Assistance / Other

Global Id: T10000006036
Action Type: RESPONSE
Date: 06/27/2017
Action: Other Report / Document

Global Id: T10000006036
Action Type: ENFORCEMENT
Date: 07/21/2014
Action: Notice of Responsibility - #RCDEH#072114

Global Id: T10000006036
Action Type: ENFORCEMENT
Date: 11/07/2016
Action: Email Correspondence - #RCDEH#110716

Global Id: T10000006036
Action Type: RESPONSE
Date: 08/21/2017
Action: Other Report / Document

Global Id: T10000006036
Action Type: ENFORCEMENT
Date: 06/07/2017
Action: Staff Letter

Global Id: T10000006036
Action Type: ENFORCEMENT
Date: 06/02/2017
Action: LOP Case Closure Summary to RB - #RCDEH closure summary to RWQCB

Global Id: T10000006036
Action Type: ENFORCEMENT
Date: 05/26/2017
Action: File review

Global Id: T10000006036
Action Type: ENFORCEMENT
Date: 06/09/2017
Action: File review

Global Id: T10000006036
Action Type: ENFORCEMENT
Date: 07/06/2016
Action: Email Correspondence - #RCDEH email dated 7/6/2016

Global Id: T10000006036
Action Type: RESPONSE
Date: 12/03/2015
Action: Preliminary Site Assessment Workplan - Regulator Responded

Global Id: T10000006036
Action Type: RESPONSE

O'REILLY AUTO PARTS / FORMER BOWIE TEXACO (Continued) **S116693799**

Date: 02/29/2016
Action: Site Assessment Report - Regulator Responded

Global Id: T10000006036
Action Type: ENFORCEMENT
Date: 07/02/2014
Action: Staff Letter - #RCDEH#070214.SCB

Global Id: T10000006036
Action Type: Other
Date: 06/30/2014
Action: Leak Reported

Global Id: T10000006036
Action Type: ENFORCEMENT
Date: 05/03/2017
Action: Staff Letter - #RCDEH 5/3/17 letter

Global Id: T10000006036
Action Type: RESPONSE
Date: 11/17/2016
Action: Request for Closure - Regulator Responded

Global Id: T10000006036
Action Type: RESPONSE
Date: 10/31/2016
Action: Other Report / Document - Regulator Responded

LUST:
Global Id: T10000006036
Status: Open - Case Begin Date
Status Date: 06/30/2014

Global Id: T10000006036
Status: Open - Site Assessment
Status Date: 06/30/2014

Global Id: T10000006036
Status: Open - Eligible for Closure
Status Date: 05/03/2017

Global Id: T10000006036
Status: Completed - Case Closed
Status Date: 01/16/2018

E22 **TEXACO BOWIE'S** **SWEEPS UST** **S106932868**
WNW **695 E SIXTH ST** **N/A**
1/8-1/4 **BEAUMONT, CA 92223**
0.237 mi.
1249 ft. **Site 3 of 4 in cluster E**

Relative: **Higher**

Actual: **2614 ft.**

SWEEPS UST:
Status: Active
Comp Number: 51851
Number: 1
Board Of Equalization: 44-018315

TEXACO BOWIE'S (Continued) **S106932868**

Referral Date: 11-19-92
Action Date: 11-19-92
Created Date: 02-29-88
Owner Tank Id: 000460
SWRCB Tank Id: 33-000-051851-000009
Tank Status: A
Capacity: 1000
Active Date: 11-19-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 4

Status: Active
Comp Number: 51851
Number: 1
Board Of Equalization: 44-018315
Referral Date: 11-19-92
Action Date: 11-19-92
Created Date: 02-29-88
Owner Tank Id: 000460
SWRCB Tank Id: 33-000-051851-000010
Tank Status: A
Capacity: 1000
Active Date: 11-19-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 51851
Number: 1
Board Of Equalization: 44-018315
Referral Date: 11-19-92
Action Date: 11-19-92
Created Date: 02-29-88
Owner Tank Id: 000460
SWRCB Tank Id: 33-000-051851-000011
Tank Status: A
Capacity: 1000
Active Date: 11-19-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 51851
Number: 1
Board Of Equalization: 44-018315
Referral Date: 11-19-92
Action Date: 11-19-92
Created Date: 02-29-88
Owner Tank Id: 000460
SWRCB Tank Id: 33-000-051851-000012
Tank Status: A

TEXACO BOWIE'S (Continued) **S106932868**

Capacity:	4000
Active Date:	11-19-92
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	Not reported

E23 **BOWIE'S MOHAWK** **HIST UST** **U001573566**
WNW **695 E 6TH ST** **N/A**
1/8-1/4 **BEAUMONT, CA 92223**
0.237 mi.
1249 ft. **Site 4 of 4 in cluster E**

Relative: HIST UST:
Higher

Actual:
2614 ft.

File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000051851
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	FRED MCCELLAN
Telephone:	7148452227
Owner Name:	JACK T. BOWIE
Owner Address:	695 E. 6TH ST.
Owner City,St,Zip:	BEAUMONT, CA 92223
Total Tanks:	0008
Tank Num:	001
Container Num:	#1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	#2
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	#3
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	#4
Year Installed:	Not reported
Tank Capacity:	00001000

BOWIE'S MOHAWK (Continued) **U001573566**

Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	005
Container Num:	#K
Year Installed:	Not reported
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	006
Container Num:	#6
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	007
Container Num:	#M
Year Installed:	Not reported
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	008
Container Num:	#8
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

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24 **B AND S PUMP AND SUPPLY CO.** **LUST** **S102424843**
SW **179 MAPLE ST** **HIST CORTESE** **N/A**
1/4-1/2 **CORONA, CA 91720**
0.320 mi.
1690 ft.

Relative: **Higher**

Actual: **2612 ft.**

LUST REG 8:

Region:	8
County:	Riverside
Regional Board:	Santa Ana Region
Facility Status:	Case Closed
Case Number:	083300057T
Local Case Num:	Not reported
Case Type:	Soil only
Substance:	Gasoline
Qty Leaked:	Not reported
Abate Method:	No Action Required - incident is minor, requiring no remedial action

B AND S PUMP AND SUPPLY CO. (Continued) **S102424843**

Cross Street:	COMMERCE
Enf Type:	CLOS
Funding:	Not reported
How Discovered:	Tank Closure
How Stopped:	Not reported
Leak Cause:	UNK
Leak Source:	UNK
Global ID:	T0606500005
How Stopped Date:	Not reported
Enter Date:	Not reported
Date Confirmation of Leak Began:	Not reported
Date Preliminary Assessment Began:	Not reported
Discover Date:	Not reported
Enforcement Date:	Not reported
Close Date:	4/24/1987
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:	Not reported
GW Qualifies:	Not reported
Soil Qualifies:	Not reported
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.8835485
Longitude:	-117.603094
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:	PAH
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: Not reported

HIST CORTESE:

Region:	CORTESE
Facility County Code:	33
Reg By:	LTNKA
Reg Id:	083300057T

25
West
1/4-1/2
0.397 mi.
2094 ft.

UNOCAL #5546
502 BEAUMONT AVE
BEAUMONT, CA 92223

LUST
SWEEPS UST
HIST UST
HIST CORTESE
Notify 65

S100179374
N/A

Relative:
Higher

Actual:
2609 ft.

LUST:

Lead Agency:	RIVERSIDE COUNTY LOP
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606500162
Global Id:	T0606500162
Latitude:	33.9280463697036
Longitude:	-116.976908803041
Status:	Completed - Case Closed
Status Date:	01/03/1991
Case Worker:	RIV
RB Case Number:	083301357T
Local Agency:	RIVERSIDE COUNTY LOP
File Location:	Local Agency Warehouse
Local Case Number:	891082
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0606500162
Contact Type:	Regional Board Caseworker
Contact Name:	NANCY OLSON-MARTIN
Organization Name:	SANTA ANA RWQCB (REGION 8)
Address:	3737 MAIN STREET, SUITE 500
City:	RIVERSIDE
Email:	nolson-martin@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0606500162
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:	T0606500162
Action Type:	ENFORCEMENT
Date:	01/14/2009
Action:	File review - #RCDEH Upload Site File 10/30/2015

Global Id:	T0606500162
Action Type:	ENFORCEMENT
Date:	01/03/1991
Action:	Closure/No Further Action Letter

Global Id:	T0606500162
Action Type:	Other
Date:	11/21/1989
Action:	Leak Reported

UNOCAL #5546 (Continued) **S100179374**

Global Id: T0606500162
Action Type: Other
Date: 11/27/1989
Action: Leak Stopped

Global Id: T0606500162
Action Type: Other
Date: 11/27/1989
Action: Leak Discovery

Global Id: T0606500162
Action Type: ENFORCEMENT
Date: 01/15/2009
Action: Closure/No Further Action Letter - #Site Closure

LUST:
Global Id: T0606500162
Status: Open - Case Begin Date
Status Date: 11/21/1989

Global Id: T0606500162
Status: Open - Site Assessment
Status Date: 12/07/1989

Global Id: T0606500162
Status: Completed - Case Closed
Status Date: 01/03/1991

LUST REG 8:

Region:	8
County:	Riverside
Regional Board:	Santa Ana Region
Facility Status:	Case Closed
Case Number:	083301357T
Local Case Num:	Not reported
Case Type:	Soil only
Substance:	Gasoline
Qty Leaked:	Not reported
Abate Method:	Not reported
Cross Street:	5TH
Enf Type:	CLOS
Funding:	Not reported
How Discovered:	Tank Test
How Stopped:	Not reported
Leak Cause:	UNK
Leak Source:	UNK
Global ID:	T0606500162
How Stopped Date:	11/27/1989
Enter Date:	12/6/1989
Date Confirmation of Leak Began:	Not reported
Date Preliminary Assessment Began:	12/7/1989
Discover Date:	11/27/1989
Enforcement Date:	1/1/1965
Close Date:	1/3/1991
Date Prelim Assessment Workplan Submitted:	Not reported

UNOCAL #5546 (Continued) **S100179374**

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:	12/6/1989
GW Qualifies:	Not reported
Soil Qualifies:	Not reported
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.9277993
Longitude:	-116.9770751
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:	NOM
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: Not reported

RIVERSIDE CO. LUST:

Region:	RIVERSIDE
Facility ID:	891082
Employee:	Whitehead
Site Closed:	Yes
Case Type:	Soil only
Facility Status:	closed/action completed
Casetype Decode:	Soil only is impacted
Fstatus Decode:	Closed/Action completed

SWEEPS UST:

Status:	Active
Comp Number:	55242
Number:	1
Board Of Equalization:	Not reported
Referral Date:	11-19-92
Action Date:	11-19-92
Created Date:	01-11-90
Owner Tank Id:	001081
SWRCB Tank Id:	33-000-055242-000001
Tank Status:	A
Capacity:	15000
Active Date:	11-19-92
Tank Use:	M.V. FUEL
STG:	P

UNOCAL #5546 (Continued) **S100179374**

Content: REG UNLEADED
Number Of Tanks: 4

Status: Active
Comp Number: 55242
Number: 1
Board Of Equalization: Not reported
Referral Date: 11-19-92
Action Date: 11-19-92
Created Date: 01-11-90
Owner Tank Id: 001081
SWRCB Tank Id: 33-000-055242-000002
Tank Status: A
Capacity: 15000
Active Date: 11-19-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 55242
Number: 1
Board Of Equalization: Not reported
Referral Date: 11-19-92
Action Date: 11-19-92
Created Date: 01-11-90
Owner Tank Id: 001081
SWRCB Tank Id: 33-000-055242-000003
Tank Status: A
Capacity: 10000
Active Date: 11-19-92
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

Status: Active
Comp Number: 55242
Number: 1
Board Of Equalization: Not reported
Referral Date: 11-19-92
Action Date: 11-19-92
Created Date: 01-11-90
Owner Tank Id: 001081
SWRCB Tank Id: 33-000-055242-000004
Tank Status: A
Capacity: 520
Active Date: 11-19-92
Tank Use: OIL
STG: W
Content: WASTE OIL
Number Of Tanks: Not reported

HIST UST:
File Number: 0001FA75
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0001FA75.pdf

UNOCAL #5546 (Continued) **S100179374**

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
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
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:

HIST CORTESE:

Region:	CORTESE
Facility County Code:	33
Reg By:	LTNKA
Reg Id:	083301357T

NOTIFY 65:

Date Reported:	Not reported
Staff Initials:	Not reported
Board File Number:	Not reported
Facility Type:	Not reported
Discharge Date:	Not reported
Issue Date:	Not reported
Incident Description:	Not reported

F26 **CALTRANS** **LUST** **S103696022**
West **444 BEAUMONT** **HIST CORTESE** **N/A**
1/4-1/2 **BEAUMONT, CA 92223**
0.399 mi.
2105 ft. **Site 1 of 5 in cluster F**

Relative: LUST REG 8:
Lower

Region:	8
County:	Riverside
Regional Board:	Santa Ana Region
Facility Status:	Case Closed

Actual:
2600 ft.

CALTRANS (Continued) **S103696022**

Case Number:	083301488T
Local Case Num:	90284
Case Type:	Soil only
Substance:	Gasoline
Qty Leaked:	Not reported
Abate Method:	Not reported
Cross Street:	I-10
Enf Type:	CLOS
Funding:	Not reported
How Discovered:	Not reported
How Stopped:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Global ID:	T0606500176
How Stopped Date:	Not reported
Enter Date:	4/13/1990
Date Confirmation of Leak Began:	Not reported
Date Preliminary Assessment Began:	4/20/1990
Discover Date:	4/3/1990
Enforcement Date:	1/1/1965
Close Date:	1/18/1991
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:	4/13/1990
GW Qualifies:	Not reported
Soil Qualifies:	Not reported
Operator:	Not reported
Facility Contact:	Not reported
Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.9273143
Longitude:	-116.9770571
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:	CAB
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: Not reported

HIST CORTESE:

Region:	CORTESE
Facility County Code:	33
Reg By:	LTNKA

CALTRANS (Continued) **S103696022**

Reg Id: 083301488T

F27 **CAL TRANS** **LUST** **S105842779**
West **00 BEAUMONT AVE & I-10** **N/A**
1/4-1/2 **BEAUMONT, CA**
0.402 mi.
2121 ft. **Site 2 of 5 in cluster F**

Relative: RIVERSIDE CO. LUST:
Higher
Actual: Region: RIVERSIDE
2603 ft. Facility ID: 90284
Employee: Whitehead
Site Closed: Yes
Case Type: Soil only
Facility Status: closed/action completed
Casetype Decode: Soil only is impacted
Fstatus Decode: Closed/Action completed

F28 **SOCO** **LUST** **S103820820**
West **373 BEAUMONT AVE** **N/A**
1/4-1/2 **BEAUMONT, CA 92223**
0.408 mi.
2154 ft. **Site 3 of 5 in cluster F**

Relative: LUST:
Lower
Actual: Lead Agency: SANTA ANA RWQCB (REGION 8)
2599 ft. Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606500182
Global Id: T0606500182
Latitude: 33.9258893806795
Longitude: -116.977403815254
Status: Completed - Case Closed
Status Date: 01/19/2018
Case Worker: CAB
RB Case Number: 083301536T
Local Agency: Not reported
File Location: Local Agency
Local Case Number: 90404
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: ***Data prior to 2005 does not appear in GeoTracker. Consult agency file for all site data*** Prior to May 1990, 3 borings were drilled in a Caltrans easement along the east side of the site. Elevated hydrocarbons were found near the former SE dispenser area and 25 south of the former dispenser area. 3 8000-gallon tanks were removed in May 1990. Hydrocarbons were discovered during the excavation of the USTs. The excavated soils were placed back in the UST excavation. 6 borings were drilled August 20 and 21, 1990. Elevated hydrocarbons were found near the former dispensers and the SE corner of the site. One boring was converted to an SVE well screened from 10-20, 30-60 and 65-85. 3 additional borings were drilled in September 1993 and 2 were converted to SVE wells. SVE was conducted August 1995 through May 1996 when the system was discontinued due to equipment failure. One boring was drilled to 120 during July 1999. Groundwater was encountered at 100. 4 groundwater monitoring wells were installed January 9-24, 2000. Greater than 14.72 of free product detected in

SOCO (Continued) **S103820820**

MW-1. Free product was detected in the wells until the first quarter of 2007. A non-measurable sheen has been detected since then. SVE was reinitiated at the site during June, 2006. The system was connected to SVE-1, SVE-2, and SVE-3. Wells MW-7 through MW-9 were installed between March 7 and 11, 2011. The wells were drilled and screened from 85-110, 83-108, 84-114, 85-125 and 84-129. . MW-7, MW-8 and MW-9 had hydrocarbon levels with a high of 107 ppm TPHg (MW-9@100), 3.63 ppm benzene (MW-8@100), 6.62 ppm toluene (MW-9@100), 4.73 ppm ethylbenzene (MW-9@100), 25.7 ppm xylenes (MW-9@100) and 0.116 ppm MTBE (MW-8@110). Borings B-11 through B-16 were drilled between March 15 and 29, 2011. B-11 had a high of 18780 ppm TPHg (10), 1560 ppm toluene (10), 420 ppm ethylbenzene (10), and 3470 ppm xylenes (10) and was converted to a dual nested vapor well (EW-4 a/b) and screened from 10-45 and 55-85. B-12 had a high of 21600 ppm TPHg (60), 98 ppm benzene (90), 486 ppm toluene (90), 108 ppm ethylbenzene (90), and 1640 ppm xylenes (60) and was converted to a dual nested vapor well (EW-5 a/b) and screened from 25-50 and 60-90. B-14 had a high of 2420 ppm TPHg (55), and 181 ppm xylenes (55). The boring was converted to a dual nested vapor well (EW-6 a/b) and screened from 40-60 and 65-85. B-15 had a high of 875 ppm TPHg (55) and 53.3 ppm xylenes (80 and was converted to a dual nested vapor well (EW-7 a/b) and screened from 40-60 and 65-85. 4 wells (MW-10 through MW-13) were installed March 19 and March 27, 2014 to 115 to 148 feet bgs. MW-10 was screened from 90 to 110, MW-11 was screened from 88 to 128, MW-12 was screened from 118 to 148 feet and MW-13 was screened from 108 to 128. Soil samples were taken every 10 if possible. A high of 273 ppb TPHg, 7 ppb benzene, 46.6 ppb toluene, 12.9 ppb ethylbenzene, and 62.1 ppb xylenes was detected in the soil in MW-13 between 100 and 120 feet bgs. TPHg and BTEX were not detected in wells MW-10 through MW-12. No oxygenates were detected. The four wells were developed March 31, 2014. Wells MW-1A and MW-14 were installed March 4 through March 6, 2015 to depths of 124.5 and 140, respectively. Soil samples were taken every 20 starting with 10. MW-1A had 0.213 ppm TPHg at 10, 0.611 ppm at 50, 0.390 ppm at 70, and 24.8 ppm at 90. MW-1A had 16.6 ppm TPHd at 50, 20.9 ppm at 70 and 162 ppm at 90. 1 ppm xylenes were detected at 90 in MW-1A. MW-14 had 224 ppm TPHd at 30. No other TPHg, TPHd, BTEX or oxygenates were detected. Additional soil vapor extraction was conducted August 4, 2015 through December 31, 2015, using to SVE wells EW-1, EW-2, EW-3, EW-4S, EW-4D, EW-5S, EW-5D, EW-6S, EW-6D, EW-7S, and EW-7D. The SVE system was sampled on bi-weekly to monthly basis between June 28, 2015 and December 2015. Due to state budget constraints, the system was shut-down on December 31, 2015. Up to 3700 ppmV TPHg, 22 ppmV, 93 ppmV toluene, 11 ppmV ethylbenzene, and 60 ppmV xylenes were still being removed from EW-6D when the system was shut down. A total of 7875 lbs of TPHg, 40 lbs benzene, 177 lbs toluene, 32 lbs ethylbenzene, and 255 lbs of xylenes were removed during this remediation interval for a total of 89537 lbs TPHg, 1747 lbs benzene, 3383 lbs toluene, 326 lbs ethylbenzene, 2159 lbs, 4.76 lbs MTBE, and 1.47 lbs TAME. Quarterly groundwater monitoring has been conducted from February 2000 to May 2016. Water levels have fluctuated from 87.22 to greater than 129.67 ft bgs with flow directions consistently to the northwest to north. Up to 14.72 feet of free product was measured in MW-1, 9.8 feet in MW-2, and 2.35 feet in MW-3 in January 2001. Free product was detected until February 2002 in MW-1, until February 2007 in MW-2, and until February 2009 in MW-3. TPHg has decreased from 464000 to 420 ppb. TPHd has decreased from 5500 to 927 ppb. Benzene has decreased from

SOCO (Continued) **S103820820**

47000 to 3.08 ppb. Toluene has decreased from 56000 to <1 ppb. Xylenes have decreased from 29000 to <3 ppb. Ethylbenzene has decreased from 3800 to <1 ppb. MBTE has decreased from 3800 to 170 ppb. TBA has decreased from 1300 to <50 ppb. In October 2015, the SWRCB determined that the site was ready for closure and sent out notices for public comment to the surrounding properties.

LUST:
Global Id: T0606500182
Contact Type: Regional Board Caseworker
Contact Name: CARL BERNHARDT
Organization Name: SANTA ANA RWQCB (REGION 8)
Address: 3737 MAIN STREET, SUITE 500
City: RIVERSIDE
Email: cbernhardt@waterboards.ca.gov
Phone Number: 9517824495

LUST:
Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 06/04/2012
Action: Staff Letter - #RCDEH 060412

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 06/22/2009
Action: Technical Correspondence / Assistance / Other - #FUND/Riv Co 062209

Global Id: T0606500182
Action Type: RESPONSE
Date: 05/22/2009
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 06/24/2014
Action: Staff Letter - #RCDEH 062414

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 12/22/2008
Action: Staff Letter - #RCDEH122208

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 09/16/2008
Action: File review

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 03/03/2009
Action: File review

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 09/04/2008
Action: File review

SOCO (Continued) **S103820820**

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 03/03/2009
Action: Staff Letter - #RCDEH 030309

Global Id: T0606500182
Action Type: RESPONSE
Date: 08/23/2010
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0606500182
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 04/23/2008
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0606500182
Action Type: RESPONSE
Date: 02/11/2010
Action: Site Assessment Report

Global Id: T0606500182
Action Type: RESPONSE
Date: 10/15/2015
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 01/15/2016
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 08/23/2010
Action: Staff Letter - #RCDEH 082310

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 01/19/2018
Action: Closure/No Further Action Letter - #2017-0019-UST

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 04/24/2017
Action: File review - #RCDEH site summary

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 12/06/2012
Action: Technical Correspondence / Assistance / Other - #RCDEH 120612

Global Id: T0606500182
Action Type: RESPONSE

SOCO (Continued) **S103820820**

Date: 07/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Annually

Global Id: T0606500182
Action Type: RESPONSE
Date: 10/15/2011
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 01/07/2013
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 12/11/2007
Action: Staff Letter - #121107

Global Id: T0606500182
Action Type: RESPONSE
Date: 04/15/2016
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 10/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Annually

Global Id: T0606500182
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 01/15/2015
Action: Monitoring Report - Quarterly

SOCO (Continued) **S103820820**

Global Id: T0606500182
Action Type: REMEDIATION
Date: 02/02/2000
Action: Free Product Removal

Global Id: T0606500182
Action Type: RESPONSE
Date: 10/15/2013
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: REMEDIATION
Date: 06/12/2006
Action: Soil Vapor Extraction (SVE)

Global Id: T0606500182
Action Type: RESPONSE
Date: 07/15/2016
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 01/15/2014
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 04/15/2014
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 04/15/2015
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 07/15/2014
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 10/15/2014
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 04/03/2008
Action: File review

Global Id: T0606500182
Action Type: Other
Date: 05/22/1990
Action: Leak Reported

Global Id: T0606500182
Action Type: RESPONSE

SOCO (Continued) **S103820820**

Date: 01/30/2009
Action: Other Workplan

Global Id: T0606500182
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 07/15/2015
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: RESPONSE
Date: 07/31/2012
Action: Soil and Water Investigation Workplan

Global Id: T0606500182
Action Type: RESPONSE
Date: 08/15/2014
Action: Well Installation Workplan - Regulator Responded

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 06/04/2012
Action: Technical Correspondence / Assistance / Other - #RCDEH 060412

Global Id: T0606500182
Action Type: Other
Date: 05/01/1990
Action: Leak Stopped

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 10/13/2017
Action: State Water Board Closure Order - #WQO-2017-0019-UST

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 09/28/2016
Action: Notification - Public Notice of Case Closure - #09/20/2016

Global Id: T0606500182
Action Type: RESPONSE
Date: 10/15/2016
Action: Monitoring Report - Quarterly

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 11/29/2007
Action: File review

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 04/26/2007
Action: File review

SOCO (Continued) **S103820820**

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 07/16/2007
Action: File review

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 10/16/2007
Action: File review

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 01/17/2007
Action: Technical Correspondence / Assistance / Other - #011707

Global Id: T0606500182
Action Type: Other
Date: 04/23/1990
Action: Leak Discovery

Global Id: T0606500182
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Annually

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 07/30/2009
Action: Staff Letter - #RCDEH073009

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 12/14/2009
Action: Staff Letter - #RCDEH 121409

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 09/28/2016
Action: State Water Board Closure Order - #09/20/2016

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 09/28/2016
Action: Clean Up Fund - Case Closure Review Summary Report (RSR) - #09/20/2016

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 01/11/2017
Action: File review - #RCDEH site file

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 05/23/2016
Action: Clean Up Fund - Letter to RP - #Fund May 23 2016 Invitation

Global Id: T0606500182
Action Type: RESPONSE

SOCO (Continued) **S103820820**

Date: 08/29/2014
Action: Remedial Progress Report

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 06/04/2012
Action: Technical Correspondence / Assistance / Other - #RCDEH 060412

Global Id: T0606500182
Action Type: ENFORCEMENT
Date: 02/23/2009
Action: File review

Global Id: T0606500182
Action Type: RESPONSE
Date: 01/26/2008
Action: Soil and Water Investigation Workplan

Global Id: T0606500182
Action Type: RESPONSE
Date: 05/16/2017
Action: Well Destruction Report

LUST:
Global Id: T0606500182
Status: Open - Case Begin Date
Status Date: 04/23/1990

Global Id: T0606500182
Status: Open - Site Assessment
Status Date: 05/22/1990

Global Id: T0606500182
Status: Open - Site Assessment
Status Date: 05/25/1990

Global Id: T0606500182
Status: Open - Remediation
Status Date: 08/01/1995

Global Id: T0606500182
Status: Completed - Case Closed
Status Date: 01/19/2018

RIVERSIDE CO. LUST:
Region: RIVERSIDE
Facility ID: 90404
Employee: Shurlow-LOP
Site Closed: Not Closed
Case Type: Drinking Water Aquifer affected
Facility Status: RV
Casetype Decode: An Aquifer used for Drinking Water supply has been contaminated.
Fstatus Decode: Not reported

G29 **THRIFTY #347/ARCO #9719** **LUST** **S109284930**
WNW **401 E E SIXTH ST** **HIST UST** **N/A**
1/4-1/2 **BEAUMONT, CA 92223**
0.410 mi.
2167 ft. **Site 1 of 3 in cluster G**

Relative:
Higher

Actual:
2615 ft.

LUST:

Lead Agency:	RIVERSIDE COUNTY LOP
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606500547
Global Id:	T0606500547
Latitude:	33.9290871159517
Longitude:	-116.976637656414
Status:	Completed - Case Closed
Status Date:	11/14/2003
Case Worker:	RIV
RB Case Number:	083303293T
Local Agency:	RIVERSIDE COUNTY LOP
File Location:	Local Agency Warehouse
Local Case Number:	980428
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0606500547
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:	T0606500547
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:	T0606500547
Action Type:	Other
Date:	12/29/1997
Action:	Leak Discovery

Global Id:	T0606500547
Action Type:	Other
Date:	04/29/1998
Action:	Leak Stopped

Global Id:	T0606500547
Action Type:	Other
Date:	04/29/1998
Action:	Leak Reported

THRIFTY #347/ARCO #9719 (Continued) **S109284930**

Global Id: T0606500547
Action Type: ENFORCEMENT
Date: 11/14/2003
Action: Closure/No Further Action Letter - #Riv Co Closure

Global Id: T0606500547
Action Type: ENFORCEMENT
Date: 11/13/2003
Action: File review - #RCDEH Upload Site File 10/28/2015

LUST:
Global Id: T0606500547
Status: Open - Case Begin Date
Status Date: 12/29/1997

Global Id: T0606500547
Status: Completed - Case Closed
Status Date: 11/14/2003

HIST UST:
File Number: 0001FA32
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0001FA32.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
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:

G30 **THRIFTY OIL #349** **LUST S103950778**
WNW **401 E SIXTH ST** **SWEEPS UST N/A**
1/4-1/2 **BEAUMONT, CA 92223**
0.410 mi.
2167 ft. **Site 2 of 3 in cluster G**

Relative: **Higher**
Actual: **2615 ft.**

RIVERSIDE CO. LUST:
Region: RIVERSIDE
Facility ID: 980428
Employee: Shurlow-LOP
Site Closed: Yes
Case Type: Soil only

THRIFTY OIL #349 (Continued) **S103950778**

Facility Status: closed/action completed
Casetype Decode: Soil only is impacted
Fstatus Decode: Closed/Action completed

SWEEPS UST:
Status: Active
Comp Number: 4736
Number: 1
Board Of Equalization: 44-010930
Referral Date: 11-19-92
Action Date: 11-19-92
Created Date: 02-29-88
Owner Tank Id: 349-1
SWRCB Tank Id: 33-000-004736-000001
Tank Status: A
Capacity: 8000
Active Date: 11-19-92
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: 4

Status: Active
Comp Number: 4736
Number: 1
Board Of Equalization: 44-010930
Referral Date: 11-19-92
Action Date: 11-19-92
Created Date: 02-29-88
Owner Tank Id: 349-2
SWRCB Tank Id: 33-000-004736-000002
Tank Status: A
Capacity: 15000
Active Date: 11-19-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 4736
Number: 1
Board Of Equalization: 44-010930
Referral Date: 11-19-92
Action Date: 11-19-92
Created Date: 02-29-88
Owner Tank Id: 349-3
SWRCB Tank Id: 33-000-004736-000003
Tank Status: A
Capacity: 10000
Active Date: 11-19-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active

THRIFTY OIL #349 (Continued) **S103950778**

Comp Number:	4736
Number:	1
Board Of Equalization:	44-010930
Referral Date:	11-19-92
Action Date:	11-19-92
Created Date:	02-29-88
Owner Tank Id:	349-6
SWRCB Tank Id:	33-000-004736-000004
Tank Status:	A
Capacity:	8000
Active Date:	11-19-92
Tank Use:	M.V. FUEL
STG:	P
Content:	LEADED
Number Of Tanks:	Not reported

F31 **SOCO STATION** **LUST** **S101300315**
West **373** **HIST CORTESE** **N/A**
1/4-1/2 **BEAUMONT, CA 92223**
0.412 mi.
2173 ft. **Site 4 of 5 in cluster F**

Relative: **Lower**

Actual: **2599 ft.**

LUST REG 8:

Region:	8
County:	Riverside
Regional Board:	Santa Ana Region
Facility Status:	Remedial action (cleanup) Underway
Case Number:	083301536T
Local Case Num:	90404
Case Type:	Soil only
Substance:	Gasoline
Qty Leaked:	Not reported
Abate Method:	Vapor Extraction
Cross Street:	I-10
Enf Type:	None Taken
Funding:	Not reported
How Discovered:	OM
How Stopped:	Not reported
Leak Cause:	UNK
Leak Source:	Piping
Global ID:	T0606500182
How Stopped Date:	4/23/1990
Enter Date:	5/24/1990
Date Confirmation of Leak Began:	Not reported
Date Preliminary Assessment Began:	5/25/1990
Discover Date:	4/23/1990
Enforcement Date:	1/1/1965
Close Date:	Not reported
Date Prelim Assessment Workplan Submitted:	Not reported
Date Pollution Characterization Began:	Not reported
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	3/1/1993
Date Post Remedial Action Monitoring:	Not reported
Enter Date:	5/24/1990
GW Qualifies:	=
Soil Qualifies:	Not reported
Operator:	Not reported
Facility Contact:	Not reported

SOCO STATION (Continued) **S101300315**

Interim:	Not reported
Oversite Program:	LUST
Latitude:	33.9517257
Longitude:	-116.970595
MTBE Date:	1/1/1965
Max MTBE GW:	894
MTBE Concentration:	1
Max MTBE Soil:	Not reported
MTBE Fuel:	1
MTBE Tested:	MTBE Detected. Site tested for MTBE & MTBE detected
MTBE Class:	B
Staff:	CAB
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: Not reported

HIST CORTESE:

Region:	CORTESE
Facility County Code:	33
Reg By:	LTNKA
Reg Id:	083301536T

F32 **CAL TRANS** **LUST** **S110654908**
West **BEAUMONT AVE & I-10** **N/A**
1/4-1/2 **BEAUMONT, CA 92223**
0.416 mi.
2195 ft. **Site 5 of 5 in cluster F**

Relative: **Lower**

Actual: **2598 ft.**

LUST:

Lead Agency:	RIVERSIDE COUNTY LOP
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606500176
Global Id:	T0606500176
Latitude:	33.925836519985
Longitude:	-116.977271676721
Status:	Completed - Case Closed
Status Date:	01/18/1991
Case Worker:	RIV
RB Case Number:	083301488T
Local Agency:	RIVERSIDE COUNTY LOP
File Location:	Local Agency Warehouse
Local Case Number:	90284
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0606500176
Contact Type:	Regional Board Caseworker
Contact Name:	CARL BERNHARDT
Organization Name:	SANTA ANA RWQCB (REGION 8)
Address:	3737 MAIN STREET, SUITE 500

CAL TRANS (Continued) **S110654908**

City: RIVERSIDE
Email: cbernhardt@waterboards.ca.gov
Phone Number: 9517824495

Global Id: T0606500176
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: T0606500176
Action Type: ENFORCEMENT
Date: 01/15/2009
Action: Closure/No Further Action Letter - #Site Closure

Global Id: T0606500176
Action Type: ENFORCEMENT
Date: 01/18/1991
Action: Closure/No Further Action Letter

Global Id: T0606500176
Action Type: Other
Date: 04/03/1990
Action: Leak Reported

Global Id: T0606500176
Action Type: Other
Date: 04/03/1990
Action: Leak Discovery

Global Id: T0606500176
Action Type: ENFORCEMENT
Date: 01/14/2009
Action: File review - #H Upload Site File 3/13/2015

LUST:
Global Id: T0606500176
Status: Open - Case Begin Date
Status Date: 04/03/1990

Global Id: T0606500176
Status: Open - Site Assessment
Status Date: 04/20/1990

Global Id: T0606500176
Status: Completed - Case Closed
Status Date: 01/18/1991

G33 **SOUTHWEST MOTORS** **LUST** **S103464015**
WNW **449-451 6TH ST** **N/A**
1/4-1/2 **BEAUMONT, CA 92223**
0.420 mi.
2217 ft. **Site 3 of 3 in cluster G**

Relative:
Higher

Actual:
2616 ft.

LUST REG 8:

Region:	8
County:	Riverside
Regional Board:	Santa Ana Region
Facility Status:	Case Closed
Case Number:	083302113T
Local Case Num:	93058
Case Type:	Soil only
Substance:	Waste Oil
Qty Leaked:	Not reported
Abate Method:	Excavate and Dispose - remove contaminated soil and dispose in approved site
Cross Street:	ELM
Enf Type:	CLOS
Funding:	Not reported
How Discovered:	Subsurface Monitoring
How Stopped:	Not reported
Leak Cause:	UNK
Leak Source:	UNK
Global ID:	T0606500287
How Stopped Date:	Not reported
Enter Date:	9/28/1992
Date Confirmation of Leak Began:	9/28/1992
Date Preliminary Assessment Began:	Not reported
Discover Date:	8/5/1992
Enforcement Date:	Not reported
Close Date:	11/9/1993
Date Prelim Assessment Workplan Submitted:	2/5/1993
Date Pollution Characterization Began:	Not reported
Date Remediation Plan Submitted:	Not reported
Date Remedial Action Underway:	11/9/1993
Date Post Remedial Action Monitoring:	Not reported
Enter Date:	9/28/1992
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:	0
MTBE Tested:	Not Required to be Tested.
MTBE Class:	*
Staff:	CAB
Staff Initials:	UNK
Lead Agency:	Local Agency
Local Agency:	33000L
Hydr Basin #:	UPPER SANTA ANA VALL

SOUTHWEST MOTORS (Continued) **S103464015**

Beneficial: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Work Suspended: Not reported
Summary: Not reported

34
North
1/4-1/2
0.441 mi.
2328 ft.

DEUTCH ELEMENTARY SCHOOL NO. 2 **ENVIROSTOR** **S107736219**
CHERRY AVENUE/10TH STREET **SCH** **N/A**
BEAUMONT, CA 92223

Relative:
Higher

Actual:
2633 ft.

ENVIROSTOR:
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

DEUTCH ELEMENTARY SCHOOL NO. 2 (Continued) **S107736219**

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:	Cost Recovery Closeout Memo
Completed Date:	02/07/2002
Comments:	Not reported

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

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:

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

DEUTCH ELEMENTARY SCHOOL NO. 2 (Continued) **S107736219**

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
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:	Cost Recovery Closeout Memo
Completed Date:	02/07/2002
Comments:	Not reported
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
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

DEUTCH ELEMENTARY SCHOOL NO. 2 (Continued) **S107736219**

Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

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35 NOBLE CREEK ELEMENTARY SCHOOL NO. 2 **ENVIROSTOR S118756707**
SW BROOKSIDE AVENUE/NANCY STREET **SCH N/A**
1/4-1/2 BEAUMONT, CA 92223
0.480 mi.
2532 ft.

Relative: Lower

Actual: 2599 ft.

ENVIROSTOR:
Facility ID: 33010054
Status: No Action Required
Status Date: 01/24/2001
Site Code: 404185
Site Type: School Investigation
Site Type Detailed: School
Acres: 12
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: 33.9205
Longitude: -116.9736
APN: NONE SPECIFIED
Past Use: AGRICULTURAL - ROW CROPS
Potential COC: NONE SPECIFIED No Contaminants found
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: BEAUMONT UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: BEAUMONT USD-NOBLE CREEK ELEM #2
Alias Type: Alternate Name
Alias Name: NOBLE CREEK ELEMENTARY SCHOOL (PROPOSED)
Alias Type: Alternate Name
Alias Name: 404185
Alias Type: Project Code (Site Code)
Alias Name: 33010054
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: 01/24/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

NOBLE CREEK ELEMENTARY SCHOOL NO. 2 (Continued) **S118756707**

Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 01/30/2001
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:

Facility ID: 33010054
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: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 404185
Assembly: 42
Senate: 23
Special Program Status: Not reported
Status: No Action Required
Status Date: 01/24/2001
Restricted Use: NO
Funding: School District
Latitude: 33.9205
Longitude: -116.9736
APN: NONE SPECIFIED
Past Use: AGRICULTURAL - ROW CROPS
Potential COC: NONE SPECIFIED, No Contaminants found
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: BEAUMONT UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: BEAUMONT USD-NOBLE CREEK ELEM #2
Alias Type: Alternate Name
Alias Name: NOBLE CREEK ELEMENTARY SCHOOL (PROPOSED)
Alias Type: Alternate Name
Alias Name: 404185
Alias Type: Project Code (Site Code)
Alias Name: 33010054
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

NOBLE CREEK ELEMENTARY SCHOOL NO. 2 (Continued) **S118756707**

Completed Document Type: Phase 1
Completed Date: 01/24/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 01/30/2001
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

H36 **SUNDANCE ELEMENTARY SCHOOL** **ENVIROSTOR** **S106568101**
ENE **8TH STREET/XENA AVENUE** **SCH** **N/A**
1/2-1 **BEAUMONT, CA 92223**
0.661 mi.
3492 ft. **Site 1 of 2 in cluster H**

Relative:
Higher

Actual:
2614 ft.

ENVIROSTOR:
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

SUNDANCE ELEMENTARY SCHOOL (Continued) **S106568101**

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: Site Inspections/Visit (Non LUR)
Completed Date: 07/22/2004
Comments: Not reported

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

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:

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

SUNDANCE ELEMENTARY SCHOOL (Continued) **S106568101**

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
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:	Site Inspections/Visit (Non LUR)
Completed Date:	07/22/2004
Comments:	Not reported
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
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

I37 **BEAUMONT MGP** **EDR MGP** **1008407658**
West **296 CALIFORNIA AVENUE** **N/A**
1/2-1 **BEAUMONT, CA 92223**
0.675 mi.
3566 ft. **Site 1 of 2 in cluster I**

Relative: Manufactured Gas Plants:
Lower Former Manufactured Gas Plant (MGP) demolished in 1939.

Actual:
2573 ft.

H38 **DEUTCH ELEMENTARY SCHOOL NO. 1** **ENVIROSTOR** **S107736218**
ENE **8TH/ALLEGHENY** **SCH** **N/A**
1/2-1 **BEAUMONT, CA 92223**
0.679 mi.
3585 ft. **Site 2 of 2 in cluster H**

Relative: ENVIROSTOR:
Higher
Facility ID: 33010032
Actual: Status: No Further Action
2610 ft. 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

DEUTCH ELEMENTARY SCHOOL NO. 1 (Continued) **S107736218**

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

SCH:

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

DEUTCH ELEMENTARY SCHOOL NO. 1 (Continued) **S107736218**

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
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

I39 **LOMA LINDA UNIVERSITY PROPERTY** **ENVIROSTOR** **S104156170**
West **NE CORNER OF 3RD ST. AND PENNSYLVANIA AV** **N/A**
1/2-1 **BEAMOUNT, CA 92223**
0.701 mi.
3703 ft. **Site 2 of 2 in cluster I**

Relative: **Lower**

Actual: **2569 ft.**

ENVIROSTOR:

Facility ID:	33990002
Status:	Refer: EPA
Status Date:	02/27/2007

LOMA LINDA UNIVERSITY PROPERTY (Continued) **S104156170**

Site Code: 400728
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 20
NPL: NO
Regulatory Agencies: SMBRP, US EPA
Lead Agency: US EPA
Program Manager: Joseph Cully
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Assembly: 42
Senate: 23
Special Program: EPA - PASI
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 33.92482
Longitude: -116.9821
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: Arsenic Lead Chromium VI
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: LOMA LINDA UNIVERSITY PROPERTY
Alias Type: Alternate Name
Alias Name: 400728
Alias Type: Project Code (Site Code)
Alias Name: 33990002
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment/Site Inspection Report (PA/SI)
Completed Date: 11/07/2006
Comments: An abbreviated preliminary assessment report was completed by Weston Solutions, Inc., a U.S. EPA contractor. On November 7, 2006, U.S. EPA determined that no further remedial action was needed under CERCLA for this site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 09/18/1998
Comments: Site Screening Completed.

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

40
West
1/2-1
0.711 mi.
3756 ft.

PRECISION STAMPING, INC.
246 W. 5TH ST.
RIVERSIDE, CA 92223

ENVIROSTOR **S110494180**
N/A

Relative:
Lower

Actual:
2587 ft.

ENVIROSTOR:

Facility ID:	71004112
Status:	Inactive - Needs Evaluation
Status Date:	Not reported
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	0
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Cypress
Assembly:	60
Senate:	31
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	33.87663
Longitude:	-117.5679
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAL000312071
Alias Type:	EPA Identification Number
Alias Name:	71004112
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
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

41
ENE
1/2-1
0.849 mi.
4481 ft.

SAN GORGONIO MEMORIAL HOSPITAL
600 NORTH HIGHLAND SPRINGS AVENUE
BANNING, CA 92220

ENVIROSTOR **S118756744**
N/A

Relative:
Lower

Actual:
2598 ft.

ENVIROSTOR:

Facility ID:	33800001
Status:	No Action Required
Status Date:	03/27/1995
Site Code:	400528
Site Type:	Calmortgage
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

Count: 2 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
BANNING	S107541172		WEST BOUND I-10 AT RAMSEY OFF	92220	CDL
BEAUMONT	S108985914	LOCKHEED PROPULSION CO (P)	N/A POTRERO ROAD		CPS-SLIC

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: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
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 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

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: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
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

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: N/A
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
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: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 92

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
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: 05/18/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/29/2018
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: 05/18/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/29/2018
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: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
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: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
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: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
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: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - 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). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
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: 05/14/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
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: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
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: 02/13/2018
Date Data Arrived at EDR: 02/27/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/29/2018
Next Scheduled EDR Contact: 09/10/2018
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: 03/19/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
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: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
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: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
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: 05/14/2018
Date Data Arrived at EDR: 05/16/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 37

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

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: 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: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
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: Varies

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

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: Quarterly

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

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: 04/25/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
Data Release Frequency: Varies

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: 04/10/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
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: 04/24/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
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: 04/01/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
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: 05/08/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/06/2018
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: 04/13/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
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: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
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: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
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: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
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: Quarterly

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: Semi-Annually

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: Varies

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: Semi-Annually

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: Semi-Annually

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: Semi-Annually

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: Annually

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: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Varies

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: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/09/2018
Number of Days to Update: 26

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Semi-Annually

MILITARY UST SITES: Military UST Sites (GEOTRACKER)

Military ust sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
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: 06/21/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Quarterly

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: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
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: 04/10/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
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: 04/25/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
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: 04/24/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
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: 04/01/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
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: 04/13/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
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: 05/08/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/06/2018
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: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/06/2018
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: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
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: 06/22/2018
Next Scheduled EDR Contact: 10/08/2018
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: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
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: 03/19/2018
Date Data Arrived at EDR: 03/21/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 10/01/2018
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: 07/24/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 05/29/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 48

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 08/27/2018
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: 01/30/2018
Next Scheduled EDR Contact: 05/14/2018
Data Release Frequency: Varies

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

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: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
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: 05/04/2018
Next Scheduled EDR Contact: 08/13/2018
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: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
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: 04/30/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/13/2018
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: 06/30/2017
Date Data Arrived at EDR: 08/18/2017
Date Made Active in Reports: 09/21/2017
Number of Days to Update: 34

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 10/22/2018
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

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: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Quarterly

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: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 07/25/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

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: 03/28/2018
Date Data Arrived at EDR: 05/25/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 46

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
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: 04/19/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
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: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 07/25/2018
Next Scheduled EDR Contact: 11/05/2018
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: 05/31/2018
Date Data Arrived at EDR: 06/05/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 43

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
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: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 30

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 08/06/2018
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: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 41

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
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: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 03/27/2018
Next Scheduled EDR Contact: 07/09/2018
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: 04/06/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 51

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 04/24/2018
Next Scheduled EDR Contact: 08/06/2018
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: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
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: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
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: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
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: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
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: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
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: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
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: 05/15/2018
Next Scheduled EDR Contact: 08/27/2018
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: 03/01/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
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: 05/08/2018
Next Scheduled EDR Contact: 08/20/2018
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: 06/22/2018
Next Scheduled EDR Contact: 10/01/2018
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: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/25/2018
Next Scheduled EDR Contact: 09/03/2018
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: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 04/09/2018
Next Scheduled EDR Contact: 08/06/2018
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: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 30

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
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: 11/02/2017
Date Data Arrived at EDR: 11/17/2017
Date Made Active in Reports: 12/08/2017
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/20/2018
Next Scheduled EDR Contact: 11/05/2018
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: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 08/20/2018
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: 06/01/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 126

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
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: 07/09/2018
Next Scheduled EDR Contact: 10/22/2018
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: Quarterly

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: Quarterly

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: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 07/23/2018
Next Scheduled EDR Contact: 11/05/2018
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: 06/07/2018
Next Scheduled EDR Contact: 09/17/2018
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: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/04/2018
Next Scheduled EDR Contact: 09/17/2018
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: 04/27/2018
Next Scheduled EDR Contact: 08/06/2018
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: 04/03/2018
Date Data Arrived at EDR: 04/05/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 85
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 10/15/2018
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: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42
Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

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: 03/31/2018
Date Data Arrived at EDR: 04/16/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 74

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 07/09/2018
Next Scheduled EDR Contact: 10/01/2018
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: 06/28/2018
Next Scheduled EDR Contact: 09/03/2018
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: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
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: 12/23/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 52

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
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: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 30

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
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: 05/03/2018
Date Data Arrived at EDR: 05/31/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 29

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Semi-Annually

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: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
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: 05/30/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 87

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 09/24/2018
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: 02/21/2018
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 28

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
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: 02/25/2018
Date Data Arrived at EDR: 03/17/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/19/2018
Date Made Active in Reports: 04/13/2018
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 06/01/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/30/2016
Date Data Arrived at EDR: 10/31/2017
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 73

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/29/2018
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: 02/20/2018
Date Data Arrived at EDR: 02/21/2018
Date Made Active in Reports: 03/23/2018
Number of Days to Update: 30

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
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: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

CUPA SAN FRANCISCO CO: CUPA SAN FRANCISCO CO

Cupa facilities

Date of Government Version: 04/20/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
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: 04/03/2018
Date Data Arrived at EDR: 05/07/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 39

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Varies

DRYCLEAN AVAQMD: DRYCLEAN AVAQMD

A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 03/08/2018
Date Data Arrived at EDR: 03/13/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 52

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 06/22/2018
Next Scheduled EDR Contact: 09/17/2018
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: 03/27/2018
Date Data Arrived at EDR: 03/29/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 36

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 05/30/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Annually

DRYCLEAN SOUTH COAST: DRYCLEAN SOUTH COAST

A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 03/16/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 06/11/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 03/21/2017
Date Made Active in Reports: 08/15/2017
Number of Days to Update: 147

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 10/01/2018
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: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 07/06/2018
Number of Days to Update: 73

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/20/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 60

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
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: 05/14/2018
Date Data Arrived at EDR: 05/15/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 38

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
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: 12/31/2016
Date Data Arrived at EDR: 07/12/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 97

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 05/21/2018
Date Data Arrived at EDR: 05/23/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 55

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
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: 05/21/2018
Date Data Arrived at EDR: 05/23/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 55

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/23/2018
Next Scheduled EDR Contact: 09/03/2018
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: 04/09/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
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: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
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: 05/23/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 42

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 05/16/2018
Date Made Active in Reports: 07/05/2018
Number of Days to Update: 50

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/27/2018
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: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/19/2018
Number of Days to Update: 43

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 03/12/2018
Date Data Arrived at EDR: 03/14/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 51

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
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: 03/23/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 38

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 06/14/2018
Next Scheduled EDR Contact: 10/01/2018
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: 04/27/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
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: 04/10/2018
Date Data Arrived at EDR: 04/13/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 67

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
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: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Quarterly

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: 06/25/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)
Non-Case Information sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
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: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

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: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 37

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)

Underground control injection sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
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: 04/23/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 44

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 07/25/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)

Military privatized sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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:

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: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 65

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 03/31/2018
Date Data Arrived at EDR: 04/05/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 70

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 06/14/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Varies

BUTTE COUNTY:

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: 07/05/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 05/07/2018
Date Data Arrived at EDR: 05/09/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 36

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 06/25/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 05/23/2018
Date Data Arrived at EDR: 05/24/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 50

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 05/21/2018
Date Data Arrived at EDR: 05/25/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 56

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 04/30/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 04/27/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 44

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/08/2018
Date Made Active in Reports: 04/16/2018
Number of Days to Update: 39

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 07/12/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Varies

FRESNO COUNTY:

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: 03/01/2018
Date Data Arrived at EDR: 03/05/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 9

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Semi-Annually

GLENN COUNTY:

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: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

HUMBOLDT COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 03/05/2018
Date Data Arrived at EDR: 03/08/2018
Date Made Active in Reports: 04/30/2018
Number of Days to Update: 53

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

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: 06/14/2018
Number of Days to Update: 50

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INYO COUNTY:

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: 05/30/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 05/02/2018
Date Data Arrived at EDR: 05/07/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 72

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 07/20/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

KINGS COUNTY:

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: 06/12/2018
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 28

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 05/09/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 34

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 07/16/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

LASSEN COUNTY:

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: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

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: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: No Update Planned

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 04/16/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 60
Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/16/2018
Date Data Arrived at EDR: 04/17/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 63
Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 07/18/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2018
Date Data Arrived at EDR: 05/01/2018
Date Made Active in Reports: 05/14/2018
Number of Days to Update: 13
Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 04/17/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 63
Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 07/20/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Annually

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: 07/11/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/10/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 54
Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/04/2018
Date Data Arrived at EDR: 01/05/2018
Date Made Active in Reports: 01/18/2018
Number of Days to Update: 13

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 07/23/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

MADERA COUNTY:

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: 02/21/2018
Date Data Arrived at EDR: 02/22/2018
Date Made Active in Reports: 04/03/2018
Number of Days to Update: 40

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 03/30/2018
Date Data Arrived at EDR: 04/06/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 28

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 05/30/2018
Date Data Arrived at EDR: 06/01/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 42

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List
CUPA Facility List

Date of Government Version: 05/22/2018
Date Data Arrived at EDR: 05/24/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 50

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/13/2018
Date Data Arrived at EDR: 06/19/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 31

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 07/02/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Varies

NAPA COUNTY:

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: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 05/23/2018
Date Data Arrived at EDR: 05/31/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 41

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 04/24/2018
Date Data Arrived at EDR: 05/01/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 45

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 42

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 45

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 63

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/08/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/05/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 43

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/15/2018
Number of Days to Update: 50

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/18/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/18/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 02/02/2018
Date Data Arrived at EDR: 04/04/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 71

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/03/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

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: 02/02/2018
Date Data Arrived at EDR: 04/04/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 76

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/03/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA Facility List

Cupa facility list

Date of Government Version: 05/16/2018
Date Data Arrived at EDR: 05/22/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 52

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

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: 04/09/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 69

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 04/06/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

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: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 41

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

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: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

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: 04/18/2018
Date Data Arrived at EDR: 04/23/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 11

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

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: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

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: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 06/07/2018
Date Data Arrived at EDR: 06/12/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 28

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 05/02/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

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: 06/14/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 05/16/2018
Date Data Arrived at EDR: 05/22/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 56

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 03/14/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/15/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

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: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 05/16/2018
Date Data Arrived at EDR: 05/23/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 55

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

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

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: 05/22/2018
Next Scheduled EDR Contact: 09/10/2018
Data Release Frequency: Annually

Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 05/16/2018
Date Data Arrived at EDR: 05/22/2018
Date Made Active in Reports: 07/19/2018
Number of Days to Update: 58
Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 05/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

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: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SHASTA COUNTY:

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: 05/16/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/08/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 40
Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/12/2018
Date Made Active in Reports: 07/12/2018
Number of Days to Update: 30
Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 06/19/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 21

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 06/21/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 04/06/2018
Date Made Active in Reports: 05/09/2018
Number of Days to Update: 33

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 06/21/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 35

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 07/16/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/08/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 33

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 05/31/2018
Next Scheduled EDR Contact: 09/17/2018
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA Facility List
Cupa facilities

Date of Government Version: 01/26/2018
Date Data Arrived at EDR: 02/02/2018
Date Made Active in Reports: 03/21/2018
Number of Days to Update: 47

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TRINITY COUNTY:

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: 06/15/2018
Number of Days to Update: 51

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

TULARE COUNTY:

CUPA Facility List
Cupa program facilities

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/22/2018
Date Made Active in Reports: 04/17/2018
Number of Days to Update: 26

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 07/16/2018
Next Scheduled EDR Contact: 08/20/2018
Data Release Frequency: Varies

TUOLUMNE COUNTY:

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: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

VENTURA COUNTY:

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: 03/26/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 58

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 07/23/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

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: 06/27/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Annually

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: 05/09/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: Quarterly

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: 03/26/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 07/23/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 04/26/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 28

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 06/20/2018
Date Data Arrived at EDR: 07/03/2018
Date Made Active in Reports: 07/12/2018
Number of Days to Update: 9

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 05/10/2018
Date Data Arrived at EDR: 05/15/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 31

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/12/2018
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: 01/03/2018
Date Data Arrived at EDR: 02/14/2018
Date Made Active in Reports: 03/22/2018
Number of Days to Update: 36

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/18/2018
Next Scheduled EDR Contact: 08/27/2018
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 04/11/2017
Date Made Active in Reports: 07/27/2017
Number of Days to Update: 107

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
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: 04/30/2018
Date Data Arrived at EDR: 05/03/2018
Date Made Active in Reports: 06/07/2018
Number of Days to Update: 35

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 05/03/2018
Next Scheduled EDR Contact: 08/13/2018
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/25/2017
Date Made Active in Reports: 09/25/2017
Number of Days to Update: 62

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/12/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/21/2018
Next Scheduled EDR Contact: 09/03/2018
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 07/09/2018
Number of Days to Update: 24

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/11/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
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 PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

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 & Game
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

PENNSYLVANIA AVENUE & I10
PENNSYLVANIA AVENUE & I10
BEAUMONT, CA 92223

TARGET PROPERTY COORDINATES

Latitude (North):	33.927342 - 33° 55' 38.43''
Longitude (West):	116.966048 - 116° 57' 57.77''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	503138.1
UTM Y (Meters):	3753906.2
Elevation:	2603 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 principal 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).

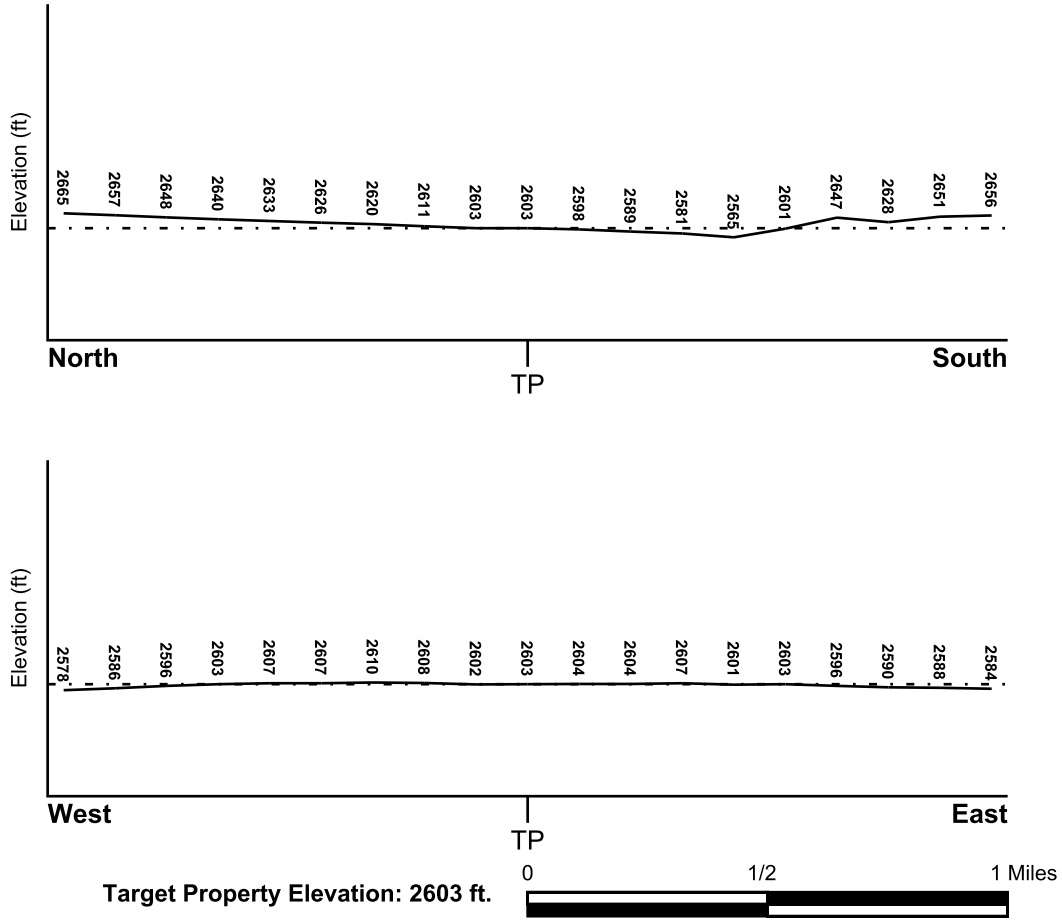
TOPOGRAPHIC INFORMATION

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 South

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



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
06065C0803G	FEMA FIRM Flood data
06065C0811G	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		

* ©1996 Site-specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

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

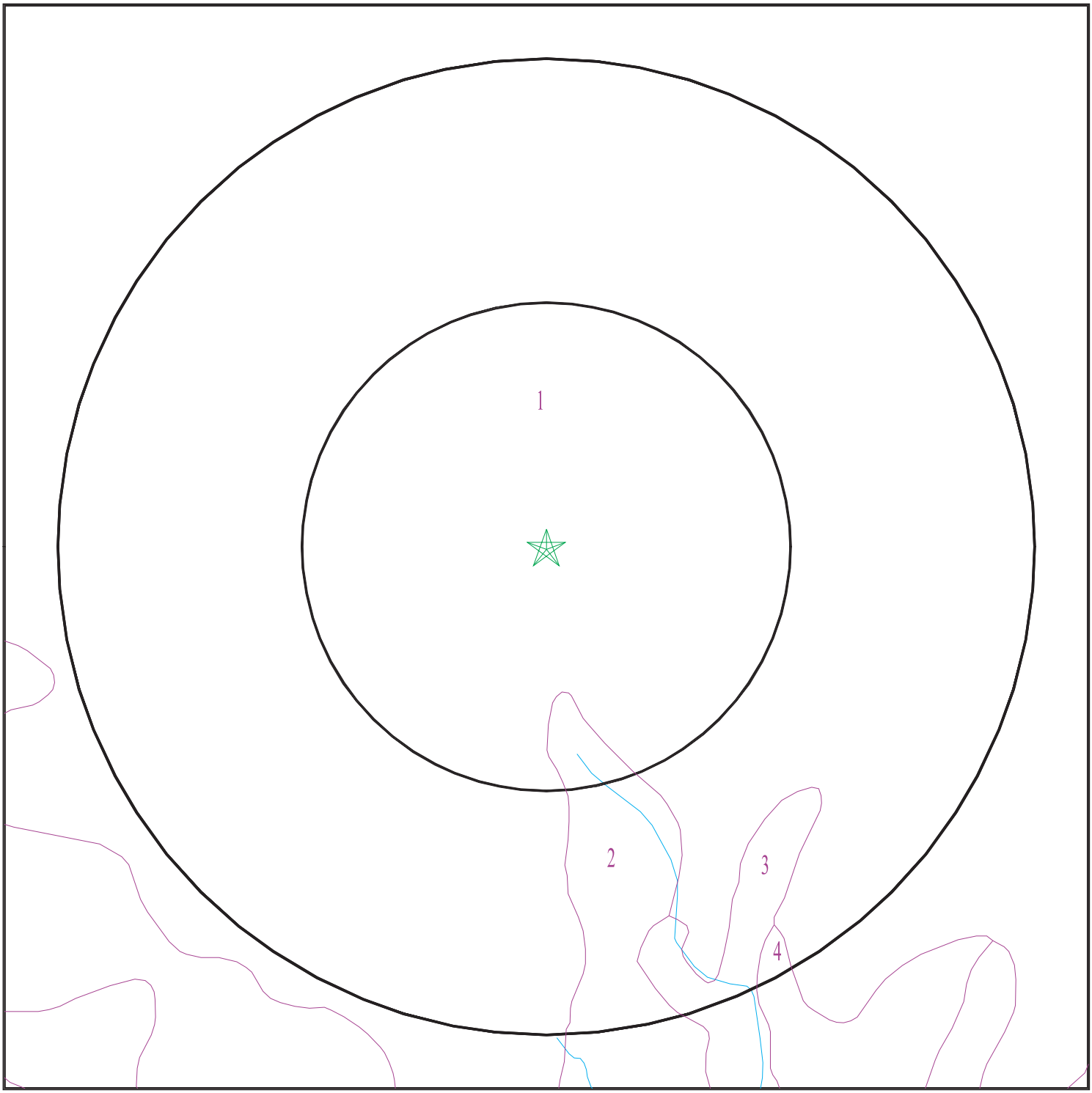
Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

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 - 5373486.2s



Target Property
SSURGO Soil
Water

SITE NAME:	Pennsylvania Avenue & I10	CLIENT:	Leighton Consulting
ADDRESS:	Pennsylvania Avenue & I10 Beaumont CA 92223	CONTACT:	Breeanna Copeland
		INQUIRY #:	5373486.2s
LAT/LONG:	33.927342 / 116.966048	DATE:	July 26, 2018 12:34 pm

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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, Silty Sand.	Max: 14 Min: 4	Max: 7.3 Min: 5.6
2	14 inches	22 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay. FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 14 Min: 4	Max: 7.3 Min: 6.1
3	22 inches	68 inches	sandy clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 4 Min: 1.4	Max: 7.3 Min: 6.1

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), Stone Fragments, 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: 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	7 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: 14 Min: 4	Max: 7.3 Min: 5.6

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
2	7 inches	11 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay. FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 14 Min: 4	Max: 7.3 Min: 6.1
3	11 inches	68 inches	sandy clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 4 Min: 1.4	Max: 7.3 Min: 6.1
4	68 inches	74 inches	gravelly sandy loam	Granular materials (35 pct. or less passing No. 200), Stone Fragments, 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: 3

Soil Component Name: Terrace escarpments

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:
Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

No Layer Information available.

Soil Map ID: 4

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	7 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: 14 Min: 4	Max: 7.3 Min: 5.6
2	7 inches	16 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay. FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 14 Min: 4	Max: 7.3 Min: 6.1
3	16 inches	68 inches	sandy clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 4 Min: 1.4	Max: 7.3 Min: 6.1
4	68 inches	74 inches	gravelly sandy loam	Granular materials (35 pct. or less passing No. 200), Stone Fragments, 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

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

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 0.001 miles
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
B5	USGS40000138992	1/2 - 1 Mile South
B6	USGS40000138991	1/2 - 1 Mile South
C8	USGS40000138999	1/2 - 1 Mile SSW
C9	USGS40000138989	1/2 - 1 Mile SSW
11	USGS40000139164	1/2 - 1 Mile North
D12	USGS40000139173	1/2 - 1 Mile NNW
D14	USGS40000139177	1/2 - 1 Mile NNW
15	USGS40000139175	1/2 - 1 Mile NNW

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

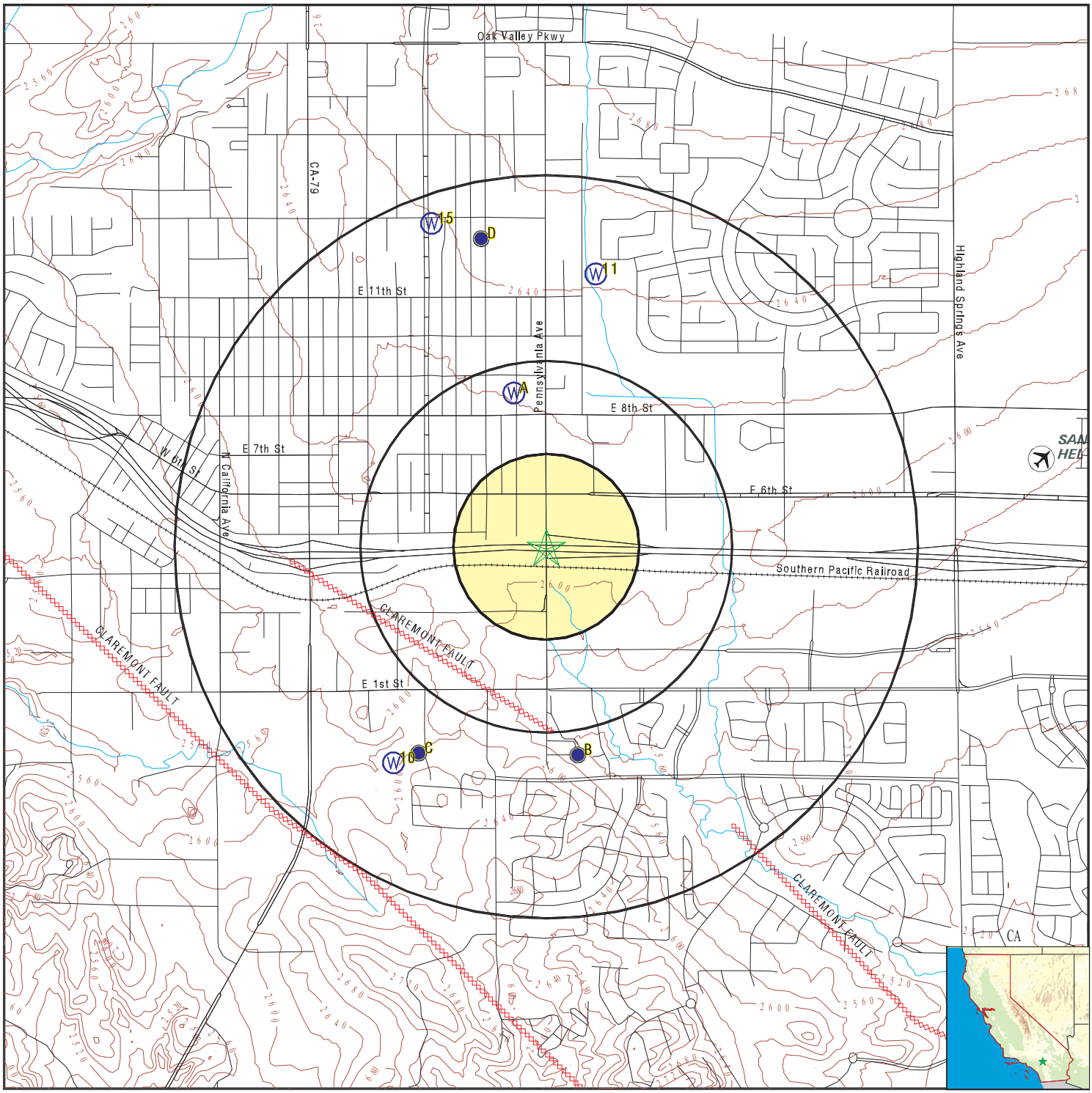
MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	3460	1/4 - 1/2 Mile NNW
A2	3461	1/4 - 1/2 Mile NNW
A3	3462	1/4 - 1/2 Mile NNW
B4	CADW60000032040	1/2 - 1 Mile South
C7	CADW60000014511	1/2 - 1 Mile SSW
10	CADW60000017344	1/2 - 1 Mile SW
D13	CADW60000003783	1/2 - 1 Mile NNW

PHYSICAL SETTING SOURCE MAP - 5373486.2s



0 1/4 1/2 1 Miles

- 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: Pennsylvania Avenue & I10	CLIENT: Leighton Consulting
ADDRESS: Pennsylvania Avenue & I10 Beaumont CA 92223	CONTACT: Breeanna Copeland INQUIRY #: 5373486.2s
LAT/LONG: 33.927342 / 116.966048	DATE: July 26, 2018 12:34 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

A1
NNW
1/4 - 1/2 Mile
Higher | **CA WELLS** | **3460**

Water System Information:

Prime Station Code:	03S/01W-03K01 S	User ID:	WAT
FRDS Number:	3310002002	County:	Riverside
District Number:	14	Station Type:	WELL/AMBNT
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	335600.0 1165800.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	WELL 02		
System Number:	3310002		
System Name:	BEAUMONT-CHERRY VALLEY WD		
Organization That Operates System:			
	P O BOX 2037		
	BEAUMONT, CA 92223		
Pop Served:	18000	Connections:	5666
Area Served:	BEAUMONT-CHERRY VALLEY		

A2
NNW
1/4 - 1/2 Mile
Higher | **CA WELLS** | **3461**

Water System Information:

Prime Station Code:	03S/01W-03K02 S	User ID:	WAT
FRDS Number:	3310002003	County:	Riverside
District Number:	14	Station Type:	WELL/AMBNT
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	335600.0 1165800.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	WELL 03		
System Number:	3310002		
System Name:	BEAUMONT-CHERRY VALLEY WD		
Organization That Operates System:			
	P O BOX 2037		
	BEAUMONT, CA 92223		
Pop Served:	18000	Connections:	5666
Area Served:	BEAUMONT-CHERRY VALLEY		
Sample Collected:	18-DEC-12	Findings:	2.8 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	22-OCT-13	Findings:	350. US
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	22-OCT-13	Findings:	8.2
Chemical:	PH, LABORATORY		
Sample Collected:	22-OCT-13	Findings:	150. MG/L
Chemical:	ALKALINITY (TOTAL) AS CACO3		
Sample Collected:	22-OCT-13	Findings:	180. MG/L
Chemical:	BICARBONATE ALKALINITY		

Sample Collected:	22-OCT-13	Findings:	130. MG/L
Chemical:	HARDNESS (TOTAL) AS CACO3		
Sample Collected:	22-OCT-13	Findings:	37. MG/L
Chemical:	CALCIUM		
Sample Collected:	22-OCT-13	Findings:	9.4 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	22-OCT-13	Findings:	25. MG/L
Chemical:	SODIUM		
Sample Collected:	22-OCT-13	Findings:	1.7 MG/L
Chemical:	POTASSIUM		
Sample Collected:	22-OCT-13	Findings:	7.6 MG/L
Chemical:	CHLORIDE		
Sample Collected:	22-OCT-13	Findings:	11. MG/L
Chemical:	SULFATE		
Sample Collected:	22-OCT-13	Findings:	0.3 MG/L
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)		
Sample Collected:	22-OCT-13	Findings:	11. UG/L
Chemical:	CHROMIUM (TOTAL)		
Sample Collected:	22-OCT-13	Findings:	3.9 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	04-NOV-13	Findings:	12. UG/L
Chemical:	CHROMIUM, HEXAVALENT		
Sample Collected:	12-NOV-13	Findings:	210. MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	14-OCT-14	Findings:	11. UG/L
Chemical:	CHROMIUM, HEXAVALENT		
Sample Collected:	31-MAR-15	Findings:	9.5 UG/L
Chemical:	CHROMIUM, HEXAVALENT		
Sample Collected:	18-AUG-16	Findings:	380. US
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	18-AUG-16	Findings:	8.
Chemical:	PH, LABORATORY		
Sample Collected:	18-AUG-16	Findings:	150. MG/L
Chemical:	ALKALINITY (TOTAL) AS CACO3		
Sample Collected:	18-AUG-16	Findings:	190. MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	18-AUG-16	Findings:	1.7 MG/L
Chemical:	NITRATE (AS N)		
Sample Collected:	18-AUG-16	Findings:	37. MG/L
Chemical:	CALCIUM		
Sample Collected:	18-AUG-16	Findings:	13. MG/L
Chemical:	MAGNESIUM		
Sample Collected:	18-AUG-16	Findings:	24. MG/L
Chemical:	SODIUM		

Sample Collected:	18-AUG-16	Findings:	1.5 MG/L
Chemical:	POTASSIUM		
Sample Collected:	18-AUG-16	Findings:	13. MG/L
Chemical:	CHLORIDE		
Sample Collected:	18-AUG-16	Findings:	11. MG/L
Chemical:	SULFATE		
Sample Collected:	18-AUG-16	Findings:	0.5 MG/L
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)		
Sample Collected:	18-AUG-16	Findings:	7.3 UG/L
Chemical:	CHROMIUM, HEXAVALENT		
Sample Collected:	18-AUG-16	Findings:	450. UG/L
Chemical:	IRON		
Sample Collected:	18-AUG-16	Findings:	240. MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	18-AUG-16	Findings:	1.7 NTU
Chemical:	TURBIDITY, LABORATORY		
Sample Collected:	18-AUG-16	Findings:	0.765 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	18-AUG-16	Findings:	1.27 PCI/L
Chemical:	GROSS ALPHA MDA95		

A3
NNW
1/4 - 1/2 Mile
Higher

CA WELLS **3462**

Water System Information:

Prime Station Code:	03S/01W-03K03 S	User ID:	WAT
FRDS Number:	3310002001	County:	Riverside
District Number:	14	Station Type:	WELL/AMBNT
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	335600.0 1165800.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	WELL 01		
System Number:	3310002		
System Name:	BEAUMONT-CHERRY VALLEY WD		
Organization That Operates System:	P O BOX 2037 BEAUMONT, CA 92223		
Pop Served:	18000	Connections:	5666
Area Served:	BEAUMONT-CHERRY VALLEY		
Sample Collected:	19-DEC-12	Findings:	2.7 MG/L
Chemical:	NITRATE (AS NO3)		

B4
South
1/2 - 1 Mile
Lower

CA WELLS **CADW60000032040**

Objectid:	32040
Latitude:	33.9192
Longitude:	-116.9651
Site code:	339192N1169651W001
State well numbe:	03S01W10R003S
Local well name:	''
Well use id:	6
Well use descrip:	Unknown
County id:	33
County name:	Riverside
Basin code:	'8-2.08'
Basin desc:	San Timoteo
Dwr region id:	80238
Dwr region:	Southern Region Office
Site id:	CADW60000032040

B5
South
1/2 - 1 Mile
Lower

FED USGS **USGS40000138992**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-335509116575201		
Monloc name:	003S001W10R004S		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	Not Reported	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	33.9192222
Longitude:	-116.9644167	Sourcemap scale:	24000
Horiz Acc measure:	.5	Horiz Acc measure units:	seconds
Horiz Collection method:	Global positioning system (GPS), uncorrected		
Horiz coord refsys:	NAD83	Vert measure val:	2570
Vert measure units:	feet	Vertacc measure val:	20
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	California Coastal Basin aquifers		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	20080722	Welldepth:	300
Welldepth units:	ft	Wellholedepth:	310
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

B6
South
1/2 - 1 Mile
Lower

FED USGS **USGS40000138991**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-335509116575101		
Monloc name:	003S001W10R003S		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	Not Reported	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	33.9192167
Longitude:	-116.9641806	Sourcemap scale:	24000

Horiz Acc measure:	.01	Horiz Acc measure units:	seconds
Horiz Collection method:	Differentially corrected Global Positioning System (DGPS)		
Horiz coord refsys:	NAD83	Vert measure val:	2566.95
Vert measure units:	feet	Vertacc measure val:	1
Vert accmeasure units:	feet		
Vertcollection method:	Differential Global Positioning System (GPS)r		
Vert coord refsys:	NAVD88	Countrycode:	US
Aquifername:	Other aquifers		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	19610605	Welldepth:	290
Welldepth units:	ft	Wellholedepth:	304
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 10

Date	Feet below Surface	Feet to Sealevel	Date	Feet below Surface	Feet to Sealevel
2004-10-26	90.5		2004-04-21	88.8	
2003-11-18	94.2		2003-04-29	91.3	
2002-11-04	86.4				
2002-04-22	88.2				
Note: The site had been pumped recently.					
2001-11-06	93.2		2001-05-15	87.4	
2000-10-24	94.6		2000-04-26	80.4	

C7
SSW **CA WELLS** **CADW60000014511**
1/2 - 1 Mile
Lower

Objectid:	14511
Latitude:	33.9195
Longitude:	-116.9719
Site code:	339195N1169719W001
State well numbe:	03S01W10Q003S
Local well name:	’’
Well use id:	6
Well use descrip:	Unknown
County id:	33
County name:	Riverside
Basin code:	’8-2.08’
Basin desc:	San Timoteo
Dwr region id:	80238
Dwr region:	Southern Region Office
Site id:	CADW60000014511

C8
SSW **FED USGS** **USGS40000138999**
1/2 - 1 Mile
Lower

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-335510116581901		
Monloc name:	003S001W10Q003S		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	Not Reported	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	33.9194528
Longitude:	-116.9719167	Sourcemap scale:	24000

Horiz Acc measure:	.01	Horiz Acc measure units:	seconds
Horiz Collection method:	Differentially corrected Global Positioning System (DGPS)		
Horiz coord refsys:	NAD83	Vert measure val:	2598.74
Vert measure units:	feet	Vertacc measure val:	1
Vert accmeasure units:	feet		
Vertcollection method:	Differential Global Positioning System (GPS)r		
Vert coord refsys:	NAVD88	Countrycode:	US
Aquifername:	Other aquifers		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	154.2
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 10

Date	Feet below Surface	Feet to Sealevel	Date	Feet below Surface	Feet to Sealevel
2004-10-26	55.0				
2004-04-21					
Note: The site was dry (no water level recorded).					
2003-11-18					
Note: The site was dry (no water level recorded).					
2003-04-29	52.9		2002-11-04	53.0	
2002-04-23	52.4		2001-11-06	52.1	
2001-05-15	51.1		2000-10-24	51.0	
2000-04-26	50.8				

C9
SSW
1/2 - 1 Mile
Higher

FED USGS **USGS40000138989**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-335508116581801		
Monloc name:	003S001W10Q004S		
Monloc type:	Well		
Monloc desc:	ROCKWELL GPS FOR LAT/LONG., NAD27		
Huc code:	18070203	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	33.9189053
Longitude:	-116.9722477	Sourcemap scale:	24000
Horiz Acc measure:	1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	2620
Vert measure units:	feet	Vertacc measure val:	5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Other aquifers		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 3

Date	Feet below Surface	Feet to Sealevel
2000-04-26	73.4	
Note: The site was being pumped.		
1999-10-28	67.9	
Note: The site was being pumped.		
1998-06-10	61.4	
Note: The site had been pumped recently.		

10
SW
1/2 - 1 Mile
Lower

CA WELLS **CADW60000017344**

Objectid:	17344
Latitude:	33.9189
Longitude:	-116.9732
Site code:	339189N1169732W001
State well numbe:	03S01W10Q004S
Local well name:	’’
Well use id:	6
Well use descrip:	Unknown
County id:	33
County name:	Riverside
Basin code:	’8-2.08’
Basin desc:	San Timoteo
Dwr region id:	80238
Dwr region:	Southern Region Office
Site id:	CADW60000017344

11
North
1/2 - 1 Mile
Higher

FED USGS **USGS40000139164**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-335616116574901		
Monloc name:	003S001W02M001S		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	Not Reported	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	33.938
Longitude:	-116.9637222	Sourcemap scale:	24000
Horiz Acc measure:	.5	Horiz Acc measure units:	seconds
Horiz Collection method:	Global positioning system (GPS), uncorrected		
Horiz coord refsys:	NAD83	Vert measure val:	2639
Vert measure units:	feet	Vertacc measure val:	20.
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	California Coastal Basin aquifers		
Formation type:	Not Reported		

Aquifer type:	Not Reported		
Construction date:	20060201	Welldepth:	1070
Welldepth units:	ft	Wellholedepth:	1090
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

D12
NNW
1/2 - 1 Mile
Higher

FED USGS **USGS40000139173**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-335621116581701		
Monloc name:	003S001W03K002S		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18070202	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	33.9386806
Longitude:	-116.9690972	Sourcemap scale:	24000
Horiz Acc measure:	.01	Horiz Acc measure units:	seconds
Horiz Collection method:	Differentially corrected Global Positioning System (DGPS)		
Horiz coord refsys:	NAD83	Vert measure val:	2643.43
Vert measure units:	feet	Vertacc measure val:	1
Vert accmeasure units:	feet		
Vertcollection method:	Differential Global Positioning System (GPS)r		
Vert coord refsys:	NAVD88	Countrycode:	US
Aquifername:	California Coastal Basin aquifers		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	19520511	Welldepth:	812
Welldepth units:	ft	Wellholedepth:	812
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 337

Date	Feet below Surface	Feet to Sealevel	Date	Feet below Surface	Feet to Sealevel
1999-05-03	400		1998-10-06	406	
1998-03-08	420		1997-10-14		2214
1997-05-01		2248	1996-11-01		2240
1995-12-04		2242	1995-05-05		2248
1994-11-08		2242	1994-05-12		2248
1993-10-14	406.6		1992-01-12	417	
1991-11-29	405		1991-11-01	410	
1991-08-21	398		1991-06-23	400	
1991-05-29	401		1991-03-24	398	
1991-02-18	398		1991-01-23	409	
1990-09-29	409		1990-08-26	409	
1990-08-04	416		1990-06-26	400	
1990-05-28	403		1990-04-27	400	
1990-03-30	405		1990-02-23	400	
1990-01-31	400		1989-12-21	400	
1989-10-30	405		1989-08-31		2158
1989-07-29		2175	1989-06-12		2177
1989-04-29	395		1989-04-01	387	
1989-02-09	385		1989-01-11	387	

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
1988-12-12	385	
1988-10-07		2177
1986-10-25		2201
1984-01-08	382	
1983-08-15	386	
1983-01-10	382	
1981-09-15	370	
1980-07-20	370	
1980-06-16	368	
1980-05-09	369	
1980-03-30	365	
1980-01-30	371	
1979-11-30	382	
1979-10-10	382	
1979-09-05	386	
1979-08-08	383	
1979-07-04	370	
1979-06-06	376	
1979-05-04	367	
1979-03-15	379	
1979-01-15	386	
1978-11-15	393	
1978-09-10	396	
1978-08-02	394	
1978-06-25	392	
1978-05-22	383	
1978-03-06	394	
1978-01-13	414	
1977-11-10	414	
1977-09-20	414	
1977-08-14	414	
1977-07-10	408.1	
1977-06-01	393	
1977-04-13	391	
1977-02-17	396	
1976-12-13	400	
1976-11-07	392	
1976-09-15	400	
1976-08-06	411	
1976-07-06	370	
1976-06-01	408	
1976-04-15	408	
1976-02-13	407	
1975-12-12	408	
1975-09-25	392	
1975-08-27	392	
1975-07-21	386.4	
1975-06-12	391	
1975-05-06	384	
1975-03-28	383.4	
1975-01-30	392	
1974-12-16	408.2	
1974-10-10	388	
1974-09-03	386.4	
1974-08-05	383	
1988-11-12	393	
1988-09-09		2148
1984-02-12	381	
1983-09-11	385	
1983-02-07	381	
1982-12-03	394	
1980-08-10	374	
1980-07-10	368	
1980-05-24	369	
1980-04-23	360	
1980-02-28	367	
1979-12-30	370	
1979-10-30	383	
1979-09-26	382	
1979-08-23	387	
1979-07-24	381	
1979-06-20	379	
1979-05-21	368	
1979-04-15	368	
1979-02-15	386	
1978-12-15	388	
1978-10-02	397	
1978-08-22	397	
1978-07-17	393	
1978-06-11	383	
1978-04-06	381	
1978-02-06	414	
1977-12-13	414	
1977-10-08	414	
1977-09-06	414	
1977-07-27	412	
1977-06-24	407	
1977-05-14	392	
1977-03-12	392	
1977-01-17	392	
1976-11-19	390	
1976-10-10	396	
1976-08-30	412	
1976-07-19	408	
1976-06-16	379	
1976-05-12	407	
1976-03-16	404	
1976-01-12	409.2	
1975-11-05	401	
1975-09-18	392	
1975-08-11	390	
1975-07-03	388	
1975-05-26	384	
1975-04-15	384	
1975-02-28	386.2	
1975-01-12	406.2	
1974-11-11	407	
1974-09-24	387	
1974-08-19	387.2	
1974-07-15	380.2	

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
1974-06-24	381	
1974-05-18	391.4	
1974-04-15	398.3	
1974-02-25	399.2	
1973-12-28	397.5	
1973-10-22	391	
1973-02-23	398	
1971-09-01	376.4	
1971-07-01	374.4	
1971-05-16	374.4	
1971-03-24	374.4	
1971-01-18	376	
1970-11-05	371.4	
1970-09-23		2266
1970-08-18		2263
1970-07-13		2267
1970-06-08		2256
1970-05-03		2241
1970-03-23		2271
1969-11-14		2237
1969-09-24		2235
1969-08-22		2233
1969-07-22		2216
1969-06-18		2255
1969-05-07		2253
1969-03-10		2251
1968-11-19		2255
1968-10-08		2215
1966-09-16	384	
1966-08-26	399.2	
1966-07-27	384	
1966-06-13		2220
1966-05-16	389	
1966-04-18	380	
1966-02-21	390	
1965-12-31	383	
1965-09-17	390.2	
1965-08-04	393	
1965-06-03	384	
1965-04-09	382	
1965-02-04	380	
1964-12-02	378	
1964-09-29	428	
1964-07-28	425	
1964-04-24	378	
1964-02-25	380	
1963-12-17	378	
1963-05-14	386	
1963-03-27	376.2	
1963-02-13	370.4	
1963-01-16	379.6	
1962-12-08	386.2	
1962-09-04	409.4	
1962-08-08	397.4	
1962-07-11	399.4	
1974-06-06	378	
1974-05-01	393.2	
1974-03-27	386.2	
1974-01-25	391.4	
1973-11-27	398.5	
1973-10-10	392.3	
1972-12-14	396	
1971-08-16	384.4	
1971-06-01	374.4	
1971-04-05	375.4	
1971-02-10	373.4	
1970-12-07	372.4	
1970-10-21	376.4	
1970-09-02		2267
1970-08-03		2265
1970-06-26		2256
1970-05-18		2256
1970-04-16		2271
1970-02-23		2271
1969-10-24		2237
1969-09-04		2231
1969-08-13		2248
1969-07-11		2216
1969-06-08		2255
1969-04-07		2244
1969-02-04		2239
1968-10-21		2259
1968-02-09	387.9	
1966-09-05		2234
1966-08-14	387	
1966-07-12		2224
1966-06-01	382	
1966-05-01	379	
1966-03-22	382	
1966-01-25	389	
1965-10-07	398	
1965-09-07	391	
1965-07-01	387	
1965-05-05	382	
1965-03-03	379	
1965-01-05	380	
1964-10-30	385	
1964-08-28	426	
1964-05-22	380	
1964-03-19	376	
1964-01-20	376	
1963-11-12	380	
1963-04-11	378.4	
1963-03-14	380	
1963-01-24	380.2	
1962-12-12	386.8	
1962-10-23	389.6	
1962-08-22	392.4	
1962-07-26	399.4	
1962-06-22		2273

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
1962-06-01		2271
1962-02-22		2285
1961-12-27		2278
1961-10-16		2220
1961-09-11		2259
1961-08-14		2224
1961-07-18		2224
1961-06-07	423.4	
1961-05-03	372.4	
1961-03-21	364.4	
1961-02-06	373.5	
1960-12-27	375	
1960-11-14	374	
1960-09-24	394	
1960-08-25	444.3	
1960-07-13	434	
1960-06-15	388.2	
1960-03-21	366.4	
1960-01-26	363.6	
1959-12-01	371.2	
1959-10-26	378.5	
1959-09-29	430	
1959-09-08	431.4	
1959-08-22	439.4	
1959-08-05	427.4	
1959-07-14	447	
1959-06-23	386.4	
1959-04-29	374.4	
1959-04-15	370.3	
1959-03-16	357.8	
1956-11-30	358.1	
1956-08-10	475.6	
1954-10-03	392.8	
1954-07-15	397.2	
1954-02-26	338.7	
1953-12-03	342.3	
1953-09-13	376.2	
1953-06-22	390.2	
1952-12-05	341.1	
1952-05-29	336.3	
1962-05-02		2266
1962-01-16		2280
1961-12-06		2280
1961-09-25		2259
1961-08-28		2222
1961-08-03		2222
1961-06-20	423.4	
1961-05-24	376.4	
1961-04-17	413.4	
1961-02-21	369.8	
1961-01-16	374	
1960-12-02	371.2	
1960-10-18	390.7	
1960-09-13	428.4	
1960-08-10	440.3	
1960-06-30	438.5	
1960-05-25	418.5	
1960-02-23	363.4	
1959-12-28	367.4	
1959-11-16	371.4	
1959-10-12	430	
1959-09-17	429.4	
1959-08-29	447	
1959-08-13	449	
1959-07-26	437.4	
1959-06-30	442.4	
1959-05-13	374.9	
1959-04-22	374.8	
1959-03-25	357.8	
1959-03-04	357.9	
1956-08-16		2165
1954-11-06	392.3	
1954-08-13	400.4	
1954-03-11	338.7	
1954-01-07	341.1	
1953-11-05	345.8	
1953-07-21	380.8	
1953-05-04	359.8	
1952-08-08	365.2	

D13
NNW
1/2 - 1 Mile
Higher

CA WELLS **CADW60000003783**

Objectid:	3783
Latitude:	33.939733
Longitude:	-116.969092
Site code:	339397N1169691W001
State well numbe:	03S01W03K001S
Local well name:	'335623116581701'
Well use id:	1
Well use descrip:	Observation
County id:	33
County name:	Riverside

Basin code: '8-2.08'
Basin desc: San Timoteo
Dwr region id: 80238
Dwr region: Southern Region Office
Site id: CADW60000003783

D14
NNW **FED USGS** **USGS40000139177**
1/2 - 1 Mile
Higher

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-335623116581701		
Monloc name:	003S001W03K001S		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18070202	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	33.9397333
Longitude:	-116.9690917	Sourcemap scale:	24000
Horiz Acc measure:	.01	Horiz Acc measure units:	seconds
Horiz Collection method:	Differentially corrected Global Positioning System (DGPS)		
Horiz coord refsys:	NAD83	Vert measure val:	2644.74
Vert measure units:	feet	Vertacc measure val:	1
Vert accmeasure units:	feet		
Vertcollection method:	Differential Global Positioning System (GPS)r		
Vert coord refsys:	NAVD88	Countrycode:	US
Aquifername:	California Coastal Basin aquifers		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	19470814	Welldepth:	800
Welldepth units:	ft	Wellholedepth:	800
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 1

Date	Feet below Surface	Feet to Sealevel
1947-08-14	340	

15
NNW **FED USGS** **USGS40000139175**
1/2 - 1 Mile
Higher

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-335622116582301		
Monloc name:	003S001W03K003S		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	18070202	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	33.9399722
Longitude:	-116.9714167	Sourcemap scale:	24000

Horiz Acc measure:	.5	Horiz Acc measure units:	seconds
Horiz Collection method:	Global positioning system (GPS), uncorrected		
Horiz coord refsys:	NAD83	Vert measure val:	2636.35
Vert measure units:	feet	Vertacc measure val:	1
Vert accmeasure units:	feet		
Vertcollection method:	Differential Global Positioning System (GPS)r		
Vert coord refsys:	NAVD88	Countrycode:	US
Aquifername:	California Coastal Basin aquifers		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	19360331	Welldepth:	946
Welldepth units:	ft	Wellholedepth:	1000
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 549

Date	Feet below Surface	Feet to Sealevel	Date	Feet below Surface	Feet to Sealevel
1998-11-03	394		1998-07-09	415	
1997-10-14		2208	1997-05-01		2243
1996-11-01		2241	1995-12-04		2238
1995-05-05		2253	1994-11-08		2247
1994-05-12		2250	1993-10-14		2236
1992-02-17		2238			
1992-01-12	427				
Note: A nearby site that taps the same aquifer was being pumped.					
1991-11-29	440		1991-10-31	439	
1991-08-21	396		1991-07-25	424.5	
1991-06-23	390		1991-05-29	394	
1991-03-25	420		1991-02-18	424	
1991-01-23		2235	1990-11-10		2236
1990-09-29	396		1990-08-26	417	
1990-08-04	410		1990-06-26	394	
1990-05-28	395		1990-04-27	391	
1990-03-30	391		1990-02-23	391	
1990-01-31	391		1989-12-21	390	
1989-10-30	430		1989-08-31	394	
1989-07-29	430		1989-06-12	428	
1989-04-29	384		1989-04-01	385	
1989-02-09	395		1989-01-11	380	
1988-12-12	382		1988-11-12		2248
1988-10-07	406		1988-09-09	394	
1988-06-24		2221	1988-05-15	396	
1987-02-22	395		1986-10-25	401	
1986-06-28	406		1986-02-07	394	
1985-06-09		2237	1985-01-13		2251
1984-10-14	398.4		1984-08-26	398.4	
1984-08-19	398.4		1984-05-27	398.4	
1984-05-13	394.4		1984-05-06	357.4	
1984-04-08	398.4		1984-02-12	398.4	
1984-01-08	398.4		1983-09-11	400.4	
1983-08-15	402.4		1983-02-07	398.4	
1983-01-10	398.4		1982-12-03	388.4	
1981-09-15	403.4		1980-08-10	381.4	
1980-07-20		2181	1980-07-10	380.4	
1980-06-16	379.4		1980-06-15		2201
1980-05-24	378.4		1980-05-09	374.4	
1980-04-23	381.4		1980-03-30	393.4	
1980-02-28	397.4		1980-01-30	413.4	

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
1979-12-30	415.4	
1979-10-30	412.4	
1979-09-26	413.4	
1979-08-28		2194
1979-08-08	431.4	
1979-07-04	397.4	
1979-06-06	377.4	
1979-05-04	373.4	
1979-03-15	382.4	
1979-01-15	379.4	
1978-11-15	379.4	
1978-09-10		2216
1978-08-02		2227
1978-06-25		2221
1978-05-23		2251
1978-04-06		2240
1978-02-06		2203
1977-12-13		2201
1977-10-08		2197
1977-09-06		2239
1977-08-04		2193
1977-07-10		2196
1977-06-01		2201
1977-04-14		2248
1977-03-17		2251
1977-01-17		2263
1976-12-03		2253
1976-10-27		2248
1976-09-15		2235
1976-08-15		2242
1976-07-19		2241
1976-07-03		2238
1976-06-01		2242
1976-04-15		2241
1976-03-15		2250
1976-01-12		2239
1975-12-03		2236
1975-10-05		2251
1975-08-27		2253
1975-07-21		2255
1975-06-12		2250
1975-05-06		2250
1975-03-28		2255
1975-01-30		2250
1974-12-16		2239
1974-10-10		2246
1974-09-03		2245
1974-08-05		2246
1974-06-24		2246
1974-05-18		2246
1974-04-15		2249
1974-02-25		2236
1973-12-28		2246
1973-10-22		2199
1973-09-28		2199

Date	Feet below Surface	Feet to Sealevel
1979-11-30	416.4	
1979-10-10	411.4	
1979-09-05	452.4	
1979-08-23	450.4	
1979-07-24	401.4	
1979-06-20	398.4	
1979-05-21	376.4	
1979-04-15	375.4	
1979-02-15	380.4	
1978-12-15	379.4	
1978-10-02		2216
1978-08-22		2212
1978-07-17		2229
1978-06-11		2253
1978-05-22		2251
1978-03-06		2228
1978-01-13		2195
1977-11-10		2195
1977-09-20		2203
1977-08-13		2191
1977-07-27		2246
1977-06-23		2196
1977-05-14		2251
1977-04-04		2252
1977-02-17		2251
1976-12-13		2247
1976-11-19		2250
1976-10-10		2240
1976-08-30		2229
1976-08-06		2232
1976-07-08		2151
1976-06-16		2240
1976-05-12		2240
1976-03-16		2243
1976-02-13		2245
1975-12-12		2241
1975-11-05		2246
1975-09-18		2254
1975-08-11		2250
1975-07-03		2253
1975-05-26		2252
1975-04-15		2251
1975-02-28		2252
1975-01-12		2242
1974-11-11		2243
1974-09-24		2247
1974-08-19		2183
1974-07-15		2246
1974-06-06		2204
1974-05-01		2248
1974-03-27		2248
1974-01-25		2252
1973-11-27		2243
1973-10-10		2200
1973-09-14		2204

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
1973-08-29		2193
1973-08-06		2193
1973-06-30		2195
1973-05-30		2222
1973-04-15		2245
1973-02-23		2245
1973-01-15		2242
1972-12-12		2243
1972-10-30		2237
1972-01-28		2249
1971-09-03		2217
1971-08-16		2213
1971-06-01		2250
1971-05-08		2251
1971-04-23		2248
1971-03-24		2244
1971-01-18		2246
1970-12-07		2243
1970-10-21		2239
1970-09-02		2216
1970-08-03		2221
1970-06-26		2240
1970-05-18		2234
1970-04-16		2255
1970-02-23		2254
1969-12-31		2243
1969-11-14		2227
1969-09-24		2215
1969-08-22		2229
1969-07-22		2221
1969-06-18		2253
1969-05-07	405.4	
1969-03-10	403.4	
1969-01-30	423.4	
1968-12-30	429.4	
1968-10-21		2206
1968-02-09	378.4	
1966-09-05		2236
1966-07-27		2211
1966-06-13		2233
1966-05-16		2212
1966-04-18		2226
1966-02-21		2256
1965-12-31	375	
1965-11-04		2218
1965-10-06		2243
1965-09-07	381	
1965-08-01		2250
1965-07-01		2255
1965-05-05	372.8	
1965-03-03	370.3	
1965-01-20	370.2	
1964-12-02	374.3	
1964-10-30	379.3	
1964-08-28	422.3	
1973-08-17		2194
1973-07-18		2194
1973-06-14		2203
1973-05-09		2196
1973-03-15		2247
1973-02-16		2253
1972-12-14		2247
1972-11-24		2239
1972-10-12		2190
1971-11-24		2236
1971-09-01		2220
1971-07-01		2207
1971-05-10		2252
1971-04-25		2249
1971-04-05		2221
1971-02-10		2243
1971-01-08		2251
1970-11-05		2237
1970-09-23		2214
1970-08-18		2218
1970-07-13		2209
1970-06-08		2243
1970-05-03		2232
1970-03-23		2253
1970-01-21		2245
1969-12-14		2233
1969-10-24		2211
1969-09-04		2198
1969-08-13		2236
1969-07-18		2223
1969-06-08		2255
1969-04-07	405.4	
1969-02-04		2222
1969-01-29		2222
1968-11-19		2220
1968-10-08		2208
1966-09-16		2210
1966-08-14		2253
1966-07-12		2215
1966-06-01	396	
1966-05-01		2210
1966-03-22		2257
1966-01-25		2253
1965-12-02	375	
1965-10-07	380	
1965-09-17	381.3	
1965-08-04	383	
1965-07-03	378	
1965-06-03	374.3	
1965-04-09	372.3	
1965-02-04	371.3	
1965-01-05	371.3	
1964-11-28		2256
1964-09-28	424.3	
1964-07-28	419.3	

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
1964-05-22	376.3	
1964-03-19	365.3	
1964-02-24		2270
1963-12-16	368.9	
1963-11-14		2263
1963-11-03	371	
1963-07-11	382.9	
1963-04-11		2258
1963-03-14	365.7	
1963-01-24		2251
1962-12-12	377.2	
1962-11-09	375.3	
1962-09-20	379.3	
1962-08-22		2246
1962-07-26		2212
1962-06-22		2232
1962-05-02		2256
1962-02-22		2281
1962-01-16		2275
1961-12-27		2256
1961-12-01		2268
1961-09-25		2223
1961-08-28		2214
1961-08-03		2214
1961-07-04		2244
1961-06-07	382.3	
1961-05-03		2230
1961-03-31		2269
1961-02-21		2270
1961-01-16		2266
1960-12-02	370.6	
1960-10-18		2225
1960-09-13	380.3	
1960-08-10		2218
1960-07-13		2241
1960-06-15		2223
1960-05-13		2267
1960-03-21		2280
1960-01-26		2279
1959-12-01		2268
1959-10-26		2263
1959-09-29		2250
1959-09-08		2246
1959-08-22		2215
1959-08-05		2248
1959-07-14		2215
1959-06-23		2229
1959-05-23	367.3	
1959-05-06		2273
1959-04-29		2273
1959-04-15		2249
1959-03-25	350.5	
1959-03-04	350.3	
1959-02-20	352	
1959-02-11	352.2	
1964-04-23	371.3	
1964-02-25	369.3	
1964-01-20	367.3	
1963-12-06	368.9	
1963-11-13	370.3	
1963-08-30	386.1	
1963-05-14		2230
1963-03-27		2265
1963-02-13	369.3	
1963-01-16		2252
1962-12-08	377.1	
1962-10-23		2226
1962-09-04	382.3	
1962-08-08	387.3	
1962-07-11	372.3	
1962-06-01		2252
1962-03-23		2269
1962-01-26		2270
1962-01-11		2267
1961-12-06		2248
1961-10-16		2211
1961-09-11		2218
1961-08-14		2212
1961-07-18		2216
1961-06-20	392.3	
1961-05-23		2247
1961-04-17	382.3	
1961-03-13		2239
1961-02-03		2265
1960-12-27		2263
1960-11-14	367.9	
1960-09-24		2236
1960-08-25	407.3	
1960-07-31	383.7	
1960-06-30		2215
1960-05-25		2251
1960-04-19		2235
1960-02-23		2277
1959-12-28		2281
1959-11-16		2269
1959-10-12		2245
1959-09-17		2261
1959-08-29		2247
1959-08-13		2215
1959-07-26		2218
1959-06-30		2216
1959-06-06	377.3	
1959-05-13	362.8	
1959-05-05		2246
1959-04-22		2240
1959-04-06	379.3	
1959-03-16	348.7	
1959-02-25	351.1	
1959-02-18	351.5	
1959-02-04	353.2	

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
1959-01-28	356.9	
1959-01-14	355.5	
1958-12-31	358.3	
1958-12-01		2273
1958-11-01		2269
1958-10-01		2222
1958-08-30		2260
1958-06-16		2264
1958-05-15		2271
1958-04-11		2286
1958-03-15		2262
1958-02-17		2273
1958-02-01		2285
1958-01-02		2274
1957-12-02		2270
1957-11-04		2274
1957-10-03		2222
1957-08-26		2220
1957-07-20		2217
1957-07-03		2231
1957-06-03		2237
1957-05-01		2240
1957-04-06		2272
1957-02-14		2250
1957-01-22		2247
1957-01-11		2266
1956-12-28		2252
1956-08-15		2222
1956-07-30		2222
1956-07-08		2226
1956-06-14		2225
1956-05-13		2239
1956-04-15		2280
1956-03-29		2297
1956-02-15		2297
1956-01-15		2295
1956-01-02		2294
1955-11-19		2287
1955-09-08		2224
1955-07-28		2221
1955-04-04		2274
1955-01-29		2296
1954-12-29		2295
1954-07-15		2268
1954-04-02		2302
1954-02-26		2301
1954-01-21		2300
1953-11-27		2283
1953-10-25		2290
1953-08-23		2233
1953-06-21		2277
1953-04-25		2286
1953-01-30		2299
1952-02-01	324.5	
1947-08-14		2303

Date	Feet below Surface	Feet to Sealevel
1959-01-20	353.7	
1959-01-07	361.5	
1958-12-15		2275
1958-11-15		2272
1958-10-15		2261
1958-09-15		2231
1958-08-04		2254
1958-06-01		2272
1958-05-05		2240
1958-04-01		2258
1958-03-01		2279
1958-02-07		2279
1958-01-20		2274
1957-12-16		2276
1957-11-18		2240
1957-10-17		2256
1957-09-16		2231
1957-08-02		2217
1957-07-08		2220
1957-06-17		2247
1957-05-16		2259
1957-04-22		2264
1957-02-27		2285
1957-02-02		2282
1957-01-17		2252
1957-01-03		2245
1956-09-17		2219
1956-08-10		2273
1956-07-21		2220
1956-06-20		2223
1956-05-16		2231
1956-04-28		2270
1956-04-01		2274
1956-03-20		2299
1956-01-25		2298
1956-01-09		2296
1955-12-04		2293
1955-10-03		2224
1955-08-04		2220
1955-05-18		2228
1955-03-15		2298
1955-01-12		2295
1954-11-12		2286
1954-04-07		2303
1954-03-11		2301
1954-01-29		2300
1953-12-31		2299
1953-11-25		2296
1953-10-16		2286
1953-07-31		2274
1953-05-24		2275
1953-03-12		2305
1952-03-24		2307
1951-11-30		2305
1947-08-01		2311

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
1947-07-01		2305
1940-11-01	307	
1940-06-01	272.7	
1939-10-01	330	
1939-05-01	303	
1939-03-01	303	
1938-09-02	363	
1938-06-01	303	
1938-04-01	302	
1937-09-11	308	
1937-06-05	326	
1937-05-01	299	
1936-11-21	293	
1936-10-03	336	
1936-08-12	334	
1936-07-11	338	
1947-03-28	314.3	
1940-09-01	311.5	
1939-12-01	329	
1939-09-01	373	
1939-04-01	303	
1938-10-01		2271
1938-07-01	303	
1938-05-01	302	
1937-10-12	300.7	
1937-08-11	361	
1937-06-01	299	
1937-04-03	300	
1936-11-02	308	
1936-09-08		2298
1936-07-23	333	

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 & Game
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.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
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.

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.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

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

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APPENDIX C

HISTORICAL DOCUMENTATION

DRAFT

Pennsylvania Avenue & I10

Pennsylvania Avenue & I10

Beaumont, CA 92223

Inquiry Number: 5373486.8

July 27, 2018

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

07/27/18

Site Name:

Pennsylvania Avenue & I10
Pennsylvania Avenue & I10
Beaumont, CA 92223
EDR Inquiry # 5373486.8

Client Name:

Leighton Consulting
17781 Cowan
Irvine, CA 92614
Contact: Breeanna Copeland

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

Year	Scale	Details	Source
2014	1"=500'	Flight Year: 2014	USDA/NAIP
2010	1"=500'	Flight Year: 2010	USDA/NAIP
2005	1"=500'	Flight Year: 2005	USDA/NAIP
2002	1"=500'	Acquisition Date: May 22, 2002	USGS/DOQQ
1996	1"=500'	Flight Date: September 30, 1996	USGS
1989	1"=500'	Flight Date: August 14, 1989	USDA
1985	1"=500'	Flight Date: July 28, 1985	USDA
1978	1"=500'	Flight Date: September 21, 1978	USDA
1975	1"=500'	Flight Date: August 01, 1975	USGS
1967	1"=500'	Flight Date: May 09, 1967	USDA
1961	1"=500'	Flight Date: June 04, 1961	USDA
1953	1"=500'	Flight Date: October 20, 1953	USDA
1949	1"=500'	Flight Date: June 01, 1949	USDA
1938	1"=500'	Flight Date: June 14, 1938	USDA

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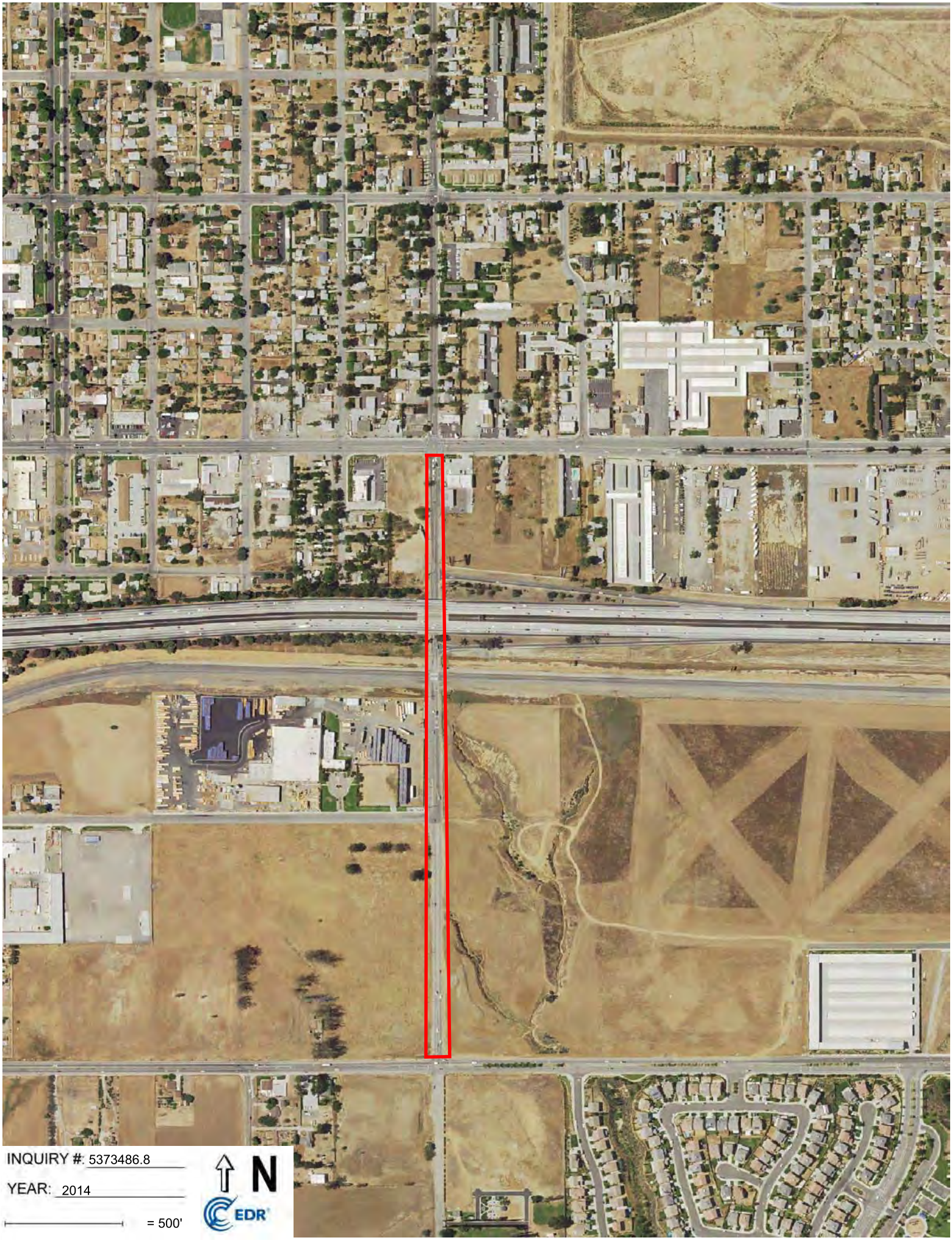
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EDR

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YEAR: 2010
= 500'
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EDR

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= 500'
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EDR

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YEAR: 2002
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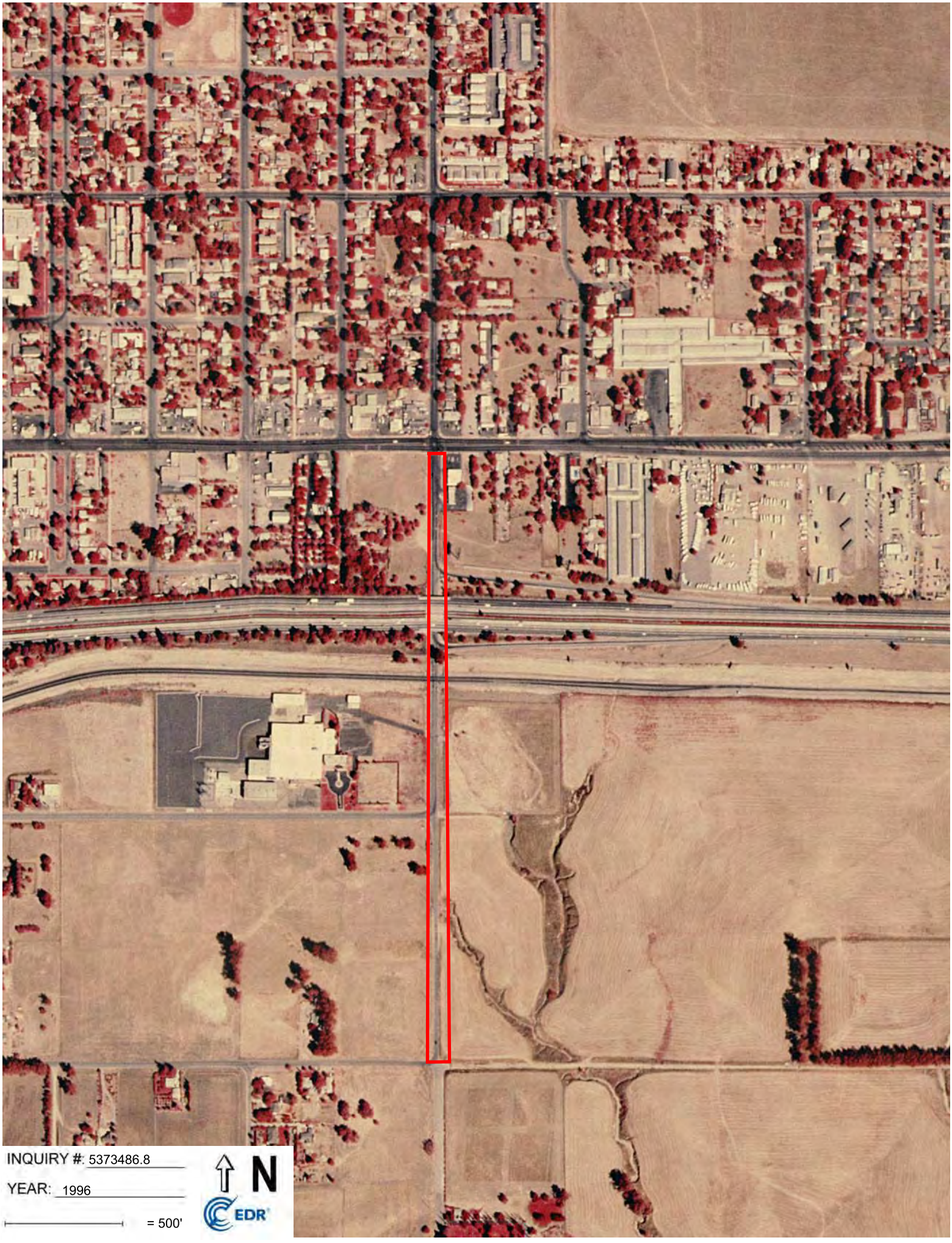
EDR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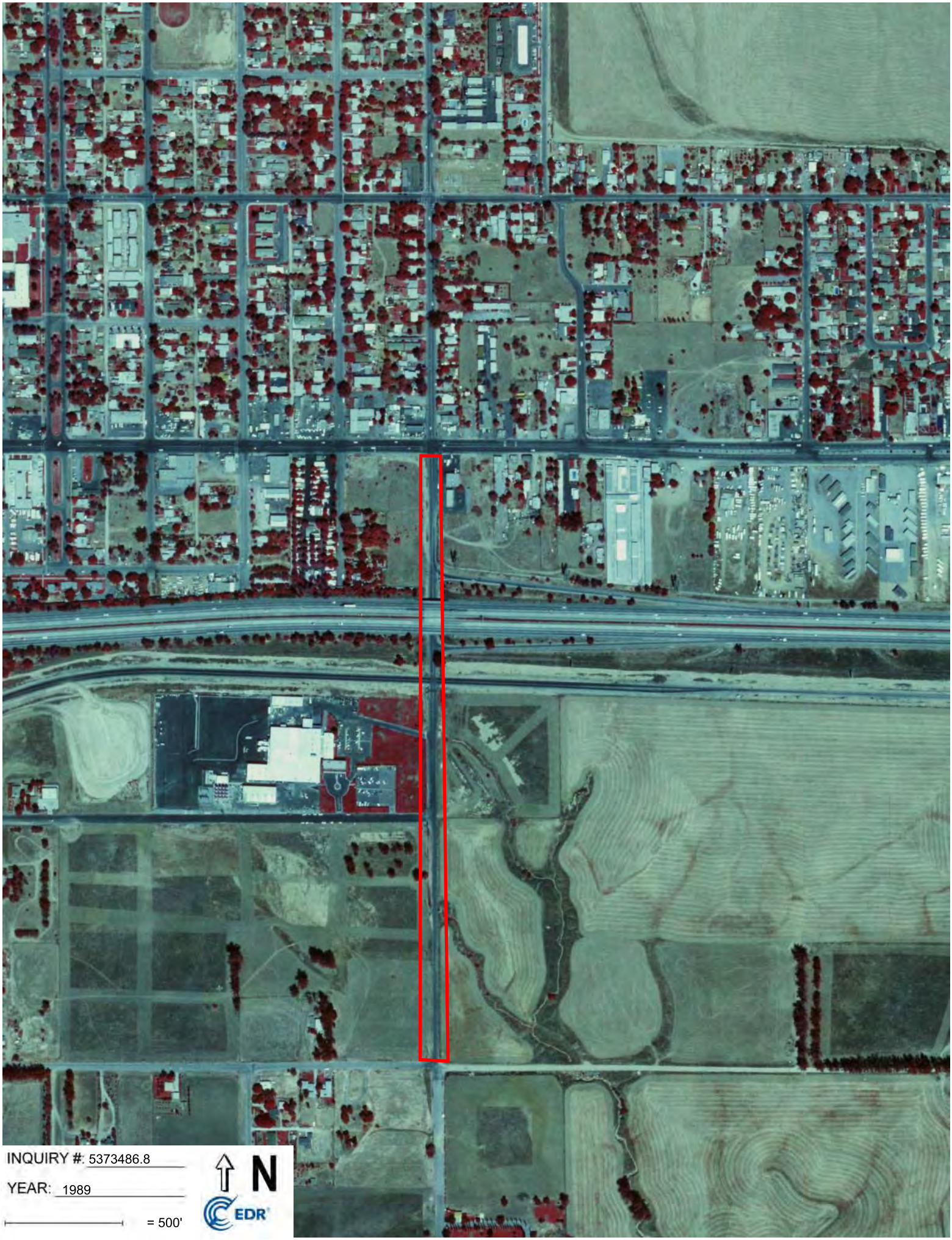
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YEAR: 1985

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EDR

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EDR

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EDR

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EDR

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YEAR: 1961
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EDR

INQUIRY #: 5373486.8
YEAR: 1953
= 500'
N
EDR

INQUIRY #: 5373486.8
YEAR: 1949
= 500'
N
EDR

INQUIRY #: 5373486.8
YEAR: 1938
= 500'
N
EDR

Pennsylvania Avenue & I10

Pennsylvania Avenue & I10

Beaumont, CA 92223

Inquiry Number: 5373486.4

July 26, 2018

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

07/26/18

Site Name:	Client Name:
Pennsylvania Avenue & I10	Leighton Consulting
Pennsylvania Avenue & I10	17781 Cowan
Beaumont, CA 92223	Irvine, CA 92614
EDR Inquiry # 5373486.4	Contact: Breeanna Copeland

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Leighton Consulting were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:		*Coordinates:*	
P.O.#	12091.001	**Latitude:**	33.927342 33° 55' 38" North
Project:	Pennsylvania Avenue & I 10	**Longitude:**	-116.966048 -116° 57' 58" West
		UTM Zone:	Zone 11 North
		UTM X Meters:	503138.06
		UTM Y Meters:	3754100.37
		Elevation:	2603.00' above sea level

Maps Provided:

2012	1943
1996	1901
1988	
1979	
1972	
1956	
1953	
1948	

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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

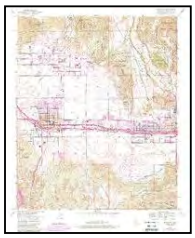
2012 Source Sheets

Beaumont
2012
7.5-minute, 24000

1996 Source Sheets

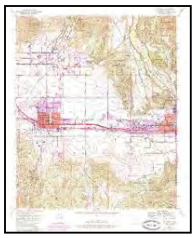
Beaumont
1996
7.5-minute, 24000
Aerial Photo Revised 1994

1988 Source Sheets



Beaumont
1988
7.5-minute, 24000
Aerial Photo Revised 1949

1979 Source Sheets



Beaumont
1979
7.5-minute, 24000
Aerial Photo Revised 1976

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1972 Source Sheets

Beaumont
1972
7.5-minute, 24000
Aerial Photo Revised 1972

1956 Source Sheets

Banning
1956
15-minute, 62500
Aerial Photo Revised 1951

1953 Source Sheets

Beaumont
1953
7.5-minute, 24000
Aerial Photo Revised 1949

1948 Source Sheets

BANNING
1948
15-minute, 50000

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1943 Source Sheets

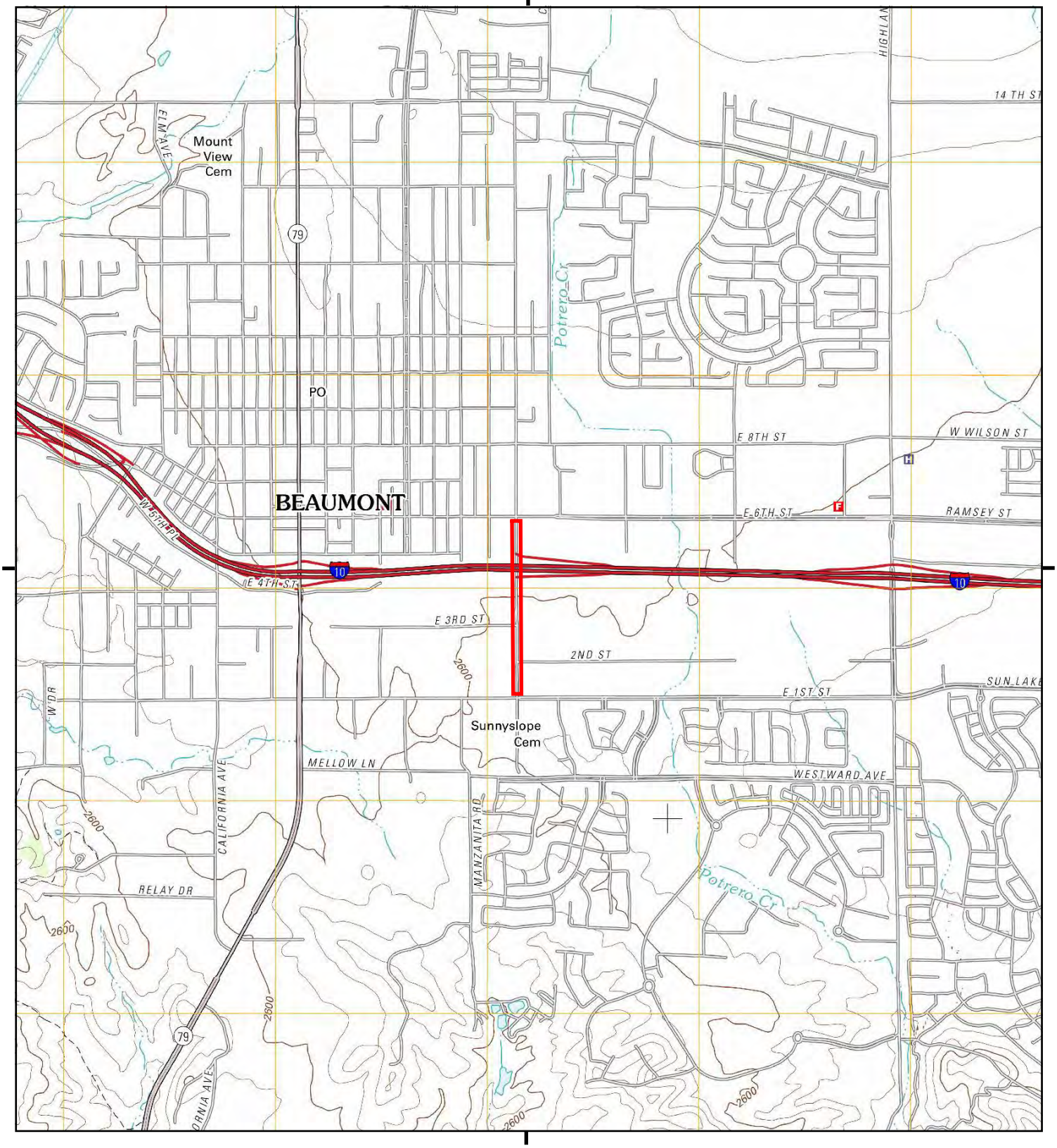
Banning
1943
15-minute, 62500
Aerial Photo Revised 1941

1901 Source Sheets

San Jacinto
1901
30-minute, 125000

Historical Topo Map

2012



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

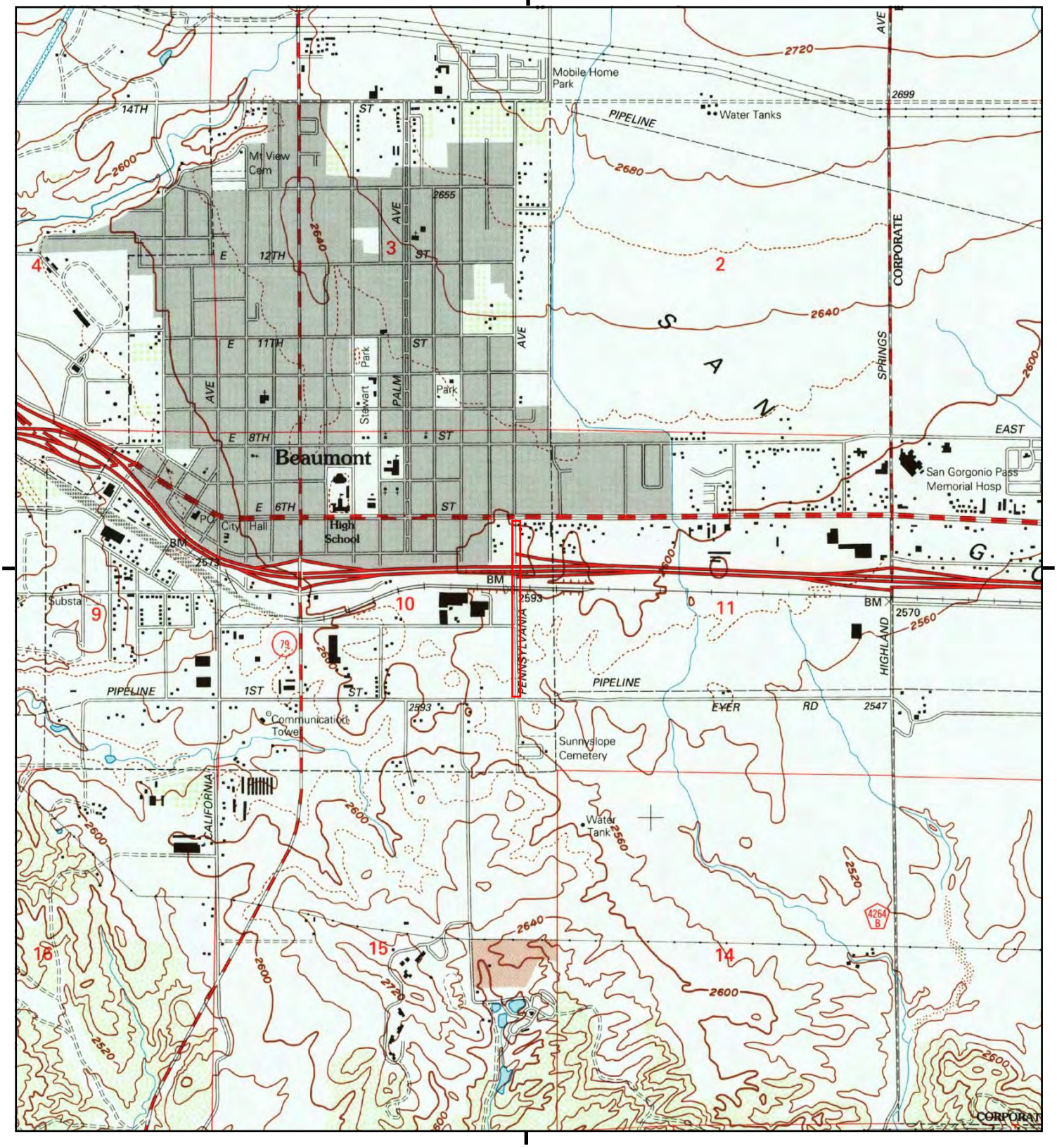
TP, Beaumont, 2012, 7.5-minute

SITE NAME: Pennsylvania Avenue & I10
ADDRESS: Pennsylvania Avenue & I10
Beaumont, CA 92223
CLIENT: Leighton Consulting

N

Historical Topo Map

1996



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SW S SE

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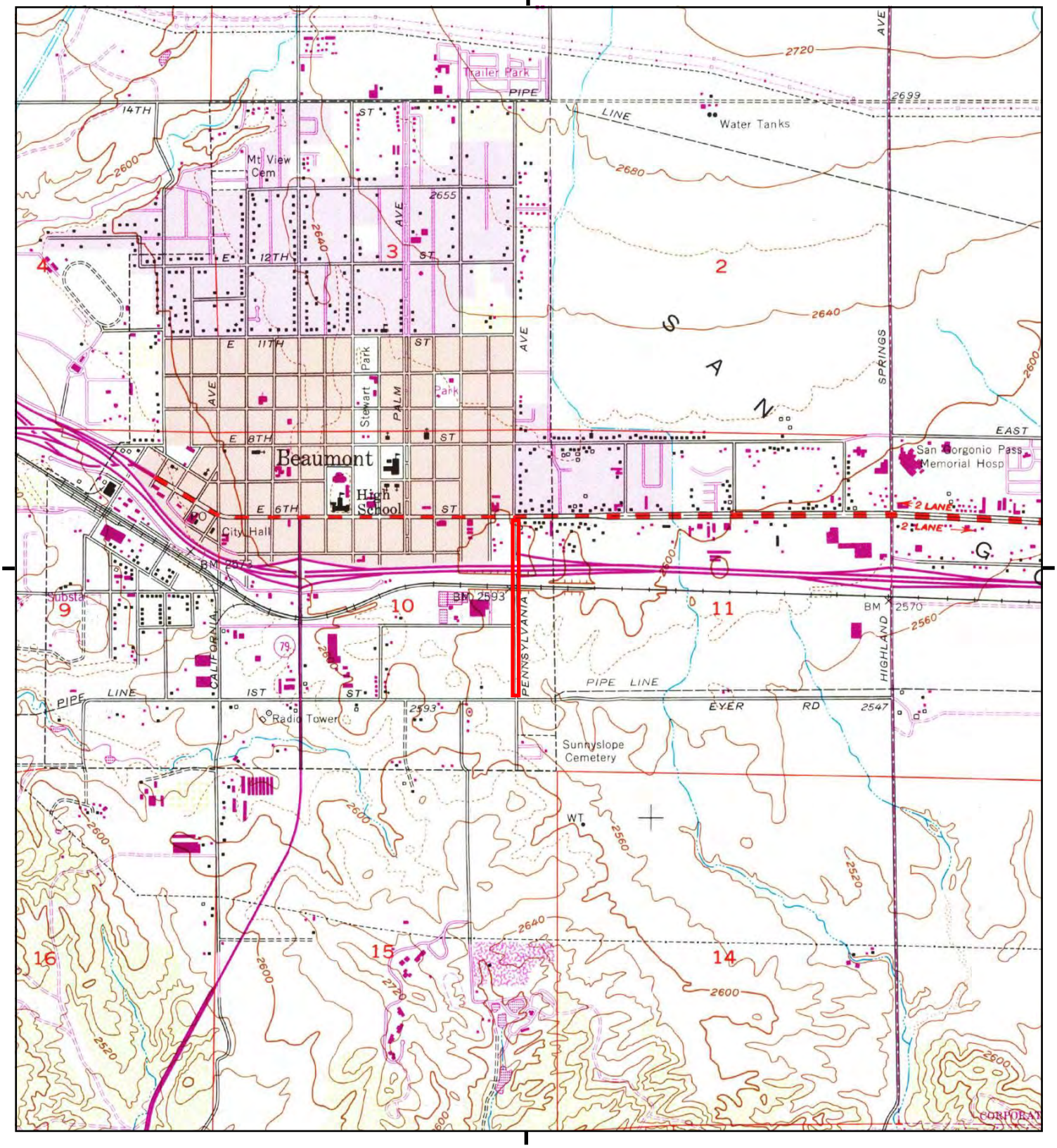
SITE NAME: Pennsylvania Avenue & I10
ADDRESS: Pennsylvania Avenue & I10
Beaumont, CA 92223
CLIENT: Leighton Consulting

N

Historical Topo Map

1988



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SITE NAME: Pennsylvania Avenue & I10
ADDRESS: Pennsylvania Avenue & I10
Beaumont, CA 92223
CLIENT: Leighton Consulting

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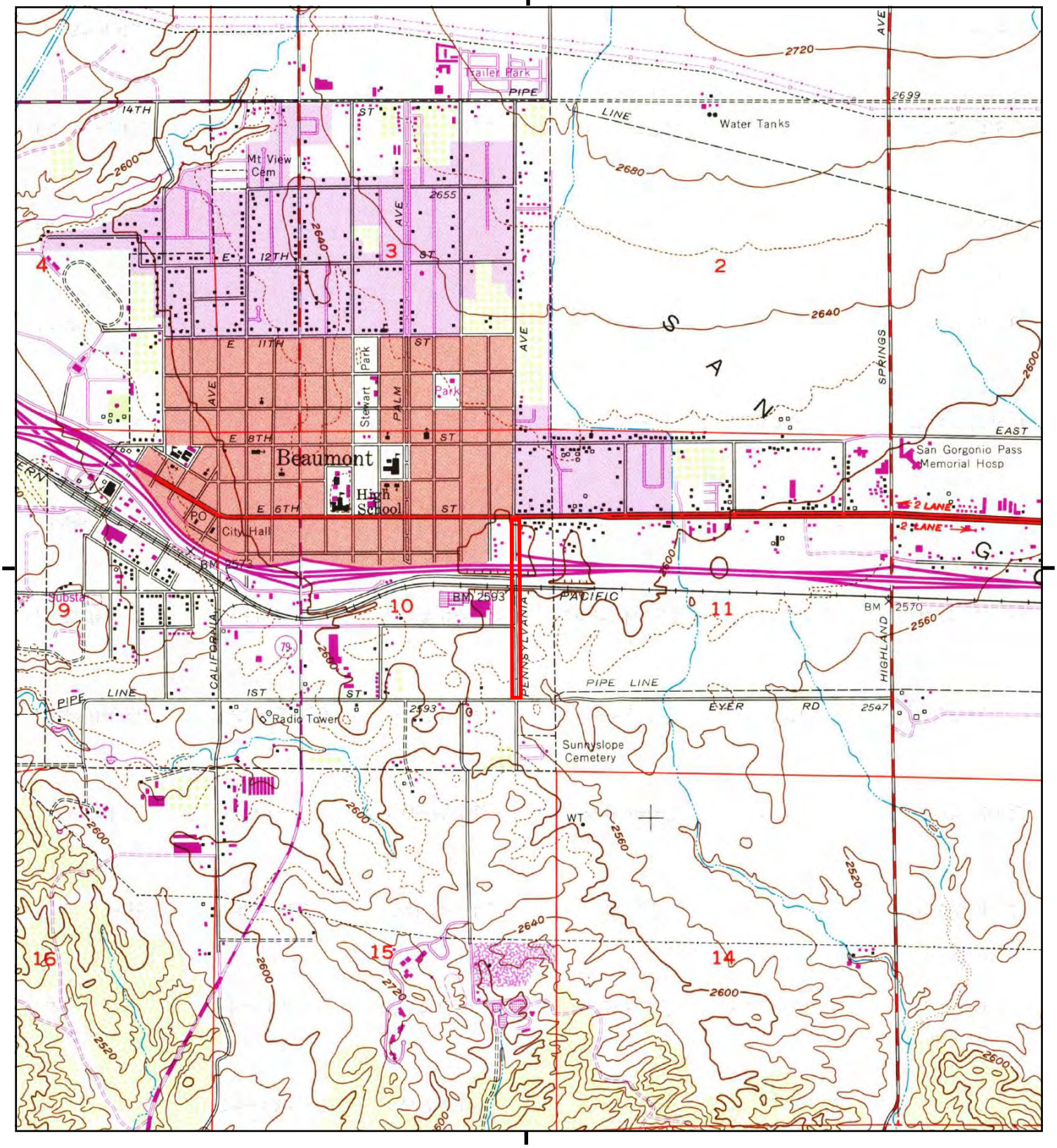
Historical Topo Map

1979



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

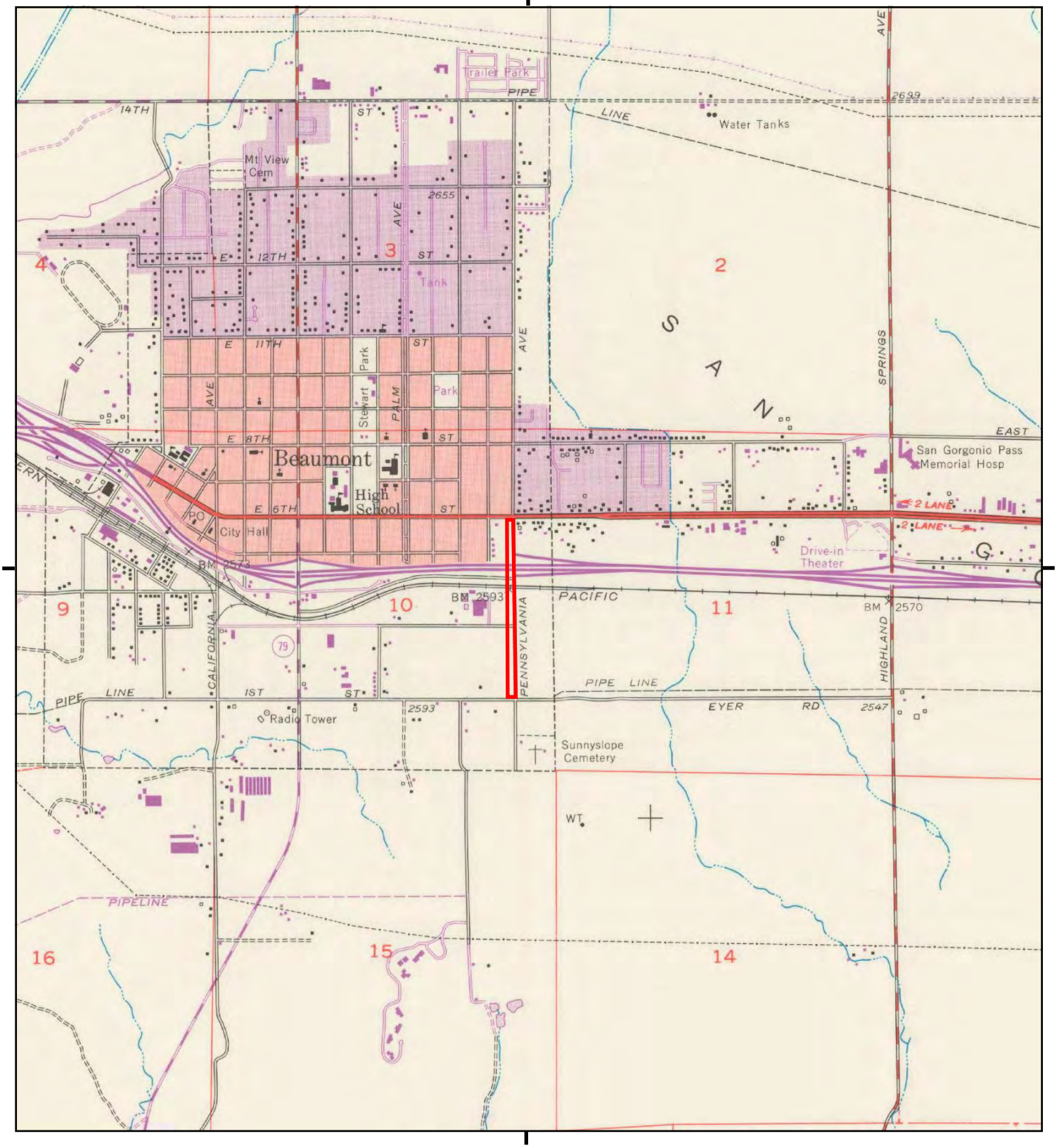
TP, Beaumont, 1979, 7.5-minute

SITE NAME: Pennsylvania Avenue & I10
ADDRESS: Pennsylvania Avenue & I10
Beaumont, CA 92223
CLIENT: Leighton Consulting

N

Historical Topo Map

1972



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

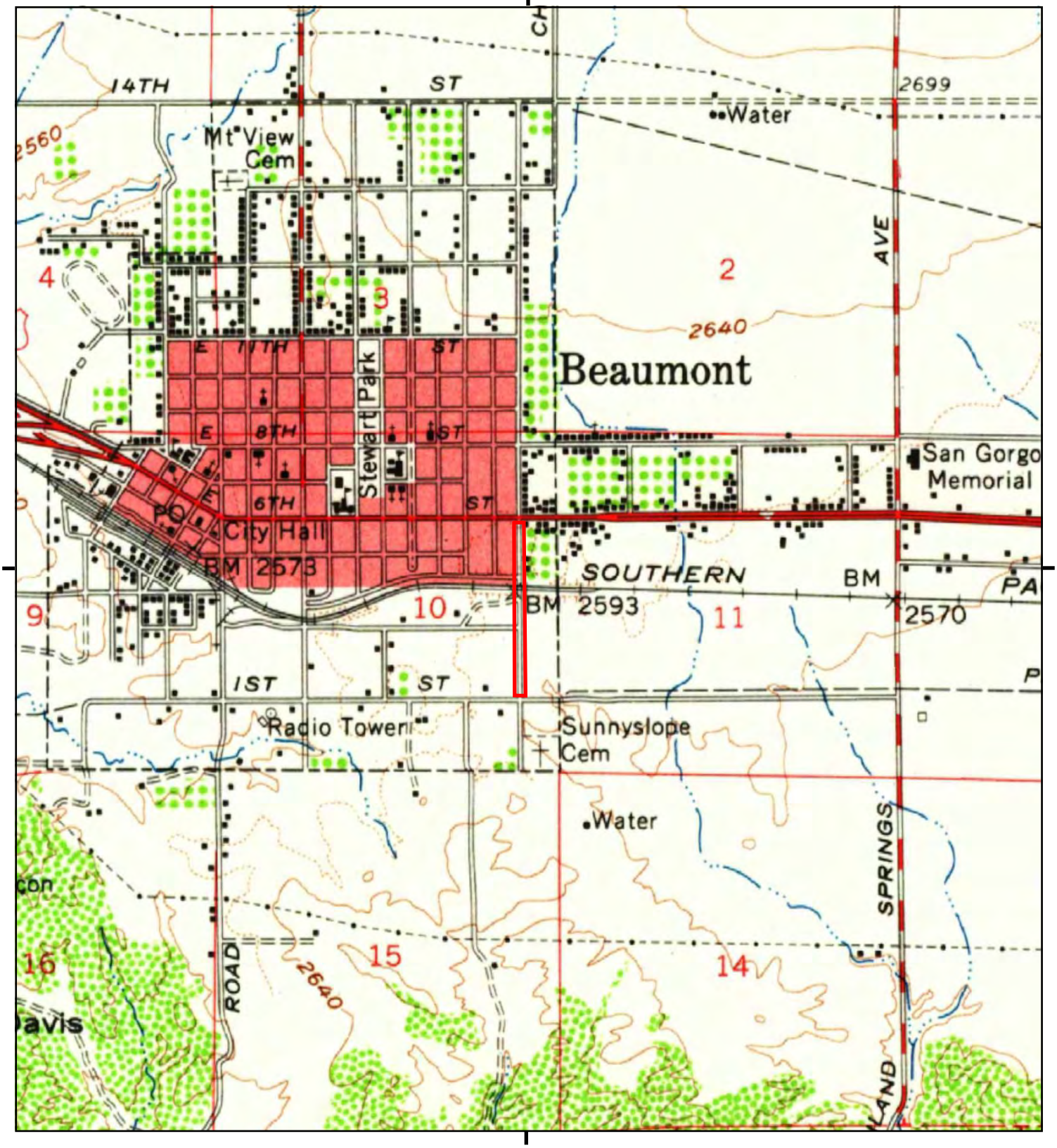
TP, Beaumont, 1972, 7.5-minute

SITE NAME: Pennsylvania Avenue & I10
ADDRESS: Pennsylvania Avenue & I10
Beaumont, CA 92223
CLIENT: Leighton Consulting

N

Historical Topo Map

1956



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0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

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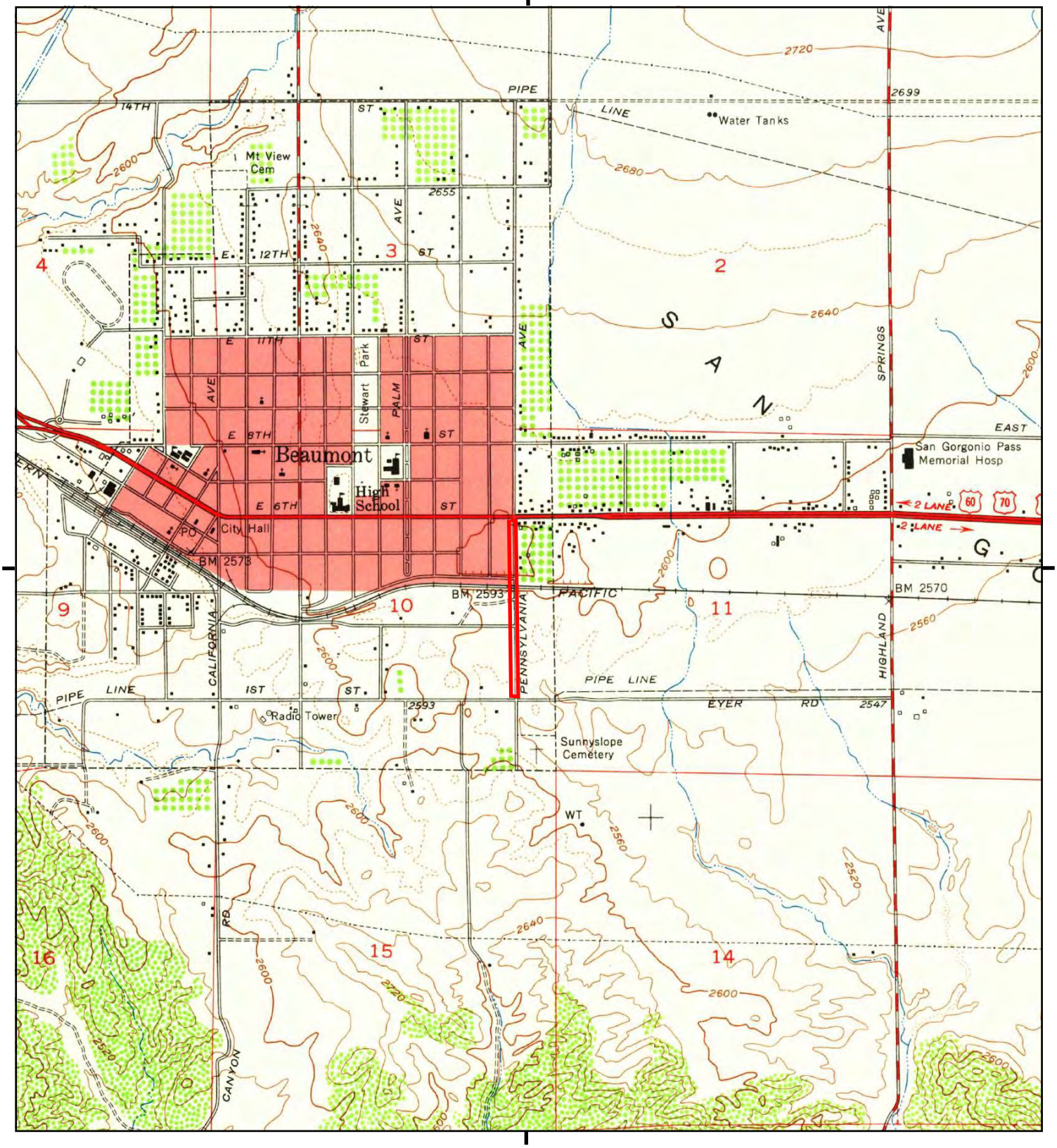
SITE NAME: Pennsylvania Avenue & I10
ADDRESS: Pennsylvania Avenue & I10
Beaumont, CA 92223
CLIENT: Leighton Consulting

N



This report includes information from the following map sheet(s).

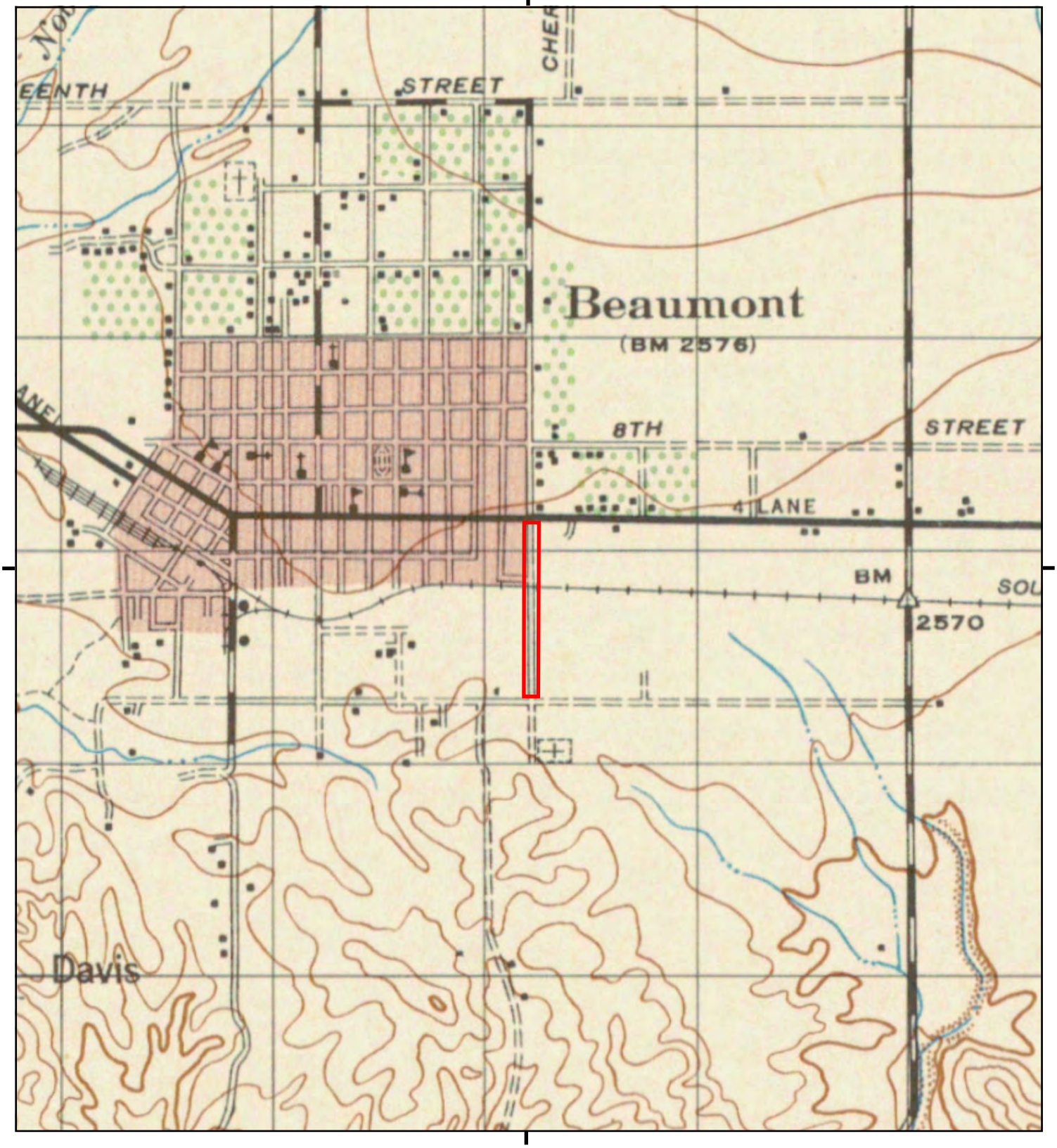
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Beaumont, 1953, 7.5-minute

SITE NAME: Pennsylvania Avenue & I10
ADDRESS: Pennsylvania Avenue & I10
Beaumont, CA 92223
CLIENT: Leighton Consulting

N



This report includes information from the following map sheet(s).

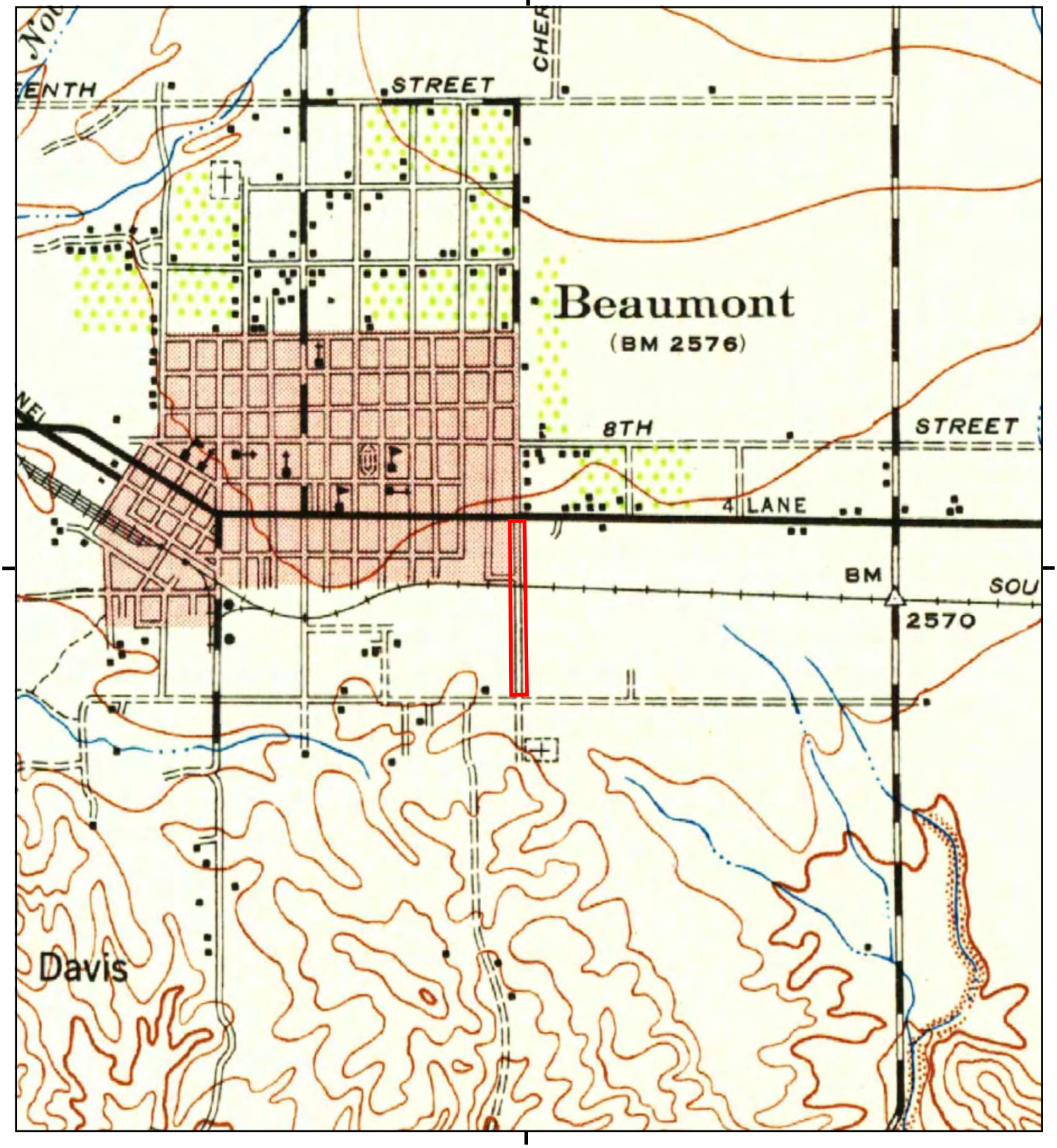
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, BANNING, 1948, 15-minute

SITE NAME: Pennsylvania Avenue & I10
ADDRESS: Pennsylvania Avenue & I10
Beaumont, CA 92223
CLIENT: Leighton Consulting

N



This report includes information from the following map sheet(s).

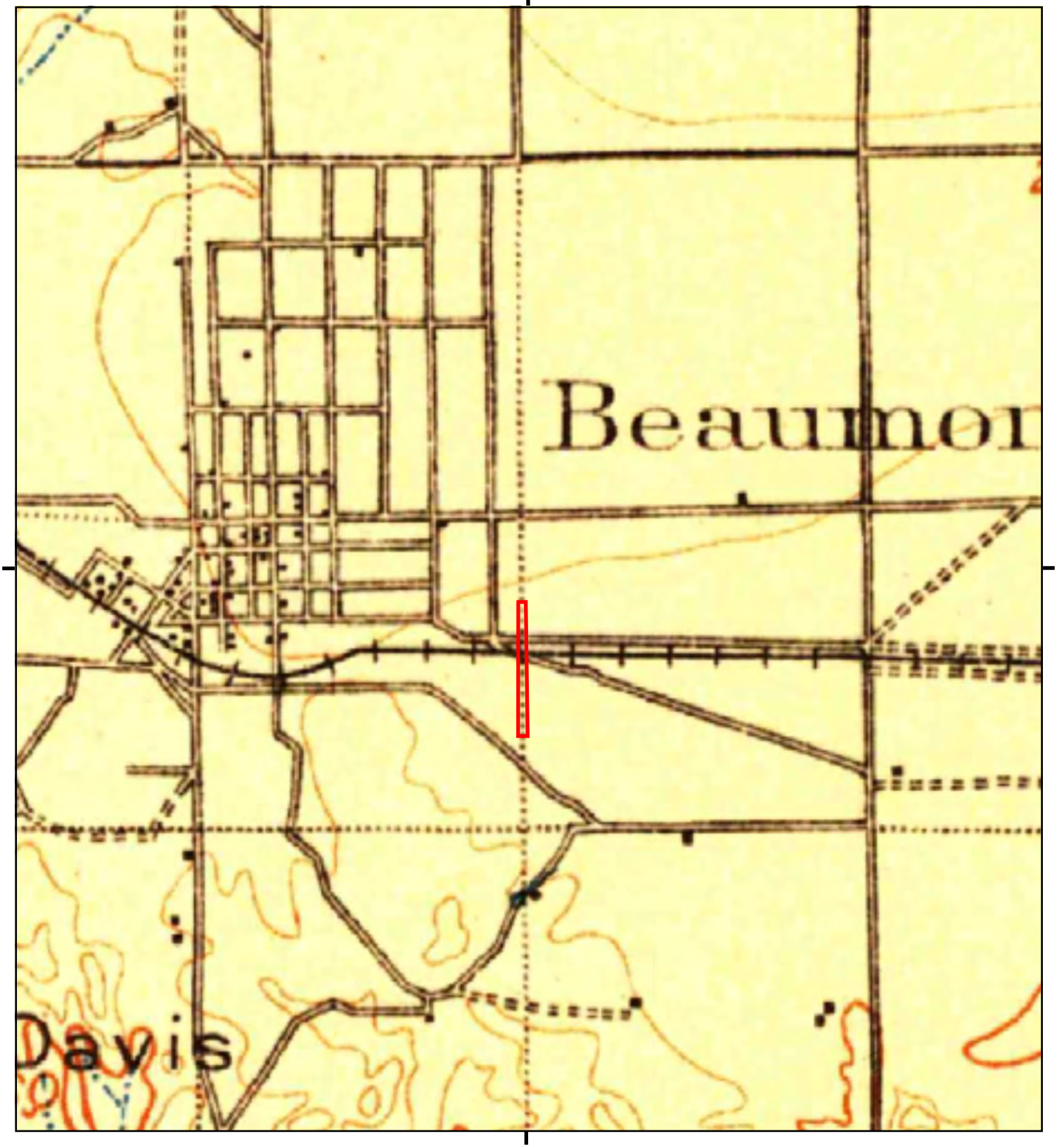
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Banning, 1943, 15-minute

SITE NAME: Pennsylvania Avenue & I10
ADDRESS: Pennsylvania Avenue & I10
Beaumont, CA 92223
CLIENT: Leighton Consulting

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, San Jacinto, 1901, 30-minute

SITE NAME: Pennsylvania Avenue & I10
ADDRESS: Pennsylvania Avenue & I10
Beaumont, CA 92223
CLIENT: Leighton Consulting

N

Breeanna Copeland

From: WB-RB7-PRA <RB7-PRA@Waterboards.ca.gov>
Sent: Monday, August 06, 2018 11:23 AM
To: Breeanna Copeland
Subject: RE: Records request

Good morning Breeanna,

I did not find any files for: 560 E. Pennsylvania Avenue, Beaumont; and 1201 E. 6th Street, Beaumont. The address: 1060 E. 3rd Street, Beaumont is located in our Santa Ana Region 8 office. Their website address is: www.waterboards.ca.gov/santaana

Have a good day!

Terry Barnes
Office Technician
72-730 Fred Waring Drive, Suite 100
Palm Desert, CA 92260
(760) 346-7491
><((((O>°><((((O>°><((((O>°

From: Breeanna Copeland [mailto:bcopeland@leightongroup.com]
Sent: Friday, August 3, 2018 2:20 PM
To: WB-RB7-PRA <RB7-PRA@Waterboards.ca.gov>
Subject: Records request

Good Afternoon,

Leighton Consulting Inc. is requesting information for the following ***addresses:***

- 560 E Pennsylvania Avenue, Beaumont CA 92223
- 1201 E 6th Street, Beaumont CA 92223
- 1060 E 3rd Street, Beaumont CA 92223

Leighton Consulting Inc. is requesting any information concerning hazardous waste/materials, underground storage tanks, leaking underground storage tanks cleanup, inspections, violations, or any other environmentally sensitive spills, responses, or concerns your agency may have on file associated with these properties.

Thank you very much for your time and assistance.

Respectfully submitted,

LEIGHTON CONSULTING INC.

Breeanna Copeland, GIT
Senior Staff Geologist
Leighton Group Inc.
10532 Acacia Street, Suite B-6
Rancho Cucamonga, CA 91730
(909) 527-8770 Direct
(951) 258-4715 Cell
(909) 484-2170 FAX

Breeanna Copeland

From: WB-RB8-FileReview8 <FileReview8@waterboards.ca.gov>
Sent: Friday, August 10, 2018 9:03 AM
To: Breeanna Copeland
Subject: RE: Records request

Good morning,

After careful review of our records, we show we have no files for the following sites:

- **560 E Pennsylvania Avenue, Beaumont CA 92223**
- **1201 E 6th Street, Beaumont CA 92223**
- **1060 E 3rd Street, Beaumont CA 92223**

If we can be of further assistance please do not hesitate to contact us again.

File Review Desk
3737 Main St. Suite 500
Riverside, CA 92501

From: Breeanna Copeland [mailto:bcopeland@leightongroup.com]
Sent: Thursday, August 9, 2018 11:56 AM
To: WB-RB8-FileReview8 <FileReview8@waterboards.ca.gov>
Subject: Records request

Good Afternoon,

Leighton Consulting Inc. is requesting information for the following ***addresses:***

- 560 E Pennsylvania Avenue, Beaumont CA 92223
- 1201 E 6th Street, Beaumont CA 92223
- 1060 E 3rd Street, Beaumont CA 92223

Leighton Consulting Inc. is requesting any information concerning hazardous waste/materials, underground storage tanks, leaking underground storage tanks cleanup, inspections, violations, or any other environmentally sensitive spills, responses, or concerns your agency may have on file associated with these properties.

Thank you very much for your time and assistance.

Respectfully submitted,

LEIGHTON CONSULTING INC.

Breeanna Copeland, GIT
Senior Staff Geologist
Leighton Group Inc.

10532 Acacia Street, Suite B-6
Rancho Cucamonga, CA 91730
(909) 527-8770 Direct
(951) 258-4715 Cell
(909) 484-2170 FAX

Breeanna Copeland

From: Breeanna Copeland
Sent: Tuesday, August 21, 2018 8:53 AM
To: 'Julie.Johnson@dtsc.ca.gov'
Cc: Jone.Barrio@dtsc.ca.gov
Subject: Records request

Good Morning,

Leighton Consulting Inc. is requesting information for the following ***addresses and/or Assessor's Parcel Numbers (APNs):***

APN #	***Address***
418-122-028	
418-122-021	
418-160-006	
418-123-017	1201 E 6TH ST, BEAUMONT CA 92223
418-123-015	560 E PENNSYLVANIA AVE, BEAUMONT CA 92223
418-123-011	
418-123-003	
418-160-007	
418-360-003	
418-360-009	1060 E THIRD ST, BEAUMONT CA 92223
418-240-009	
418-240-011	
418-250-006	
418-250-008	
418-250-009	

Leighton Consulting Inc. is requesting any information concerning hazardous waste/materials, underground storage tanks, leaking underground storage tanks cleanup, inspections, violations, or any other environmentally sensitive spills, responses, or concerns your agency may have on file associated with this site.

Thank you very much for your time and assistance.

Respectfully submitted,

LEIGHTON CONSULTING INC.

Breeanna Copeland, GIT
Senior Staff Geologist

Leighton Group Inc.
10532 Acacia Street, Suite B-6
Rancho Cucamonga, CA 91730
(909) 527-8770 Direct
(951) 258-4715 Cell
(909) 484-2170 FAX

Breeanna Copeland

From: Barrio, Jone@DTSC <Jone.Barrio@dtsc.ca.gov>
Sent: Wednesday, August 22, 2018 11:19 AM
To: Breeanna Copeland
Subject: Response to your request for records
Attachments: 2018 YES Various Letter with 99 % of entire site have been uploaded in Envirostor.doc

Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental

Barbara A. Lee, Director
5796 Corporate Ave
Cypress, California 90630

Edmund G. Brown Jr.
Governor

August 22, 2018

Ms. Breeanna Copeland
Leighton
bcopeland@leightongroup.com

Various Sites:
PR4-082218-07

Dear: Ms. Copeland:

We have received your Public Records Act Request for records from the Department of Toxic Substances Control. After a thorough review of our files, we have found that we may have records pertaining to some of the sites/facilities referenced in your request.

Yes: **Square D aka: Yates, 1060 E 3RD St, Beaumont** (E-stor # 80001405)
Square D has 8 shelves of documentation: 1987 -2003. All documents have been uploaded in Enviostor database.
Yates Ind.2 ½ shelves of documentation: 1984 – 1989.

And your requested site: Square D, has been forwarded to our Chatsworth Office: (818)717-6522, as they may have documents.

Please, check out our Enviostor database: You will find *the entire site documents have been uploaded,* which you can view and download for this site.

N/R: for the entire rest of your requested Sites and APN's.

We would also like to inform you about Envirostor, a database that provides information and documents on over 5,000 DTSC cleanup sites. EnviroStor can be accessed at: http://www.envirostor.dtsc.ca.gov/public. future request please: fax: 714.484.5318 or email both: Jone.Barrio@dtsc.ca.gov & Julie.Johnson@dtsc.ca.gov

If you have any questions, would like further information regarding your request or would like to set an appointment, please contact our Regional Records Coordinator at (714) 484-5336.

Sincerely,

Jone Barrio

Jone Barrio
Regional Records Coordinator
DTSC – Cypress Office

Printed on Recycled Paper

Breeanna Copeland

From: Breeanna Copeland
Sent: Tuesday, August 21, 2018 8:53 AM
To: robert.hardison@dtsc.ca.gov
Cc: 'Glenn.Castillo@dtsc.ca.gov'
Subject: Records request
Attachments: Map My County Parcel Report.pdf

Good Morning,

Leighton Consulting Inc. is requesting information for the following ***addresses and/or Assessor's Parcel Numbers (APNs):***

APN #	***Address***
418-122-028	
418-122-021	
418-160-006	
418-123-017	1201 E 6TH ST, BEAUMONT CA 92223
418-123-015	560 E PENNSYLVANIA AVE, BEAUMONT CA 92223
418-123-011	
418-123-003	
418-160-007	
418-360-003	
418-360-009	1060 E THIRD ST, BEAUMONT CA 92223
418-240-009	
418-240-011	
418-250-006	
418-250-008	
418-250-009	

Leighton Consulting Inc. is requesting any information concerning hazardous waste/materials, underground storage tanks, leaking underground storage tanks cleanup, inspections, violations, or any other environmentally sensitive spills, responses, or concerns your agency may have on file associated with this site.

Thank you very much for your time and assistance.

Respectfully submitted,

LEIGHTON CONSULTING INC.

Breeanna Copeland, GIT

Senior Staff Geologist
Leighton Group Inc.
10532 Acacia Street, Suite B-6
Rancho Cucamonga, CA 91730
(909) 527-8770 Direct
(951) 258-4715 Cell
(909) 484-2170 FAX

Breeanna Copeland

From: Shane Scissons <SScissons@beaumontca.gov>
Sent: Wednesday, August 22, 2018 3:32 PM
To: Breeanna Copeland
Subject: APN numbers for Pennsylvania Project
Attachments: SKM_C65818082215170.pdf

Good afternoon Breeanna,

Please see the attached for work in progress on the list of APN's you gave me. I did run into a couple of repeat APN's and did have to move an address around. I will start pulling permit information as soon as I can. Please keep in mind, some of these properties may have limited permits.

Thank you,

Shane Scissons
Permit Technician
City of Beaumont
sscissons@beaumontca.gov
Phone: (951) 769-8529

Building & Safety counter hours for same day permits will be Monday – Friday from 8:00 a.m. to 11:00 a .m.

Breeanna Copeland

From: Breeanna Copeland
Sent: Thursday, August 09, 2018 11:56 AM
To: 'filereview8@waterboards.ca.gov'
Subject: Records request

Good Afternoon,

Leighton Consulting Inc. is requesting information for the following ***addresses:***

- 560 E Pennsylvania Avenue, Beaumont CA 92223
- 1201 E 6th Street, Beaumont CA 92223
- 1060 E 3rd Street, Beaumont CA 92223

Leighton Consulting Inc. is requesting any information concerning hazardous waste/materials, underground storage tanks, leaking underground storage tanks cleanup, inspections, violations, or any other environmentally sensitive spills, responses, or concerns your agency may have on file associated with these properties.

Thank you very much for your time and assistance.

Respectfully submitted,

LEIGHTON CONSULTING INC.

Breeanna Copeland, GIT
Senior Staff Geologist
Leighton Group Inc.
10532 Acacia Street, Suite B-6
Rancho Cucamonga, CA 91730
(909) 527-8770 Direct
(951) 258-4715 Cell
(909) 484-2170 FAX

Breeanna Copeland

From: Breeanna Copeland
Sent: Friday, August 03, 2018 2:20 PM
To: 'RB7-PRA@waterboards.ca.gov'
Subject: Records request

Good Afternoon,

Leighton Consulting Inc. is requesting information for the following ***addresses:***

- 560 E Pennsylvania Avenue, Beaumont CA 92223
- 1201 E 6th Street, Beaumont CA 92223
- 1060 E 3rd Street, Beaumont CA 92223

Leighton Consulting Inc. is requesting any information concerning hazardous waste/materials, underground storage tanks, leaking underground storage tanks cleanup, inspections, violations, or any other environmentally sensitive spills, responses, or concerns your agency may have on file associated with these properties.

Thank you very much for your time and assistance.

Respectfully submitted,

LEIGHTON CONSULTING INC.

Breeanna Copeland, GIT
Senior Staff Geologist
Leighton Group Inc.
10532 Acacia Street, Suite B-6
Rancho Cucamonga, CA 91730
(909) 527-8770 Direct
(951) 258-4715 Cell
(909) 484-2170 FAX

Breeanna Copeland

From: Breeanna Copeland
Sent: Wednesday, August 22, 2018 12:42 PM
To: 'DEHRecordsMgmt@rivco.org'
Subject: Records request for Beaumont, CA_Leighton Consulting
Attachments: Request for Records_Beaumont_6th_Street.pdf; Request for Records_Beaumont_Pennsylvania_Ave.pdf; Request for Records_Beaumont_Third_Street.pdf

Good Afternoon,

I have attached the records request forms for properties located in the City of Beaumont, CA.

Thank you,

Breeanna Copeland, GIT
Senior Staff Geologist
Leighton Group Inc.
10532 Acacia Street, Suite B-6
Rancho Cucamonga, CA 91730
(909) 527-8770 Direct
(951) 258-4715 Cell
(909) 484-2170 FAX

County of Riverside

DEPARTMENT OF ENVIRONMENTAL HEALTH

www.rivcoeh.org

Environmental Protection & Oversight Division
Hazardous Materials Management Branch

REQUEST FOR RECORDS

Requests for review of records are processed on a first come, first serve basis and the processing time is approximately 2-4 weeks. As required by California Public Records Act Section 6250 et seq., a response will be given within ten (10) business days to confirm receipt of your request.

Pursuant to California Government Code, Section 6254 (f), records of pending investigations and informant's names, addresses, and telephone numbers, will not be released.

For access to electronic records available online, visit the Public Information section at www.rivcoeh.org for more details.

REQUESTOR INFORMATION		
NAME: Breeanna Copeland	DATE OF REQUEST: August 22, 2018	
BUSINESS NAME (IF ANY): Leighton Consulting Inc		
RETURN LEGAL MAILING ADDRESS: 10532 Acacia Street		
CITY: Rancho Cucamonga	STATE: CA	ZIP: 91730
PHONE: 909-527-8770		

The following information is required. **List each street address separately.**

	SITE STREET ADDRESS (NO APNs)	CITY
1.	1201 E. 6th Street	Beaumont
2.	1229 E. 6th Street	Beaumont
3.	1265 E. 6th Street	Beaumont
4.	1295 E. 6th Street	Beaumont
5.	1297 E. 6th Street	Beaumont
6.		
7.		

Requests must be made in writing and submitted by mail, email, or in person to the following office:

4065 County Circle Drive, Room 104, Riverside, CA 92503
Phone: (951) 358-5055
Email: DEHRecordsMgmt@rivco.org
Mailing Address: P.O. Box 7909, Riverside, CA 92513-7909

For our office locations call us at (888) 722-4234 or visit our website at www.rivcoeh.org

County of Riverside

DEPARTMENT OF ENVIRONMENTAL HEALTH

www.rivcoeh.org

Environmental Protection & Oversight Division
Hazardous Materials Management Branch

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Pursuant to California Government Code, Section 6254 (f), records of pending investigations and informant's names, addresses, and telephone numbers, will not be released.

For access to electronic records available online, visit the Public Information section at www.rivcoeh.org for more details.

REQUESTOR INFORMATION		
NAME: Breeanna Copeland	DATE OF REQUEST: August 22, 2018	
BUSINESS NAME (IF ANY): Leighton Consulting Inc		
RETURN LEGAL MAILING ADDRESS: 10532 Acacia Street		
CITY: Rancho Cucamonga	STATE: CA	ZIP: 91730
PHONE: 909-527-8770		

The following information is required. **List each street address separately.**

	SITE STREET ADDRESS (NO APNs)	CITY
1.	560 E Pennsylvania Avenue	Beaumont
2.		
3.		
4.		
5.		
6.		
7.		

Requests must be made in writing and submitted by mail, email, or in person to the following office:

4065 County Circle Drive, Room 104, Riverside, CA 92503
Phone: (951) 358-5055
Email: DEHRecordsMgmt@rivco.org
Mailing Address: P.O. Box 7909, Riverside, CA 92513-7909

For our office locations call us at (888) 722-4234 or visit our website at www.rivcoeh.org

County of Riverside

DEPARTMENT OF ENVIRONMENTAL HEALTH

www.rivcoeh.org

Environmental Protection & Oversight Division
Hazardous Materials Management Branch

REQUEST FOR RECORDS

Requests for review of records are processed on a first come, first serve basis and the processing time is approximately 2-4 weeks. As required by California Public Records Act Section 6250 et seq., a response will be given within ten (10) business days to confirm receipt of your request.

Pursuant to California Government Code, Section 6254 (f), records of pending investigations and informant's names, addresses, and telephone numbers, will not be released.

For access to electronic records available online, visit the Public Information section at www.rivcoeh.org for more details.

REQUESTOR INFORMATION		
NAME: Breeanna Copeland	DATE OF REQUEST: August 22, 2018	
BUSINESS NAME (IF ANY): Leighton Consulting Inc		
RETURN LEGAL MAILING ADDRESS: 10532 Acacia Street		
CITY: Rancho Cucamonga	STATE: CA	ZIP: 91730
PHONE: 909-527-8770		

The following information is required. **List each street address separately.**

	SITE STREET ADDRESS (NO APNs)	CITY
1.	1060 E. 3rd Street	Beaumont
2.		
3.		
4.		
5.		
6.		
7.		

Requests must be made in writing and submitted by mail, email, or in person to the following office:

4065 County Circle Drive, Room 104, Riverside, CA 92503
Phone: (951) 358-5055
Email: DEHRecordsMgmt@rivco.org
Mailing Address: P.O. Box 7909, Riverside, CA 92513-7909

For our office locations call us at (888) 722-4234 or visit our website at www.rivcoeh.org

PAGE 743

STATE WATER RESOURCES CONTROL BOARD
HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR RIVERSIDE COUNTY
CONTAINER TYPES: 1,2,3,4,5
(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

06/01/88

I OWNER
CIRCLE K CORPORATION
4500 SOUTH 40TH STREET PHOENIX AZ 85040

II FACILITY

CIRCLE K #509
1201 EAST SIXTH STREET
BEAUMONT CA 92223

CROSS STREET :

MAILING ADDRESS
TOWNSHIP/RANGE/SECTION
1201 EAST SIXTH STREET
BEAUMONT AZ 92223

DEALER/FOREMAN/SUPERVISOR
TELEPHONE
KEN ZIMMERMAN
(714) 845-1215

TYPE OF BUSINESS
NO. OF CONTAINERS
GASOLINE STATION
2

III 24-HR. CONTACT PERSON / TELEPHONE
DAY: KEN ZIMMERMAN (714) 642-7702 NIGHT: ( ) -

********** OWNER ASSIGNED CONTAINER NUMBER: 1 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000013855001 *********

IV DESCRIPTION
A. CONTAINER TYPE : TANK
B. MANUFACTURER/YR OF MFG:
C. YEAR INSTALLED : UNK
D. CAPACITY (GALLONS) : 10,000
E. REPAIRS : NONE IF YES WHEN :
F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
G. STORES : PRODUCT
H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: REGULAR

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
A. THICKNESS:
B. VAULTING: NON-VAULTED C. WALLING: UNKNOWN
D. MATERIAL : CARBON STEEL
E. LINING : UNKNOWN
F. WRAPPING : UNKNOWN

VI PIPING
A. ABOVEGROUND PIPING :
B. UNDERGROUND PIPING : PRESSURE
C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12032 REGULAR MOTOR VEHICLE FUEL

PAGE 744 STATE WATER RESOURCES CONTROL BOARD 06/01/88

HAZARDOUS SUBSTANCE STORAGE CONTAINER INFORMATION FOR RIVERSIDE COUNTY

CONTAINER TYPES: 1,2,3,4,5

(1=FARM MOTOR VEHICLE FUEL TANKS, 2=ALL OTHER PRODUCT TANKS, 3=WASTE TANKS, 4=SUMPS, 5=PITS, PONDS, LAGOONS & OTHERS)

********** OWNER ASSIGNED CONTAINER NUMBER: 2 ********** STATE BOARD ASSIGNED CONTAINER ID NUMBER: 00000013855002 *********

IV DESCRIPTION
- A. CONTAINER TYPE : TANK
- B. MANUFACTURER/YR OF MFG:
- C. YEAR INSTALLED : UNK
- D. CAPACITY (GALLONS) : 10,000
- E. REPAIRS : NONE IF YES WHEN :
- F. CURRENTLY USED : YES IF NO, YEAR OF LAST USE:
- G. STORES : PRODUCT
- H. MOTOR VEHICLE FUEL/WASTE OIL : YES CONTAINS: UNLEADED

IS CONTAINER LOCATED ON A FARM : NO

V CONTAINER CONSTRUCTION
- A. THICKNESS:
- B. VAULTING: NON-VAULTED
- C. WALLING: UNKNOWN
- D. MATERIAL : CARBON STEEL
- E. LINING : UNKNOWN
- F. WRAPPING : UNKNOWN

VI PIPING
- A. ABOVEGROUND PIPING :
- B. UNDERGROUND PIPING : PRESSURE
- C. REPAIRS : UNKN IF YES, YEAR OF MOST RECENT REPAIR:

VII LEAK DETECTION
STOCK INVENTORY

VIII CHEMICAL COMPOSITION OF SUBSTANCES CURRENTLY STORED IN CONTAINER
12031 UNLEADED MOTOR VEHICLE FUEL

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

August 9, 2018

To: Department of Building and Safety
Records Division
4080 Lemon Street 9th
P.O. Box 1629
Riverside, California 92502
Fax: (951) 955-2022

Attention: County Staff

Subject: File Review Request for Hazardous Materials, Substances or Waste

Leighton Consulting Inc. is requesting information for the following **addresses and/or Assessor's Parcel Numbers (APNs)**:

APN #	Address
418-122-028	
418-122-021	
418-160-006	
418-123-017	1201 E 6TH ST, BEAUMONT CA 92223
418-123-015	560 E PENNSYLVANIA AVE, BEAUMONT CA 92223
418-123-011	
418-123-003	
418-360-009	
418-240-009	1060 E THIRD ST, BEAUMONT CA 92223
418-360-003	
418-240-011	
418-250-006	
418-250-008	
418-250-009	

10532 Acacia Street ▪ Suite B-6 ▪ Rancho Cucamonga, CA 91730
909.484.2205 ▪ Fax 909.484.2170 ▪ www.leightonconsulting.com

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Leighton Consulting Inc. is requesting any information concerning hazardous waste/materials, underground storage tanks, leaking underground storage tanks cleanup, inspections, violations, or any other environmentally sensitive spills, responses, or concerns your agency may have on file associated with these properties.

Thank you very much for your time and assistance.

Respectfully submitted,

LEIGHTON CONSULTING INC.

Breeanna Copeland
Senior Staff Geologist
(951) 527-8770
bcopeland@leightongroup.com

Breeanna Copeland

From: Records <records@RIVCO.ORG>
Sent: Wednesday, August 22, 2018 10:55 AM
To: Breeanna Copeland
Subject: RE: Building and Safety Records Request

Hello,

After a thorough search of our records, we are unable to locate any building records for this address or APN.
Also, this address is located in the City of Beaumont jurisdiction. You may want to contact their Building Department at (951)769-8520 to check for any permits they may have issued.

If you have any questions, please contact us @ (951) 955-2017 or with a reply email.

Thank you,

Anthony
TLMA Records & Information
Phone: 951.955.2017

How are we doing? Click the link to tell us

This email contains information which is confidential and is intended only for use of the recipient(s) named above. If you are not an intended recipient, you are hereby notified that any copying, distribution, disclosure, reliance upon or other use of the contents of this email is strictly prohibited. If you have received this email in error, please notify the sender and destroy your copy of this email.

From: bcopeland@leightongroup.com [mailto:bcopeland@leightongroup.com]
Sent: Tuesday, August 21, 2018 12:37 PM
To: Records <records@RIVCO.ORG>
Subject: Building and Safety Records Request

Building and Safety Records Request

Requestor's Name:*	Breeanna Copeland
Company:	Leighton Consulting Inc
Requestor's Phone No (format example: 951-000-0000):*	9095278770
Current Mailing Address:	10532 Acacia Street Suite B-6

City:	Rancho Cucamonga
State:	California
Zip:	91730
E-Mail:*	bcopeland@leightongroup.com
ADDRESS TO BE RESEARCHED:**	1201 E 6th Street, Beaumont CA 92223
ASSESSOR'S PARCEL NUMBER (APN) (format example: 123-456-789) **:	418-123-017
Year Built:	
***REQUESTING ALL PERMITS:**	Yes
If not, please specify type of permit(s) below:	
Additional Comments:	

Confidentiality Disclaimer

This email is confidential and intended solely for the use of the individual(s) to whom it is addressed. The information contained in this message may be privileged and confidential and protected from disclosure.
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County of Riverside California

Breeanna Copeland

From: Records <records@RIVCO.ORG>
Sent: Wednesday, August 22, 2018 10:58 AM
To: Breeanna Copeland
Subject: RE: Building and Safety Records Request

Hello,

After a thorough search of our records, we are unable to locate any building records for this address or APN.
Also, this address is located in the City of Beaumont jurisdiction. You may want to contact their Building Department at (951)769-8520 to check for any permits they may have issued.

If you have any questions, please contact us @ (951) 955-2017 or with a reply email.

Thank you,

Anthony
TLMA Records & Information
Phone: 951.955.2017

How are we doing? Click the link to tell us

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From: bcopeland@leightongroup.com [mailto:bcopeland@leightongroup.com]
Sent: Tuesday, August 21, 2018 12:39 PM
To: Records <records@RIVCO.ORG>
Subject: Building and Safety Records Request

Building and Safety Records Request

Requestor's Name:*	Breeanna Copeland
Company:	Leighton Consulting Inc
Requestor's Phone No (format example: 951-000-0000):*	9095278770
Current Mailing Address:	10532 Acacia Street Suite B-6

City:	Rancho Cucamonga
State:	California
Zip:	91730
E-Mail:*	bcopeland@leightongroup.com
ADDRESS TO BE RESEARCHED:**	560 E Pennsylvania Avenue, Beaumont CA 92223
ASSESSOR'S PARCEL NUMBER (APN) (format example: 123-456-789) **:	418-123-015
Year Built:	
***REQUESTING ALL PERMITS:**	Yes
If not, please specify type of permit(s) below:	
Additional Comments:	

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County of Riverside California

Breeanna Copeland

From: Records <records@RIVCO.ORG>
Sent: Wednesday, August 22, 2018 11:01 AM
To: Breeanna Copeland
Subject: RE: Building and Safety Records Request

Hello,

After a thorough search of our records, we are unable to locate any building records for this address or APN.
Also, this address is located in the City of Beaumont jurisdiction. You may want to contact their Building Department at (951)769-8520 to check for any permits they may have issued.

If you have any questions, please contact us @ (951) 955-2017 or with a reply email.

Thank you,

Anthony
TLMA Records & Information
Phone: 951.955.2017

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From: bcopeland@leightongroup.com [mailto:bcopeland@leightongroup.com]
Sent: Tuesday, August 21, 2018 12:40 PM
To: Records <records@RIVCO.ORG>
Subject: Building and Safety Records Request

Building and Safety Records Request

Requestor's Name:*	Breeanna Copeland
Company:	Leighton Consulting Inc
Requestor's Phone No (format example: 951-000-0000):*	9095278770
Current Mailing Address:	10532 Acacia Street Suite B-6

City:	Rancho Cucamonga
State:	California
Zip:	91730
E-Mail:*	bcopeland@leightongroup.com
ADDRESS TO BE RESEARCHED:**	1060 E Third Street, Beaumont CA 92223
ASSESSOR'S PARCEL NUMBER (APN) (format example: 123-456-789) **:	418-240-009
Year Built:	
***REQUESTING ALL PERMITS:**	Yes
If not, please specify type of permit(s) below:	
Additional Comments:	

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County of Riverside California

Breeanna Copeland

From: Records <records@RIVCO.ORG>
Sent: Wednesday, August 22, 2018 11:09 AM
To: Breeanna Copeland
Subject: RE: Building and Safety Records Request

Hello,

After a thorough search of our records, we are unable to locate any building records for this address or APN.
Also, this address is located in the City of Beaumont jurisdiction. You may want to contact their Building Department at (951)769-8520 to check for any permits they may have issued.

If you have any questions, please contact us @ (951) 955-2017 or with a reply email.

Thank you,

Anthony
TLMA Records & Information
Phone: 951.955.2017

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From: bcopeland@leightongroup.com [mailto:bcopeland@leightongroup.com]
Sent: Tuesday, August 21, 2018 12:42 PM
To: Records <records@RIVCO.ORG>
Subject: Building and Safety Records Request

Building and Safety Records Request

Requestor's Name:*	Breeanna Copeland
Company:	Leighton Consulting Inc
Requestor's Phone No (format example: 951-000-0000):*	9095278770
Current Mailing Address:	10532 Acacia Street Suite B-6

City:	Rancho Cucamonga
State:	California
Zip:	91730
E-Mail:*	bcopeland@leightongroup.com
ADDRESS TO BE RESEARCHED:**	
ASSESSOR'S PARCEL NUMBER (APN) (format example: 123-456-789) **:	418-122-028
Year Built:	
***REQUESTING ALL PERMITS:**	Yes
If not, please specify type of permit(s) below:	
Additional Comments:	

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County of Riverside California

Breeanna Copeland

From: Records <records@RIVCO.ORG>
Sent: Wednesday, August 22, 2018 11:12 AM
To: Breeanna Copeland
Subject: RE: Building and Safety Records Request

Hello,

After a thorough search of our records, we are unable to locate any building records for this address or APN.
Also, this address is located in the City of Beaumont jurisdiction. You may want to contact their Building Department at (951)769-8520 to check for any permits they may have issued.

If you have any questions, please contact us @ (951) 955-2017 or with a reply email.

Thank you,

Anthony
TLMA Records & Information
Phone: 951.955.2017

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From: bcopeland@leightongroup.com [mailto:bcopeland@leightongroup.com]
Sent: Tuesday, August 21, 2018 12:42 PM
To: Records <records@RIVCO.ORG>
Subject: Building and Safety Records Request

Building and Safety Records Request

Requestor's Name:*	Breeanna Copeland
Company:	Leighton Consulting Inc
Requestor's Phone No (format example: 951-000-0000):*	9095278770
Current Mailing Address:	10532 Acacia Street Suite B-6

City:	Rancho Cucamonga
State:	California
Zip:	91730
E-Mail:*	bcopeland@leightongroup.com
ADDRESS TO BE RESEARCHED:**	
ASSESSOR'S PARCEL NUMBER (APN) (format example: 123-456-789) **:	418-122-021
Year Built:	
***REQUESTING ALL PERMITS:**	Yes
If not, please specify type of permit(s) below:	
Additional Comments:	

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County of Riverside California

Breeanna Copeland

From: Records <records@RIVCO.ORG>
Sent: Wednesday, August 22, 2018 11:13 AM
To: Breeanna Copeland
Subject: RE: Building and Safety Records Request

Hello,

After a thorough search of our records, we are unable to locate any building records for this address or APN.
Also, this address is located in the City of Beaumont jurisdiction. You may want to contact their Building Department at (951)769-8520 to check for any permits they may have issued.

If you have any questions, please contact us @ (951) 955-2017 or with a reply email.

Thank you,

Anthony
TLMA Records & Information
Phone: 951.955.2017

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From: bcopeland@leightongroup.com [mailto:bcopeland@leightongroup.com]
Sent: Tuesday, August 21, 2018 12:43 PM
To: Records <records@RIVCO.ORG>
Subject: Building and Safety Records Request

Building and Safety Records Request

Requestor's Name:*	Breeanna Copeland
Company:	Leighton Consulting Inc
Requestor's Phone No (format example: 951-000-0000):*	9095278770
Current Mailing Address:	10532 Acacia Street Suite B-6

City:	Rancho Cucamonga
State:	California
Zip:	91730
E-Mail:*	bcopeland@leightongroup.com
ADDRESS TO BE RESEARCHED:**	
ASSESSOR'S PARCEL NUMBER (APN) (format example: 123-456-789) **:	418-160-006
Year Built:	
***REQUESTING ALL PERMITS:**	Yes
If not, please specify type of permit(s) below:	
Additional Comments:	

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County of Riverside California

Breeanna Copeland

From: Records <records@RIVCO.ORG>
Sent: Wednesday, August 22, 2018 11:16 AM
To: Breeanna Copeland
Subject: RE: Building and Safety Records Request

Hello,

After a thorough search of our records, we are unable to locate any building records for this address or APN.
Also, this address is located in the City of Beaumont jurisdiction. You may want to contact their Building Department at (951)769-8520 to check for any permits they may have issued.

If you have any questions, please contact us @ (951) 955-2017 or with a reply email.

Thank you,

Anthony
TLMA Records & Information
Phone: 951.955.2017

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From: bcopeland@leightongroup.com [mailto:bcopeland@leightongroup.com]
Sent: Tuesday, August 21, 2018 12:44 PM
To: Records <records@RIVCO.ORG>
Subject: Building and Safety Records Request

Building and Safety Records Request

Requestor's Name:*	Breeanna Copeland
Company:	Leighton Consulting Inc
Requestor's Phone No (format example: 951-000-0000):*	9095278770
Current Mailing Address:	10532 Acacia Street Suite B-6

City:	Rancho Cucamonga
State:	California
Zip:	91730
E-Mail:*	bcopeland@leightongroup.com
ADDRESS TO BE RESEARCHED:**	
ASSESSOR'S PARCEL NUMBER (APN) (format example: 123-456-789) **:	418-123-011
Year Built:	
***REQUESTING ALL PERMITS:**	Yes
If not, please specify type of permit(s) below:	
Additional Comments:	

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County of Riverside California

Breeanna Copeland

From: Records <records@RIVCO.ORG>
Sent: Wednesday, August 22, 2018 11:18 AM
To: Breeanna Copeland
Subject: RE: Building and Safety Records Request

Hello,

After a thorough search of our records, we are unable to locate any building records for this address or APN.
Also, this address is located in the City of Beaumont jurisdiction. You may want to contact their Building Department at (951)769-8520 to check for any permits they may have issued.

If you have any questions, please contact us @ (951) 955-2017 or with a reply email.

Thank you,

Anthony
TLMA Records & Information
Phone: 951.955.2017

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From: bcopeland@leightongroup.com [mailto:bcopeland@leightongroup.com]
Sent: Tuesday, August 21, 2018 12:46 PM
To: Records <records@RIVCO.ORG>
Subject: Building and Safety Records Request

Building and Safety Records Request

Requestor's Name:*	Breeanna Copeland
Company:	Leighton Consulting Inc
Requestor's Phone No (format example: 951-000-0000):*	9095278770
Current Mailing Address:	10532 Acacia Street Suite B-6

City:	Rancho Cucamonga
State:	California
Zip:	91730
E-Mail:*	bcopeland@leightongroup.com
ADDRESS TO BE RESEARCHED:**	
ASSESSOR'S PARCEL NUMBER (APN) (format example: 123-456-789) **:	418-123-003
Year Built:	
***REQUESTING ALL PERMITS:**	Yes
If not, please specify type of permit(s) below:	
Additional Comments:	

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County of Riverside California

Breeanna Copeland

From: Records <records@RIVCO.ORG>
Sent: Wednesday, August 22, 2018 11:20 AM
To: Breeanna Copeland
Subject: RE: Building and Safety Records Request

Hello,

After a thorough search of our records, we are unable to locate any building records for this address or APN.
Also, this address is located in the City of Beaumont jurisdiction. You may want to contact their Building Department at (951)769-8520 to check for any permits they may have issued.

If you have any questions, please contact us @ (951) 955-2017 or with a reply email.

Thank you,

Anthony
TLMA Records & Information
Phone: 951.955.2017

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From: bcopeland@leightongroup.com [mailto:bcopeland@leightongroup.com]
Sent: Tuesday, August 21, 2018 12:47 PM
To: Records <records@RIVCO.ORG>
Subject: Building and Safety Records Request

Building and Safety Records Request

Requestor's Name:*	Breeanna Copeland
Company:	Leighton Consulting Inc
Requestor's Phone No (format example: 951-000-0000):*	9095278770
Current Mailing Address:	10532 Acacia Street Suite B-6

City:	Rancho Cucamonga
State:	California
Zip:	91730
E-Mail:*	bcopeland@leightongroup.com
ADDRESS TO BE RESEARCHED:**	
ASSESSOR'S PARCEL NUMBER (APN) (format example: 123-456-789) **:	418-360-009
Year Built:	
***REQUESTING ALL PERMITS:**	Yes
If not, please specify type of permit(s) below:	
Additional Comments:	

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County of Riverside California

Breeanna Copeland

From: Records <records@RIVCO.ORG>
Sent: Wednesday, August 22, 2018 11:23 AM
To: Breeanna Copeland
Subject: RE: Building and Safety Records Request

Hello,

After a thorough search of our records, we are unable to locate any building records for this address or APN.
Also, this address is located in the City of Beaumont jurisdiction. You may want to contact their Building Department at (951)769-8520 to check for any permits they may have issued.

If you have any questions, please contact us @ (951) 955-2017 or with a reply email.

Thank you,

Anthony
TLMA Records & Information
Phone: 951.955.2017

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From: bcopeland@leightongroup.com [mailto:bcopeland@leightongroup.com]
Sent: Tuesday, August 21, 2018 12:48 PM
To: Records <records@RIVCO.ORG>
Subject: Building and Safety Records Request

Building and Safety Records Request

Requestor's Name:*	Breeanna Copeland
Company:	Leighton Consulting Inc
Requestor's Phone No (format example: 951-000-0000):*	9095278770
Current Mailing Address:	10532 Acacia Street Suite B-6

City:	Rancho Cucamonga
State:	California
Zip:	91730
E-Mail:*	bcopeland@leightongroup.com
ADDRESS TO BE RESEARCHED:**	
ASSESSOR'S PARCEL NUMBER (APN) (format example: 123-456-789) **:	418-360-003
Year Built:	
***REQUESTING ALL PERMITS:**	Yes
If not, please specify type of permit(s) below:	
Additional Comments:	

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County of Riverside California

Breeanna Copeland

From: Records <records@RIVCO.ORG>
Sent: Wednesday, August 22, 2018 11:27 AM
To: Breeanna Copeland
Subject: RE: Building and Safety Records Request

Hello,

After a thorough search of our records, we are unable to locate any building records for this address or APN.
Also, this address is located in the City of Beaumont jurisdiction. You may want to contact their Building Department at (951)769-8520 to check for any permits they may have issued.

If you have any questions, please contact us @ (951) 955-2017 or with a reply email.

Thank you,

Anthony
TLMA Records & Information
Phone: 951.955.2017

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From: bcopeland@leightongroup.com [mailto:bcopeland@leightongroup.com]
Sent: Tuesday, August 21, 2018 12:49 PM
To: Records <records@RIVCO.ORG>
Subject: Building and Safety Records Request

Building and Safety Records Request

Requestor's Name:*	Breeanna Copeland
Company:	Leighton Consulting Inc
Requestor's Phone No (format example: 951-000-0000):*	9095278770
Current Mailing Address:	10532 Acacia Street Suite B-6

City:	Rancho Cucamonga
State:	California
Zip:	91730
E-Mail:*	bcopeland@leightongroup.com
ADDRESS TO BE RESEARCHED:**	
ASSESSOR'S PARCEL NUMBER (APN) (format example: 123-456-789) **:	418-240-011
Year Built:	
***REQUESTING ALL PERMITS:**	Yes
If not, please specify type of permit(s) below:	
Additional Comments:	

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County of Riverside California

Breeanna Copeland

From: Records <records@RIVCO.ORG>
Sent: Wednesday, August 22, 2018 11:29 AM
To: Breeanna Copeland
Subject: RE: Building and Safety Records Request

Hello,

After a thorough search of our records, we are unable to locate any building records for this address or APN.
Also, this address is located in the City of Beaumont jurisdiction. You may want to contact their Building Department at (951)769-8520 to check for any permits they may have issued.

If you have any questions, please contact us @ (951) 955-2017 or with a reply email.

Thank you,

Anthony
TLMA Records & Information
Phone: 951.955.2017

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From: bcopeland@leightongroup.com [mailto:bcopeland@leightongroup.com]
Sent: Tuesday, August 21, 2018 12:51 PM
To: Records <records@RIVCO.ORG>
Subject: Building and Safety Records Request

Building and Safety Records Request

Requestor's Name:*	Breeanna Copeland
Company:	Leighton Consulting Inc
Requestor's Phone No (format example: 951-000-0000):*	9095278770
Current Mailing Address:	10532 Acacia Street Suite B-6

City:	Rancho Cucamonga
State:	California
Zip:	91730
E-Mail:*	bcopeland@leightongroup.com
ADDRESS TO BE RESEARCHED:**	
ASSESSOR'S PARCEL NUMBER (APN) (format example: 123-456-789) **:	418-250-006
Year Built:	
***REQUESTING ALL PERMITS:**	Yes
If not, please specify type of permit(s) below:	
Additional Comments:	

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County of Riverside California

Breeanna Copeland

From: Records <records@RIVCO.ORG>
Sent: Wednesday, August 22, 2018 11:31 AM
To: Breeanna Copeland
Subject: RE: Building and Safety Records Request

Hello,

After a thorough search of our records, we are unable to locate any building records for this address or APN.
Also, this address is located in the City of Beaumont jurisdiction. You may want to contact their Building Department at (951)769-8520 to check for any permits they may have issued.

If you have any questions, please contact us @ (951) 955-2017 or with a reply email.

Thank you,

Anthony
TLMA Records & Information
Phone: 951.955.2017

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From: bcopeland@leightongroup.com [mailto:bcopeland@leightongroup.com]
Sent: Tuesday, August 21, 2018 12:52 PM
To: Records <records@RIVCO.ORG>
Subject: Building and Safety Records Request

Building and Safety Records Request

Requestor's Name:*	Breeanna Copeland
Company:	Leighton Consulting Inc
Requestor's Phone No (format example: 951-000-0000):*	9095278770
Current Mailing Address:	10532 Acacia Street Suite B-6

City:	Rancho Cucamonga
State:	California
Zip:	91730
E-Mail:*	bcopeland@leightongroup.com
ADDRESS TO BE RESEARCHED:**	
ASSESSOR'S PARCEL NUMBER (APN) (format example: 123-456-789) **:	418-250-008
Year Built:	
***REQUESTING ALL PERMITS:**	Yes
If not, please specify type of permit(s) below:	
Additional Comments:	

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County of Riverside California

Breeanna Copeland

From: Records <records@RIVCO.ORG>
Sent: Wednesday, August 22, 2018 11:33 AM
To: Breeanna Copeland
Subject: RE: Building and Safety Records Request

Hello,

After a thorough search of our records, we are unable to locate any building records for this address or APN.
Also, this address is located in the City of Beaumont jurisdiction. You may want to contact their Building Department at (951)769-8520 to check for any permits they may have issued.

If you have any questions, please contact us @ (951) 955-2017 or with a reply email.

Thank you,

Anthony
TLMA Records & Information
Phone: 951.955.2017

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From: bcopeland@leightongroup.com [mailto:bcopeland@leightongroup.com]
Sent: Tuesday, August 21, 2018 12:52 PM
To: Records <records@RIVCO.ORG>
Subject: Building and Safety Records Request

Building and Safety Records Request

Requestor's Name:*	Breeanna Copeland
Company:	Leighton Consulting Inc
Requestor's Phone No (format example: 951-000-0000):*	9095278770
Current Mailing Address:	10532 Acacia Street Suite B-6

City:	Rancho Cucamonga
State:	California
Zip:	91730
E-Mail:*	bcopeland@leightongroup.com
ADDRESS TO BE RESEARCHED:**	
ASSESSOR'S PARCEL NUMBER (APN) (format example: 123-456-789) **:	418-250-009
Year Built:	
***REQUESTING ALL PERMITS:**	Yes
If not, please specify type of permit(s) below:	
Additional Comments:	

Confidentiality Disclaimer

This email is confidential and intended solely for the use of the individual(s) to whom it is addressed. The information contained in this message may be privileged and confidential and protected from disclosure.
If you are not the author's intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing, or copying of this email is strictly prohibited. If you have received this email in error please delete all copies, both electronic and printed, and contact the author immediately.

County of Riverside California

Breeanna Copeland

From: Shane Scissons <SScissons@beaumontca.gov>
Sent: Friday, August 24, 2018 9:40 AM
To: Breeanna Copeland
Subject: RE: APN numbers for Pennsylvania Project
Attachments: 502 Massachusetts Ave.pdf; 1201 E. 6th St.pdf; 1201 half E. 6th St.pdf; 560 E. Pennsylvannia Ave.pdf; 1229 E. 6th St.pdf; 1265 E. 6th St.pdf; 1265 half E. 6th St.pdf; 1295 E. 6th St.pdf; 1297 E. 6th St.pdf

Good morning Breeanna,

Please see the attached for the majority of your request, I am still working on 1060 E. 3rd st. You will notice some of the address have "half", for those there is a ½ address, typically those were for signs, but I wanted to include them in your request. I also wanted to check in and let you know where I was at with things.

Thank you,

Shane Scissons
Permit Technician
City of Beaumont
sscissons@beaumontca.gov
Phone: (951) 769-8529

Building & Safety counter hours for same day permits will be Monday – Friday from 8:00 a.m. to 11:00 a .m.

From: Breeanna Copeland [mailto:bcopeland@leightongroup.com]
Sent: Wednesday, August 22, 2018 3:32 PM
To: Shane Scissons
Subject: RE: APN numbers for Pennsylvania Project

Hello Shane,

Thank you for getting back to me so quickly. I appreciate your help with this request.

Breeanna Copeland, GIT
Senior Staff Geologist
Leighton Group Inc.
10532 Acacia Street, Suite B-6
Rancho Cucamonga, CA 91730
(909) 527-8770 Direct
(951) 258-4715 Cell

(909) 484-2170 FAX

From: Shane Scissons [mailto:SScissons@beaumontca.gov]
Sent: Wednesday, August 22, 2018 3:32 PM
To: Breeanna Copeland
Subject: APN numbers for Pennsylvania Project

Good afternoon Breeanna,

Please see the attached for work in progress on the list of APN's you gave me. I did run into a couple of repeat APN's and did have to move an address around. I will start pulling permit information as soon as I can. Please keep in mind, some of these properties may have limited permits.

Thank you,

Shane Scissons
Permit Technician
City of Beaumont
sscissons@beaumontca.gov
Phone: (951) 769-8529

Building & Safety counter hours for same day permits will be Monday – Friday from 8:00 a.m. to 11:00 a .m.

BEAUMONT
California

DEPARTMENT OF BUILDING & SAFETY
CITY OF BEAUMONT
BEAUMONT, CALIFORNIA

CONSTRUCTION ESTIMATE	Sq Feet	Rate	Value

ESTIMATED VALUATION $18,000.00

NO.	MECHANICAL FEES
	Vent System: Hood ___ Fan ___ Evap. Cool ___
	Furnace: Unit ___ Wall ___ Floor ___ Suspended ___
	Air Handling Unit
	Natural Gas Pipe
	Appliance Vent
	Forced Heating System
	Fireplace
	Misc. Equipment
	Permit Fee
	TOTAL $0.00

NO.	ELECTRICAL FEES
	Private Pool
	Distribution Pole
	Signs
	Motor 1HP/less
	Motor >1HP-<10HP
	Motor >10HP-<50HP
	Motor >50HP-<100HP
	Motor >100HP
	Fixtures-first 20
	Fixtures-over 20
	Outlets-first 20
	Outlets-over 20
	Subpanel
	Misc Apparatus
	Residential Appl.
	Non-Residential Appl.
	Construction Pole
	Serv Ent/600Vor<200A
	Serv Ent/600Vor<1000A
	Serv Ent/>600Vor>1000A
	Residence per sq.ft.
	Permit Fee
	TOTAL $0.00

NO.	PLUMBING FEES
	Leach System
	Lateral Connection
	Drainage Piping
	Drinking Fountain
	Urinal
	Water Piping
	Floor Drain
	Washer (Auto)
	Laundry Tray
	Kitchen Sink
	Water Closet
	Lavatory
	Shower
	Bath Tub
	Water Heater
	Sewage Disposal
	House Sewer
	Gas Piping
	Grease Interceptor
	Permit Fee
	TOTAL $0.00

E. Area Benefit Dist.		W. Area Benefit Dist.	
Sewer Connect Fee 9100-8660		Demolition Fee 1200-7740	
Plan Check Fee 1200-8502	$380.00	Fire Station 1200-8502	
Spec. Inspection 1200-7740		Signalization 1200-B502	
Investigation 1200-7740		Construction Fee 1200-7750 1146.03	$293.25
Railroad Crossing 1200-8502		Grading Fee 1200-7750	
Mechanical Fee 1200-7750	$0.00	Plumbing Fee 1200-7750	$0.00
Electrical Fee 1200-7750	$0.00	S.M.I.P. 1200-8502 1.89	$3.78
G.P.F. 1200-8502		B.S.F.F. 1200-8502 .50 1.00	
TOTAL FEES 339.02		**$677.03** 678.03	
Cash ___ Check ___ Check No.			
Received By 50% Stimulus			

Job Address 1201 E 6th St	Owner Patel
Legal Description 1201 E 6th St	Valuation $18,000.
Group Commercial	Type Expand Commercial/Industrial Bld
Project Description TI New store front/T-Bar Ceiling	Date 01/04/2011
Plan Checked	Plan No.
Inspector / Approval	Final Date 5/19/11
Contractor Pass Developers	State License No. 258840
Address 795 E.6th Street	Business License No. 0516
C/S/Z Beaumont, Ca 92223	Phone 951-845-4923
Owner Mr. Hitendra Patel	
Address 1201 E 6th St	
C/S/Z Beaumont, Ca 92223	Phone

PERMIT NUMBER BP2011-3

This permit shall become void if work is not commenced within 180 days. Cessation of work for 180days shall also cause permit to become void. I hereby agree that all work in connection with this permit will be done in accordance with the ordinances of the City of Beaumont and the State of California. I also agree to carry compensation insurance upon my employees. Compliance with laws of the State of California covering contractors is also guaranteed.

Signature of contractor or Authorized Agent — Date: 1-4-11

Signature of Owner (if owner) — Date

DEPARTMENT OF BUILDING & SAFETY
CITY OF BEAUMONT
BEAUMONT, CALIFORNIA

CONSTRUCTION ESTIMATE			
	Sq Feet	Rate	Value

ESTIMATED VALUATION		
NO.	MECHANICAL FEES	
	Vent System: Hood ☐ Fan ☐ Evap. Cool ☐	
	Furnace: Unit ☐ Wall ☐ Floor ☐ Suspended ☐	
	Air Handling Unit	
	Natural Gas Pipe	
	Appliance Vent	
	Forced Heating System	
	Fireplace	
	Misc. Equipment	
	Permit Fee	
	TOTAL	$0.00

NO.	ELECTRICAL FEES		NO.	PLUMBING FEES	
	Private Pool			Leach System	
	Distribution Pole			Lateral Connection	
1	Signs	$22.00		Drainage Piping	
	Motor 1HP/less			Drinking Fountain	
	Motor >1HP-<10HP			Urinal	
	Motor >10HP-<50HP			Water Piping	
	Motor >50HP-<100HP			Floor Drain	
	Motor >100HP			Washer (Auto)	
	Fixtures-first 20			Laundry Tray	
	Fixtures-over 20			Kitchen Sink	
	Outlets-first 20			Water Closet	
	Outlets-over 20			Lavatory	
	Subpanel			Shower	
	Misc Apparatus			Bath Tub	
	Residential Appl.			Water Heater	
	Non-Residential Appl.			Sewage Disposal	
	Construction Pole			House Sewer	
	Serv Ent/600Vor<200A			Gas Piping	
	Serv Ent/600Vor<1000A			Grease Interceptor	
	Serv Ent/>600Vor>1000A				
	Residence per sq.ft.				
1	Permit Fee	$25.00		Permit Fee	
	TOTAL	$47.00		TOTAL	$0.00

E. Area Benefit Dist.		W. Area Benefit Dist.	
Sewer Connect Fee 9100-8660		Demolition Fee 1200-7740	
Plan Check Fee 1200-8502		Fire Station 1200-8502	
Spec. Inspection 1200-7740		Signalization 1200-B502	
Investigation 1200-7740		Construction Fee 1200-7750	
Railroad Crossing 1200-8502		Grading Fee 1200-7750	
Mechanical Fee 1200-7750	$0.00	Plumbing Fee 1200-7750	$0.00
Electrical Fee 1200-7750	$47.00	S.M.I.P. 1200-8502	
G.P.F. 1200-8502		B.S.F.F. 1200-8502	
TOTAL FEES	23.50		$47.00
Cash ☐ Check ☐	Check No.		
Received By	50% Stimulus		

Job Address 1201 E 6th St		Owner Patel
Legal Description 1201 E 6th St		Valuation
Group Commercial	Type Repair/Remodel SF Residential	
Project Description Signs		Date 12/14/2010
Plan Checked	Plan No.	
Inspector / Approval		Final Date 5/10/11
Contractor		State License No.
Address		Business License No.
C/S/Z		Phone
Owner Mr. Hitendra Patel		
Address 1201 E 6th St		
C/S/Z Beaumont, Ca 92223		Phone

PERMIT NUMBER BP2010-1165

This permit shall become void if work is not commenced within 180 days. Cessation of work for 180days shall also cause permit to become void. I hereby agree that all work in connection with this permit will be done in accordance with the ordinances of the City of Beaumont and the State of California. I also agree to carry compensation insurance upon my employees. Compliance with laws of the State of California covering contractors is also guaranteed.

Signature of contractor or Authorized Agent _____ Date _____ Signature of Owner (if owner) _____ Date _____

DEPARTMENT OF BUILDING & SAFETY
CITY OF BEAUMONT
BEAUMONT, CALIFORNIA

CONSTRUCTION ESTIMATE			
	Sq Feet	Rate	Value

ESTIMATED VALUATION		
NO.	MECHANICAL FEES	
	Vent System: Hood ☐ Fan ☐ Evap. Cool ☐	
	Furnace: Unit ☐ Wall ☐ Floor ☐ Suspended ☐	
1	Air Handling Unit	$10.65
	Natural Gas Pipe	
	Appliance Vent	
	Forced Heating System	
	Fireplace	
	Misc. Equipment	
1	Permit Fee	$25.00
	TOTAL	**$35.65**

NO.	ELECTRICAL FEES	
	Private Pool	
	Distribution Pole	
	Signs	
	Motor 1HP/less	
	Motor >1HP-<10HP	
	Motor >10HP-<50HP	
	Motor >50HP-<100HP	
	Motor >100HP	
	Fixtures-first 20	
	Fixtures-over 20	
	Outlets-first 20	
	Outlets-over 20	
	Subpanel	
	Misc Apparatus	
	Residential Appl.	
	Non-Residential Appl.	
	Construction Pole	
	Serv Ent/600Vor<200A	
	Serv Ent/600Vor<1000A	
	Serv Ent/>600Vor>1000A	
	Residence per sq.ft.	
	Permit Fee	
	TOTAL	**$0.00**

NO.	PLUMBING FEES	
	Leach System	
	Lateral Connection	
	Drainage Piping	
	Drinking Fountain	
	Urinal	
	Water Piping	
	Floor Drain	
	Washer (Auto)	
	Laundry Tray	
	Kitchen Sink	
	Water Closet	
	Lavatory	
	Shower	
	Bath Tub	
	Water Heater	
	Sewage Disposal	
	House Sewer	
	Gas Piping	
	Grease Interceptor	
	Permit Fee	
	TOTAL	**$0.00**

E. Area Benefit Dist.		W. Area Benefit Dist.	
Sewer Connect Fee 9100-8660		Demolition Fee 1200-7740	
Plan Check Fee 1200-8502		Fire Station 1200-8502	
Spec. Inspection 1200-7740		Signalization 1200-B502	
Investigation 1200-7740		Construction Fee 1200-7750	
Railroad Crossing 1200-8502		Grading Fee 1200-7750	
Mechanical Fee 1200-7750	$35.65	Plumbing Fee 1200-7750	$0.00
Electrical Fee 1200-7750	$0.00	S.M.I.P. 1200-8502	
G.P.F. 1200-8502		B.S.F.F. 1200-8502	
TOTAL FEES			**$35.65**
Cash ☐ Check ☐ Check No.			
Received By			

Job Address 1201 E. 6th St.		Owner
Legal Description 418-123-001		Valuation
Group Commercial	Type Repair/Remodel SF Residential	
Project Description Replace A/C & Heating Unit		Date 4/26/2006
Plan Checked	Plan No.	
Inspector / Approval		Final Date 8-7-07
Contractor Astro Mechanical		State License No.
Address 11975 Athens Dr		Business License No.
C/S/Z Moreno Valley, Ca 92557		Phone 951-660-8365
Owner Sahil-Pragati Partners Llc		
Address 1201 E. 6th St.		
C/S/Z Beaumont, Ca 92223		Phone

PERMIT NUMBER BP2006-1300

This permit shall become void if work is not commenced within 180 days. Cessation of work for 180days shall also cause permit to become void. I hereby agree that all work in connection with this permit will be done in accordance with the ordinances of the City of Beaumont and the State of California. I also agree to carry compensation insurance upon my employees. Compliance with laws of the State of California covering contractors is also guaranteed.

Signature of contractor or Authorized Agent — Date 4-25-06

Signature of Owner (if owner) — Date

CITY OF BEAUMONT

REQUEST FOR INSPECTION

Job Address 1201 E 6th Date 22 April 85

Owner Circle K Time 11 30

Contractor ..... Rec'd. by SF

Grading ..... Elec. X Final Elec. .....

Foundation ..... Plbg. ..... Final Plbg. .....

Steel ..... Sewer ..... Final Gas .....

Framing ..... Lath ..... Final Bldg. .....

Masonry ..... Roof .....

Comments .....

Requested for Mon. (Tues.) Wed. Thurs. Fri. a.m. ..... p.m. .....

Requested by ..... Assigned .....

BUILDING & SAFETY
BEAUMONT
, CALIFORNIA

WHITE — CUSTOMER COPY
BLUE — FILE COPY
CANARY — ENVELOPE COPY
PINK — ASSESSOR COPY
MANILA — INSPECTION COPY

ELECTRICAL FEES			PLUMBING FEES		
			NO.		
LES					
GNS				DRAINAGE PIPING	
				DRINKING FOUNTAIN	
TOR H.P.				URINAL	
TOR H.P.				WATER PIPING	
TOR H.P.				FLOOR DRAIN	
TOR H.P.				WATER SOFTENER	
TOR H.P.				WASHER (AUTO) (DISH)	
TURES				GARBAGE DISPOSAL	
TLETS				LAUNDRY TRAY	
B-PANEL 400 Amp	16	00		KITCHEN SINK	
	20	00		WATER CLOSET	
RANGE AND/OR OVEN				LAVATORY	
WATER HEATER				SHOWER	
SPACE HEATER				BATH TUB	
CONSTRUCTION POLE				WATER HEATER	
SERVICE ENTRANCE				SEWAGE DISPOSAL	
RESID. 1¢ SQ. FT.				HOUSE SEWER	
GARAGE ½¢ SQ. FT.				GAS PIPING	
PERMIT FEE	10	00		PERMIT FEE	
TOTAL	36	00		TOTAL	

COMMERCIAL

GAS PIPE ☐ NATURAL ☐ L.P.G. ☐ OIL		
APPLIANCE VENT		
HEATING SYSTEM ☐ FORCED ☐ GRAVITY		
PERMIT FEE		
TOTAL		

E.I.R. FEE

CURBS & GUTTERS 01-009-204	LANDSCAPE 01-009-204	USE ZONE	JOB ADDRESS 1201 E 6th	OWNER Circle K	
30-009-727 SEWER CONNECT FEE			USE OF BUILDING [illegible]	VALUATION	
01-009-714 PLAN CHECK FEE		FIRE ZONE	LEGAL DESCRIPTION 418-132-001	DATE 22 April 85	
01-009-204 MECHANICAL FEE		CHECKED BY		SUPP. TO PERMIT	
01-009-204 CONSTRUCTION FEE		GROUP / TYPE	BOND $ / BOND / CASH / FILE NO.	FINAL DATE 4-22-	INSPECTOR/APPROVAL [illegible]
01-009-204 ELECTRICAL FEE 36.00		SPEC. INSP.			
01-009-204 PLUMBING FEE		PLAN CHECKED			
01-009-395 LAND USE CLEARANCE	01-009-204 GRADING				
01-009-204 EXCAVATION	01-009-715 S.M.I.P. .50				
01-009-716 G.P.F.	01-009-717 B.S.F.F.				
TOTAL FEES	$ 36.50				

THIS PERMIT SHALL BECOME VOID IF WORK IS NOT COMMENCED WITHIN 60 DAYS. CESSATION OF WORK FOR 180 DAYS SHALL ALSO CAUSE PERMIT TO BECOME VOID.

I HEREBY AGREE THAT ALL WORK IN CONNECTION WITH THIS PERMIT WILL BE DONE IN ACCORDANCE WITH THE ORDINANCES OF THE CITY OF BEAUMONT AND THE STATE OF CALIFORNIA. I ALSO AGREE TO CARRY COMPENSATION INSURANCE UPON MY EMPLOYEES. COMPLIANCE WITH LAWS OF THE STATE OF CALIFORNIA COVERING CONTRACTORS IS ALSO GUARANTEED.

CONTRACTOR [illegible] Kincaid	OWNER Circle K [illegible]
ADDRESS [illegible]	ADDRESS 1201 E 6th
[illegible]	[illegible]
LICENSE NO. [illegible]	№ 3336
TEL. NO. [illegible] 927 9277	TEL. NO. [illegible]

CASH | CHECK | M.O. | N.C.

RECEIVED BY [illegible]

INFORMATION

[illegible]

CITY OF BEAUMONT

REQUEST FOR INSPECTION

Job Address 1201 E 6th Date 10/23/84

Owner Circle K Time 11:30

Contractor Northcut Rec'd. by [illegible]

Grading	Elec.	Final Elec.
Foundation	Plbg.	Final Plbg. ✓
Steel	Sewer	Final Gas
Framing	Lath	Final Bldg.
Masonry	Roof	

Comments

Requested for Mon. Tues. (Wed.) Thurs. Fri. a.m. p.m.

Requested by Assigned

BUILDING & SAFETY
BEAUMONT
T, CALIFORNIA

WHITE — CUSTOMER COPY
BLUE — FILE COPY
CANARY — ENVELOPE COPY
PINK — ASSESSOR COPY
MANILA — INSPECTION COPY

ELECTRICAL FEES			PLUMBING FEES		
			NO.		
OLES					
GNS				DRAINAGE PIPING	
				DRINKING FOUNTAIN	
OTOR H.P.				URINAL	
OTOR H.P.				WATER PIPING	
OTOR H.P.				FLOOR DRAIN	
OTOR H.P.				WATER SOFTENER	
OTOR H.P.				WASHER (AUTO) (DISH)	
XTURES				GARBAGE DISPOSAL	
UTLETS				LAUNDRY TRAY	
B-PANEL				KITCHEN SINK	
				WATER CLOSET	
RANGE AND/OR OVEN				LAVATORY	
WATER HEATER				SHOWER	
SPACE HEATER				BATH TUB	
CONSTRUCTION POLE				WATER HEATER	
SERVICE ENTRANCE				SEWAGE DISPOSAL	
RESID. 1¢ SQ. FT.				HOUSE SEWER	
GARAGE ½¢ SQ. FT.				GAS PIPING	
PERMIT FEE				PERMIT FEE	
TOTAL		0		TOTAL	

COMMERCIAL C

GAS PIPE ☐ NATURAL ☐ L.P.G. ☐ OIL		
APPLIANCE VENT		
HEATING SYSTEM ☐ FORCED ☐ GRAVITY		
PERMIT FEE		
TOTAL		

E.I.R. FEE

CURBS & GUTTERS 01-009-204	LANDSCAPE 01-009-204	USE ZONE	JOB ADDRESS 1201 E 6th	OWNER Circle K	
30-009-727 SEWER CONNECT FEE			USE OF BUILDING [illegible]	VALUATION [illegible]	
01-009-714 PLAN CHECK FEE	16.25	FIRE ZONE	LEGAL DESCRIPTION	DATE [illegible]	
01-009-204 MECHANICAL FEE		CHECKED BY		SUPP. TO PERMIT	
01-009-204 CONSTRUCTION FEE	25.00	GROUP / TYPE	BOND $ / BOND / CASH / FILE NO.	FINAL DATE 10/25/84	INSPECTOR/APPROVAL [illegible]
01-009-204 ELECTRICAL FEE	12.50	SPEC. INSP.			
01-009-204 PLUMBING FEE	14.00	PLAN CHECKED			
01-009-395 LAND USE CLEARANCE		01-009-204 GRADING			
01-009-204 EXCAVATION		01-009-715 S.M.I.P. .50			
01-009-716 G.P.F.		01-009-717 B.S.F.F.			
TOTAL FEES		$ 68.75			

CASH | CHECK | M.O. | N.C.

RECEIVED BY [illegible]

THIS PERMIT SHALL BECOME VOID IF WORK IS NOT COMMENCED WITHIN 60 DAYS. CESSATION OF WORK FOR 180 DAYS SHALL ALSO CAUSE PERMIT TO BECOME VOID.

I HEREBY AGREE THAT ALL WORK IN CONNECTION WITH THIS PERMIT WILL BE DONE IN ACCORDANCE WITH THE ORDINANCES OF THE CITY OF BEAUMONT AND THE STATE OF CALIFORNIA. I ALSO AGREE TO CARRY COMPENSATION INSURANCE UPON MY EMPLOYEES. COMPLIANCE WITH LAWS OF THE STATE OF CALIFORNIA COVERING CONTRACTORS IS ALSO GUARANTEED.

CONTRACTOR	OWNER
NORTHCUTT CONSTRUCTION	CIRCLE K MARKET
ADDRESS 811 MAIN ST.	ADDRESS 2588 NEWPORT
EL CAJON, CA. 92021	COSTA MESA, CA. 92627
LICENSE NO. 271573	№ 3214
TEL. NO. 619 447-1400	TEL. NO. 714 642-7702

INFORMATION

DEPARTMENT OF BUILDING & SAFETY

CITY OF BEAUMONT
BEAUMONT, CALIFORNIA

WHITE — CUSTOMER COPY
BLUE — FILE COPY
CANARY — ENVELOPE COPY
PINK — ASSESSOR COPY
MANILA — INSPECTION COPY

CONSTRUCTION ESTIMATE

1ST FL.		SQ. FT. @	
2ND FL.		SQ. FT. @	
POR.		SQ. FT. @	
GAR.		SQ. FT. @	
CAR P.		SQ. FT. @	
WALL		SQ. FT. @	
		SQ. FT. @	

ESTIMATED VALUATION $

MECHANICAL FEES

COMMERCIAL ONLY

VENT SYSTEM ☐ FAN ☐ EVAP. COOL ☐ HOOD		
APPLIANCE		
FURNACE ☐ UNIT ☐ WALL ☐ FLOOR ☐ SUSPENDED		
AIR HANDLING UNIT		
GAS PIPE ☐ NATURAL ☐ L.P.G. ☐ OIL		
APPLIANCE VENT		
HEATING SYSTEM ☐ FORCED ☐ GRAVITY		
PERMIT FEE		
TOTAL		

E.I.R. FEE

ELECTRICAL FEES

NO.			
	POLES		
	SIGNS		
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	FIXTURES		
	OUTLETS		
	SUB-PANEL		
	RANGE AND/OR OVEN		
	WATER HEATER		
	SPACE HEATER		
	CONSTRUCTION POLE		
	SERVICE ENTRANCE		
	RESID. 1¢ SQ. FT.		
	GARAGE ½¢ SQ. FT.		
	PERMIT FEE		
	TOTAL		

PLUMBING FEES

NO.			
	DRAINAGE PIPING		
	DRINKING FOUNTAIN		
	URINAL		
	WATER PIPING		
	FLOOR DRAIN		
	WATER SOFTENER		
	WASHER (AUTO) (DISH)		
	GARBAGE DISPOSAL		
	LAUNDRY TRAY		
	KITCHEN SINK		
	WATER CLOSET		
	LAVATORY		
	SHOWER		
	BATH TUB		
	WATER HEATER		
	SEWAGE DISPOSAL		
	HOUSE SEWER		
	GAS PIPING		
	PERMIT FEE		
	TOTAL		

CURBS & GUTTERS	FENCE	LANDSCAPE	GRADING	EXCAVATION			

SET BACK F	SET BACK S	SET BACK R	LOT SIZE	USE ZONE

SEWER CONNECT FEE

PLAN CHECK FEE

MECHANICAL FEE

CONSTRUCTION FEE

ELECTRICAL FEE

PLUMBING FEE

TOTAL FEES $

CASH		CHECK		M.O.		N.C.	

RECEIVED BY

FIRE ZONE

CHECKED BY

GROUP | TYPE

SPEC. INSP.

PLAN CHECKER

JOB ADDRESS

OWNER

USE OF BUILDING

COMMUNITY

VALUATION

LEGAL DESCRIPTION

DATE

SUPP. TO PERMIT

BOND $	BOND	CASH	FILE NO.	FINAL DATE	INSPECTOR/APPROVAL
				12-23-92	

THIS PERMIT SHALL BECOME VOID IF WORK IS NOT COMMENCED WITHIN 60 DAYS. CESSATION OF WORK FOR 180 DAYS SHALL ALSO CAUSE PERMIT TO BECOME VOID.

I HEREBY AGREE THAT ALL WORK IN CONNECTION WITH THIS PERMIT WILL BE DONE IN ACCORDANCE WITH THE ORDINANCES OF THE CITY OF BEAUMONT AND THE STATE OF CALIFORNIA. I ALSO AGREE TO CARRY COMPENSATION INSURANCE UPON MY EMPLOYEES. COMPLIANCE WITH LAWS OF THE STATE OF CALIFORNIA COVERING CONTRACTORS IS ALSO GUARANTEED.

INFORMATION

CONTRACTOR	OWNER
ADDRESS	ADDRESS
TEL NO.	TEL NO.
LICENSE NO.	

№ 2626

BUILDING PERMIT

CITY OF BEAUMONT, CALIFORNIA Nº 3334

BUILDING DEPARTMENT

$ 1.00

May 16 1957

Permission is hereby granted Rofing Tutt

Address 1201 E 6th

To use a Carry Stand

Lot ..... Block ..... Tract .....

Street Address .....

Entire Cost of building or improvement $ ..... Area 1st Floor (Square Feet) ..... No. Stories .....

Contractor Owner Address Same

Stand must have sled runners and must be moved away Oct 1 - 57

This permit is based upon certain plans and specifications of said work and written application all duly filed in this office, all of which are hereby referred to and made a part hereof; and is subject to all the rules and regulations set forth in the ordinances of the City of Beaumont, and the laws of the State of California, in regard to such work, and all amendments thereto.

C. R. Grace, Building Inspector.

JUN 10 1957

BUILDING PERMIT

CITY OF BEAUMONT, CALIFORNIA Nº 3807

BUILDING DEPARTMENT

$ 1.00

May 16 1957

Permission is hereby granted Rofing Tutt

Address 1201 E 6th St.

To — a Carry Stand

Lot — Block — Tract —

Street Address 1201 E 6th St.

Entire Cost of building or improvement $ 10.00 Area 1st Floor (Square Feet) — No. Stories —

Contractor Owner Address Same

This permit is based upon certain plans and specifications of said work and written application all duly filed in this office, all of which are hereby referred to and made a part hereof; and is subject to all the rules and regulations set forth in the ordinances of the City of Beaumont, and the laws of the State of California, in regard to such work, and all amendments thereto.

Harley E. Beaumont, Building Inspector.

JUN 16 1959

NOTE—No refund of fee allowed on this permit for any reason whatsoever.

PLUMBING PERMIT (Receipt)

CITY OF BEAUMONT, CALIF.

No. 2218

PERMISSION IS HEREBY GRANTED TO Beaumont, Calif., 19

Mr. .....

Job Location: Lot..... Block..... House No..... Street.....

Miscellaneous .....

To do—Sanitary Plumbing $..... Gas Piping $..... Gas Water Heater $.....

Gas Water Heater Vent $..... House Sewer $..... Cess Pool or Septic Tank $.....

Work only as indicated by application on file numbered and dated the same as this permit, in accordance with and subject to all the provisions of the Building and Plumbing Ordinances of the City of Beaumont.

A fee of $1.00 is charged for each class of work above mentioned which is not marked or crossed out.

Total Fee Received $.....

NOV 5 1954

By.....
Sanitary Plumbing and Building Inspector

BUILDING PERMIT

CITY OF BEAUMONT, CALIFORNIA

No. 2814

BUILDING DEPARTMENT

$.....

....., 19.....

Permission is hereby granted.....

Address .....

To ..... a.....

Lot ..... Block..... Tract .....

Street Address.....

Entire Cost of building or improvement $..... Area 1st Floor..... No. Stories.....
(Square Feet)

Contractor ..... Address.....

.....

.....

This permit is based upon certain plans and specifications of said work and written application all duly filed in this office, all of which are hereby referred to and made a part hereof; and is subject to all the rules and regulations set forth in the ordinances of the City of Beaumont, and the laws of the State of California, in regard to such work, and all amendments thereto.

....., Building Inspector.

AUG 9 1954

BUILDING PERMIT CITY OF BEAUMONT, CALIF. Nº 5912

BUILDING DEPARTMENT

10-26 1970

$ 34.50

Permission is hereby granted Circle K Markets

Address S-East corner 6th & Penn. 1201-East 6th st

To erect self service Station (gasoline) a

Lot Block Tract

Street Address same

Entire Cost of building or improvement $ 3500.00 Area 1st Floor no area (Square Feet) No. Stories

Contractor ~~[illegible]~~ Fi-Way Coast Co Address 293 - West Olive [illegible]

★ *WARNING - 1. Check location and depth of Sewer Line. 2. Curb and Gutter to be installed as required by Ordinance 327 before final inspection will be granted. 3. Building Lot must have boundary stakes placed by a licensed Surveyor.*

Fee 23.22

Plan Check 11.50

This permit is based upon certain plans and specifications of said work and written application all duly filed in this office, all of which are hereby referred to and made a part hereof; and is subject to all the rules and regulations set forth in the ordinances of the City of Beaumont, and the laws of the State of California, in regard to such work, and all amendments thereto.

OCT 30 1970

[signature], Building Inspector

BUILDING PERMIT CITY OF BEAUMONT, CALIF. Nº 5877

BUILDING DEPARTMENT

7/11 1970

$ 171.00

Permission is hereby granted Circle K Markets

Address East 6th & Penn. on Corner 1201-East 6th st

To Erect Commercial Market Bldg a

Lot Block Tract

Street Address

Entire Cost of building or improvement $ 35,100.00 Area 1st Floor #5x60 = 2700 (Square Feet) No. Stories 1

Contractor Ed Johns Address 833-W-El Miradas [illegible]

★ *WARNING - 1. Check location and depth of Sewer Line. 2. Curb and Gutter to be installed as required by Ordinance 327 before final inspection will be granted. 3. Building Lot must have boundary stakes placed by a licensed Surveyor.*

Bldg Fee 114.00

Plan Check 57

This permit is based upon certain plans and specifications of said work and written application all duly filed in this office, all of which are hereby referred to and made a part hereof; and is subject to all the rules and regulations set forth in the ordinances of the City of Beaumont, and the laws of the State of California, in regard to such work, and all amendments thereto.

[signature], Building Inspector

DEPARTMENT OF BUILDING & SAFETY
CITY OF BEAUMONT
BEAUMONT, CALIFORNIA

CONSTRUCTION ESTIMATE

	Sq Feet	Rate	Value
COM STORE TYPI	2,605.00	$41.93	$109,227.65

ESTIMATED VALUATION $109,227.65

NO.	MECHANICAL FEES	
2	Vent System: Hood [ ] Fan [X] Evap. Cool [ ]	$14.50
	Furnace: Unit [ ] Wall [ ] Floor [ ] Suspended [ ]	
	Air Handling Unit	
1	Natural Gas Pipe	$5.00
	Appliance Vent	
1	Forced Heating System	$14.80
	Fireplace	
	Misc. Equipment	
1	Permit Fee	$25.00
	TOTAL	$59.30

NO.	ELECTRICAL FEES	
	Private Pool	
	Distribution Pole	
	Signs	
	Motor 1HP/less	
	Motor >1HP-<10HP	
	Motor >10HP-<50HP	
	Motor >50HP-<100HP	
	Motor >100HP	
20	Fixtures-first 20	$20.00
25	Fixtures-over 20	$16.25
16	Outlets-first 20	$16.00
	Outlets-over 20	
4	Subpanel	$65.00
	Misc Apparatus	
	Residential Appl.	
	Non-Residential Appl.	
	Construction Pole	
1	Serv Ent/600Vor<200A	$27.25
	Serv Ent/600Vor<1000A	
	Serv Ent/>600Vor>1000A	
	Residence per sq.ft.	
1	Permit Fee	$25.00
	TOTAL	$169.50

NO.	PLUMBING FEES	
	Leach System	
1	Lateral Connection	$75.00
	Drainage Piping	
1	Drinking Fountain	$7.00
	Urinal	
1	Water Piping	$7.00
	Floor Drain	
34	Washer (Auto)	$238.00
	Laundry Tray	
3	Kitchen Sink	$21.00
1	Water Closet	$7.00
1	Lavatory	$7.00
	Shower	
	Bath Tub	
2	Water Heater	$14.00
	Sewage Disposal	
	House Sewer	
1	Gas Piping	$5.00
	Grease Interceptor	
1	Permit Fee	$25.00
	TOTAL	$406.00

E. Area Benefit Dist.		W. Area Benefit Dist.	
Sewer Connect Fee 9100-8660		Demolition Fee 1200-7740	
Plan Check Fee 1200-8502	$3,496.90	Fire Station 1200-8502	
Spec. Inspection 1200-7740		Signalization 1200-B502	
Investigation 1200-7740		Construction Fee 1200-7750	$1,045.42
Railroad Crossing 1200-8502		Grading Fee 1200-7750	
Mechanical Fee 1200-7750	$59.30	Plumbing Fee 1200-7750	$406.00
Electrical Fee 1200-7750	$169.50	S.M.I.P. 1200-8502	$22.94
G.P.F. 1200-8502		B.S.F.F. 1200-8502	4.37
TOTAL FEES			**$5,200.06**
Cash [ ] Check [ ]		Check No.	5204.43
Received By @ 50%			2602.22

Job Address 1201 E. 6th St.- ~~1 UNDERGROUND STOR~~ B — Owner Patel

Legal Description 418-123-~~001~~017 Steps — Valuation $109,227

Group Residential — Type New Commercial/Industrial Bldg.

Project Description New Commercial / Laundromat — Date 02/16/2010

Plan Checked — Plan No.

Inspector Approval Shawna Ince — Final Date 12/14/10

Contractor Pass Developers — State License No. 258840

Address 795 E.6th Street — Business License No. 0516

C/S/Z Beaumont, Ca 92223 — Phone 951-845-4923

Owner Sahil-Pragati Partners Llc

Address 1201 E. 6th St. -Beaumont Market

C/S/Z Beaumont, Ca 92223 — Phone 951-845-1801

PERMIT NUMBER BP2010-139

This permit shall become void if work is not commenced within 180 days. Cessation of work for 180days shall also cause permit to become void. I hereby agree that all work in connection with this permit will be done in accordance with the ordinances of the City of Beaumont and the State of California. I also agree to carry compensation insurance upon my employees. Compliance with laws of the State of California covering contractors is also guaranteed.

Paula T. Chestanto — Signature of contractor or Authorized Agent

4/22/2010 — Date

Signature of Owner (if owner)

Date

DEPARTMENT OF BUILDING & SAFETY

CITY OF BEAUMONT
BEAUMONT, CALIFORNIA

WHITE — CUSTOMER COPY
BLUE — FILE COPY
CANARY — ENVELOPE COPY
PINK — ASSESSOR COPY
MANILA — INSPECTION COPY

CONSTRUCTION ESTIMATE

1ST FL.		SQ. FT. @	
2ND FL.		SQ. FT. @	
POR.		SQ. FT. @	
GAR.		SQ. FT. @	
CAR P.		SQ. FT. @	
WALL		SQ. FT. @	
		SQ. FT. @	

ESTIMATED VALUATION $

MECHANICAL FEES

	VENT SYSTEM ☐ FAN ☐ EVAP. COOL ☐ HOOD		
	APPLIANCE		
	FURNACE ☐ UNIT ☐ WALL ☐ FLOOR ☐ SUSPENDED		
	AIR HANDLING UNIT		
	GAS PIPE ☐ NATURAL ☐ L.P.G. ☐ OIL		
	APPLIANCE VENT		
	HEATING SYSTEM ☐ FORCED ☐ GRAVITY		
	PERMIT FEE		
	TOTAL		

E.I.R. FEE

ELECTRICAL FEES

NO			
	POLES		
	SIGNS	15	—
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	FIXTURES		
	OUTLETS		
	SUB-PANEL		
	RANGE AND/OR OVEN		
	WATER HEATER		
	SPACE HEATER		
	CONSTRUCTION POLE		
	SERVICE ENTRANCE		
	RESID 3½¢ SQ. FT.		
	PERMIT FEE		
	TOTAL	25	—

PLUMBING FEES

NO.			
	LATERAL CONNECTION		
	DRAINAGE PIPING		
	DRINKING FOUNTAIN		
	URINAL		
	WATER PIPING		
	FLOOR DRAIN		
	WATER SOFTENER		
	WASHER (AUTO) (DISH)		
	GARBAGE DISPOSAL		
	LAUNDRY TRAY		
	KITCHEN SINK		
	WATER CLOSET		
	LAVATORY		
	SHOWER		
	BATH TUB		
	WATER HEATER		
	SEWAGE DISPOSAL		
	HOUSE SEWER		
	GAS PIPING		
	PERMIT FEE		
	TOTAL		

	LANDSCAPE 1200-7750	USE ZONE		JOB ADDRESS 1201 E 6th St				OWNER	
9300-8660 SEWER CONNECT FEE				USE OF BUILDING					VALUATION
1200-8502 PLAN CHECK FEE		FIRE ZONE		LEGAL DESCRIPTION					DATE
1200-7750 MECHANICAL FEE		CHECKED BY							SUPP. TO PERMIT
1200-7750 CONSTRUCTION FEE		GROUP	TYPE	BOND $	BOND	CASH	FILE NO.	FINAL DATE 4-16-99	INSPECTOR/APPROVAL K Hall
1200-7750 ELECTRICAL FEE	40.00	SPEC. INSP.							
1200-7750 PLUMBING FEE		PLAN CHECKED							
9350-8521 SIGNALIZATION		1200-7750 GRADING							
1200-7740 INVESTIGATION		1200-8502 S.M.I.P.							
1200-8502 G.P.F.		9350-8520 B.S.F.F.							

THIS PERMIT SHALL BECOME VOID IF WORK IS NOT COMMENCED WITHIN 180 DAYS. CESSATION OF WORK FOR 180 DAYS SHALL ALSO CAUSE PERMIT TO BECOME VOID.

I HEREBY AGREE THAT ALL WORK IN CONNECTION WITH THIS PERMIT WILL BE DONE IN ACCORDANCE WITH THE ORDINANCES OF THE CITY OF BEAUMONT AND THE STATE OF CALIFORNIA. I ALSO AGREE TO CARRY COMPENSATION INSURANCE UPON MY EMPLOYEES. COMPLIANCE WITH LAWS OF THE STATE OF CALIFORNIA COVERING CONTRACTORS IS ALSO GUARANTEED.

CONTRACTOR	OWNER
ADDRESS	ADDRESS
LICENSE NO. 21224	7206
TEL. NO.	TEL. NO.

TOTAL FEES $ 40.00

CASH | CHECK X | M.O. | N.C.

RECEIVED BY

BMT-34 (Rev 1/96)

INFORMATION

DEPARTMENT OF BUILDING & SAFETY
CITY OF BEAUMONT
BEAUMONT, CALIFORNIA

CONSTRUCTION ESTIMATE			
	Sq Feet	Rate	Value

ESTIMATED VALUATION		
NO.	MECHANICAL FEES	
	Vent System: Hood ☐ Fan ☐ Evap. Cool ☐	
	Furnace: Unit ☐ Wall ☐ Floor ☐ Suspended ☐	
	Air Handling Unit	
	Natural Gas Pipe	
	Appliance Vent	
	Forced Heating System	
	Fireplace	
	Misc. Equipment	
	Permit Fee	
	TOTAL	$0.00

NO.	ELECTRICAL FEES	
	Private Pool	
	Distribution Pole	
	Signs	
	Motor 1HP/less	
	Motor >1HP-<10HP	
	Motor >10HP-<50HP	
	Motor >50HP-<100HP	
	Motor >100HP	
	Fixtures-first 20	
	Fixtures-over 20	
	Outlets-first 20	
	Outlets-over 20	
1	Subpanel	$16.25
	Misc Apparatus	
	Residential Appl.	
	Non-Residential Appl.	
	Construction Pole	
	Serv Ent/600Vor<200A	
1	Serv Ent/600Vor<1000A	$55.00
	Serv Ent/>600Vor>1000A	
	Residence per sq.ft.	
1	Permit Fee	$25.00
	TOTAL	$96.25

NO.	PLUMBING FEES	
	Leach System	
	Lateral Connection	
	Drainage Piping	
	Drinking Fountain	
	Urinal	
	Water Piping	
	Floor Drain	
	Washer (Auto)	
	Laundry Tray	
	Kitchen Sink	
	Water Closet	
	Lavatory	
	Shower	
	Bath Tub	
	Water Heater	
	Sewage Disposal	
	House Sewer	
	Gas Piping	
	Grease Interceptor	
	Permit Fee	
	TOTAL	$0.00

E. Area Benefit Dist.		W. Area Benefit Dist.	
Sewer Connect Fee 9100-8660		Demolition Fee 1200-7740	
Plan Check Fee 1200-8502		Fire Station 1200-8502	
Spec. Inspection 1200-7740		Signalization 1200-B502	
Investigation 1200-7740		Construction Fee 1200-7750	
Railroad Crossing 1200-8502		Grading Fee 1200-7750	
Mechanical Fee 1200-7750	$0.00	Plumbing Fee 1200-7750	$0.00
Electrical Fee 1200-7750	$96.25	S.M.I.P. 1200-8502	
G.P.F. 1200-8502		B.S.F.F. 1200-8502	
TOTAL FEES	**$96.25**		
Cash ☐ Check ☐ Check No.			
Received By			

Job Address 1201 E. 6th St.		Owner Patel
Legal Description 418-123-017		Valuation
Group Commercial	Type Repair/Remodel Comm/Indust Bldg.	
Project Description Misc Electric for Laundromat		Date 06/08/2010
Plan Checked	Plan No.	
Inspector / Approval		Final Date 06-01-11
Contractor Pass Developers		State License No. 258840
Address 795 E.6th Street		Business License No. 0516
C/S/Z Beaumont, Ca 92223		Phone 951-845-4923
Owner Sahil-Pragati Partners Llc		
Address 1201 E. 6th St. -Beaumont Market		
C/S/Z Beaumont, Ca 92223		Phone 951-845-1801

PERMIT NUMBER BP2010-618

This permit shall become void if work is not commenced within 180 days. Cessation of work for 180days shall also cause permit to become void. I hereby agree that all work in connection with this permit will be done in accordance with the ordinances of the City of Beaumont and the State of California. I also agree to carry compensation insurance upon my employees. Compliance with laws of the State of California covering contractors is also guaranteed.

Signature of contractor or Authorized Agent — Date: 6-9-10

Signature of Owner (if owner) — Date

DEPARTMENT OF BUILDING & SAFETY
CITY OF BEAUMONT
BEAUMONT, CALIFORNIA

CONSTRUCTION ESTIMATE			
	Sq Feet	Rate	Value

ESTIMATED VALUATION **$1,500.00**

NO.	MECHANICAL FEES	
	Vent System: Hood Fan Evap. Cool	
	Furnace: Unit Wall Floor Suspended	
	Air Handling Unit	
	Natural Gas Pipe	
	Appliance Vent	
	Forced Heating System	
	Fireplace	
	Misc. Equipment	
	Permit Fee	
	TOTAL	**$0.00**

NO.	ELECTRICAL FEES	
	Private Pool	
	Distribution Pole	
	Signs	
	Motor 1HP/less	
	Motor >1HP-<10HP	
	Motor >10HP-<50HP	
	Motor >50HP-<100HP	
	Motor >100HP	
	Fixtures-first 20	
	Fixtures-over 20	
	Outlets-first 20	
	Outlets-over 20	
	Subpanel	
	Misc Apparatus	
	Residential Appl.	
	Non-Residential Appl.	
	Construction Pole	
	Serv Ent/600Vor<200A	
	Serv Ent/600Vor<1000A	
	Serv Ent/>600Vor>1000A	
	Residence per sq.ft.	
	Permit Fee	
	TOTAL	**$0.00**

NO.	PLUMBING FEES	
	Leach System	
	Lateral Connection	
	Drainage Piping	
	Drinking Fountain	
	Urinal	
	Water Piping	
	Floor Drain	
	Washer (Auto)	
	Laundry Tray	
	Kitchen Sink	
	Water Closet	
	Lavatory	
	Shower	
	Bath Tub	
	Water Heater	
	Sewage Disposal	
	House Sewer	
	Gas Piping	
	Grease Interceptor	
	Permit Fee	
	TOTAL	**$0.00**

E. Area Benefit Dist.		W. Area Benefit Dist.	
Sewer Connect Fee 9100-8660		Demolition Fee 1200-7740	
Plan Check Fee 1200-8502		Fire Station 1200-8502	
Spec. Inspection 1200-7740		Signalization 1200-B502	
Investigation 1200-7740		Construction Fee 1200-7750	$54.00
Railroad Crossing 1200-8502		Grading Fee 1200-7750	
Mechanical Fee 1200-7750	$0.00	Plumbing Fee 1200-7750	$0.00
Electrical Fee 1200-7750	$0.00	S.M.I.P. 1200-8502	$0.50
G.P.F. 1200-8502		B.S.F.F. 1200-8502	
TOTAL FEES			**$54.50**

Cash Check Check No.

Received By

Job Address 1201 1/2 E Sixth St	Owner
Legal Description 418-123-003	Valuation $1,500
Group Residential	Type Repair/Remodel Comm/Indust Bldg.
Project Description Billbaord Maintenance	Date 06/14/2007
Plan Checked	Plan No.
Inspector / Approval [signature]	Final Date 12-27-07
Contractor	State License No.
Address	Business License No.
C/S/Z	Phone
Owner Lamar Advertising	
Address 3500 Tachevah # B	
C/S/Z Palm Springs 92264	Phone 760-413-7517

PERMIT NUMBER BP2007-1879

This permit shall become void if work is not commenced within 180 days. Cessation of work for 180days shall also cause permit to become void. I hereby agree that all work in connection with this permit will be done in accordance with the ordinances of the City of Beaumont and the State of California. I also agree to carry compensation insurance upon my employees. Compliance with laws of the State of California covering contractors is also guaranteed.

Signature of contractor or Authorized Agent _____ Date _____

Signature of Owner (if owner) [signature] Date 06/14/07

DEPARTMENT OF BUILDING & SAFETY

CITY OF BEAUMONT
BEAUMONT, CALIFORNIA

WHITE — CUSTOMER COPY

Previous permit for Naegele was addressed:
1201½ E. 6th
418-120-015
(permit # 1248 12/6/77

CONSTRUCTION ESTIMATE

1ST FL.		SQ. FT. @	
2ND FL.		SQ. FT. @	
POR.		SQ. FT. @	
GAR.		SQ. FT. @	
CAR P.		SQ. FT. @	
WALL		SQ. FT. @	
		SQ. FT. @	

ESTIMATED VALUATION $

MECHANICAL FEES

COMMERCIAL ONLY

VENT SYSTEM ☐ FAN ☐ EVAP. COOL ☐ HOOD		
APPLIANCE		
FURNACE ☐ UNIT ☐ WALL ☐ FLOOR ☐ SUSPENDED		
AIR HANDLING UNIT		
GAS PIPE ☐ NATURAL ☐ L.P.G. ☐ OIL		
APPLIANCE VENT		
HEATING SYSTEM ☐ FORCED ☐ GRAVITY		
PERMIT FEE		
TOTAL		

E.I.R. FEE

ELECTRICAL

NO.			
	POLES		
	SIGNS		
	MOTOR		
	MOTOR		
	MOTOR		
	MOTOR		
	MOTOR		
	FIXTURES		
	OUTLETS		
	SUB-PANEL		
	RANGE AND/OR OVEN		
	WATER HEATER		
	SPACE HEATER		
	CONSTRUCTION POLE		
	SERVICE ENTRANCE		
	RESID. 1¢ SQ. FT.		
	GARAGE ½¢ SQ. FT.		
	PERMIT FEE		
	TOTAL		

PLUMBING

	WATER CLOSET		
	LAVATORY		
	SHOWER		
	BATH TUB		
	WATER HEATER		
	SEWAGE DISPOSAL		
	HOUSE SEWER		
	GAS PIPING		
	PERMIT FEE		
	TOTAL		

CURBS & GUTTERS	FENCE	LANDSCAPE	GRADING	EXCAVATION			

SET BACK F	SET BACK S	SET BACK R	LOT SIZE	USE ZONE

SEWER CONNECT FEE

PLAN CHECK FEE

MECHANICAL FEE

CONSTRUCTION FEE

ELECTRICAL FEE

PLUMBING FEE

FIRE ZONE

CHECKED BY

GROUP | TYPE

SPEC. INSP.

PLAN CHECKER

TOTAL FEES $

CASH | CHECK | M.O. | N.C.

RECEIVED BY

JOB ADDRESS

OWNER

USE OF BUILDING

COMMUNITY

VALUATION

LEGAL DESCRIPTION

DATE

SUPP. TO PERMIT

BOND $	BOND	CASH	FILE NO.	FINAL DATE	INSPECTOR/APPROVAL
				8/25/83	J Turner

THIS PERMIT SHALL BECOME VOID IF WORK IS NOT COMMENCED WITHIN 60 DAYS. CESSATION OF WORK FOR 180 DAYS SHALL ALSO CAUSE PERMIT TO BECOME VOID.

I HEREBY AGREE THAT ALL WORK IN CONNECTION WITH THIS PERMIT WILL BE DONE IN ACCORDANCE WITH THE ORDINANCES OF THE CITY OF BEAUMONT AND THE STATE OF CALIFORNIA. I ALSO AGREE TO CARRY COMPENSATION INSURANCE UPON MY EMPLOYEES. COMPLIANCE WITH LAWS OF THE STATE OF CALIFORNIA COVERING CONTRACTORS IS ALSO GUARANTEED.

INFORMATION

CONTRACTOR	OWNER
ADDRESS	ADDRESS
TEL NO.	TEL NO.
LICENSE NO.	

N9 2977

Called in SCE 8/24/83

DEPARTMENT OF BUILDING & SAFETY

CITY OF BEAUMONT
BEAUMONT, CALIFORNIA

INSPECTION COPY

CONSTRUCTION ESTIMATE

1ST FL.		SQ. FT. @	
2ND FL.		SQ. FT. @	
POR.		SQ. FT. @	
GAR.		SQ. FT. @	
CAR P.		SQ. FT. @	
WALL		SQ. FT. @	
		SQ. FT. @	

ESTIMATED VALUATION | $

MECHANICAL FEES

COMMERCIAL ONLY

VENT SYSTEM ☐ FAN ☐ EVAP. COOL ☐ HOOD			
APPLIANCE			
FURNACE ☐ UNIT ☐ WALL ☐ FLOOR ☐ SUSPENDED			
AIR HANDLING UNIT			
GAS PIPE ☐ NATURAL ☐ L.P.G. ☐ OIL			
APPLIANCE VENT			
HEATING SYSTEM ☐ FORCED ☐ GRAVITY			
PERMIT FEE			
TOTAL			

E.I.R. FEE

ELECTRICAL FEES

NO.			
	POLES		
	SIGNS	20	16
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	FIXTURES		
	OUTLETS		
	SUB-PANEL		
	RANGE AND/OR OVEN		
	WATER HEATER		
	SPACE HEATER		
	CONSTRUCTION POLE		
	SERVICE ENTRANCE		
	RESID. 1¢ SQ. FT.		
	GARAGE ½¢ SQ. FT.		
	PERMIT FEE	4	00
	TOTAL	24	16

PLUMBING FEES

NO.			
	DRAINAGE PIPING		
	DRINKING FOUNTAIN		
	URINAL		
	WATER PIPING		
	FLOOR DRAIN		
	WATER SOFTENER		
	WASHER (AUTO) (DISH)		
	GARBAGE DISPOSAL		
	LAUNDRY TRAY		
	KITCHEN SINK		
	WATER CLOSET		
	LAVATORY		
	SHOWER		
	BATH TUB		
	WATER HEATER		
	SEWAGE DISPOSAL		
	HOUSE SEWER		
	GAS PIPING		
	PERMIT FEE		
	TOTAL		

CURBS & GUTTERS	FENCE	LANDSCAPE	GRADING	EXCAVATION			

SET BACK: F | S | R

LOT SIZE

USE ZONE: M-1

SEWER CONNECT FEE

FIRE ZONE

PLAN CHECK FEE

CHECKED BY: J

MECHANICAL FEE

GROUP | TYPE

CONSTRUCTION FEE: 40.00

SPEC. INSP.

ELECTRICAL FEE: 24.16

PLAN CHECKER

PLUMBING FEE

TOTAL FEES ▶ $ 64.16

CASH | CHECK | M.O. | N.C.

RECEIVED BY

JOB ADDRESS

OWNER: Naegele Outdoor

USE OF BUILDING: 1201 ½ E 6TH Sign

COMMUNITY

VALUATION: 8,000.00

LEGAL DESCRIPTION

DATE: 12/6/77

SUPP. TO PERMIT

BOND $ | BOND | CASH | FILE NO. | FINAL DATE | INSPECTOR/APPROVAL

416-120-015

THIS PERMIT SHALL BECOME VOID IF WORK IS NOT COMMENCED WITHIN 60 DAYS. CESSATION OF WORK FOR 120 DAYS SHALL ALSO CAUSE PERMIT TO BECOME VOID.

I HEREBY AGREE THAT ALL WORK IN CONNECTION WITH THIS PERMIT WILL BE DONE IN ACCORDANCE WITH THE ORDINANCES OF THE CITY OF BEAUMONT AND THE STATE OF CALIFORNIA. I ALSO AGREE TO CARRY COMPENSATION INSURANCE UPON MY EMPLOYEES. COMPLIANCE WITH LAWS OF THE STATE OF CALIFORNIA COVERING CONTRACTORS IS ALSO GUARANTEED.

INFORMATION

New Sign 14X48
1201½ E. 6ths

CONTRACTOR: Naegele Outdoor Adv

ADDRESS: 4129 E. Palm Canyon
Palm Springs

TEL NO.

LICENSE NO.: 324-1826

OWNER

ADDRESS

TEL NO.

1248

Ⓕ

DEPARTMENT OF BUILDING & SAFETY

CITY OF BEAUMONT
BEAUMONT, CALIFORNIA

WHITE – CUSTOMER COPY
BLUE – FILE COPY
CANARY – ENVELOPE COPY
PINK – ASSESSOR COPY
MANILA – INSPECTION COPY

CONSTRUCTION ESTIMATE

1ST FL.		SQ. FT. @	
2ND FL.		SQ. FT. @	
POR.		SQ. FT. @	
GAR.		SQ. FT. @	
CAR P.		SQ. FT. @	
WALL		SQ. FT. @	
		SQ. FT. @	

ESTIMATED VALUATION $

MECHANICAL FEES

	VENT SYSTEM ☐ FAN ☐ EVAP. COOL ☐ HOOD		
	APPLIANCE		
	FURNACE ☐ UNIT ☐ WALL ☐ FLOOR ☐ SUSPENDED		
	AIR HANDLING UNIT		
	GAS PIPE ☐ NATURAL ☐ L.P.G. ☐ OIL		
	APPLIANCE VENT		
	HEATING SYSTEM ☐ FORCED ☐ GRAVITY		
	PERMIT FEE		
	TOTAL		

E.I.R. FEE

ELECTRICAL FEES

NO.			
	POLES		
	SIGNS		
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	FIXTURES		
	OUTLETS		
	SUB-PANEL		
	RANGE AND/OR OVEN		
	WATER HEATER		
	SPACE HEATER		
	CONSTRUCTION POLE		
	SERVICE ENTRANCE		
	RESID 3½¢ SQ. FT.		
	PERMIT FEE		
	TOTAL		

PLUMBING FEES

NO.			
	LATERAL CONNECTION		
	DRAINAGE PIPING		
	DRINKING FOUNTAIN		
	URINAL		
	WATER PIPING		
	FLOOR DRAIN		
	WATER SOFTENER		
	WASHER (AUTO) (DISH)		
	GARBAGE DISPOSAL		
	LAUNDRY TRAY		
	KITCHEN SINK		
	WATER CLOSET		
	LAVATORY		
	SHOWER		
	BATH TUB		
	WATER HEATER		
	SEWAGE DISPOSAL		
	HOUSE SEWER		
	GAS PIPING		
	PERMIT FEE		
	TOTAL		

	LANDSCAPE 1200-7750	USE ZONE	JOB ADDRESS				OWNER	
9300-8660 SEWER CONNECT FEE			USE OF BUILDING					VALUATION
1200-8502 PLAN CHECK FEE		FIRE ZONE	LEGAL DESCRIPTION					DATE
1200-7750 MECHANICAL FEE		CHECKED BY						SUPP. TO PERMIT
1200-7750 CONSTRUCTION FEE		GROUP / TYPE	BOND $	BOND	CASH	FILE NO.	FINAL DATE 9-28-01	INSPECTOR/APPROVAL Kadel
1200-7750 ELECTRICAL FEE		SPEC. INSP.						
1200-7750 PLUMBING FEE		PLAN CHECKED						
9350-8521 SIGNALIZATION	1200-7750 GRADING							
1200-7740 INVESTIGATION	1200-8502 S.M.I.P.							
1200-8502	9350-8520							

THIS PERMIT SHALL BECOME VOID IF WORK IS NOT COMMENCED WITHIN 180 DAYS. CESSATION OF WORK FOR 180 DAYS SHALL ALSO CAUSE PERMIT TO BECOME VOID.

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CONTRACTOR	OWNER
	[illegible] Kadel

BUILDING PERMIT

CITY OF BEAUMONT, CALIF.
BUILDING DEPARTMENT

№ 4966

July 8 19__

$ 36.00

Permission is hereby granted Pass Investment Group

Address 101 Myrtle Drive Beaumont

To Construct a Coin Operated Car Wash

Lot Stn 1 Block 91 Tract

Street Address 560 Pennsylvania Avenue

Entire Cost of building or improvement $ 2000.00 Area 1st Floor (Square Feet) 1568.5 No. Stories 1

Contractor Jack Taylor Address 1390 26th St

★ *WARNING - 1. Check location and depth of Sewer Line. 2. Curb and Gutter to be installed as required by Ordinance 327 before final inspection will be granted. 3. Building Lot must have boundary stakes placed by a licensed Surveyor.*

SUBJECT TO STANDARDS
SET UP BY 1961 UBC

Bldg 24.00
Check 18.00
$36.00

This permit is based upon certain plans and specifications of said work and written application all duly filed in this office, all of which are hereby referred to and made a part hereof; and is subject to all the rules and regulations set forth in the ordinances of the City of Beaumont, and the laws of the State of California, in regard to such work, and all amendments thereto.

AUG 2 1965

Denver W Bldg MBG, Building Inspector

WARNING

Check Location and Depth of Sewer Line

AUG 2 1965

PLUMBING PERMIT (Receipt)
CITY OF BEAUMONT, CALIF. № 4328

PERMISSION IS HEREBY GRANTED TO Beaumont, Calif., July 23 1965

Mr. Pass Investment - J Taylor

Job Location: Lot Stn 1 Block 91 House No. 560 Street Penn. Ave

Miscellaneous Comp Bldg - Car Wash Bldg

To do—Sanitary Plumbing $ 1.25 Gas Piping $ 1.50 Gas Water Heater $ 1.50

Gas Water Heater Vent $ 1.50 House Sewer $ — Cess Pool or Septic Tank $ —

Work only as indicated by application on file numbered and dated the same as this permit, in accordance with and subject to all the provisions of the Building and Plumbing Ordinances of the City of Beaumont.

-No refund of fee allowed on this permit reason whatsoever.

DEPARTMENT OF BUILDING & SAFETY

CITY OF BEAUMONT
BEAUMONT, CALIFORNIA

INSPECTION COPY

CONSTRUCTION ESTIMATE

1ST FL.		SQ. FT. @	
2ND FL.		SQ. FT. @	
POR.		SQ. FT. @	
GAR.		SQ. FT. @	
CAR P.		SQ. FT. @	
WALL		SQ. FT. @	
		SQ. FT. @	

ESTIMATED VALUATION $

MECHANICAL FEES

COMMERCIAL ONLY

VENT SYSTEM ☐ FAN ☐ EVAP. COOL ☐ HOOD			
APPLIANCE			
FURNACE ☐ UNIT ☐ WALL ☐ FLOOR ☐ SUSPENDED			
AIR HANDLING UNIT			
GAS PIPE ☐ NATURAL ☐ L.P.G. ☐ OIL			
APPLIANCE VENT			
HEATING SYSTEM ☐ FORCED ☐ GRAVITY			
PERMIT FEE			
TOTAL			

E.I.R. FEE

ELECTRICAL FEES

NO.			
	POLES		
	SIGNS		
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	MOTOR H.P.		
	FIXTURES		
	OUTLETS		
	SUB-PANEL		
	RANGE AND/OR OVEN		
	WATER HEATER		
	SPACE HEATER		
	CONSTRUCTION POLE		
	SERVICE ENTRANCE	2	00
	RESID. 1¢ SQ. FT.		
	GARAGE ½¢ SQ. FT.		
	PERMIT FEE	3	00
	TOTAL	5	00

PLUMBING FEES

NO.			
	DRAINAGE PIPING		
	DRINKING FOUNTAIN		
	URINAL		
	WATER PIPING		
	FLOOR DRAIN		
	WATER SOFTENER		
	WASHER (AUTO) (DISH)		
	GARBAGE DISPOSAL		
	LAUNDRY TRAY		
	KITCHEN SINK		
	WATER CLOSET		
	LAVATORY		
	SHOWER		
	BATH TUB		
	WATER HEATER		
	SEWAGE DISPOSAL		
	HOUSE SEWER		
	GAS PIPING		
	PERMIT FEE		
	TOTAL		

CURBS & GUTTERS	FENCE	LANDSCAPE	GRADING	EXCAVATION			

SET BACK: F | S | R

LOT SIZE

USE ZONE: M-2

SEWER CONNECT FEE

PLAN CHECK FEE

MECHANICAL FEE

CONSTRUCTION FEE

ELECTRICAL FEE 5.00

PLUMBING FEE

FIRE ZONE: 2

CHECKED BY

GROUP | TYPE

SPEC. INSP.

PLAN CHECKER

TOTAL FEES $ 5.00

CASH | CHECK ✓ | M.O. | N.C.

RECEIVED BY

+ 796 1 U.S.

INFORMATION

JOB ADDRESS: 560 Pennsylvania

OWNER: Dave Williams Plumbing

USE OF BUILDING: ELECTRICAL

COMMUNITY

VALUATION: $ 300 -

LEGAL DESCRIPTION

DATE: 5-4-76

SUPP. TO PERMIT

BOND $	BOND	CASH	FILE NO.	FINAL DATE	INSPECTOR/APPROVAL

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CONTRACTOR

OWNER

CITY OF BEAUMONT

REQUEST FOR INSPECTION

Job Address Penn & 6th Date 3/23

Owner Knudsen Time 11:20

Contractor ..... Rec'd. by CJ

Grading	Elec.	Final Elec. .....
Foundation	Plbg.	Final Plbg. .....
Steel	Sewer	Final Gas .....
Framing	Lath	Final Bldg. .....
Masonry	Roof	.....

Comments Steel inspection
Please inspect by noon.

Requested for Mon. (Tues.) Wed. Thurs. Fri. a.m. ..... p.m. .....

Requested by ..... Assigned .....

UILDING & SAFETY
EAUMONT
CALIFORNIA

WHITE — CUSTOMER COPY
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CANARY — ENVELOPE COPY
PINK — ASSESSOR COPY
MANILA — INSPECTION COPY

ELECTRICAL FEES			PLUMBING FEES	NO.			
ES							
NS					DRAINAGE PIPING	5	00
					DRINKING FOUNTAIN		
TOR H.P.					URINAL		
TOR H.P.					WATER PIPING	2	50
TOR H.P.					FLOOR DRAIN		
TOR H.P.					WATER SOFTENER		
TOR H.P.					WASHER (AUTO) (DISH)		
TURES	5	00			GARBAGE DISPOSAL		
LETS	2	50			LAUNDRY TRAY		
-PANEL					KITCHEN SINK		
					WATER CLOSET		
COMMERCIAL — GAS PIPE ☐ NATURAL ☐ L.P.G. ☐ OIL			RANGE AND/OR OVEN		LAVATORY		
APPLIANCE VENT			WATER HEATER		SHOWER		
HEATING SYSTEM ☐ FORCED ☐ GRAVITY			SPACE HEATER		BATH TUB		
			CONSTRUCTION POLE		WATER HEATER		
			SERVICE ENTRANCE		SEWAGE DISPOSAL		
PERMIT FEE			RESID. 1¢ SQ. FT.		HOUSE SEWER		
TOTAL			GARAGE ½¢ SQ. FT.		GAS PIPING		
E.I.R. FEE			PERMIT FEE	10	00	PERMIT FEE	10	00
			TOTAL	17	50	TOTAL	17	50

CURBS & GUTTERS 1200-7750	LANDSCAPE 1200-7750	USE ZONE	JOB ADDRESS 560 Pennsylvania				OWNER G. Knudsen	
9300-8660 SEWER CONNECT FEE 750.00			USE OF BUILDING 1 car wash bay				VALUATION 12,0	
1200-8540 PLAN CHECK FEE 60.12		FIRE ZONE	LEGAL DESCRIPTION				DATE	
1200-7750 MECHANICAL FEE		CHECKED BY					SUPP. TO PERMIT	
1200-7750 CONSTRUCTION FEE 92.50		GROUP TYPE	BOND $	BOND	CASH	FILE NO.	FINAL DATE	INSPECTOR/APPROVAL
1200-7750 ELECTRICAL FEE 17.50		SPEC. INSP.						
1200-7750 PLUMBING FEE 17.50		PLAN CHECKED						
1200-8525 LAND USE CLEARANCE	1200-7750 GRADING							
1200-7750 EVCAVATION	1200-8510 S.M.I.P. .50							
1200-8315 G.P.F.	9350-8520 B.S.F.F.							

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CONTRACTOR	OWNER
ADDRESS	ADDRESS

DEPARTMENT OF BUILDING & SAFETY
CITY OF BEAUMONT
BEAUMONT, CALIFORNIA

CONSTRUCTION ESTIMATE			
	Sq Feet	Rate	Value

ESTIMATED VALUATION		
NO.	MECHANICAL FEES	
	Vent System: Hood ☐ Fan ☐ Evap. Cool ☐	
	Furnace: Unit ☐ Wall ☐ Floor ☐ Suspended ☐	
	Air Handling Unit	
	Natural Gas Pipe	
	Appliance Vent	
	Forced Heating System	
	Fireplace	
	Misc. Equipment	
	Permit Fee	
	TOTAL	$0.00

NO.	ELECTRICAL FEES		NO.	PLUMBING FEES	
	Private Pool			Leach System	
	Distribution Pole			Lateral Connection	
	Signs			Drainage Piping	
	Motor 1HP/less			Drinking Fountain	
	Motor >1HP-<10HP			Urinal	
	Motor >10HP-<50HP			Water Piping	
	Motor >50HP-<100HP			Floor Drain	
	Motor >100HP			Washer (Auto)	
	Fixtures-first 20			Laundry Tray	
	Fixtures-over 20			Kitchen Sink	
	Outlets-first 20			Water Closet	
	Outlets-over 20			Lavatory	
	Subpanel			Shower	
	Misc Apparatus			Bath Tub	
	Residential Appl.			Water Heater	
	Non-Residential Appl.			Sewage Disposal	
	Construction Pole			House Sewer	
	Serv Ent/600Vor<200A			Gas Piping	
1	Serv Ent/600Vor<1000A	$55.00		Grease Interceptor	
	Serv Ent/>600Vor>1000A				
	Residence per sq.ft.				
1	Permit Fee	$25.00		Permit Fee	
	TOTAL	$80.00		TOTAL	$0.00

E. Area Benefit Dist.		W. Area Benefit Dist.	
Sewer Connect Fee 9100-8660		Demolition Fee 1200-7740	
Plan Check Fee 1200-8502		Fire Station 1200-8502	
Spec. Inspection 1200-7740		Signalization 1200-B502	
Investigation 1200-7740		Construction Fee 1200-7750	
Railroad Crossing 1200-8502		Grading Fee 1200-7750	
Mechanical Fee 1200-7750	$0.00	Plumbing Fee 1200-7750	$0.00
Electrical Fee 1200-7750	$80.00	S.M.I.P. 1200-8502	
G.P.F. 1200-8502		B.S.F.F. 1200-8502	
TOTAL FEES	$80.00		

Job Address 560 Pennsylvania Avenue		Owner
Legal Description 418-123-011		Valuation
Group Commercial	Type Repair/Remodel Comm/Indust Bldg.	
Project Description 200 amp pane change		Date 12/08/2008
Plan Checked	Plan No.	
Inspector / Approval		Final Date 12-09-08
Contractor Amped Electric		State License No. 814960
Address 1320 Drake Ridge Crest		Business License No.
C/S/Z Redlands, CA 92373		Phone 909-798-8805
Owner Beaumont Autowash		
Address		

APPENDIX D

ISA CHECKLIST

DRAFT

Initial Site Assessment (ISA) Checklist

Project Information

District 8 County San Bernardino Route N/A Kilometer Post (Post Mile) N/A
Federal PN ___

Description: Proposed Pennsylvania Avenue Widening and Grade Separation Project

Is the project on the HW Study Minimal-Risk Projects List (HW1)? No

Project Manager: Stephanie Oslick phone # 562-426-9551, ext. 25191

Project Engineer: _____ phone #_

Project Screening

Attach the project location map to this checklist to show location of all know and/or potential HW sites identified.

1. Project Features: New R/W? No. Excavation? Yes Railroad Involvement? Yes.

   Structure demolition/modification? Yes. Subsurface utility relocation? Unknown.

2. Project Setting: Pennsylvania Avenue, I-10 Bridge, and Union Pacific Railroad

   Rural or Urban: Urban

   Current land uses: Road and railroad

   Adjacent land uses: Primarily vacant land, I-10 Bridge, commercial properties

3. Check federal, State, and local environmental and health regulatory agency records as necessary, to see if any known hazardous waste site is in or near the project area. If a known site is identified, show its location on the attached map and attach additional sheets, as needed, to provide pertinent information for the proposed project.

4. Conduct Field Inspection. Date August 20, 2018
   Use the attached map to locate potential or known HW sites.

   STORAGE STRUCTURES / PIPELINES:

   Underground tanks None Observed Surface tanks None Observed
   Sumps None Observed Ponds None Observed
   Drums None Observed Basins None Observed
   Transformers One pole-mounted transformer Landfill None Observed
   Other None Observed

Initial Site Assessment (ISA) Checklist

(continued)

CONTAMINATION: (spills, leaks, illegal dumping, etc.)

Surface staining None Observed Oil sheen None Observed

Odors None Encountered Vegetation damage None observed

Other None Observed

HAZARDOUS MATERIALS: (asbestos, lead, etc.)

Buildings Yes Spray-on fireproofing No

Pipe wrap No Friable tile No

Acoustical plaster No Serpentine None Observed

Paint Yes Other Yes (brace pads)

5. Additional record search, as necessary, of subsequent land uses that could have resulted in a hazardous waste site. Use the attached map to show the location of potential hazardous waste sites.

6. Other comments and/or observations: See attached ISA Report

ISA Determination

- Does the project have potential hazardous waste involvement? Yes. If there is known or potential hazardous waste involvement, is additional ISA work needed before task orders can be prepared for the Investigation? No. If "YES," explain; then give an estimate of additional time required:

  Refer to Section 8.0 for Conclusions and Recommendations

A brief memo should be prepared to transmit the ISA conclusions to the Project Manager and Project Engineer.

ISA Conducted by: Meredith Church Date 8-23-2018
Leighton Consulting, Inc.

APPENDIX E

GBA GEOENVIRONMENTAL REPORT

DRAFT

Important Information about This

Geoenvironmental Report

Geoenvironmental studies are commissioned to gain information about environmental conditions on and beneath the surface of a site. The more comprehensive the study, the more reliable the assessment is likely to be. But remember: Any such assessment is to a greater or lesser extent based on professional opinions about conditions that cannot be seen or tested. Accordingly, no matter how many data are developed, risks created by unanticipated conditions will always remain. *Have realistic expectations.* Work with your geoenvironmental consultant to manage known and unknown risks. Part of that process should already have been accomplished, through the risk allocation provisions you and your geoenvironmental professional discussed and included in your contract's general terms and conditions. This document is intended to explain some of the concepts that may be included in your agreement, and to pass along information and suggestions to help you manage your risk.

Beware of Change; Keep Your Geoenvironmental Professional Advised

The design of a geoenvironmental study considers a variety of factors that are subject to change. Changes can undermine the applicability of a report's findings, conclusions, and recommendations. *Advise your geoenvironmental professional about any changes you become aware of.* Geoenvironmental professionals cannot accept responsibility or liability for problems that occur because a report fails to consider conditions that did not exist when the study was designed. Ask your geoenvironmental professional about the types of changes you should be particularly alert to. Some of the most common include:

- modification of the proposed development or ownership group,
- sale or other property transfer,
- replacement of or additions to the financing entity,
- amendment of existing regulations or introduction of new ones, or
- changes in the use or condition of adjacent property.

Should you become aware of any change, *do not rely on a geoenvironmental report.* Advise your geoenvironmental professional immediately; follow the professional's advice.

Recognize the Impact of Time

A geoenvironmental professional's findings, recommendations, and conclusions cannot remain valid indefinitely. The more time that passes, the more likely it is that important latent changes will occur. *Do not rely on a geoenvironmental report if too much time has elapsed since it was completed.* Ask your environmental professional to define "too much time." In the case of Phase I Environmental Site Assessments (ESAs), for example, more than 180 days after submission is generally considered "too much."

Prepare To Deal with Unanticipated Conditions

The findings, recommendations, and conclusions of a Phase I ESA report typically are based on a review of historical information, interviews, a site "walkover," and other forms of noninvasive research. When site subsurface conditions are not sampled in any way, the risk of unanticipated conditions is higher than it would otherwise be.

While borings, installation of monitoring wells, and similar invasive test methods can help reduce the risk of unanticipated conditions, *do not overvalue the effectiveness of testing.* Testing provides information about actual conditions only at the precise locations where samples are taken, and only when they are taken. Your geoenvironmental

professional has applied that specific information to develop a general opinion about environmental conditions. *Actual conditions in areas not sampled may differ (sometimes sharply) from those predicted in a report.* For example, a site may contain an unregistered underground storage tank that shows no surface trace of its existence. *Even conditions in areas that were tested can change*, sometimes suddenly, due to any number of events, not the least of which include occurrences at adjacent sites. Recognize, too, that *even some conditions in tested areas may go undiscovered,* because the tests or analytical methods used were designed to detect only those conditions assumed to exist.

Manage your risks by retaining your geoenvironmental professional to work with you as the project proceeds. Establish a contingency fund or other means to enable your geoenvironmental professional to respond rapidly, in order to limit the impact of unforeseen conditions. And to help prevent any misunderstanding, identify those empowered to authorize changes and the administrative procedures that should be followed.

Do Not Permit Any Other Party To Rely on the Report

Geoenvironmental professionals design their studies and prepare their reports to meet the specific needs of the clients who retain them, in light of the risk management methods that the client and geoenvironmental professional agree to, and the statutory, regulatory, or other requirements that apply. The study designed for a developer may differ sharply from one designed for a lender, insurer, public agency...or even another developer. *Unless the report specifically states otherwise, it was developed for you and only you.* Do not unilaterally permit any other party to rely on it. The report and the study underlying it may not be adequate for another party's needs, and you could be held liable for shortcomings your geoenvironmental professional was powerless to prevent or anticipate. Inform your geoenvironmental professional when you know or expect that someone else—a third-party—will want to use or rely on the report. *Do not permit third-party use or reliance until you first confer with the geoenvironmental professional who prepared the report.* Additional testing, analysis, or study may be required and, in any event, appropriate terms and conditions should be agreed to so both you and your geoenvironmental professional are protected from third-party risks. *Any party who relies on a geoenvironmental report without the express written permission of the professional who prepared it and the client for whom it was prepared may be solely liable for any problems that arise.*

Avoid Misinterpretation of the Report

Design professionals and other parties may want to rely on the report in developing plans and specifications. They need to be advised, in writing, that their needs may not have been considered when the study's scope was developed, and, even if their needs were considered, they might misinterpret geoenvironmental findings, conclusions, and recommendations. *Commission your geoenvironmental professional to explain pertinent elements of the report to others who are permitted to rely on it, and to review any plans, specifications or other instruments of professional service that incorporate any of the report's findings, conclusions, or recommendations.* Your geoenvironmental professional has the best understanding of the issues involved, including the fundamental assumptions that underpinned the study's scope.

Give Contractors Access to the Report

Reduce the risk of delays, claims, and disputes by giving contractors access to the full report, *providing that it is accompanied by a letter of transmittal that can protect you* by making it unquestionably clear that: 1) the study was not conducted and the report was not prepared for purposes of bid development, and 2) the findings, conclusions, and recommendations included in the report are based on a variety of opinions, inferences, and assumptions and are subject to interpretation. Use the letter to also advise contractors to consult with your geoenvironmental professional to obtain clarifications, interpretations, and guidance (a fee may be required for this service), and that—in any event—they should conduct additional studies to obtain the specific type and extent of information each prefers for preparing a bid or cost estimate. Providing access to the full report, with the appropriate caveats, helps prevent formation of adversarial attitudes and claims of concealed or differing conditions. If a contractor elects to ignore the warnings and advice in the letter of transmittal, it would do so at its own risk. Your geoenvironmental professional should be able to help you prepare an effective letter.

Do Not Separate Documentation from the Report

Geoenvironmental reports often include supplemental documentation, such as maps and copies of regulatory files, permits, registrations, citations, and correspondence with regulatory agencies. If subsurface explorations were performed, the report may contain final boring logs and copies of laboratory data. If remediation activities occurred on site, the report may include: copies of daily field reports; waste manifests; and information about the disturbance of subsurface materials, the type and thickness of any fill placed on site, and fill placement practices, among other types of documentation. *Do not separate supplemental documentation from the report. Do not, and do not permit any other party to redraw or modify any of the supplemental documentation for incorporation into other professionals' instruments of service.*

Understand the Role of Standards

Unless they are incorporated into statutes or regulations, standard practices and standard guides developed by the American Society for Testing and Materials (ASTM) and other recognized standards-developing organizations (SDOs) are little more than aspirational methods agreed to by a consensus of a committee. The committees that develop standards may not comprise those best-qualified to establish methods and, no matter what, no standard method can possibly consider the infinite client- and project-specific variables that fly in the face of the theoretical "standard conditions" to which standard practices and standard guides apply. In fact, these variables can be so pronounced that geoenvironmental professionals who comply with every directive of an ASTM or other standard procedure could run afoul of local custom and practice, thus violating the standard of care. Accordingly, when geoenvironmental professionals indicate in their reports that they have performed a service "in general compliance" with one standard or another, it means they have applied professional judgement in creating and implementing a scope of service designed for the specific client and project involved, and which follows some of the general precepts laid out in the referenced standard. To the extent that a report indicates "general compliance" with a standard, you may wish to speak with your geoenvironmental professional to learn more about what was and was not done. *Do not assume a given standard was followed to the letter.* Research indicates that that seldom is the case.

Realize That Recommendations May Not Be Final

The technical recommendations included in a geoenvironmental report are based on assumptions about actual conditions, and so are preliminary or tentative. Final recommendations can be prepared only by observing actual conditions as they are exposed. For that reason, you should retain the geoenvironmental professional of record to observe construction and/or remediation activities on site, to permit rapid response to unanticipated conditions. *The geoenvironmental professional who prepared the report cannot assume responsibility or liability for the report's recommendations if that professional is not retained to observe relevant site operations.*

Understand That Geotechnical Issues Have Not Been Addressed

Unless geotechnical engineering was specifically included in the scope of professional service, a report is not likely to relate any findings, conclusions, or recommendations about the suitability of subsurface materials for construction purposes, especially when site remediation has been accomplished through the removal, replacement, encapsulation, or chemical treatment of on-site soils. The equipment, techniques, and testing used by geotechnical engineers differ markedly from those used by geoenvironmental professionals; their education, training, and experience are also significantly different. If you plan to build on the subject site, but have not yet had a geotechnical engineering study conducted, your geoenvironmental professional should be able to provide guidance about the next steps you should take. The same firm may provide the services you need.

Read Responsibility Provisions Closely

Geoenvironmental studies cannot be exact; they are based on professional judgement and opinion. Nonetheless, some clients, contractors, and others assume geoenvironmental reports are or certainly should be unerringly precise. Such assumptions have created unrealistic expectations that have led to wholly unwarranted claims and disputes. To help prevent such problems, geoenvironmental professionals have developed a number of report provisions and contract terms that explain who is responsible for what, and how risks are to be allocated. Some people mistake these for "exculpatory clauses," that is, provisions whose purpose is to transfer one party's rightful responsibilities and liabilities to someone else. Read the responsibility provisions included in a report and in the contract you and your geoenvironmental professional agreed to. *Responsibility provisions are not "boilerplate."* They are important.

Rely on Your Geoenvironmental Professional for Additional Assistance

Membership in the Geoprofessional Business Association exposes geoenvironmental professionals to a wide array of risk management techniques that can be of genuine benefit for everyone involved with a geoenvironmental project. Confer with your GBA-member geoenvironmental professional for more information.

GEOPROFESSIONAL BUSINESS ASSOCIATION

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Appendix G

Santa Ana Region MS4 Permit Program, Draft Low Impact development: Guidance and Standards for Transportation Projects, Pennsylvania Avenue Roadway Widening

Santa Ana Region MS4 Permit Program

Draft

Low Impact Development:

Guidance and Standards for Transportation Projects

Pennsylvania Avenue Roadway Widening

CIP No. 2017-009

Prepared for:

City of Beaumont

550 E. 6th Street

Beaumont, CA 92223

Prepared by:

Kimley-Horn and Associates, Inc.

765 The City Drive, Suite 200

Orange, CA 92868

March 25, 2020

Project Certification

This report has been completed in compliance with the *Low Impact Development: Guidance and Standards for Transportation Projects*, prepared to comply with the Santa Ana Region MS4 Permit requirements applicable to Transportation Projects. The signatory of this document attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions have been based. I find this report to be complete, current, and accurate:

Name: Jeff Hart

Title: Public Works Director

Agency: City of Beaumont

Date: March 25, 2020

Section 1: Introduction

Overview

The federal Clean Water Act (CWA) establishes requirements for the discharge of urban runoff from Municipal Separate Storm Sewer Systems (MS4) under the National Pollutant Discharge Elimination System (NPDES) program. On January 29, 2010, the Santa Ana Regional Water Quality Control Board (RWQCB) issued Permit Order No. R8-2010-0033 ("MS4 Permit") to authorize the discharge of urban runoff from MS4 facilities in Riverside County within the Santa Ana Region MS4 Permit area.

The MS4 Permit requires development of a standard design and post-development Best Management Practices (BMP) guidance to guide application of Low Impact Development (LID) BMPs to the maximum extent practicable (MEP) on Streets, roads or highways under the jurisdiction of the Permittees used for transportation of automobiles, trucks, motorcycles, and other vehicles. The Santa Ana Region MS4 Permit Program prepared the *Low Impact Development: Guidance and Standards for Transportation Projects* ("Guidance") to provide direction to Transportation Project owners and operators regarding how to address MS4 Permit requirements for public works Transportation Projects within their jurisdiction.

The LID-based BMP techniques contained within this document are based on information provided by a variety of sources, including the *Design Handbook for Low Impact Development Best Management Practices* prepared by the Riverside County Flood Control and Water Conservation District, Environmental Protection Agency's (USEPA) Municipal Handbook, *Managing Wet Weather with Green Infrastructure: Green Streets*, and the *Low Impact Development Manual for Southern California* prepared for the Southern California Stormwater Monitoring Coalition, in cooperation with the State Water Resources Control Board, by the Low Impact Development Center. This Guidance also provides links and references to other sources of information regarding the application of LID-based BMPs to Transportation Projects (Section 6). This referenced material should be used by the project owner/operator as appropriate to support the use of this template during the project design phase.

This template was prepared to provide a tool for project proponents to (1) determine the applicability of the Guidance to a proposed Transportation Project; (2) provide a process for evaluating the feasibility of using LID-based techniques in the proposed project; and (3) establish a template for documenting the project evaluation process and the decisions made regarding the feasibility to incorporate LID-based BMPs into the design of the project. Users should review the Guidance before applying this template to a proposed project.

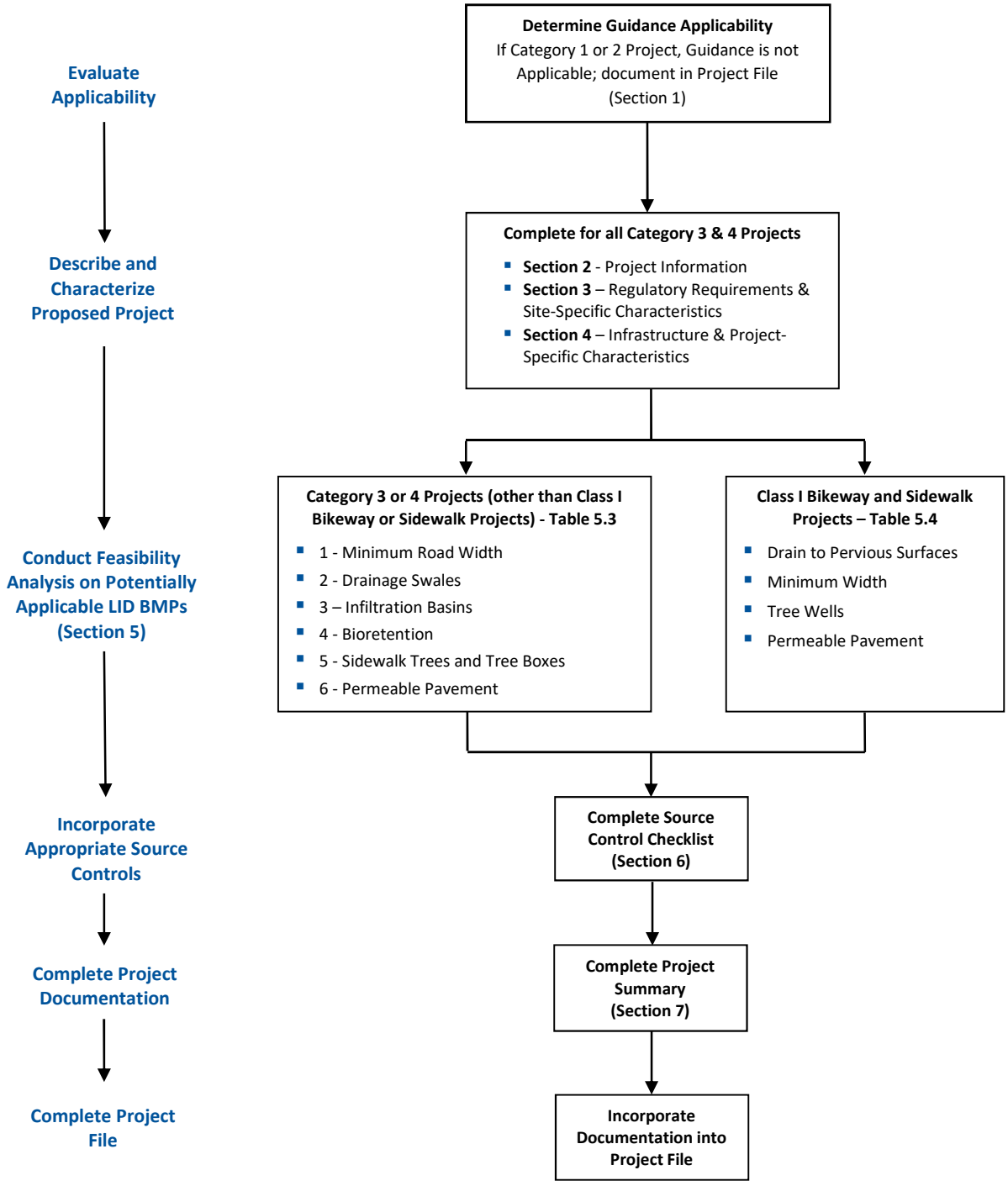
Guidance Applicability

Table 1.1 summarizes the applicability of the Guidance to Transportation Projects. If the Guidance applies to the proposed project, this template should be used to evaluate the feasibility of incorporating LID-based BMPs into the project design. Figure 1-1 illustrates the process for completing the template. Refer to this figure as needed to ensure that all steps are completed.

Table 1.1. Transportation Project Guidance Applicability

The Transportation Project Guidance applies to the following projects: • Public Transportation Projects in the area covered by the Santa Ana Region MS4 Permit, which involve the construction of new transportation surfaces or the improvement of existing transportation surfaces (including Class I Bikeways and sidewalks).
The Transportation Project Guidance does not apply to the following projects that are either exempt or covered by other MS4 Permit requirements: • Transportation Projects that have received CEQA approval by the effective date of this Guidance • Emergency Projects, as defined by this Guidance (see Section 2 of the Guidance) • Maintenance Projects, as defined by this Guidance (see Section 2 of the Guidance) • Dirt or gravel roads • Transportation Projects that are part of a private new development or significant redevelopment project and required to prepare a Water Quality Management Plan (WQMP) • Transportation Projects subject to other MS4 Permit requirements, e.g., California Transportation Department (Caltrans) oversight projects, cooperative projects with an adjoining County or an agency outside the jurisdiction covered by the Santa Ana Region MS4 Permit

Figure 1-1. Process to Complete Transportation Project BMP Template



Section 2: Project Information

The purpose of this section is to provide general project information and a description of the proposed project. The description should have sufficient detail to identify the project location, project boundaries and size, and, if classified as a Category 3 Project, the basis for the subcategorization (Capacity vs. Non-Capacity Roadway Improvement Project or non-adjoining Class I Bikeway or Sidewalk Project).

Table 2.1 - Project Characteristics

Project Name	Pennsylvania Avenue Roadway Widening				
Project Owner/Operator (Agency)	City of Beaumont				
Project Contact Name:	Jeff Hart				
Mailing Address:	550 E. 6th Street Beaumont, CA 92223	E-mail Address:	jhart@beaumontca.gov	Telephone:	951-769-8520

Project Category	Check the box for the applicable Project Category *(See Table 2-1 in Guidance)* ☒ Category 3 – Existing Transportation Project ☐ Category 4 – New Transportation Project	
Check the appropriate boxes below, based on the Project Category checked above		
Category 3	☒ Roadway Capacity Improvement Project	☒ Lane additions ☐ Bridge project ☐ Grade separation project ☐ Other project type
	☐ Non-Capacity Roadway Improvement Project	☐ Shoulder improvements ☐ Parking lane improvements ☐ Turn pocket addition ☐ Signal project that adds a turn lane ☐ Horizontal alignment correction (improve sight distance) ☐ Grade separation project ☐ Passing lane addition ☐ Turn out addition ☐ Other project type
	☐ Class I Bikeway or sidewalk	☐ Improvement to existing Class I Bikeway or sidewalk ☐ Other project type
Category 4	☐ New road project ☐ New bridge project ☐ New Class I Bikeway or sidewalk project	
Project Schedule: Final Design: October 2017 – March 2020 Project Bidding: July 2020 Project Construction: September 2020		

Table 2.2 - Project Description

General Project Description:
The Pennsylvania Avenue Widening Project is located in the City of Beaumont from 1st Street to 6th Street. Pennsylvania Avenue will be widened from a two-lane to four-lane roadway with median turn lanes and storm drain improvements.

Existing drainage patterns generally drain southeast across Pennsylvania Avenue. An existing high point along Pennsylvania Avenue at the Union Pacific railroad (UPRR) tracks separates the project site into two major drainage areas: north of the UPRR tracks and south of the UPRR tracks.

Areas north of the UPRR tracks drain southerly towards existing and proposed curb opening catch basins. An existing 42-inch reinforced concrete pipe (RCP) mainline collects stormwater from north of the Project area approximately 300 feet east of Illinois Avenue west along 6th street to the intersection of 6th St and Pennsylvania Avenue. The existing 42-inch RCP continues southerly along the west side of Pennsylvania Avenue to approximately 100 feet north of the existing Interstate 10 (I-10) off-ramp and stormwater overflows out of a temporary "bubbler" structure consisting of a 60-inch stand pipe. The stormwater then travels west and crosses through the I-10 via 36-inch culverts into natural ditches traveling southeasterly.

An existing drainage ditch located north of the I-10 off-ramp collects runoff from the existing off-ramp and outlets to an existing headwall at the bottom of the off-ramp. The stormwater then travels south along an existing 18-inch CMP (proposed 24-inch RCP would replace 18-inch CMP) connecting to a catch basin along the east side of Pennsylvania Avenue just south of the I-10 overpass. Stormwater along the east side of Pennsylvania Avenue north of the UPRR tracks and stormwater collected along the west side of Pennsylvania Avenue south of the "bubbler" is also collected and conveyed via the 18-inch CMP. The storm drain then continues south and terminates at a headwall just south of the I-10 on-ramp. The stormwater then travels southeast into natural ditches.

Areas south of the UPRR tracks flows southeast via four existing cross culverts underneath Pennsylvania Avenue. Between the UPRR tracks and 1st Street, runoff drains south along Pennsylvania Avenue and into natural ditches southeast of the project. Proposed inlets and cross culvert extensions are provided as part of the roadway widening improvements to collect stormwater from the roadway.

The widening project will be constructed in two phases: an interim condition and an ultimate condition. The difference between the two phases is construction completed within existing right-of-way and expanded right-of-way. This report evaluates the total disturbed area for the ultimate condition.

Project Area (ft^2):	253,955	Project Length (ft):	2,772	Coordinates of the approximate center of the project:	Latitude: 39.926 Longitude: -116.966

For Category 3 & 4 projects, complete the information below.

Describe how the existing surface footprint will be modified, if applicable	Pennsylvania Avenue will be widened on both sides (east and west). The additional pavement will increase impervious area to the north and south of I-10.

Describe how the capacity of the existing transportation surface (if any) will be improved	The proposed project improvements are capacity increasing. The proposed project will add an additional lane in each direction, 2 lanes northbound and 2 lanes southbound. Turn lanes at intersections will also improve traffic flow.
For a Class I Bikeway or sidewalk project, describe how the existing surface will be improved	N/A

Section 3: Regulatory Requirements & Site-Specific Characteristics

Describe the regulatory requirements and site-specific characteristics associated with the project site that can influence the selection of LID-based BMPs. Attach supporting information, as needed.

Table 3.1 – Regulatory Requirements & Site-Specific Characteristics

Regulatory Requirements

Consult Local Implementation Plan(s) to document pollutants of concern based on impaired waters listings or TMDL implementation requirements.	The receiving waters that the project outlets to are Potrero Creek, San Jacinto River Reach 3, Canyon Lake, San Jacinto Reach 1, and then Lake Elsinore. Potrero Creek, San Jacinto River Reach 3, Canyon Lake, San Jacinto River Reach 1 are not listed as impaired water bodies for any pollutants within the San Jacinto River Region. Lake Elsinore is listed as an Impaired Water Body for DDT, nutrients, organic enrichment/low dissolved oxygen, and toxicity within the San Jacinto River Region. At times of large storm events, Lake Elsinore spills to join the Santa Ana River via Temescal Creek which adds the following receiving waters: Santa Ana River Reach 2 and Santa Ana River Reach 1. These bodies of water are not listed as impaired water bodies for any pollutants. The State Water Resources Control Board *Trash Amendments* require full trash capture.
Document any known CEQA conditions, Multi-Species Habitat Conservation Plan, California Fish & Game Code Section 1600, CWA Section 401, or CWA Section 404 requirements	The project is in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area. Jurisdictional waters are believed to exist adjacent to the project site (east).

Site-Specific Characteristics

Drainage Area (ft^2)	See table below
Existing Site Impervious Area (ft^2)	147,668
Expected Post-Project Impervious Area (ft^2)	253,955
Hydrologic Soil Group* *Describe hydrologic soil group and associated infiltration characteristics, if known*	The existing site is comprised of a combination of soil type B and D according to plate C-1.19 from the RCFC & WCD Hydrology Manual. Preliminary soil samples indicate poor soil infiltration within the project area, therefore soil type D is used for analysis. See Appendix A for the Hydrologic Soils Group map.
Expected Infiltration Characteristics *Describe known infiltration characteristics based on soil group or soil test data (attach if such data are available)*	Based on preliminary boring and infiltration tests performed by Kleinfelder, the infiltration rate of six test locations at 18 to 60 inches in depth came out to be a range of 0.01 to 0.07 in/hr. See Appendix B for the draft Materials Report.

Drainage Area Name	*Area (sf)*	*Drainage Area Name*	*Area (sf)*
DMA-A	2,208	**DMA-F**	45,113
DMA-B	19,084	**DMA-G**	52,440
DMA-C	24,012	**DMA-H**	449
DMA-D	16,385	**DMA-I**	392
DMA-E	29,459		

Natural Sediment Load Characteristics *Describe local sediment characteristics that could impact selection or functionality of BMPs*	While there are sediment loads associated with the cross culverts along Pennsylvania Avenue, the BMPs collect stormwater runoff from the street surface which does not receive sediment load.
Depth to Groundwater *Determine depth to groundwater, if known*	Depth to groundwater is approximately 446 from existing ground surface (bgs) which corresponds to an approximate elevation of 2,154 feet . This data was obtained from the California Department of Water Resources Water Data Library and is reported in the draft Materials Report (see Appendix B).

* See soils section of the Flood Control District's Hydrology Manual
http://floodcontrol.co.riverside.ca.us/downloads/planning/Hydrology%20Manual%20-%20Complete.pdf

Section 4: Infrastructure & Project-Specific Characteristics

Describe the existing infrastructure and project-specific characteristics associated with the project site that can influence the selection of LID-based BMPs. Attach supporting information, as needed; insert N/A for any element that is not applicable to the proposed project.

Table 4.1 - Infrastructure & Project-Specific Characteristics

Programmatic & Funding Restrictions	
Project Funding *Provide information regarding project funding*	Project Budget: $600,000
	Funding Source: Transportation Uniform Mitigation Fee (TUMF) Program and City of Beaumont
	Are there any limitations or restrictions on the use of dedicated funds: ☒ Yes; if this box checked, explain limitations TUMF Program funding portion is subject to specific reimbursement elements as indicated in the TUMF Program Reimbursement Agreement. ☐ No
Programmatic Constraints *Identify any programmatic or regulatory constraints, e.g., Americans with Disabilities Act; need for emergency access, etc.*	Does the project require compliance with other programmatic, regulatory, or code requirements that may affect application of BMPs? ☐ Yes; ☒ No
Impaired Waters & TMDL Requirements	
Regulatory Constraints *Describe applicable BMP specific requirements to address impaired water related concerns*	Identify the MS4 Local Implementation Plan(s) consulted: Riverside County Flood Control and Water Conservation District Local Implementation Plan Santa Ana Region Order No. R8-2010-003 (June 20, 2019) Does the applicable LIP(s) identify any BMP requirements that need to be implemented in the project area: ☒ Yes; describe the BMP requirements and how they have been addressed in the project design. The hierarchy for BMPs as detailed in the 2010 SAR Permit are as follows: 1. Infiltration BMPs 2. Harvest and Use BMPs 3. Bioretention BMPs 4. Biotreatment BMPs There are no TMDLs and other impairments in the nearest significant receiving Waters of the U.S. The California State Water Resources Control Board adopted the *Trash Amendments* that require full trash capture under the NPDES MS4 permit. ☐ No
Right-of-Way (ROW)	

ROW Constraints *Describe potential ROW constraints to BMP implementation*	The project will need to acquire right-of-way along the east and west sides of Pennsylvania Avenue.
Drainage Connectivity	
Connectivity Constraints *Based on drainage features of the project site, describe potential constraints to BMP implementation*	BMPs chosen will directly connect to the proposed catch basins along Pennsylvania Avenue.

Table 4.1 - Infrastructure & Project-Specific Characteristics

Utilities	
Utility Constraints *Identify any utility-related constraints*	Does the project have any utility constraints that that may affect application of BMPs? ☐ Yes; if this box checked, explain constraints ☒ No
Resource Availability	
Irrigation Water *Describe availability of irrigation water to support BMPs that require establishment of landscaping*	A 24-inch water transmission main, with no known services, is available on Pennsylvania Avenue, between 1st Street and 6th Street.
Power *Describe availability of power to support use of an irrigation system*	Southern California Edison overhead electrical distribution lines, with no known services, is available with the water quality treatment area.
Estimated Road Use	
Vehicle Load *Describe the expected vehicle loads, e.g., H-20 truck loads, that will use the transportation surface after project completion*	The City of Beaumont Transit System operates 3 different bus routes that travels along Pennsylvania Avenue. Pennsylvania Avenue is also a dedicated truck route as posted along the street.
Maximum Allowable Speed (MAS) *Describe expected speed of vehicles on completed transportation surface; if variable, provide the MAS for different project elements*	The posted speed limit is 35 miles per hour.
Roadside Parking Requirements *Describe any minimum requirements associated with design of roadside parking areas*	There is no roadside parking.
Capacity Design (Average Daily Traffic, ADT). Is the ADT ≥ 25,000?	☒ Yes ☐ No

Section 5: BMP Feasibility Analysis

Section 5.1 - Overview

Projects categorized as a Category 3 or Category 4 shall incorporate the following site design BMP principles to the maximum extent feasible:

- Conservation of natural areas to the extent feasible
- Minimization of the impervious footprint
- Minimization of disturbances to natural drainage
- Design and construction of pervious areas to receive runoff from impervious areas
- Use of landscaping that minimizes irrigation and runoff, promotes surface infiltration, and minimizes the use of pesticides and fertilizers

The extent to which these design principles may be incorporated into a project through the use of BMP techniques depends on the project type and the project-specific feasibility analysis. This section provides a stepwise approach for evaluating the feasibility to incorporate LID-based BMPs into a proposed project. Table 5.1 identifies the BMPs required for evaluation in relation to the project category or type. Based on the box checked the project reviewer is directed to the appropriate table for subsequent analyses. Table 5.2 provides sources for BMP planning and design information that may be considered for use in Transportation Projects. Table 5.3 provides a checklist for LID BMP feasibility analysis for Category 3 or 4 projects, and Table 5.4 provides a similar checklist applicable to Class I Bikeway or Sidewalk Projects analysis.

Section 5.2 – BMP References

To support completion of the feasibility analyses for each LID-based BMP in Table 5.3, Table 5.2 provides sources for BMP design information that may be considered for use in Transportation Projects. These information sources are intended to guide decision-making with regards to making feasibility determinations about the efficacy of incorporating LID-based BMPs in the project design. Additional general information regarding the use of LID-based BMPs in Transportation Projects may be found in Section 6.C of the Guidance.

The resource information provided in Table 5.2 does not represent an exhaustive list of source material regarding LIP-based BMPs; in fact, new information regarding how to design LID-based BMPs is regularly published. In addition, this information is not to be used as a substitute for development of engineering designs appropriate to the project site.

Table 5.1 - LID BMP Evaluation Requirements

Check the appropriate box. The LID BMPs listed within each category must be included in the feasibility analysis

☒ **Category 3 or 4 (other than a Class I Bikeway or sidewalk project)**	☐ **Class I Bikeway or Sidewalk Project**
▪ 1 - Minimum Road Width ▪ 2 - Drainage Swales ▪ 3 – Infiltration Basins ▪ 4 - Bioretention ▪ 5 - Sidewalk Trees and Tree Boxes ▪ 6 - Permeable Pavement	▪ Drain to Pervious Surfaces ▪ Minimum Width ▪ Use of Tree Wells ▪ Permeable Pavement

- If the Category 3 or 4 box was checked above, complete the feasibility analysis for each of the LID BMPs in Table 5.3
- If the Class I Bikeway or Sidewalk project box was checked, complete Table 5.4

Table 5.2 – BMP Design Information

LID-based BMP Information Source	Minimum Street Width	Drainage Swales	Infiltration Basins	Bioretention	Sidewalk Trees & Tree Boxes	Permeable Pavement
Riverside County Flood Control and Water Conservation District Design Handbook for Low Impact Development Management Practices http://rcflood.org/NPDES/LIDBMP.aspx	--	--	Section 3.1	Section 3.5	Section 3.5, p. 5[1]	Section 3.3
Low Impact Development Manual for Southern California: Technical Guidance and Site Planning Strategies http://www.casqa.org/LID/SoCalLID/tabid/218/Default.aspx	--	pp. 137-138	--	pp. 68-84	p. 71[1]	pp. 83-113
U. S. EPA Municipal Handbook: Green Streets, Managing Wet Weather with Green Infrastructure[2] http://water.epa.gov/infrastructure/greeninfrastructure/upload/gi_munichandbook_green_Streets.pdf	pp. 2-4	--	--	--	--	--
County of San Diego, Low Impact Development Handbook: Stormwater Management Strategies http://www.sdcounty.ca.gov/dplu/docs/LID-Handbook.pdf (General Information) http://www.sdcounty.ca.gov/dplu/docs/LID-Appendices.pdf (Fact Sheets)	Fact Sheet 14, 15	--	--	Fact Sheets 15, 19	--	pp. 46-51, Fact Sheets 8, 9, 10
County of Los Angeles Low Impact Development Standards Manual. January 2009. http://dpw.lacounty.gov/wmd/LA_County_LID_Manual.pdf	--	--	--	--	pp. 49-52[1]	pp. 53-57
City of Santa Barbara Storm Water BMP Guidance Manual http://www.santabarbaraca.gov/Resident/Community/Creeks/Storm_Water_Management_Program.htm	--	Section 6.6.2	--	Section 6.6.1	Section 6.9.2[1]	Section 6.8
Caltrans Treatment Control BMP Technology Report http://www.dot.ca.gov/hq/env/stormwater/annual_report/2008/annual_report_06-07/attachments/Treatment_BMP_Technology_Rprt.pdf	--	p. D-5	--	pp. B-11 – B-12	pp. B-7 – B-10	--
Evaluation of Best Management Practices for Highway Runoff Control: *Low Impact Development Design Manual for Highway Runoff Control* http://www.coralreef.gov/transportation/evalbmp.pdf	--	Section 14	--	Section 5	--	Section 10

[1] Information focuses on design of planter boxes

[2] Handbook provides information on all LID types except Infiltration Basins, but information is general in nature

Table 5.3 – LID BMP Feasibility Analysis 1 – Minimum Road Widths	
1.a - Does the project need to meet jurisdictional code or General Plan requirements for minimum road widths?	☒ Yes; if checked, describe requirements Roadway sections were determined by using City of Beaumont Standard Plan lane widths. ☐ No
1.b – Based on the findings of 1.a., determine if this BMP can be applied to the project. If applicable, describe how it was incorporated into the project design.	☒ Applicable, describe design features incorporating this BMP; include in Table 7.1 The City of Beaumont General Plan Circulation Element classifies Pennsylvania Avenue as a major roadway with 4 travel lanes. The proposed project widening will meet the minimum roadway classification standards and this BMP requirement. ☐ Not Applicable, describe basis for decision (e.g., project requirements, traffic or pedestrian safety concerns)

Table 5.3 – LID BMP Feasibility Analysis 2 – Drainage Swales	
2.a – Are there any programmatic constraints that prevent the use of this BMP, *e.g., Americans with Disabilities Act; need for emergency access, funding restrictions, etc.? See Section 3.b of the Guidance.*	☐ Yes; if checked, provide basis for finding and STOP; this BMP is infeasible ☒ No; BMP is potentially feasible, continue to 2.b
2.b - Considering grade and need for drainage connectivity, is there sufficient ROW for proper swale installation?	☐ No; if checked, provide basis for finding ☒ Yes
2.c - Can drainage swales be sized large enough to capture site run-on and redirect it into the drainage system?	☐ No; if checked, provide basis for finding ☒ Yes
2.d - Are existing soil characteristics sufficient to support infiltration such that nuisance or vector conditions are not created by any ponded water that may occur?	☒ No; if checked, provide basis for finding Poor infiltration. See Appendix B for the draft Materials Report. ☐ Yes
• If "No" is checked for 2.b, 2.c, or 2.d, then STOP - this BMP is infeasible; attach appropriate documentation support as needed • If "Yes" is checked for 2.b, 2.c, and 2.d, then this BMP is potentially feasible, continue on to 2.e and 2.f	
2.e - Are irrigation water and power available to support vegetation in swale during dry periods?	☐ No; if checked, provide basis for finding ☐ Yes
2.f - If irrigation water and power are not available, can the site support native vegetation that does not require irrigation?	☐ No; if checked, provide basis for finding ☐ Yes
• If "No" is checked for 2.e and 2.f, this BMP is infeasible • If "Yes" is checked for 2.e or 2.f, then this BMP is potentially feasible; continue to 2.g	
2.g – Are there any special maintenance, equipment, or experience requirements associated with the implementation of this BMP?	☐ Yes; if checked, provide basis for finding and determine whether the findings prevent implementation of this BMP ☐ No
2.h – If this BMP is implemented, will there be any one-time capital costs incurred, e.g., for new equipment required to maintain the BMP, that impacts project funding?	☐ Yes; if checked, provide basis for finding and determine whether the findings prevent implementation of this BMP ☐ No
2.i – Is there long-term funding available to maintain this BMP?	☐ Yes ☐ No
• If any of the findings from 2.g, 2.h or 2.i prevent the use of this BMP, then this BMP is infeasible; attach appropriate documentation as needed • If the findings from 2.g., 2.h, and 2.i do not prevent implementation of this BMP, then the BMP is feasible; incorporate into Table 7.1	

Table 5.3 – LID BMP Feasibility Analysis
3 – Infiltration Basins

3.a – Are there any programmatic constraints that prevent the use of this BMP, *e.g., Americans with Disabilities Act; need for emergency access, funding restrictions, etc.? See Section 3.b of the Guidance.*	☐ Yes; if checked, provide basis for finding and STOP; this BMP is infeasible ☒ No; BMP is potentially feasible, continue to 3.b
3.b - Do appropriate soil conditions exist at the project site to allow effective infiltration consistent with a drawdown period, not to exceed 72 hours?	☒ No; if checked, provide basis for finding Poor infiltration. See Appendix B for the draft Materials Report. ☐ Yes
3.c - Is there at least 10 feet separation between the planned basin invert and the measured groundwater elevation?	☐ No; if checked, provide basis for finding ☒ Yes
3.d- Is there at least 100 feet separation from the proposed basin(s) and any known water supply wells?	☐ No; if checked, provide basis for finding ☒ Yes
3.e - Is the underlying soil and/or groundwater free from any known contamination?	☐ No; if checked, provide basis for finding ☒ Yes
3.f - Is there sufficient space to size or place an infiltration basin that: • Has slopes that are no steeper than 4:1, and • Is located at least 100 feet from bridge structures?	☐ No; if checked, provide basis for finding ☒ Yes
3.g - For a project area that has high vehicular traffic (25,000 or more average daily traffic), can the planned infiltration basin meet the MS4 Permit's pretreatment of runoff requirements?	☐ No; if checked, provide basis for finding ☒ Yes
3.h - Can an infiltration basin be incorporated into the site plan in a manner that does not create traffic or pedestrian safety concerns?	☐ No; if checked, provide basis for finding ☒ Yes
3.i - Does inclusion of an infiltration basin detract from the aesthetics of the roadway or project area that cannot be mitigated?	☒ No; if checked, provide basis for finding An infiltration basin will compliment the surrounding project area well since there is existing open space to the east and west of Pennsylvania Avenue. ☐ Yes
• If "No" is checked for any of the above questions (3.b – 3.i), this BMP is infeasible • If "Yes" is checked for all of the above (3.b - 3.i), then this BMP is potentially feasible; continue to 3.j	
3.j – Are there any special maintenance, equipment, or experience requirements associated with the implementation of this BMP?	☐ Yes; if checked, provide basis for finding and determine whether the findings prevent implementation of this BMP ☐ No
3.k – If this BMP is implemented, will there be any one-time capital costs incurred, e.g., for new equipment required to maintain the BMP, that impacts project funding?	☐ Yes; if checked, provide basis for finding and determine whether the findings prevent implementation of this BMP ☐ No
3.l – Is there long-term funding available to maintain this BMP?	☐ Yes ☐ No
• If any of the findings from 3.j, 3.k or 3.l prevent the use of this BMP, then this BMP is infeasible; attach appropriate documentation as needed • If the findings from 3.j., 3.k, and 3.l do not prevent implementation of this BMP, then the BMP is feasible; incorporate into Table 7.1	

Table 5.3 – LID BMP Feasibility Analysis
4 – Bioretention

4.a – Are there any programmatic constraints that prevent the use of this BMP, *e.g., Americans with Disabilities Act; need for emergency access, funding restrictions, etc.? See Section 3.b of the Guidance.*	☐ Yes; if checked, provide basis for finding and STOP; this BMP is infeasible ☒ No; BMP is potentially feasible, continue to 4.b
4.b - Is there sufficient ROW to consider curb extensions?	☐ No; if checked, provide basis for finding ☒ Yes
4.c - Is there sufficient ROW to consider sidewalk planters?	☐ No; if checked, provide basis for finding ☒ Yes
4.d – Is there sufficient space to consider using the road median for bioretention?	☒ No; if checked, provide basis for finding Pennsylvania Avenue is being designed as Major Highway - B, which does not include a raised median. ☐ Yes
• If "No" is checked for 4.b, 4.c and 4.d, then STOP - this BMP is infeasible; attach appropriate documentation support as needed • If "Yes" is checked for 4.b, 4.c or 4.d, then this BMP is potentially feasible, continue on to 4.e	
4.e – Can the site be designed so that median, curb extensions or sidewalk planters tie into the existing drainage at the project site?	☐ No; if checked, provide basis for finding ☒ Yes
• If "No" is checked for 4.e, then STOP - this BMP is infeasible; attach appropriate documentation support as needed • If "Yes" is checked for 4.e, then this BMP is potentially feasible, continue on to 4.f and 4.g	
4.f - Are irrigation water and power available to support bioretention area or sidewalk planters?	☒ No; if checked, provide basis for finding There are no water and power services readily available. ☐ Yes
4.g - If irrigation water and power are not available, can the site support native vegetation that does not require irrigation?	☐ No; if checked, provide basis for finding ☒ Yes The climate for this project location typically reaches high temperatures that do not support the growth of native vegetation. However, there are propriety BMPs that do not need to be connected to irrigation. Therefore, an underground bioretention BMP can be supported without irrigation.
• If "No" is checked for 4.f and 4.g, then STOP - this BMP is infeasible • If "Yes" is checked for 4.f or 4.g, then this BMP is potentially feasible; continue on to 4.h	
4.h – Based on anticipated traffic capacity and MAS applicable to the project site, are there any traffic or pedestrian safety concerns that prevent application of this BMP?	☐ Yes; if checked, provide basis for finding ☒ No
• If "Yes" is checked for 4.h this BMP is infeasible • If "No" is checked for 4.h, then this BMP is potentially feasible; continue to 4.i.	
4.i – Are there any special maintenance, equipment, or experience requirements associated with the implementation of this BMP?	☐ Yes; if checked, provide basis for finding and determine whether the findings prevent implementation of this BMP ☒ No
4.j – If this BMP is implemented, will there be any one-time capital costs incurred, e.g., for new equipment required to maintain the BMP, that impacts project funding?	☐ Yes; if checked, provide basis for finding and determine whether the findings prevent implementation of this BMP ☒ No
4.j – Is there long-term funding available to maintain this BMP?	☒ Yes ☐ No

- If any of the findings from 4.i, 4.j or 4.k prevent the use of this BMP, then this BMP is infeasible; attach appropriate documentation as needed
- If the findings from 4.i, 4.j, and 4.k do not prevent implementation of this BMP, then the BMP is feasible; incorporate into Table 7.1

Table 5.3 – LID BMP Feasibility Analysis
5 – Sidewalk Trees and Tree Boxes

5.a – Are there any or programmatic constraints that prevent the use of this BMP, *e.g., Americans with Disabilities Act; need for emergency access, funding restrictions, etc.? See Section 3.b of the Guidance.*	☐ Yes; if checked, provide basis for finding and STOP; this BMP is infeasible ☒ No; BMP is potentially feasible, continue to 5.b
5.b - Is there sufficient ROW to incorporate sidewalk trees or tree boxes into the project site?	☐ No; if checked, provide basis for finding ☒ Yes

- If "No" is checked for 5.b, then STOP - this BMP is infeasible; attach appropriate documentation support as needed
- If "Yes" is checked for 5.b, then this BMP is potentially feasible, continue on to 5.c and 5.d

5.c - Are irrigation water and power available to support vegetation in the bioretention area or sidewalk planters?	☒ No; if checked, provide basis for finding There are no water and power services readily available. ☐ Yes
5.d - If irrigation water and power are not available, can the site support native vegetation that does not require irrigation?	☒ No; if checked, provide basis for finding The climate for this project location typically reaches high temperatures that do not support the growth of native vegetation. ☐ Yes

- If "No" is checked for 5.c and 5.d, then STOP - this BMP is infeasible
- If "Yes" is checked for 5.c or 5.d, then this BMP is potentially feasible; continue on to 5.e

5.e – Based on anticipated traffic capacity and MAS applicable to the project site, are there any traffic or pedestrian safety concerns that prevent application of this BMP?	☐ Yes; if checked, provide basis for finding ☐ No

- If "Yes" is checked for 5.e this BMP is infeasible
- If "No" is checked for 5.e, then this BMP is potentially feasible; continue to 5.f

5.f – Are there any special maintenance, equipment, or experience requirements associated with the implementation of this BMP?	☐ Yes; if checked, provide basis for finding and determine whether the findings prevent implementation of this BMP ☐ No
5.g – If this BMP is implemented, will there be any one-time capital costs incurred, e.g., for new equipment required to maintain the BMP, that impacts project funding?	☐ Yes; if checked, provide basis for finding and determine whether the findings prevent implementation of this BMP ☐ No
5.h – Is there long-term funding available to maintain this BMP?	☐ Yes ☐ No

- If any of the findings from 5.f, 5.g or 5.h prevent the use of this BMP, then this BMP is infeasible; attach appropriate documentation as needed
- If the findings from 5.f, 5.g and 5.h do not prevent implementation of this BMP, then the BMP is feasible; incorporate into Table 7.1

Table 5.3 – LID BMP Feasibility Analysis
6 – Permeable Pavement

6.a – Are there any or programmatic constraints that prevent the use of this BMP, *e.g., Americans with Disabilities Act; need for emergency access, funding restrictions, etc.? See Section 3.b of the Guidance.*	☐ Yes; if checked, provide basis for finding; STOP, this BMP is infeasible ☒ No; BMP is potentially feasible, continue to 6.b
6.b - Does the planned road project include any of the listed types of impervious surfaces (check all that apply)?	☐ Roadside parking/parking lane ☒ Driveways ☒ Sidewalks, walkways ☐ None of the above
• If "none of the above" is checked in 6.b, then STOP – BMP is infeasible • If any box other than "none of the above" is checked, BMP is potentially feasible; continue to 6.c	
6.c – Will any of the transportation surfaces checked in 6.b be subject to high traffic volume or heavy traffic loads that prevent the use of permeable pavement?	☒ Yes; if checked, provide basis for finding One of the proposed driveways will be subject to truck loads. The remaining driveways will no be subject to heavy traffic loads. ☐ No
6.d – Do the underlying soils at the project site provide adequate infiltration capacity for use of this BMP while not causing structural concerns?	☒ No; if checked, provide basis for finding Poor infiltration. See Appendix B for the draft Materials Report. ☐ Yes
• If "Yes" is checked for 6.c or "No" is checked for 6.d, then STOP - this BMP is infeasible; attach appropriate documentation support as needed • If "No" is checked for 6.c and "Yes" is checked for 6.d, then this BMP is potentially feasible for all impervious surface types checked in 6.b; continue to 6.e • If "Yes" is checked for 6.c and 6.d and "sidewalks, walkways" was checked in 6.b, then this BMP is potentially feasible for sidewalk or walkway elements of the project; continue to 6.e	
6.e – Are there any special maintenance, equipment, or experience requirements associated with the implementation of this BMP?	☐ No; if checked, provide basis for finding and determine whether the findings prevent implementation of this BMP ☐ Yes
6.f – Will the BMP maintain an adequate service life (at least 5 years) such that the BMP is economically feasible?	☐ No; if checked, provide basis for finding and determine whether the findings prevent implementation of this BMP ☐ Yes
6.g – If this BMP is implemented, will there be any one-time capital costs incurred, e.g., for new equipment required to maintain the BMP, that impacts project funding?	☐ Yes; if checked, provide basis for finding and determine whether the findings prevent implementation of this BMP ☐ No
6.h – Is there long-term funding available to maintain this BMP?	☐ Yes ☐ No
• If any of the findings from 6.e, 6.f, 6.g or 6.h prevent the use of this BMP, then this BMP is infeasible; attach appropriate documentation as needed • If the findings from 6.e, 6.f, 6.g and 6.h do not prevent implementation of this BMP, then the BMP is feasible; incorporate into Table 7.1	

Table 5.4 – LID BMP Feasibility Analysis – Class I Bikeway and Sidewalks*

1 - Has the Class I Bikeway or sidewalk been designed to sheet-flow runoff onto adjacent permeable areas in a manner that will maximize opportunities for infiltration and filtration, while not channelizing or causing erosion?	☐ Yes; if checked, provide basis for finding, incorporate BMP into Table 7.1 ☐ No; if checked, provide basis for finding; continue on to Question 2.
2 - Has the Class I Bikeway or sidewalk been designed using the minimum width possible, given expected usage and considering public safety?	☐ Yes; if checked, provide basis for finding; incorporate BMP into Table 7.1; continue on to Questions 3 and 4. ☐ No; if checked, provide basis for finding; continue on to Questions 3 and 4.
3 - If trees are incorporated into the design of the Bikeway or sidewalk, have tree boxes been used?	☐ Yes; if checked, provide basis for finding; incorporate BMP into Table 7.1 ☐ No; if checked, provide basis for finding
4 - Do the underlying soils at the project site provide adequate infiltration capacity for use of some type of permeable pavement?	☐ No; if checked, BMP is infeasible; provide basis for finding ☐ Yes; if checked, continue on to Question 5
5 – Are there any project funding or programmatic constraints that prevent the use of permeable pavement in the project design, *e.g., Americans with Disabilities Act; need for emergency access, funding restrictions, etc.*?	☐ Yes; if checked, BMP is infeasible; provide basis for finding ☐ No; if checked, continue on to Question 6
6 – Are there any maintenance requirements, including long-term funding, that prevent the use of permeable pavement in the project design?	☐ Yes; if checked, BMP is infeasible; provide basis for finding ☐ No; if checked, include permeable pavement in the project design and incorporate the BMP into Table 7.1

***N/A – The proposed project is classified as a Category 3 capacity increasing project. This project does not include a Class 1 Bikeway and sidewalk.**

Section 6: Source Control BMPs

Section 6 identifies source control BMPs potentially applicable to the proposed project. If this is strictly a road project, then only Part 1 needs to be filled out. Part 2 needs to be filled out if the road project includes bike path or sidewalk features adjoining or non-adjoining the road surface, or if the proposed project is only a Class I Bikeway or sidewalk project. The project reviewer should evaluate the applicability of each source control BMP and identify the agency responsible for implementing the BMPs once the project is constructed.

Table 6.1 - Source Control BMPs

Source Control BMP	Check One		If not Included, Provide Basis	If Included, Agency Responsible for Implementation
	Included	Not Included		
Part 1: Category 3 or 4 Projects (other than Class I Bikeway or sidewalk projects)				
Irrigation System and Landscape Maintenance	☐	☒	Irrigation systems and landscape areas are not included in this project.	
Sweeping of Transportation Surfaces adjoining curb and gutter	☒	☐		City of Beaumont
Drainage Facility Inspection and Maintenance	☒	☐		City of Beaumont
MS4 Stenciling and Signage	☒	☐		City of Beaumont
Landscape and Irrigation System Design	☐	☒	Irrigation systems and landscape areas are not included in this project.	
Protect Slopes and Channels	☒	☐		City of Beaumont
Part 2: Class I Bikeway and Sidewalk Projects				
Public Education Program	☐	☐	N/A	
Use of Signage	☐	☐	N/A	
Installation and Maintenance of Trash Bins and Pet Waste Collection Bags	☐	☐	N/A	

Section 7: Project Summary

Table 7.1 summarizes and documents (a) applicability and use of LID-based BMPs in the project design; (b) applicable source control BMPs, and (c) known regulatory requirements that impacted the project design. Fill out the information relevant to the project type and provide supporting information where needed. Continue to Section 8 on the following page for the steps to follow for applicable projects to appropriately size proposed BMP(s).

Table 7.1 – Project Summary (Category 3 & 4 Projects)

☒ **Category 3 or Category 4 Project (other than Class I Bikeway or sidewalk projects)** Summarize the LID BMPs incorporated into the project design (based on the findings of the Table 5.3 - LID BMP Feasibility Analysis). For each LID BMP checked: ▪ Describe briefly how the LID BMP was incorporated; and ▪ Provide references to attachments or design plans (e.g., sheet numbers) where needed to support description	☒ Minimum Road Width The City of Beaumont General Plan Circulation Element classifies Pennsylvania Avenue as a major roadway with 4 travel lanes. See Appendix D for Typical Sections.	
	☐ Drainage Swales	Maintenance Responsibility:
	☐ Infiltration Basins	Maintenance Responsibility:
	☒ Bioretention The high temperatures of the project location reduces the option of implementing effective vegetative bioretention systems. Underground proprietary bioretention devices can be implemented to treat and meet similar water quality standards. According to *CASQA's Low Impact Development Manual for Southern California: Technical Guidance and Site Planning Strategies*, underground BMPs may be used where landscape based BMPs are infeasible. These modular, non-vegetative BMPs provide pollution reduction benefits. Two underground BMPs will be installed at the proposed catch basins on the south end of Pennsylvania Avenue, between 1st Street and UPRR tracks. See Appendix C for BMP exhibit and supplemental calculation sheets. Examples of proprietary BMP configurations and maintenance manuals are also provided. Site specific data and construction plans will be provided at the final submittal.	Maintenance Responsibility: City of Beaumont
	☐ Sidewalk Trees and Tree Boxes	Maintenance Responsibility:
	☐ Permeable Pavement	Maintenance Responsibility:
☐ **Class 1 Bikeway and Sidewalk Projects** Summarize the LID BMPs incorporated into the project design (based on the Table 5.4 - LID BMP Feasibility Analysis). For each BMP checked: ▪ Describe briefly how the LID BMP was incorporated; and ▪ Provide references to attachments or design plans (e.g., sheet numbers) as needed to support description	☐ Drain to Pervious Surfaces	
	☐ Minimum Width	
	☐ Use of Tree Wells	Maintenance Responsibility:
	☐ Permeable Pavement	Maintenance Responsibility:

Table 7.1 – Project Summary (Category 3 & 4 Projects)	
Regulatory Requirements Document design elements that address any known regulatory requirements (see Table 3.1); if none, check the N/A box.	☒ Design elements affected by regulatory requirements Describe: Catch basin inserts will be installed at each inlet to capture trash and debris to meet full trash capture as required by the State Water Resources Control Board. ☐ N/A
Source Control BMPs Summarize the applicable source controls and the agency responsible for implementation	The City of Beaumont will be responsible for the following source controls: -Sweeping of Transportation Surfaces adjoining curb and gutter - Drainage Facility Inspection and Maintenance - MS4 Stenciling and Signage - Protect Slopes and Channels
Documentation List all attachments that support this project summary	Appendix A: Hydrologic Soils Group Map for Riverside-West (PLATE C-1.19) Appendix B: Draft Materials Report Appendix C: Site Design BMP Exhibit, BMP details, and Design Capture Flow Calculations, Q_{BMP} – BMP Appendix D: Typical Sections

Section 8: BMP Sizing for Applicable Green Streets Projects

*NOTE: **All** documentation and analyses used in this section shall be provided in Appendix A, Project BMP Sizing Documentation.*

The following steps are used to size previously selected BMPs (e.g. LID and Treatment Control) for **Category 3 and 4** projects:

1. Delineate drainage areas tributary to proposed BMP locations and compute imperviousness.

2. Using the information provided in Table 5.2 above, look up the recommended sizing method for the BMP selected in each drainage area and calculate target sizing criteria (e.g., Design Capture Volume).

3. Using the information provided in Table 5.2 above, appropriately design your BMP(s) per the provided guidance links.

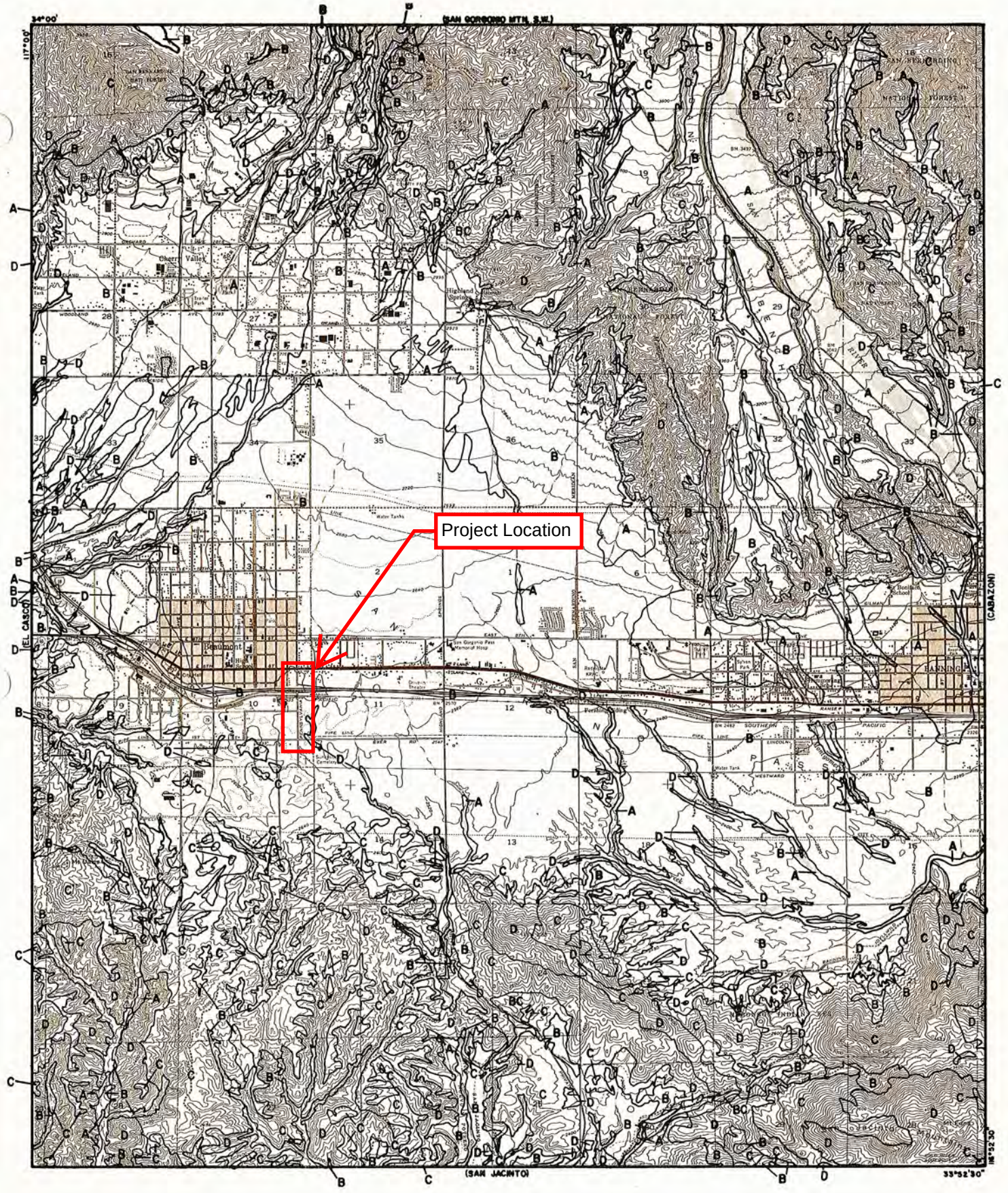
4. Attempt to provide the calculated sizing criteria for the selected BMPs.

5. If sizing criteria cannot be achieved, document the constraints that override the application of BMPs, and provide the largest portion of the sizing criteria that can be reasonably provided given constraints.

If BMPs cannot be sized to provide the calculated volume for the tributary area, it is still essential to design the BMP inlet, energy dissipation, and overflow capacity for the full tributary area to ensure that flooding and scour is avoided. It is strongly recommended that BMPs which are designed to less than their target design volume be designed to bypass peak flows.

For those **Category 4** projects that cannot meet the sizing criteria, notification to the Santa Ana Regional Water Quality Control Board – Inland Stormwater Unit is required. Notification must include a cover letter justifying why your **Category 4** project cannot meet the sizing criteria and needs to include the feasibility analysis used to reach that conclusion. A copy of this notification must also be included in Appendix A, below.

Appendix A: Hydrologic Soil Group Map



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

Appendix B: Draft Materials Report

MATERIALS REPORT
PENNSYLVANIA AVENUE
WIDENING AND INTERCHANGE PROJECT
BEAUMONT, CALIFORNIA
08-RIV-10-PM 8.21
Caltrans EA No. 08-1H870

PREPARED FOR
Kimley-Horn and Associates, Inc.
765 The City Drive, Suite 200
Orange, California, 92868

FEBRUARY 21, 2020

DRAFT

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February 21, 2020
Kleinfelder Project No. 20182242.001A

Kimley-Horn and Associates, Inc.
765 The City Drive, Suite 200
Orange, California, 92868

Attention: Mr. Darren Adrian, PE

SUBJECT: Materials Report
Pennsylvania Avenue Widening and Interchange Project
Beaumont, California
08-RIV-10-PM 8.21
Caltrans EA No. 08-1H870

Dear Mr. Adrian:

Kleinfelder, Inc. (Kleinfelder) is pleased to present this Materials Report (MR) for the proposed Pennsylvania Avenue Widening and Interchange Project located at Interstate 10 in Beaumont, California. This report has been prepared for the Plans, Specifications & Estimate (PS&E) phase of the project. The purpose of this report is to provide findings, conclusions and recommendations related to subsurface soil and groundwater conditions, pavement structural sections, and materials. This report presents design and constructability recommendations based upon a review of available literature and as-built plans, recent subsurface investigation, and laboratory test results. Geotechnical recommendations for other elements of the project will be presented in a separate Geotechnical Design Report (GDR) to be prepared by Kleinfelder in the future.

We appreciate the opportunity to be of service on this project. If you have any questions, comments or require additional information, please do not hesitate to contact the undersigned.

Sincerely,

KLEINFELDER

Zachary S. Jarecki, PE
Project Engineer

Jeff Woon, PE, GE
Senior Project Manager

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1 Site Vicinity Map
2A-D Boring Location Map

APPENDICES

A Field Exploration and As-Built LOTBs
B Infiltration Testing
C Laboratory Testing

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1 INTRODUCTION

1.1 BACKGROUND

Interstate 10 (I-10), is a major east-west freeway serving both local and interregional traffic. In an effort to improve traffic operations at the I-10/Pennsylvania Avenue Interchange, the City of Beaumont (City), in cooperation with California Department of Transportation (Caltrans) District 8 is proposing improvements to Pennsylvania Avenue at I-10, including reconfiguration of the westbound off-ramp and construction of a new westbound on-ramp and eastbound off-ramp.

1.2 PROJECT LOCATION AND LIMITS

The project limits are adjacent to I-10 at PM 8.21 within the City of Beaumont in Riverside County, California. The limits of the Pennsylvania Avenue improvements extend from East 6th Street to East 1st Street.

1.3 SCOPE OF SERVICES

The location of the project study area is presented on the attached Figure 1, Site Vicinity Map. Our scope of services performed for this study consisted of a review of pertinent geotechnical and geologic literature, review of Caltrans records relating to existing bridge structures (Log of Test Boring sheets), geotechnical exploration, laboratory testing, engineering analysis based on available data, and preparation of this report. References used for our study are listed at the end of this report.

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2 EXISTING FACILITIES AND PROPOSED IMPROVEMENTS

2.1 EXISTING FACILITIES

The existing facilities in the project area consist of the Pennsylvania Avenue Undercrossing (UC) bridge over I-10, eastbound on-ramp and westbound off-ramp, and Pennsylvania Avenue. An existing railroad is located south of the Pennsylvania Avenue interchange adjacent to an existing commercial property. Residential and commercial properties are located north of the interchange. The areas of the proposed ramps generally consist of undeveloped open land with minor landscaping and native vegetation. Aerial photographs of the site are presented on Figures 2A-2D, Boring Location Map.

The existing Pennsylvania Avenue UC (Bridge Nos. 56-0433L/R) originally consisted of two single-span bridges constructed in 1959 for Pennsylvania Avenue to pass underneath I-10. The bridge was later widened in 1969, effectively connecting the left and right bridges together. The original bridge was constructed with cast-in-place reinforced concrete box girders and the bridge widening was constructed with prestressed concrete girders. The bridge is supported on two abutments with shallow foundations at the abutment walls. The bridge in total currently has a width of approximately 76 feet and a length of approximately 152 feet. The minimum existing vertical clearance is reported as 15.78 feet according to the as-builts.

The existing Pennsylvania Avenue half-interchange currently includes an eastbound on-ramp and a westbound off-ramp (2 ramps total). Each of the two ramps currently carries one lane of traffic. The ramps each have one lane with a width of approximately 12 feet and a shoulder width of approximately 6 feet. Near the interchange, Pennsylvania Avenue currently consists of one lane of traffic in each of the northbound and southbound directions with a center turn lane in the southbound direction just south of bridge. Lane widths appear to be approximately 10 to 11 feet with a shoulder width of 2 feet. South of East 3rd Street (south of the interchange), Pennsylvania Avenue was widened in 2005 to accommodate an additional center turn lane, with one lane of traffic in each direction.

2.2 PROPOSED IMPROVEMENTS

The proposed improvements (Proposed Project) include widening Pennsylvania Avenue to accommodate two lanes of traffic in both the northbound and southbound direction and upgrading the existing half-interchange to a full interchange by reconfiguring the westbound off-ramp and construction of a new westbound on-ramp and eastbound off-ramp. The upgraded interchange

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will provide two lanes at each off-ramp termini including a dedicated left and right turn lane. The westbound on-ramp will be a loop on-ramp with two lanes at the entrance that merge into one lane prior to reaching I-10. Additional improvement will consist of pavement rehabilitation and reconstruction along Pennsylvania Avenue.

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3 PERTINENT REPORTS AND INVESTIGATIONS

Kleinfelder has reviewed the following sources of information in the preparation of this MR:

- Geologic and geotechnical literature including reports, maps, and other documents prepared by the California Geological Survey (CGS), U.S. Geological Survey (USGS), Federal Emergency Management Agency (FEMA), and the County of Riverside.
- Caltrans as-built plans and Logs of Test Borings (LOTBs) for the existing Pennsylvania Avenue UC and agency reports and documents pertinent to the project. As-Built LOTBs for the Pennsylvania Avenue UC are included in Appendix A for reference.

References used for our study are listed in Section 10, References.

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4 PHYSICAL SETTING

4.1 CLIMATE

The climate in the region of the site is generally characterized by dry, hot summers and cool winters. The project alignment lies within the “Inland Valley” Climate Region as defined by the Caltrans Pavement Climate Regions Map (Caltrans, 2005). Climate data for the area was obtained from the National Oceanic and Atmospheric Administration (NOAA) using the 1981-2010 Normals data tool, https://www.ncdc.noaa.gov/cdo-web/datatools/normals. Table 4-1 below presents the normal monthly average precipitation, and minimum, average, and maximum temperature from 1981 to 2010 (U.S. Climate Data, 2019). As shown in Table 4-1, historically December is the coolest month and August is the warmest month.

Table 4-1

Normal Monthly Climate Data

Month	Precipitation (inches)	Minimum Temperature (°F)	Average Temperature (°F)	Maximum Temperature (°F)
January	3.91	40.6	51.9	63.1
February	4.29	40.7	52.6	64.5
March	3.09	41.7	55.2	68.6
April	1.19	44.5	59.4	74.3
May	0.65	50.1	65.5	80.9
June	0.17	54.4	71.9	89.4
July	0.35	60.2	78.3	96.3
August	0.26	60.6	78.7	96.8
September	0.49	56.9	74.2	91.5
October	1.03	50	65.6	81.2
November	1.57	44.4	57.6	70.8
December	2.33	39.7	51.2	62.6

4.2 TOPOGRAPHY AND DRAINAGE

The project site is located in the southern part of the San Gorgonio Pass, a broad alluvial valley which is bounded by the San Bernardino Mountains to the north, the San Jacinto Mountains to the south, the San Timoteo Badlands to the northwest, and on the west by the San Gabriel Mountains and San Jacinto fault. Regional topography of the area is characterized by a drainage divide in which the valley floor slopes to the east-southeast and west-northwest, with the project site situated near the top of the drainage divide. Northwest of the project site Noble and Little San

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Gorgonio Creeks and other small watershed drainages flow into San Timoteo Creek which is part of the Santa Ana River watershed drainage that flows toward Los Angeles and into the Pacific Ocean. Whereas, to the east of the site, Smith Creek, Montgomery Creek, and the San Gorgonio River flow southeast and south into the Salton Sea.

Within the project limits, the existing surface elevations range from approximately 2,605 feet at the north end near Pennsylvania Avenue and East 6th Street to 2,575 feet in the south near Pennsylvania Avenue and East 1st Street. Elevations referenced in this report refer to the North American Vertical Datum (NAVD88) and were approximated from topography provided by Kimley-Horn.

4.3 MAN-MADE AND NATURAL FEATURES OF SIGNIFICANCE

Existing man-made features of engineering and construction significance to the project include the existing I-10 freeway and interchange. Multiple nearby commercial and residential developments are within the vicinity of the project.

Embankment fills estimated to be on the order of 25 feet thick associated with the original grading for the I-10 Pennsylvania Avenue UC are located within the project area. Numerous underground utilities are located along Pennsylvania Avenue and within the improvement areas.

4.4 REGIONAL GEOLOGY AND SEISMICITY

The project area is located in the San Gorgonio Pass in northern part of Riverside County near the convergence of three major geomorphic provinces, the Transverse Ranges, the Peninsular Ranges, and the Colorado Desert Geomorphic Provinces. The Peninsular Ranges are a series of northwest-southeast trending mountain ranges separated by similarly trending valleys. These mountains and valleys are sub-parallel to the major faults of the area and extend southward beyond the U.S. - Mexican border into Baja California (California Geological Survey [CGS], 2002). The Transverse Ranges are characterized by approximately east-west trending mountain ranges and valleys, varying from 30 to 80 miles wide, which extend about 325 miles from Point Arguello on the west-northwest to the eastern San Bernardino Mountains on the east. The Colorado Desert Province is characterized by the low-lying barren desert basin that is dominated by the Salton Sea. The province is a depressed block between active branches of San Andreas Fault Zone with the Mojave Desert on the east. It extends southerly from the San Gorgonio pass into Mexico.

The San Gorgonio Pass is a deep alluvial-filled basin. Alluvial deposits (unconsolidated and semi-consolidated) underlie the valley in excess of 1,500 feet thick near the middle of the basin (north

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of the project site) and thinning to approximately 900 feet thick beneath the project site. These alluvial deposits, which were shed from the San Bernardino Mountains, consist of mixtures of sand, clayey sand, sandy silt, and gravel. The upper 125 feet of alluvium consist of clayey sand and silty sand layers overlying predominantly layers of sand and gravel (Rewis et al., 2006; Lancaster et al., 2012; Dibblee and Minch, 2003; and Bloyd, 1971). The bedrock beneath the alluvial deposits is comprised of Cretaceous-age metamorphic (metasedimentary) and igneous (granite) rocks (Rewis et al., 2006).

The most significant geologic hazard to the project is considered to be the potential for moderate to strong seismic shaking that is likely to occur during the design life of the proposed project. The project site is located in the highly seismic southern California region within the influence of several fault systems that are considered to be Holocene-active. Faults are considered as Holocene-active (new term in accordance with CGS, 2018) when displacement has occurred within the past 11,700 years (Holocene). Based on the information provided in CGS Special Publication 42 (CGS, 2018), the site is not located within a State-designated Alquist-Priolo (AP) Earthquake Fault Zone where site-specific studies addressing the potential for surface fault rupture are required, and no known active faults are mapped traversing the site. The three nearest active faults have been included in AP zones and are within approximately 6 miles of the project site. These include the Banning and San Gorgonio Pass faults, belonging to the San Andreas Fault System, located to the northeast and east, approximately 3.1 and 3.2 miles, respectively; and the Claremont fault segment of the San Jacinto Fault Zone located approximately 5.9 miles to the southwest. Within the San Gorgonio Pass alluvial valley are several inactive faults which displace Pleistocene-age alluvium and generally form barriers to groundwater flow These include the Beaumont Plain fault (1,800 feet to the west), the Cherry Valley fault (3 miles to the north), the San Timoteo Canyon fault (3.75 miles to the west), and several unnamed buried faults (Rewis et al., 2006; Lancaster et al., 2012; and Dibblee, 1970).

The Banning and San Gorgonio Pass fault splays are east (3.2 miles) and northeast (3.1 miles) of the site and belong to the San Bernardino segment of the San Andres Fault System. The San Bernardino segment is a right-lateral strike-slip fault zone capable of generating a Mw 7.5 earthquake (Cao et al., 2003) and has an estimated slip rate of 19.0 mm/yr (Dawson and Weldon, 2013). The Claremont fault segment of the San Jacinto Fault Zone is a right-lateral strike-slip fault capable of generating a M_w 6.9 earthquake (Cao et al., 2003) and has an estimated slip rate of 12.0 mm/yr (Dawson and Weldon, 2013). It is located approximately 5.9 miles to the southwest along the border of the San Timoteo Badlands and the San Jacinto Valley.

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5 EXPLORATION

Our geotechnical investigation program consisted of subsurface exploration and laboratory testing as discussed below.

5.1 FIELD EXPLORATION

Our subsurface exploration program for the project consisted of advancing 11 soil borings and performing 6 infiltration tests at the project site. The exploratory borings were drilled using the hollow-stem-auger (HSA) drilling method. The infiltration tests were advanced in shallow holes using a hand auger. The borings were advanced to depths ranging from approximately 3 to 51½ feet below existing grades. A Kleinfelder engineer supervised the field operations and logged the borings. Subsurface samples were obtained in the borings at approximately 5-foot intervals, to the maximum depth explored with either a Standard Penetration Test (SPT) sampler or a modified California split-spoon sampler. The samples were visually classified in the field by a Kleinfelder representative using the Unified Soil Classification System (USCS) and general procedures established in ASTM D2488 and the Caltrans Soil and Rock Logging, Classification, and Presentation Manual (Caltrans, 2010). Field classifications and boring logs were revised as necessary based on laboratory test results and reviews by a Kleinfelder registered Geotechnical Engineer. At the conclusion of drilling, the borings were backfilled with soil cuttings and patched with quick-set concrete, as necessary.

The boring locations and depths explored are summarized in Table 5-1. The boring locations are shown on Figures 2A-2D, Boring Location Map. The boring logs and additional details regarding our field exploration are presented in Appendix A, Field Exploration.

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Table 5-1

Exploration Summary

Boring No.	Completion Date	Hammer Efficiency[1,2]	Approx. Ground Surface Elev.[3] (ft)	Drilled Depth (ft)	Groundwater Elevation[4] (ft)	Applicable Project Improvement
A-19-001	11-12-19	82	2,605	3.0[5]	NE	Penn. Avenue Improvements
A-19-002	11-11-19	82	2,601	11.5	NE	Westbound Ramps, Penn. Avenue Improvements
A-19-003	11-13-19	82	2,601	16.5	NE	Infiltration, Westbound Ramps
A-19-004	11-13-19	82	2,604	31.5	NE	Westbound Ramps
A-19-005	11-13-19	82	2,602	31.5	NE	Westbound Ramps
A-19-006	11-11-19	82	2,605	26.5	NE	Eastbound off-ramp
A-19-007	11-11-19	82	2,597	51.5	NE	Eastbound off-ramp, Penn. Avenue Improvements
A-19-008	11-12-19	82	2,591	16.5	NE	Penn. Avenue Improvements
A-19-009	11-11-19	82	2,588	16.5	NE	Infiltration, Penn. Avenue Improvements
A-19-010	11-11-19	82	2,587	16.5	NE	Penn. Avenue Improvements
A-19-011	11-12-19	82	2,578	16.5	NE	Infiltration, Penn. Avenue Improvements
INF-1	11-13-19	N/A	2,601	5.0	NE	Infiltration
INF-2	11-13-19	N/A	2,600	5.0	NE	Infiltration
INF-3	11-13-19	N/A	2,588	5.0	NE	Infiltration
INF-4	11-12-19	N/A	2,588	5.0	NE	Infiltration
INF-5	11-12-19	N/A	2,577	5.0	NE	Infiltration
INF-6	11-12-19	N/A	2,578	5.0	NE	Infiltration

Notes: [1]Hollow stem auger method using an auto-hammer. [2] N/A – not applicable. [3] Elevation is approximate and based on topographic data provided by Kimley Horn. [4] NE – not encountered. [5] Boring A-19-001 was advanced using a hand auger only due to underground utility conflicts.

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5.2 GEOLOGIC MAPPING

No geologic mapping was performed for this project, beyond a site reconnaissance. Our services did include review of existing geologic maps.

5.3 GEOPHYSICAL STUDIES

At some of the boring locations, geophysical methods were used to help identify potential underground utility conflicts prior to drilling. However, more advanced geophysical studies were not necessary and therefore were not within our scope of work for this project.

5.4 INSTRUMENTATION

Installation of instrumentation was not necessary and therefore was not within our scope of work for this project.

5.5 EXPLORATION NOTES

All of the borings reached the planned drilling depth except for Boring A-19-001. Due to the number and location of the underground utilities within Pennsylvania Avenue near Boring A-19-001, the boring was advanced using a hand auger to 3 feet. Additional details regarding our field exploration are provided in Appendix A.

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6 GEOTECHNICAL TESTING

6.1 IN SITU TESTING

Field penetration testing or “drive samples” were obtained using a standard penetration test (SPT) or California-type sampler. The SPT sampler has a 1.4-inch inside diameter and a 2-inch outside diameter. The California sampler has a 2.4-inch inside diameter and a 3.0-inch outside diameter. These samplers both include space for liners. However, liners were not used for SPT samples, and therefore the actual inner diameter of the majority of the SPT sampler is 1.5 inches. Additional details are provided in Appendix A. Blow counts recorded for drive samples collected from our exploratory borings are shown on the boring logs in Appendix A.

In addition to field penetration testing, six infiltration tests were performed at depths of approximately 5 feet to evaluate the subsurface conditions for stormwater infiltration. Infiltration testing was performed using the Boring Percolation Test Procedure in accordance with the Riverside County Design Handbook for Low Impact Development Best Management Practices (County BMP Manual), dated September 2011. Infiltration testing results are presented in Appendix B and the results are discussion in Section 8 of this report.

6.2 LABORATORY TESTING

Laboratory testing was performed on soil samples collected during our field exploration to substantiate field classifications and to measure index and engineering properties of the soils. The tests performed are indicated on the Logs of Borings, which are presented in Appendix A. A detailed description of the laboratory testing program and summary test results are presented in Appendix C. Laboratory testing in support of this report consisted of:

- In situ moisture content (ASTM D2216) and dry unit weight (ASTM D7263);
- Grain size distribution (ASTM D6913); and Hydrometer Analysis (ASTM D7928);
- Percent passing No. 200 sieve (ASTM D1140);
- Plasticity Index (Atterberg Limits) (ASTM D4318);
- Direct shear (ASTM D3080);
- Consolidation Testing (ASTM D2435);
- Collapse Potential (ASTM D4546);
- Expansion Index Testing (ASTM D4829);

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- Maximum Density and Optimum Moisture Content (ASTM D1557);
- R-value (ASTM D2844); and
- Corrosivity tests (pH, water soluble sulfate, water soluble chloride, and minimum electrical resistivity) (CTM 643, CTM 417, and CTM 422).

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7 GEOTECHNICAL CONDITIONS

7.1 SITE GEOLOGY

Geologic mapping by the CGS (Lancaster et al., 2012), Dibblee and Minch (2003), and the U.S. Geological Survey (Rewis et al., 2006) show that the project site is underlain by older alluvial soils (Qo and Qof), and a thin layer of fill (af). Based on a reconnaissance level review of aerial photographs (ca. 1938 through 1967) and older topographic maps (ca. 1953), the area along Pennsylvania Avenue north of the railroad tracks received a thin deposit of fill to fill-in several small drainages. It estimated that the fill was most likely less than 5 to 10 feet thick and consists of local deposits alluvium.

7.1.1 Lithology

The earth materials that exist within the project site consist of artificial fill and alluvial soils. The specific locations and character of the earth materials were refined during our field investigation, which included subsurface explorations and laboratory testing. The locations of the subsurface explorations along the alignment are shown on Figures 2A-2D, Boring Location Map. Descriptions of the subsurface conditions encountered during our field investigation are presented on the Logs of Borings provided in Appendix A, Field Exploration. We recommend that all individuals utilizing this report review the boring logs for greater detail.

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Artificial Fill

Artificial fill was encountered in all the borings except for Boring A-19-011 drilled during our field investigation. The fill consists of coarse-grained silty to clayey sands with varying amounts of gravel. The thickness of the fill encountered in the borings ranged from approximately 1 to 5 feet across the project area and was likely placed during construction of Pennsylvania Avenue and as part of past roadway construction of the Pennsylvania Avenue UC.

Alluvium

Alluvial deposits were encountered below the fill in all our borings and is in general agreement with mapping performed by the USGS. The alluvium generally consists of layers of silty sands, clayey sands, poorly graded sands with silt, and sandy lean clays with varying amounts of gravel. The apparent density of the coarse-grained alluvial sands was generally medium dense to very dense. The fine-grained sandy lean clays were generally stiff in consistency. Based on our Boring A-19-007, the alluvial soils extend to at least an elevation of approximately 2,545 feet.

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7.2 WATER

7.2.1 Flood Hazard

The flood hazard potential along the study area was evaluated based on flood insurance rate maps (FIRM) available through the Federal Emergency Management Agency (FEMA, 2008) Map Service Center website. Based on the flood map reviewed (Map Number 06065C0812G), part of the project site, from East 6th Street to East 3rd Street (see Figures 2A to 2C) is located within an area of 0.2% (Zone X) annual chance flooding in Beaumont Channel with an average depth of less than 1 foot. Within the area adjacent to the I-10 freeway the depth of the floodwater increases to three feet (Zone AO).

7.2.2 Groundwater

The project site is located within the San Timoteo Subbasin of the Upper Santa Ana Valley Groundwater Basin [California Department of Water Resources (DWR), 2016] where older alluvial deposits can reach a thickness excess of 1,500 feet thick near the middle of the basin (north of the project site) and thinning to approximately 900 feet thick beneath the project site (Rewis et al., 2006; and Bloyd, 1971). A review of area groundwater record in the vicinity of the site indicated that the historic groundwater level was reported by the USGS (Bloyd, 1971) to be approximately 390 feet below the existing ground surface (bgs), elevation 2,275 feet, in 1967. However, current groundwater elevation measurements (Winter 2019) by the DWR (2020) indicate groundwater beneath the project site to be approximately 446 bgs, which corresponds to an approximate elevation of 2,154 feet.

Fluctuations of the groundwater level, localized zones of perched water, and variations in soil moisture content should be anticipated during and following the rainy season (late fall to early spring). Irrigation of landscaped areas on and adjacent to the site can also cause a fluctuation of local groundwater levels. Also, Beaumont is actively recharging the groundwater with stream runoff, and infiltration in the Little San Gorgonio and Noble Creeks to the north of the project site.

7.3 CORROSION CONDITIONS

Section 6.1 of the "Corrosion Guidelines" prepared by the Corrosion Branch, Division of Engineering Services (Caltrans, 2018a) defines a corrosive area as an area where the soil and/or water contains more than 500 ppm of chlorides, more than 1,500 ppm of sulfates, or has a pH of 5.5 or less. Since resistivity serves as an indicator parameter for the possible presence of soluble

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salts, it is not included as a parameter to define a corrosive area for structures based on Caltrans Guidelines, except for MSE walls.

Representative soil samples were tested to evaluate the corrosion potential of the on-site soils. The tests included pH, minimum electrical resistivity, soluble sulfate content, and soluble chloride content using procedures described in California Test Methods 643, 417, and 422, respectively. The test results are presented in Table 7-1.

A comparison between the laboratory test results and the Caltrans corrosion criteria indicates that all of the samples tested are classified as non-corrosive to bare metals or concrete. Buried metal and concrete elements should be designed for corrosive conditions in accordance with applicable sections of the Caltrans Bridge Design Specifications, Memos to Designers, Standard Specifications, the Highway Design Manual, and City of Beaumont requirements for Pennsylvania Avenue improvements.

Kleinfelder is not a corrosion engineering consultant. If additional recommendations with respect to corrosion are required, they should be obtained from a corrosion specialist.

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Table 7-1

Corrosion Test Results

Boring Location	Depth	Lithology/ USCS Group	pH	Resistivity	Sulfates	Chlorides	Caltrans Corrosivity Criteria	Applicable Project Improvement
	feet			ohm-cm[1]	ppm[1,2]	ppm[1,2]		
A-19-002	1 - 5	SC	7.1	2,135	275	47	Non-corrosive	Westbound Ramps, Penn. Avenue Improvements
A-19-007	2 - 5	SC	6.8	6,264	38	33	Non-corrosive	Eastbound off-ramp, Penn. Avenue Improvements
A-19-010	0 - 5	CL	7.2	6,836	40	32	Non-corrosive	Penn. Avenue Improvements

Notes: [1] ohm-cm = ohm-centimeter, ppm = parts per million

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7.4 EXPANSIVE SOILS

Expansive soils are those soils subject to volumetric fluctuations in response to changes in moisture content (wetting and drying). Expansive soils have a significant amount of clay particles, which can both release water (shrink) or absorb and hold water (swell). The resultant changes in soil volume can deflect unrestrained ground and can exert stress on improvements resting upon them. Lightly loaded structures (e.g., concrete pads, pavements, etc.) are more susceptible to damage by expansive soils. Kleinfelder performed Plasticity Index (PI) and Expansion Index (EI) laboratory testing on soils encountered during our investigation to characterize potentially expansive materials. The test results are presented in Table 7-2.

Table 7-2
Expansion Index and Plasticity Index Test Results

Boring Location	Depth feet	Geologic Unit	Lithology/ USCS Group	EI(1)	PI(2)	Applicable Project Improvement
A-19-001	1-3	Fill	SC-SM	3	5	Penn. Avenue Improvements
A-19-002	1-5	Alluvium	SC	--	**16**	Westbound Ramps, Penn. Avenue Improvements
A-19-003	10	Alluvium	SC	--	12	Infiltration, Westbound Ramps
A-19-004	5	Alluvium	SC	--	**17**	Westbound Ramps
A-19-005	0.5-5	Fill	SC	--	**12**	Westbound Ramps
A-19-005	10	Alluvium	SC	--	**13**	Westbound Ramps
A-19-006	5	Alluvium	SC	--	**16**	Eastbound off-ramp
A-19-007	2-5	Alluvium	SC	--	**16**	Eastbound off-ramp, Penn. Avenue Improvements
A-19-007	10	Alluvium	SC	--	**13**	Eastbound off-ramp, Penn. Avenue Improvements
A-19-008	2-5	Alluvium	SC	47	**13**	Penn. Avenue Improvements
A-19-009	10	Alluvium	SC	--	**16**	Infiltration, Penn. Avenue Improvements
A-19-011	2-5	Alluvium	CL	--	**20**	Infiltration, Penn. Avenue Improvements

Note: [1] Values shown in **Bold** font are considered expansive based on Caltrans criteria.

Based on the results of our literature review, field investigation, and laboratory testing results, potentially expansive soils are present within the near surface soil's of the project area. Caltrans Highway Design Manual Topic 614.4 (2018b) classifies an expansive subgrade as a material with a Plasticity Index (PI) greater than 12. However, the results of the Expansion Index (EI) testing

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indicate the soils have a low to medium expansion potential based on ASTM guidelines. Based on our soil borings and geologic mapping, the clayey sands and sandy lean clays within the present in the artificial fill and alluvial soils are potentially expansive. Options for mitigating expansive soils are presented in Section 8. Soils with an EI greater than 50 should also be excluded from areas of structure backfill behind retaining walls and below footings.

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8 CONCLUSIONS AND RECOMMENDATIONS

8.1 EARTHWORK AND GRADING

Based on our understanding of the project, construction of the proposed improvements will require embankment fills and grading within the existing limits of Pennsylvania Avenue. We anticipate that temporary excavations will be required during construction of roadway improvements, drainage improvements and underground utilities. Conventional earth-moving equipment is expected to be capable of performing most of the excavations required.

In general, groundwater is not anticipated within the proposed excavation depths for roadway grading of ramps and retaining wall construction.

Imported borrow (if required) should conform to Section 19-7.02 of Caltrans Standard Specifications (2018c) and be tested prior to import and placement. Pavement subgrade should be compacted to a minimum of 95 percent in accordance with Section 19-5.03B “Relative Compaction (95 Percent)” of Caltrans Standard Specifications to a minimum depth of 2.5 feet below the finished grade for the width of the traveled way plus 3 feet on each side, or 0.5 feet below the grading plane between the outer edges of shoulders, whichever is deeper.

8.1.1 Expansive Soil Mitigation

As discussed previously, the near surface soils are considered potentially expansive based on the Caltrans criteria. Therefore, we recommend that the expansive soils within the Caltrans right-of-way be overexcavated and replaced with non-expansive fill. As an alternative to overexcavation, chemical (lime) treatment may also be considered. Our recommendations are as follows:

1) Overexcavation of subgrade soils should be performed within the Caltrans right-of-way to a minimum depth of 4 feet below finished grade (finished pavement surface) and replaced with imported non-expansive fill. To further reduce the potential impact of expansive soils, properly compacted aggregate subbase (AS) should be placed in the excavation below the proposed new pavement sections.
2) As an alternative to overexcavation and removal of the expansive soils, chemical treatment (typically lime treatment) may be considered. The near surface soils may be treated by mixing the upper 12 to 18 inches of the subgrade with Portland cement or lime. For estimating purposes, an application rate of 3 to 5 percent high calcium quick lime or 4 to 5 percent Portland cement may be considered. Final application rates

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should be determined in the field at the time of construction in consultation with the geotechnical engineer. Chemical treatment should comply with Caltrans Highway Design Manual Topic 664.3 (2018b), and the treated soil should have a minimum unconfined compressive strength of 300 psi.

The potentially expansive soils are also present along Pennsylvania Avenue outside of the Caltrans right-of-way and therefore should also be mitigated. The mitigation options presented above may also be used to mitigate the potentially expansive soils along Pennsylvania Avenue outside of the Caltrans right-of-way. However, the results of the expansion index testing indicate the soils have a low to medium expansion potential based on ASTM guidelines. Therefore, if the City wishes to accept additional risk with leaving the potentially expansive soils in place, we recommend that the upper 24 inches of soils be overexavated, moisture conditioned, and re-compacted in order to provide a suitable subgrade for the proposed roadway improvements. The moisture content of the fill should be maintained at least 3 percent above optimum during compaction and until the aggregate base is placed and compacted. The moisture content of the clayey fill is considered very important, and therefore, both relative compaction and moisture content should be used to evaluate compaction acceptance. If both criteria are not within the specified tolerances, the fill should not be accepted, and the contractor should rework the material until the fill is placed within the specified tolerances.

8.2 PAVEMENT DESIGN

8.2.1 Existing Pavement

Based on the results of our borings, the existing pavement sections along Pennsylvania Avenue are flexible pavement consisting of asphalt concrete (AC) surface layer underlain by aggregate base (AB). The existing ramp pavements appear to be in fair condition and evidence of periodic maintenance including crack sealing was observed. The existing pavement along Pennsylvania Avenue north of East 3rd Street is in fair to poor condition, with isolated sections (most notably northbound Pennsylvania Avenue south of the interchange) exhibiting severe pavement distress including alligator cracking. South of East 3rd Street, the existing pavement along Pennsylvania Avenue appears to be in relatively good condition. The measured pavement section thickness and corresponding locations are summarized in Table 8-1.

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Table 8-1

Measured Pavement Section Thickness

Location	Lane	Boring ID	Measured Pavement Section (ft)[1]
Northbound Pennsylvania Avenue	Middle	A-19-001	0.42 AC 0.33 AB
Southbound Pennsylvania Avenue	Right	A-19-011	0.25 AC 1.5 AB

Notes: [1] AC: Asphalt Concrete, AB: Aggregate Base

8.2.2 Subgrade R-Value

Kleinfelder collected subgrade samples along the project alignment at four locations for R-value testing. The results of the testing are presented in Appendix B and are summarized in Table 8-2.

Table 8-2

R-Value Test Results

Location	Boring	Depth (feet)	Geologic Unit	USCS Soil Type	R-Value
Westbound Ramps, Penn. Avenue Improvements	A-19-002	1-5	Alluvium	SC	35
Westbound Ramps	A-19-005	0.5-5	Fill	SC	28
Eastbound off-ramp, Penn. Avenue Improvements	A-19-007	2-5	Alluvium	SC	24
Infiltration, Penn. Avenue Improvements	A-19-011	2-5	Alluvium	CL	18

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Based on the variability of the laboratory R-value results, we have selected a design R-Value of 20 for flexible pavement design for the project.

Due to the expansion potential and clayey nature of the near surface soils encountered at the site (SC, SC-SM, CL), we have elected to use a Type II Subgrade for rigid pavement design based on Table 623.1A of the Caltrans Highway Design Manual (Caltrans, 2018b).

Our design subgrade values are based on the subsurface conditions encountered during our exploration program, results of our laboratory testing on representative near-surface samples, and our assumptions regarding final subgrade conditions based on Caltrans criteria.

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8.2.3 New Pavement

Design of a pavement structural section depends primarily on the strength of the subgrade soil exposed after grading and anticipated traffic over the useful life of the pavement. We have developed the following pavement structural sections for the project based on the assumption that the subgrade soils will be mitigated as discussed in Section 8.1.1. Subgrade materials within 4 feet of the grading plane should have a plasticity index (PI) less than 12. Materials that don't meet these requirements are classified as unsuitable based on Caltrans criteria and should be removed and replaced with non-expansive and properly compacted fill materials, if encountered. Imported fill material used as pavement subgrade should be non-corrosive to metal and concrete, have an EI value less than 50, PI value less than 12, and an R-value of 20 or greater. Pavement materials should conform to the grading and quality requirements specified in the Caltrans Standard Specifications (2018c).

As discussed previously, the project will include the reconfiguring the westbound off-ramp and construction of a new westbound on-ramp and eastbound off-ramp. Additional improvement will consist of pavement rehabilitation and reconstruction along Pennsylvania Avenue. Our scope of services did not include an evaluation of the existing pavement or recommendations for pavement rehabilitation. Therefore, we have only included recommendations for design and construction of new pavement.

Traffic Indices (TIs) for the project were not available at the time of this report and a range of values were provided by Kimley-Horn for our analysis and are summarized in Table 8-3 below. It is our experience that Caltrans generally provides TIs for new ramps and the below TIs are subject to Caltrans approval. Additionally, new ramps are generally designed for a 40-year design life. The pavement structural sections were developed in accordance with Chapters 600 through 630 of the Caltrans Highway Design Manual (2018b).

Table 8-3

Summary of Traffic Indices Provided by Kimley-Horn

Location	Design Life (years)	Provided Traffic Index (TI)
Pennsylvania Avenue	20	9.0
I-10 Pennsylvania Ramps	--[1]	10.0, 11.0, and 12.0

Notes: [1] No design life information provided

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Pennsylvania Avenue and I-10 On- and Off-ramps

We anticipate that flexible pavement consisting of hot-mix asphalt (HMA) will be used for Pennsylvania Avenue and that either flexible or rigid pavement will be used for the I-10 on- and off-ramps depending on the results of a Life Cycle Cost Analysis (LCCA) to be performed by others.

Design calculations for flexible pavement were performed using the Caltrans Mechanistic-Empirical Tool (CalME website) and CalFP-Web tools. For flexible pavement, Hot-Mix Asphalt (HMA) should be Type 'A' with aggregate that conforms to the grading requirements specified in Section 39-2.02 of the Caltrans Standard Specifications (2018). If required, Rubberized Hot-Mix Asphalt – Gap Graded (RHMA-G) should have aggregate that conforms to the ½ inch grading requirements specified in Section 39-2.03B of the Caltrans Standard Specifications (2018). In accordance with Table 632.1 of the Highway Design Manual (Caltrans 2017), an asphalt binder grade of PG 64-10 is recommended for dense graded HMA(HMA-A) and an asphalt binder grade of PG 64-16 is recommended for RHMA-G.

The following design assumptions were made for the rigid pavement design:

- Caltrans Climate Zone – Inland Valley
- Type II Subgrade Soil
- Options for pavement without lateral support are presented

Aggregate Subbase (AS) should be Class 2 and conform to the grading requirements in Section 25-1.02B of the Caltrans Standard Specifications (2018). Aggregate Base (AB) should be Class 2 and conform to the grading requirements in Section 26-1.02B of the Caltrans Standard Specifications (2018). Rapid Strength Concrete (RSC), if required, should conform to Sections 40-5 and 90-3 of the Caltrans Standard Specifications (2018). If transition panels are required between flexible and rigid pavements, they should be designed and constructed in accordance with Caltrans Standard Plan P30 (Caltrans, 2018). Joints between existing pavement and new pavement should be sealed, and in areas of flexible pavements a tack coat should be applied to all vertical cut faces and between subsequent HMA lifts. The recommended pavement sections for the project are presented in Tables 8-4 and 8-5.

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Table 8-4

Recommended I-10 Ramp Pavement Sections

Location	Design Subgrade for Rigid Pavement	R-Value for Flexible Pavement	Design Life (years)	Design Traffic Index[3]	New Pavement Section [1,2] (Feet)			
					Rigid Pavement [4]			Flexible Pavement [5,6]
I-10 EB and WB Ramps (including shoulders[7])	Type II Subgrade	20	--	10.0	Without Lateral Support 0.90 JPCP 1.00 AB 1.90 Total	Not Applicable	Not Applicable	0.20 RHMA-G 0.45 HMA-A 1.20 AB 1.85 Total
I-10 EB and WB Ramps (including shoulders[6])	Type II Subgrade	20	--	11.0	0.85 JPCP BB[7] 0.35 LCB 0.60 AS 1.80 Total	0.90 JPCP 0.25 HMA-A 0.60 AS 1.75 Total	0.95 JPCP 1.30 AB 2.25 Total	0.20 RHMA-G 0.55 HMA-A 1.25 AB 2.00 Total
I-10 EB and WB Ramps (including shoulders[6])	Type II Subgrade	20	--	12.0	0.95 JPCP BB[7] 0.35 LCB 0.60 AS 1.90 Total	0.95 JPCP 0.25 HMA-A 0.60 AS 1.80 Total	0.85 CRCP 0.25 HMA-A 0.60 AS 1.70 Total	0.20 RHMA-G 0.65 HMA-A 1.30 AB 2.15 Total

Notes:

1 JPCP: Jointed Plain Concrete Pavement, CRCP: Continuously Reinforced Concrete Pavement, LCB: Lean Concrete Base, HMA-A: Hot Mix Asphalt-Type A, AB: Class 2 Aggregate Base, AS: Class 2 Aggregate Subbase, BB: Base Bond Breaker, RHMA-G: Gap-graded Rubberized Hot-Mix Asphalt.

2 The first 2 feet of the shoulder width measured from the edge of the traveled way should match the structural section of the adjacent traffic lane.

3 TI values were provided by the City of Beaumont (no design life information was provided).

4 Rigid pavement sections may be used for ramp termini. Rapid Strength Concrete (RSC) JPCP and rapid setting Lean Concrete Base (LCBRS) may be used as necessary to limit traffic closures during construction of the proposed ramps.

5 RHMA-G used for surface course to comply with Public Resources Code 42703 requiring Caltrans to use crumb rubber modifier (CRM) in approximately 35 percent of total HMA placed statewide, as outlined in Caltrans Memorandum dated February 10, 2015.

6 The same pavement type and section thickness as the travel lanes may be used for the ramp shoulders for constructability and to allow for the possibility of future widening as noted in the Caltrans Highway Design Manual Section 504.3 (2) (f).

7 A Base Bond Breaker is required between the JPCP and LCB as noted in Table 623.1G in the High Design Manual.

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Table 8-5

Recommended Pennsylvania Avenue Widening Pavement Sections

Location	R-Value for Flexible Pavement	Design Life (years)	Design Traffic Index[1]	New Flexible Pavement Section [2,3] (Feet)
Pennsylvania Avenue Roadway Improvements	20	20	9.0	0.50 HMA-A 1.25 AB 1.75 Total

Notes:
1 TI values were provided by the City of Beaumont.
2 HMA-A: Hot Mix Asphalt-Type A, AB: Class 2 Aggregate Base
3 The first 2 feet of the shoulder width measured from the edge of the traveled way should match the structural section of the adjacent traffic lane.

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8.3 LIFE CYLE COST ANALYSIS

Kleinfelder's scope of services did not include performance of a Life Cycle Cost Analysis (LCCA) for the project. We understand an LCCA may be prepared by others.

8.4 CULVERTS

Based on our current understanding of the project, one existing culvert is planned to be improved or extended as part of the project. The culvert crosses below Pennsylvania Avenue approximately halfway between 1st Street and 3rd Street. If culvert material recommendations are required for this or other areas along the project alignment, they may be developed using the Caltrans Alternative Pipe Culvert Website (AltPipe v7.0) (Caltrans, 2014) and the corrosion test results presented in Section 7.3. As discussed previously in Section 7.3, our laboratory test results indicate that all the samples tested are classified as non-corrosive to bare metals or concrete according to the Caltrans corrosion criteria. Based on the corrosion test results, the following worst-case scenario values may be used for culvert design:

- pH of 6.8;
- Minimum soil resistivity of 2,135 (ohm-cm);
- Sulfate concentration of 275 (ppm); and
- Chloride concentration of 47 (ppm).

Buried metal and concrete elements should be designed for corrosive conditions in accordance with applicable sections of the Caltrans Bridge Design Specifications, Memos to Designers, Standard Specifications, Special Provisions, Bridge Design Reference Specifications, and the Highway Design Manual.

Kleinfelder is not a corrosion engineering consultant. If additional recommendations with respect to corrosion are required, they should be obtained from a corrosion specialist.

8.5 MATERIAL SOURCES

Due to the expansion potential of the near surface soils, we anticipate that much of the onsite artificial fill and alluvial soils are not suitable for re-use as structure backfill or backfill beneath 4 feet of finished pavement surface within the Caltrans right-of-way and import soils will be required. The potential re-use of soil materials should be evaluated during construction to evaluate if materials exposed during grading satisfy Caltrans requirements for use as fill (Caltrans, 2018c).

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As discussed previously in Section 8.1, we anticipate that overexcavation of subgrade soils will be required within the Caltrans right-of-way to a minimum depth of 4 feet below finished grade (finished pavement surface) and replaced with imported non-expansive fill. As an alternative to overexcavation, chemical treatment may be considered to avoid the costs of importing soil.

We anticipate some native materials and existing fill excavated along the alignment may be suitable for use as embankment fill. All fill soils used for embankments should be nearly free of organic or other deleterious debris. All material used for embankments should meet the requirements outlined in Section 19 of the Caltrans Standard Specifications (2018c). Import soils it should conform to Section 19-7.02 of Caltrans Standard Specifications and be tested prior to import and placement. Imported material placed as pavement subgrade (measured as the top 4 feet from the grading plane) should have an R-value of at least 20, have an EI value less than 50, and PI value less than 12. Construction materials such as aggregates, asphalt, Portland cement, and fly ash should be imported from local commercial sources.

8.6 MATERIAL DISPOSAL

Surface debris, topsoil, vegetation, etc. are present at existing grade along some areas of the alignment. These materials are unsuitable for use in construction and should be properly disposed at an approved location or stockpiled and reused for landscaping purposes as suitable along the project. Disposal of spoils from excavated soils is expected during construction. It is the responsibility of the contractor to make arrangements to dispose such materials and follow guidelines provided in the Caltrans Standard Specifications (2018c).

8.7 INFILTRATION TESTING

We understand that as part of the storm water management for the project, Infiltration Best Management Practices (BMPs) are being considered. We performed six borehole infiltration tests using the Boring Percolation Test Procedure, in general accordance with the Riverside County Design Handbook for Low Impact Development Best Management Practices (County BMP Manual), dated September 2011. We also performed sieve analysis and hydrometer testing to assess the grain-size characteristics of the onsite soils. The results of the infiltration testing are presented in Appendix B and the laboratory test results are presented in Appendix C.

Based on visual soil classification and laboratory testing of the soil samples collected during our field exploration, the upper approximately 5 to 20 feet of the subsurface soils consist predominantly of clayey sands and sandy lean clays. The fines content of the upper soils ranged

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from approximately 33 to 65 percent. Based on the results of the infiltration, the soil classification and laboratory testing, the use of infiltration BMPs, such as drywells is not considered feasible due to the relatively low infiltration rates. Table 8-6 summarizes the in-situ percolation rates and the long-term design infiltration rates for each test location.

Table 8-6

Infiltration Test Results

Infiltration Test Location	USCS Soil Type	Approximate Test Depth (feet bgs)	Short-Term Infiltration Rate (inches per hour)	Long-Term Design Infiltration Rate (inches per hour)[1]
INF-1	SC	1½ - 5	0.13	0.04
INF-2	CL	1½ - 5	0.08	0.03
INF-3	CL	1½ - 5	0.04	0.01
INF-4	CL	1½ - 5	0.05	0.02
INF-5	CL	1½ - 5	0.20	0.07
INF-6	CL	1½ - 5	0.06	0.02

Notes: [1] The design infiltration rate applies a factor of safety of 3.0 to the field infiltration rate in accordance with the Riverside County Low Impact Development Design Handbook Appendix A, Table 1 – Infiltration Testing Requirements.

Based on visual soil classification, laboratory testing, and infiltration testing results, the onsite soils within the fill and alluvium consist primarily of clayey sands and sandy clays with high fines content. Given the low infiltration capacity of the on-site soils, we recommend alternatives to infiltration Best Management Practices (BMPs), such as bio-filtration/bio-retention systems (bio-swales and planter boxes), be implemented at the project site.

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9 LIMITATIONS

The conclusions and recommendations presented in this report are for the design of the proposed Pennsylvania Avenue Widening and Interchange Project located in Beaumont, California, as described in the text of this report. It may not contain sufficient information for other uses or purposes of other parties. The findings, conclusions, and recommendations presented in this report were prepared in a manner consistent with the standards of care and skill ordinarily exercised by members of its profession completing PS&E studies and practicing under similar conditions in the geographic vicinity and at the time these services have been performed. No warranty or guarantee, express or implied, is made.

This report was based on the proposed project information provided to Kleinfelder. If any change is implemented which materially alters the project, additional geotechnical services may be required, which could include revisions to the geotechnical recommendations presented herein.

Other standards or documents referenced in any given standard cited in this report, or otherwise relied upon by the authors of this report, are only mentioned in the given standard; they are not incorporated into it or "included by reference," as that latter term is used relative to contracts or other matters of law.

This report may be used only by Kimley-Horn and Associates, Inc., the City of Beaumont and the project designers and only for the purposes stated, within a reasonable time from its issuance, but in no event later than two years from the date of the report. Land use, site conditions (both on site and off site) or other factors may change over time, and additional work may be required with the passage of time. Any party other than the client who wishes to use this report shall notify Kleinfelder of such intended use. Based on the intended use of the report, Kleinfelder may require that additional work be performed and that an updated report be issued. Non-compliance with any of these requirements by the client or anyone else will release Kleinfelder from any liability resulting from the use of this report by any unauthorized party, and client agrees to defend, indemnify, and hold harmless Kleinfelder from any claim or liability associated with such unauthorized use or non-compliance.

The scope of our geotechnical services did not include any environmental site assessment for the presence or absence of hazardous/toxic materials. Kleinfelder will assume no responsibility or liability whatsoever for any claim, damage, or injury which results from pre-existing hazardous materials being encountered or present on the project site, or from the discovery of such hazardous materials.

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FIGURES

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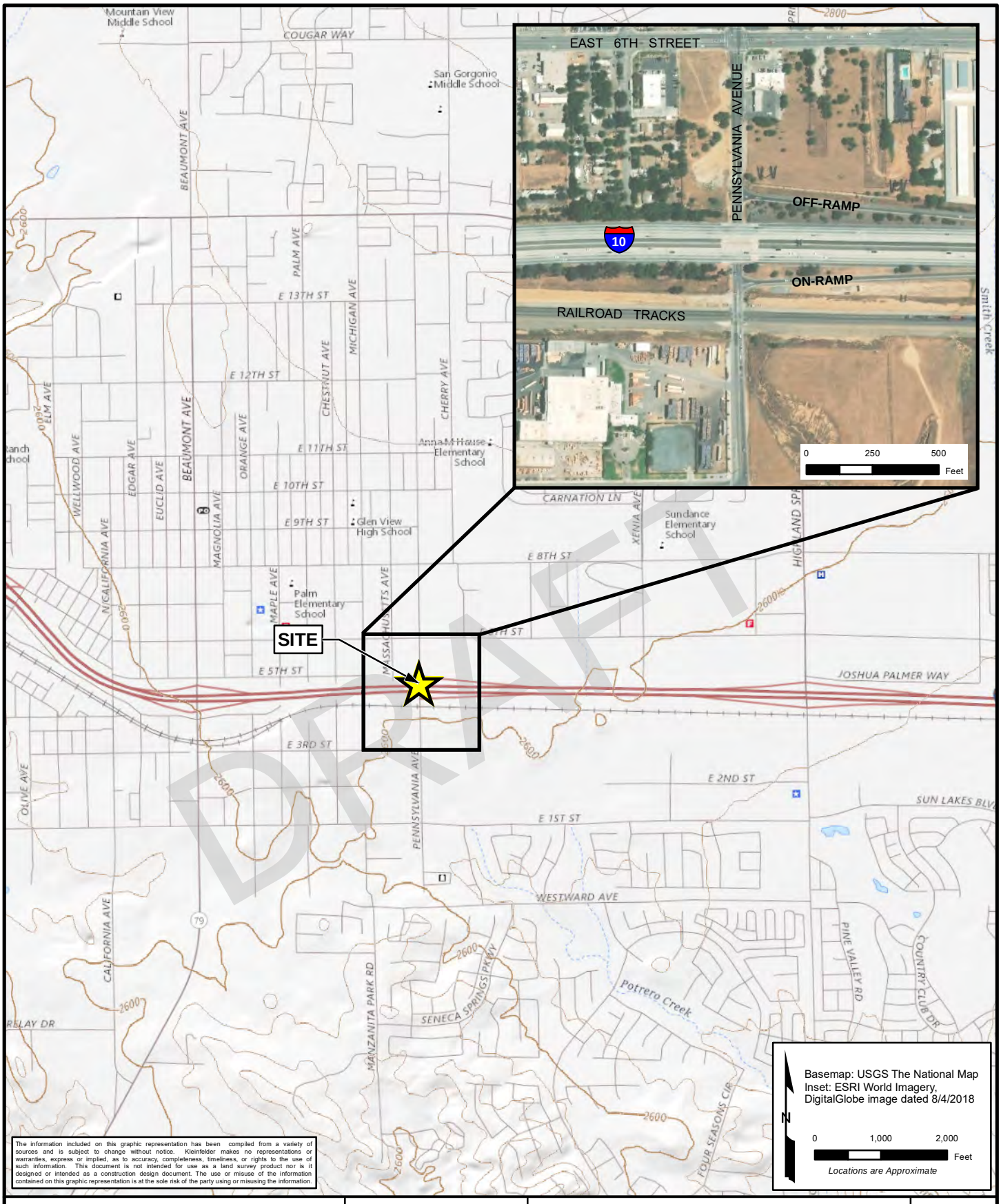

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FILE NAME:	Figure1.mxd

SITE VICINITY MAP

I-10 PENNSYLVANIA AVENUE
INTERCHANGE IMPROVEMENT PROJECT
BEAUMONT, CALIFORNIA

FIGURE
1

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FILE: L:\2018\20182212.001A - Pennsylvania Avenue Interchange Improve\2.0 Technical Information\2.8 GIS
LOS ANGELES, CA

Source: X-RDWY BASE.dwg; X-RDWY BASE-INTER Option A. dwg; xSSP.dwg; X-RDWY_BASE-INTER_RevB[1].dwg
Aerial: ESRI World Imagery, DigitalGlobe image dated 8/4/2018

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LOS ANGELES, CA

N

0 50 100
Feet

Locations are Approximate

LEGEND

- Approximate Location of Geotechnical Boring
- Approximate Location of Infiltration Test
- Approximate Proposed Centerline
- Approximate Limits of Pennsylvania Avenue Widening

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BORING LOCATION MAP

I-10 PENNSYLVANIA AVENUE
INTERCHANGE IMPROVEMENT PROJECT
BEAUMONT, CALIFORNIA

FIGURE
2A

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LOS ANGELES, CA

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Aerial: ESRI World Imagery, DigitalGlobe image dated 8/4/2018

N

0 50 100

Feet

Locations are Approximate

LEGEND

- Approximate Location of Geotechnical Boring
- Approximate Proposed Centerline
- Approximate Limits of Pennsylvania Avenue Widening

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BOREING LOCATION MAP

I-10 PENNSYLVANIA AVENUE
INTERCHANGE IMPROVEMENT PROJECT
BEAUMONT, CALIFORNIA

FIGURE

2B

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LOS ANGELES, CA

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Feet

Locations are Approximate

LEGEND

- Approximate Location of Geotechnical Boring
- Approximate Location of Infiltration Test
- Approximate Limits of Pennsylvania Avenue Widening

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BORING LOCATION MAP

I-10 PENNSYLVANIA AVENUE
INTERCHANGE IMPROVEMENT PROJECT
BEAUMONT, CALIFORNIA

FIGURE

2C

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Aerial: ESRI World Imagery, DigitalGlobe image dated 8/4/2018

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Feet
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Locations are Approximate

LEGEND

- Approximate Location of Geotechnical Boring
- Approximate Location of Infiltration Test
- Approximate Limits of Pennsylvania Avenue Widening

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BORING LOCATION MAP

I-10 PENNSYLVANIA AVENUE
INTERCHANGE IMPROVEMENT PROJECT
BEAUMONT, CALIFORNIA

FIGURE
2D

LOS ANGELES, CA

APPENDIX A
Field Exploration

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APPENDIX A

FIELD EXPLORATION AND AS-BUILT LOTB

Kleinfelder's subsurface exploration program included drilling and logging eleven (11) hollow-stem auger borings (Borings A-19-001 through A-19-011) and six infiltration tests (INF-1 through INF-6) at the project site. The locations of the borings are shown on Figures 2A-2D, Boring Location Map. Prior to subsurface exploration, Kleinfelder notified Underground Service Alert (USA) to clear proposed boring locations of conflicts with underground utilities. The services of Geovision Geophysical Services, a private utility locator, were also retained to perform additional utility locating for borings located within roadways and pavement areas.

The field exploration took place between November 11, 2019 and November 13, 2019. Infiltration testing occurred between November 14 and November 15, 2019.Hollow-stem auger borings were advanced by California Pacific Drilling utilizing a truck mounted drill rig. The borings were advanced to depths ranging from approximately 3 to 51.5 feet below the existing ground surface. The first five feet of the boreholes were advanced by manual hand augering, and at some locations the material encountered in this initial penetration was collected in a large plastic bag. Driven soil samples were obtained from the borings using either a Standard Penetration Test (SPT) sampler (2-inch O.D., 1.375 inches I.D.) or modified California sampler (3-inch O.D.,2.4 inches I.D.) driven a total of 18-inches (or until practical refusal) into the undisturbed soil at the bottom of the boring. The in-situ drive samples were driven using a 140-pound automatic hammer falling 30 inches in general accordance with ASTM D1586. The total number of hammer blows required to drive the sampler the final 12 inches is termed the "N" value and is recorded on the Logs of Borings. Blow counts shown on the Logs of Borings have not been adjusted for the effects of overburden pressure, input driving energy, rod length, sampler size, or boring diameter. The soil samples were transported to AP Engineering and Testing, Inc. of Pomona, California for laboratory testing.

The soils from the borings were visually classified in the field by a Kleinfelder engineer and described in general accordance with the Unified Soil Classification System (ASTM D 2488 and ASTM D 2487) and the Caltrans Soil and Rock Logging, Classification, and Presentation Manual (Caltrans, 2010). Boundaries between soil types shown on the logs are approximate because the transition between different soil layers may be gradual. The Logs of Borings are presented in this Appendix along with an explanation to the logs and soil graphic legend. The logs describe the earth materials encountered, samples obtained, and show field and laboratory tests performed. The logs also show the location, boring number, drilling date, and drilling subcontractor.

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GROUP SYMBOLS AND NAMES

Graphic / Symbol	Group Names
GW	Well-graded GRAVEL Well-graded GRAVEL with SAND
GP	Poorly graded GRAVEL Poorly graded GRAVEL with SAND
GW-GM	Well-graded GRAVEL with SILT Well-graded GRAVEL with SILT and SAND
GW-GC	Well-graded GRAVEL with CLAY (or SILTY CLAY) Well-graded GRAVEL with CLAY and SAND (or SILTY CLAY and SAND)
GP-GM	Poorly graded GRAVEL with SILT Poorly graded GRAVEL with SILT and SAND
GP-GC	Poorly graded GRAVEL with CLAY (or SILTY CLAY) Poorly graded GRAVEL with CLAY and SAND (or SILTY CLAY and SAND)
GM	SILTY GRAVEL SILTY GRAVEL with SAND
GC	CLAYEY GRAVEL CLAYEY GRAVEL with SAND
GC-GM	SILTY, CLAYEY GRAVEL SILTY, CLAYEY GRAVEL with SAND
SW	Well-graded SAND Well-graded SAND with GRAVEL
SP	Poorly graded SAND Poorly graded SAND with GRAVEL
SW-SM	Well-graded SAND with SILT Well-graded SAND with SILT and GRAVEL
SW-SC	Well-graded SAND with CLAY (or SILTY CLAY) Well-graded SAND with CLAY and GRAVEL (or SILTY CLAY and GRAVEL)
SP-SM	Poorly graded SAND with SILT Poorly graded SAND with SILT and GRAVEL
SP-SC	Poorly graded SAND with CLAY (or SILTY CLAY) Poorly graded SAND with CLAY and GRAVEL (or SILTY CLAY and GRAVEL)
SM	SILTY SAND SILTY SAND with GRAVEL
SC	CLAYEY SAND CLAYEY SAND with GRAVEL
SC-SM	SILTY, CLAYEY SAND SILTY, CLAYEY SAND with GRAVEL
PT	PEAT
	COBBLES COBBLES and BOULDERS BOULDERS

Graphic / Symbol	Group Names
CL	Lean CLAY Lean CLAY with SAND Lean CLAY with GRAVEL SANDY lean CLAY SANDY lean CLAY with GRAVEL GRAVELLY lean CLAY GRAVELLY lean CLAY with SAND
CL-ML	SILTY CLAY SILTY CLAY with SAND SILTY CLAY with GRAVEL SANDY SILTY CLAY SANDY SILTY CLAY with GRAVEL GRAVELLY SILTY CLAY GRAVELLY SILTY CLAY with SAND
ML	SILT SILT with SAND SILT with GRAVEL SANDY SILT SANDY SILT with GRAVEL GRAVELLY SILT GRAVELLY SILT with SAND
OL	ORGANIC lean CLAY ORGANIC lean CLAY with SAND ORGANIC lean CLAY with GRAVEL SANDY ORGANIC lean CLAY SANDY ORGANIC lean CLAY with GRAVEL GRAVELLY ORGANIC lean CLAY GRAVELLY ORGANIC lean CLAY with SAND
OL	ORGANIC SILT ORGANIC SILT with SAND ORGANIC SILT with GRAVEL SANDY ORGANIC SILT SANDY ORGANIC SILT with GRAVEL GRAVELLY ORGANIC SILT GRAVELLY ORGANIC SILT with SAND
CH	Fat CLAY Fat CLAY with SAND Fat CLAY with GRAVEL SANDY fat CLAY SANDY fat CLAY with GRAVEL GRAVELLY fat CLAY GRAVELLY fat CLAY with SAND
MH	Elastic SILT Elastic SILT with SAND Elastic SILT with GRAVEL SANDY elastic SILT SANDY elastic SILT with GRAVEL GRAVELLY elastic SILT GRAVELLY elastic SILT with SAND
OH	ORGANIC fat CLAY ORGANIC fat CLAY with SAND ORGANIC fat CLAY with GRAVEL SANDY ORGANIC fat CLAY SANDY ORGANIC fat CLAY with GRAVEL GRAVELLY ORGANIC fat CLAY GRAVELLY ORGANIC fat CLAY with SAND
OH	ORGANIC elastic SILT ORGANIC elastic SILT with SAND ORGANIC elastic SILT with GRAVEL SANDY elastic ELASTIC SILT SANDY ORGANIC elastic SILT with GRAVEL GRAVELLY ORGANIC elastic SILT GRAVELLY ORGANIC elastic SILT with SAND
OL/OH	ORGANIC SOIL ORGANIC SOIL with SAND ORGANIC SOIL with GRAVEL SANDY ORGANIC SOIL SANDY ORGANIC SOIL with GRAVEL GRAVELLY ORGANIC SOIL GRAVELLY ORGANIC SOIL with SAND

FIELD AND LABORATORY TESTS

C	Consolidation (ASTM D 2435-04)
CL	Collapse Potential (ASTM D 5333-03)
CP	Compaction Curve (CTM 216 - 06)
CR	Corrosion, Sulfates, Chlorides (CTM 643 - 99; CTM 417 - 06; CTM 422 - 06)
CU	Consolidated Undrained Triaxial (ASTM D 4767-02)
DS	Direct Shear (ASTM D 3080-04)
EI	Expansion Index (ASTM D 4829-03)
M	Moisture Content (ASTM D 2216-05)
OC	Organic Content (ASTM D 2974-07)
P	Permeability (CTM 220 - 05)
PA	Particle Size Analysis (ASTM D 422-63 [2002])
PI	Liquid Limit, Plastic Limit, Plasticity Index (AASHTO T 89-02, AASHTO T 90-00)
PL	Point Load Index (ASTM D 5731-05)
PM	Pressure Meter
PP	Pocket Penetrometer
R	R-Value (CTM 301 - 00)
SE	Sand Equivalent (CTM 217 - 99)
SG	Specific Gravity (AASHTO T 100-06)
SL	Shrinkage Limit (ASTM D 427-04)
SW	Swell Potential (ASTM D 4546-03)
TV	Pocket Torvane
UC	Unconfined Compression - Soil (ASTM D 2166-06) Unconfined Compression - Rock (ASTM D 2938-95)
UU	Unconsolidated Undrained Triaxial (ASTM D 2850-03)
UW	Unit Weight (ASTM D 4767-04)
VS	Vane Shear (AASHTO T 223-96 [2004])

SAMPLER GRAPHIC SYMBOLS

- Standard Penetration Test (SPT)
- Standard California Sampler
- Modified California Sampler
- Shelby Tube
- Piston Sampler
- NX Rock Core
- HQ Rock Core
- Bulk Sample
- Other (see remarks)

DRILLING METHOD SYMBOLS

- Auger Drilling
- Rotary Drilling
- Dynamic Cone or Hand Driven
- Diamond Core

WATER LEVEL SYMBOLS

- First Water Level Reading (during drilling)
- Static Water Level Reading (short-term)
- Static Water Level Reading (long-term)

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REPORT TITLE
BORING RECORD LEGEND

DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**

PROJECT OR BRIDGE NAME
I-10 Pennsylvania Avenue, Beaumont, California

BRIDGE NUMBER	PREPARED BY	DATE	SHEET
N/A	**M. Palmer**	**12-23-19**	**1 of 2**

gINT FILE: Klf_gint_master_2018
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PROJECT NUMBER: 20182212.001A

CONSISTENCY OF COHESIVE SOILS				
Descriptor	**Unconfined Compressive Strength (tsf)**	**Pocket Penetrometer (tsf)**	**Torvane (tsf)**	**Field Approximation**
Very Soft	< 0.25	< 0.25	< 0.12	Easily penetrated several inches by fist
Soft	0.25 - 0.50	0.25 - 0.50	0.12 - 0.25	Easily penetrated several inches by thumb
Medium Stiff	0.50 - 1.0	0.50 - 1.0	0.25 - 0.50	Can be penetrated several inches by thumb with moderate effort
Stiff	1.0 - 2.0	1.0 - 2.0	0.50 - 1.0	Readily indented by thumb but penetrated only with great effort
Very Stiff	2.0 - 4.0	2.0 - 4.0	1.0 - 2.0	Readily indented by thumbnail
Hard	> 4.0	> 4.0	> 2.0	Indented by thumbnail with difficulty

APPARENT DENSITY OF COHESIONLESS SOILS	
Descriptor	**SPT N_{60} - Value (blows / foot)**
Very Loose	0 - 4
Loose	5 - 10
Medium Dense	11 - 30
Dense	31 - 50
Very Dense	> 50

MOISTURE	
Descriptor	**Criteria**
Dry	Absence of moisture, dusty, dry to the touch
Moist	Damp but no visible water
Wet	Visible free water, usually soil is below water table

PERCENT OR PROPORTION OF SOILS	
Descriptor	**Criteria**
Trace	Particles are present but estimated to be less than 5%
Few	5 to 10%
Little	15 to 25%
Some	30 to 45%
Mostly	50 to 100%

SOIL PARTICLE SIZE		
Descriptor		**Size**
Boulder		> 12 inches
Cobble		3 to 12 inches
Gravel	Coarse	3/4 inch to 3 inches
	Fine	No. 4 Sieve to 3/4 inch
Sand	Coarse	No. 10 Sieve to No. 4 Sieve
	Medium	No. 40 Sieve to No. 10 Sieve
	Fine	No. 200 Sieve to No. 40 Sieve
Silt and Clay		Passing No. 200 Sieve

PLASTICITY OF FINE-GRAINED SOILS	
Descriptor	**Criteria**
Nonplastic	A 1/8-inch thread cannot be rolled at any water content.
Low	The thread can barely be rolled, and the lump cannot be formed when drier than the plastic limit.
Medium	The thread is easy to roll, and not much time is required to reach the plastic limit; it cannot be rerolled after reaching the plastic limit. The lump crumbles when drier than the plastic limit.
High	It takes considerable time rolling and kneading to reach the plastic limit. The thread can be rerolled several times after reaching the plastic limit. The lump can be formed without crumbling when drier than the plastic limit.

CEMENTATION	
Descriptor	**Criteria**
Weak	Crumbles or breaks with handling or little finger pressure.
Moderate	Crumbles or breaks with considerable finger pressure.
Strong	Will not crumble or break with finger pressure.

NOTE: This legend sheet provides descriptors and associated criteria for required soil description components only. Refer to Caltrans Soil and Rock Logging, Classification, and Presentation Manual (2010), Section 2, for tables of additional soil description components and discussion of soil description and identification.

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REPORT TITLE
BORING RECORD LEGEND

DIST.	COUNTY	ROUTE	POSTMILE	EA
08	Riverside	10	8.22	1H870

PROJECT OR BRIDGE NAME
I-10 Pennsylvania Avenue, Beaumont, California

BRIDGE NUMBER	PREPARED BY	DATE	SHEET
N/A	M. Palmer	12-23-19	2 of 2

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PROJECT NUMBER: 20182212.001A

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	11-12-19	11-12-19	33.92916° / -116.96602° WGS84	A-19-001
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			Not Available	~2,605 ft
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hand Auger			Hand Auger	8 in
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")			Auto; 140 lbs / 30-inch drop	82%
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings and patched with concrete			Not Encountered / Not Encountered	3.0 ft

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		ASPHALT CONCRETE (5").												Hand auger to 3 feet, difficult
			BASE COURSE (4").												
			SILTY, CLAYEY SAND (SC-SM); loose; dark reddish brown; moist; trace fine to coarse subrounded GRAVEL, 3 in. max. dia.; mostly fine to medium SAND; some fines; low plasticity (FILL).		1					7					M, CP, PI
					2					10					EI
															M
			Bottom of borehole at 3.0 ft bgs												
2600.0	5														
2595.0	10														
2590.0	15														
2585.0	20														
2580.0	25														
2575.0	30														
	35														

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REPORT TITLE				HOLE ID
BORING RECORD				A-19-001
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	Riverside	10	8.22	1H870
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	M. Palmer		12-23-19	1 of 1

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PROJECT NUMBER: 20182212.001A
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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-11-19**	**11-11-19**	**33.92834° / -116.96596° WGS84**	**A-19-002**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,601 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hollow Stem Auger			**B-53**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")			**Auto; 140 lbs / 30-inch drop**	**82%**
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings			**Not Encountered** / **Not Encountered**	**11.5 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
2600.0	0		SILTY SAND (SM); light brownish gray; moist; mostly fine to medium SAND; some fines (FILL).		1					6					Hand auger to 5 feet, very difficult M
			CLAYEY SAND (SC); dark reddish brown; moist; mostly fine to coarse SAND; some fines (ALLUVIUM).		2					12					M, PI, R, CR
2595.0	5		medium dense.		3	5 1 11	12	89		12					M
			SILTY SAND (SM); medium dense; dark reddish brown; moist; mostly fine SAND; some fines.												
2590.0	10				4	12 14 17	31	100		11	122				M, UW
			Bottom of borehole at 11.5 ft bgs												
2585.0	15														
2580.0	20														
2575.0	25														
2570.0	30														
	35														

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REPORT TITLE				HOLE ID
BORING RECORD				**A-19-002**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-13-19**	**11-13-19**	**33.92784° / -116.96543° WGS84**	**A-19-003**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,601 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hollow Stem Auger			**B-53**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")			**Auto; 140 lbs / 30-inch drop**	**82%**
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings			**Not Encountered** / **Not Encountered**	**16.5 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
2600.0	0		SILTY SAND with GRAVEL (SM); light brownish gray; dry; little subangular to subrounded GRAVEL, 1 in. max. dia.; mostly fine to coarse SAND; little fines (FILL).												Hand auger to 5 feet, moderate to difficult
			SILTY SAND (SM); reddish brown; moist; mostly fine to medium SAND; some fines.		1					8					M
			CLAYEY SAND (SC); dark reddish brown; moist; mostly fine to coarse SAND; some fines (ALLUVIUM).												
2595.0	5		medium dense.		2	6 10 16	26			15	117				M, UW
2590.0	10				3	4 5 8	13			14					M, PI
			SILTY SAND (SM); dense; reddish brown; moist; trace fine subrounded GRAVEL, ½ in. max. dia.; mostly fine SAND; some fines.												
2585.0	15				4	9 14 22	36			10	118				M, UW
			Bottom of borehole at 16.5 ft bgs												
2580.0	20														
2575.0	25														
2570.0	30														
	35														

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REPORT TITLE				HOLE ID
BORING RECORD				**A-19-003**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-13-19**	**11-13-19**	**33.92757° / -116.96463° WGS84**	**A-19-004**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,604 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hollow Stem Auger			**B-53**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")			**Auto; 140 lbs / 30-inch drop**	**82%**
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings			**Not Encountered** / **Not Encountered**	**31.5 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		MULCH / WOODCHIPS (~6").												Hand auger to 5 feet, moderate to difficult
			SILTY SAND (SM); reddish brown; moist; mostly fine to medium SAND; some fines (FILL).		1					8					M
2600.0			CLAYEY SAND (SC); medium dense; dark reddish brown; moist; mostly fine to coarse SAND; some fines (ALLUVIUM).												
	5				2	3 5 6	11	100		14					M, PI
2595.0															
	10		trace fine subangular gravel up to ½-inch.		3	10 14 24	38	100		12	123				M, UW, DS
2590.0															
	15		no gravel.		4	4 5 8	13	100							
2585.0															
	20		fine to medium sand.		5	6 8 13	21	100		17	113				M, UW
2580.0															
	25		increased fines.		6	5 8 13	21	100							
2575.0															
	30		dense; fine to coarse sand, trace subangular gravel up to 1-inch.		7	9 16 22	38	100		15	112				M, UW
			Bottom of borehole at 31.5 ft bgs												
2570.0	35														

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REPORT TITLE				HOLE ID
BORING RECORD				**A-19-004**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-13-19**	**11-13-19**	**33.92764° / -116.96376° WGS84**	**A-19-005**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,602 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hollow Stem Auger			**B-53**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")			**Auto; 140 lbs / 30-inch drop**	**82%**
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings			**Not Encountered** / **Not Encountered**	**31.5 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		SILTY SAND with GRAVEL (SM); light brownish gray; dry; little fine to coarse subangular to subrounded GRAVEL, 1 in. max. dia.; mostly fine to coarse SAND; few fines (FILL).							10					Hand auger to 5 feet, easy to moderate M, PI, R
2600.0			CLAYEY SAND (SC); reddish brown; moist; trace fine subangular to subrounded GRAVEL, ½ in. max. dia.; mostly fine to medium SAND; some fines.		21					7					M
	5		CLAYEY SAND (SC); medium dense; dark reddish brown; moist; mostly fine to coarse SAND; some fines (ALLUVIUM).		3	2 4 12	16	100		13	118				CL M, UW
2595.0															
	10		fine to medium sand.		4	5 7 8	15	100		16					M, PI
2590.0															
	15		SILTY SAND (SM); very dense; reddish brown; moist; trace fine subangular GRAVEL, ½ in. max. dia.; mostly fine to medium SAND; some fines.		5	17 36 50/5"	86/11	94		8	128				M, UW
2585.0															
	20		medium dense; yellowish brown; fine sand.		6	6 8 9	17	94							
2580.0															
	25		dense.		7	17 24 31	55	100		7	118				M, UW
2575.0															
	30		very dense.		8	12 18 25	43	94							
2570.0			Bottom of borehole at 31.5 ft bgs												
	35														

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REPORT TITLE				HOLE ID
BORING RECORD				**A-19-005**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-11-19**	**11-11-19**	**33.92693° / -116.96781° WGS84**	**A-19-006**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,605 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hollow Stem Auger			**B-53**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")			**Auto; 140 lbs / 30-inch drop**	**82%**
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings			**Not Encountered** / **Not Encountered**	**26.5 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		SILTY SAND (SM); light brownish gray; dry to moist; mostly fine to medium SAND; some fines (FILL).		1					5					Hand auger to 5 feet, difficult M
2600.0	5		CLAYEY SAND (SC); dense; dark reddish brown; dry to moist; mostly fine to coarse SAND; some fines (ALLUVIUM).		2	10 12 13	25	83		13					M, PI
2595.0	10		very dense.		3	16 26 47	73	100		9	126				M, UW, C
2590.0	15		dense.		4	9 11 12	23	100							
2585.0	20		trace fine subangular gravel up to ½-inch.		5	19 20 33	53	100		9	115				M, UW
2580.0	25		SILTY SAND (SM); dense; yellowish brown; dry to moist; mostly fine to medium SAND; some fines.		6	11 14 16	30	89							
			Bottom of borehole at 26.5 ft bgs												
2575.0	30														
	35														

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REPORT TITLE				HOLE ID
BORING RECORD				**A-19-006**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-11-19**	**11-11-19**	**33.92685° / -116.96633° WGS84**	**A-19-007**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,597 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hollow Stem Auger			**B-53**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")			**Auto; 140 lbs / 30-inch drop**	**82%**
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING: **Not Encountered** AFTER DRILLING (DATE): **Not Encountered**	TOTAL DEPTH OF BORING
auger cuttings				**51.5 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		SILTY SAND (SM); light brownish gray; dry to moist; mostly fine to medium SAND; some fines (FILL).												Hand auger to 5 feet, difficult
2595.0			CLAYEY SAND (SC); dark reddish brown; moist; mostly fine to medium SAND; some fines (ALLUVIUM).		1					4					M
					2					14					M, PI, R, CR EI
	5		medium dense, fine to coarse sand.		3	7 10 15	25	100		15	119				M, UW, DS CL
2590.0															
	10		increased fines.		4	4 7 7	14	100		13					M, PI
2585.0															
	15		dense.		5	8 13 24	37	100		12	123				M, UW, DS
2580.0															
	20		POORLY GRADED SAND with SILT (SP-SM); dense; reddish brown; moist; mostly fine to coarse SAND; trace fines.		6	6 11 12	23	100							
2575.0															
	25		CLAYEY SAND (SC); medium dense; dark reddish brown; moist; mostly fine to medium SAND; some fines.		7	7 12 15	27	100		16	117				M, UW
2570.0															
	30				8	6 5 7	12	100							
2565.0															
	35		SILTY SAND (SM); dense; yellowish brown; moist; mostly fine SAND; some fines.												

(continued)

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REPORT TITLE				HOLE ID
BORING RECORD				**A-19-007**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 2**

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ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	35		SILTY SAND (SM); dense; yellowish brown; moist; mostly fine SAND; some fines.		9	9 14 21	35	100		26	101				M, UW
2560.0															
	40		medium dense, few clay.		10	6 9 11	20	100							
2555.0															
	45		dense, reddish brown, fine to coarse sand.		11	13 24 27	51	100		18	110				M, UW
2550.0															
	50				12	8 14 18	32	100							
2545.0			Bottom of borehole at 51.5 ft bgs												
	55														
2540.0															
	60														
2535.0															
	65														
2530.0															
	70														
2525.0															
	75														

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REPORT TITLE				HOLE ID
BORING RECORD				**A-19-007**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**2 of 2**

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-12-19**	**11-12-19**	**33.92547° / -116.96595° WGS84**	**A-19-008**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,591 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hollow Stem Auger			**B-53**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")			**Auto; 140 lbs / 30-inch drop**	**82%**
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings			**Not Encountered** / **Not Encountered**	**16.5 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
2590.0	0		SILTY SAND (SM); light brownish gray; dry; few GRAVEL; mostly fine to coarse SAND; little fines (FILL).												Hand auger to 5 feet, difficult
			CLAYEY SAND (SC); dark reddish brown; moist; mostly fine to coarse SAND; some fines (ALLUVIUM).		1					10					M
					2					12					M, PI
	5		medium dense.		3	8 13 20	33			16	116				M, UW
2580.0	10		dense.		4	10 10 13	23			12					M
2575.0	15		increase in coarse sand.		5	11 17 21	38			6	116				M, UW
			Bottom of borehole at 16.5 ft bgs												
2570.0	20														
2565.0	25														
2560.0	30														
	35														

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REPORT TITLE				HOLE ID
BORING RECORD				**A-19-008**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-11-19**	**11-11-19**	**33.92380° / -116.96593° WGS84**	**A-19-009**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,588 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hollow Stem Auger			**B-53**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")			**Auto; 140 lbs / 30-inch drop**	**82%**
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings			**Not Encountered** / **Not Encountered**	**16.5 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		SILTY SAND (SM); light brownish gray; dry; mostly fine to medium SAND; some fines (FILL).												Hand auger to 5 feet, difficult
					1					8					M
2585.0			CLAYEY SAND (SC); dense; dark reddish brown; moist; mostly fine to coarse SAND; some fines (ALLUVIUM).												
	5				2	10 14 23	37	100		15	116				M, UW
2580.0															
	10				3	8 11 11	22	94		14					M, PI
2575.0			SILTY SAND (SM); medium dense; dark reddish brown; moist; mostly fine SAND; some fines.												
	15				4	7 9 11	20	100		10	112				M, UW
			Bottom of borehole at 16.5 ft bgs												
2570.0	20														
2565.0															
	25														
2560.0															
	30														
2555.0															
	35														

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REPORT TITLE				HOLE ID
BORING RECORD				**A-19-009**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-11-19**	**11-11-19**	**33.92340° / -116.96592° WGS84**	**A-19-010**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,587 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hollow Stem Auger			**B-53**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")			**Auto; 140 lbs / 30-inch drop**	**82%**
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings			**Not Encountered** / **Not Encountered**	**16.5 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		SILTY SAND (SM); light brownish gray; dry; mostly fine to medium SAND; some fines (FILL).							7					Hand auger to 5 feet, difficult M, CP, CR
2585.0			SANDY LEAN CLAY (CL); stiff; dark reddish brown; moist; some fine to coarse SAND; medium plasticity (ALLUVIUM).		2	21				5					M
	5				3	12 14 14	28	83		12					M
2580.0			CLAYEY SAND (SC); dense; dark reddish brown; moist; mostly fine to coarse SAND; some fines.												
	10		fine to medium sand.		4	10 15 24	39	100		15	114				M, UW
2575.0			SILTY SAND (SM); medium dense; dark reddish brown; moist; mostly fine SAND; some fines.												
	15				5	4 7 8	15	100							
2570.0			Bottom of borehole at 16.5 ft bgs												
	20														
2565.0															
	25														
2560.0															
	30														
2555.0															
	35														

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REPORT TITLE				HOLE ID
BORING RECORD				**A-19-010**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-12-19**	**11-12-19**	**33.92215° / -116.96605° WGS84**	**A-19-011**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,578 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hollow Stem Auger			**B-53**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")			**Auto; 140 lbs / 30-inch drop**	**82%**
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings and patched with concrete			**Not Encountered** / **Not Encountered**	**16.5 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		ASPHALT CONCRETE (3"). BASE COURSE (18").												Hand auger to 5 feet, difficult
2575.0			SANDY LEAN CLAY (CL); stiff; dark reddish brown; moist; some fine to coarse SAND; medium plasticity (ALLUVIUM).		1					14					M, PI, R
					2					16					M
	5				3	7 13 20	33			22	103				M, UW
2570.0															
	10				4	5 7 12	19			13					M
2565.0															
	15				5	12 24 32	56			13	122				M, UW
2560.0			Bottom of borehole at 16.5 ft bgs												
	20														
2555.0															
	25														
2550.0															
	30														
2545.0															
	35														

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REPORT TITLE				HOLE ID
BORING RECORD				**A-19-011**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-13-19**	**11-13-19**	**33.92782° / -116.96538° WGS84**	**INF-1**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,601 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hand Auger			**Hand Auger**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")				
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings			**Not Encountered** / **Not Encountered**	**5.0 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
2600.0	0		SILTY SAND with GRAVEL (SM); light brownish gray; dry; little fine to coarse GRAVEL, 1 in. max. dia.; mostly fine to coarse SAND; little fines (FILL).												Hand auger to 5 feet, moderate to difficult
			SILTY SAND (SM); reddish brown; moist; mostly fine to medium SAND; some fines.		1					7					M
			CLAYEY SAND (SC); dark reddish brown; moist; mostly fine to coarse SAND; some fines.		2					13					M, PA
2595.0	5		Bottom of borehole at 5.0 ft bgs												
2590.0	10														
2585.0	15														
2580.0	20														
2575.0	25														
2570.0	30														
	35														

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REPORT TITLE				HOLE ID
BORING RECORD				**INF-1**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-13-19**	**11-13-19**	**33.92783° / -116.96550° WGS84**	**INF-2**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,600 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hand Auger			**Hand Auger**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")				
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings			**Not Encountered** / **Not Encountered**	**5.0 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		SILTY SAND with GRAVEL (SM); light brownish gray; dry; little fine to coarse GRAVEL; mostly fine to coarse SAND; little fines (FILL).												Hand auger to 5 feet, difficult
			SILTY SAND (SM); reddish brown; moist; mostly fine to medium SAND; some fines.		1					7					M
			SANDY LEAN CLAY (CL); dark reddish brown; moist; some fine to coarse SAND; medium plasticity (ALLUVIUM).		2					15					M, PA
2595.0	5		Bottom of borehole at 5.0 ft bgs												
2590.0	10														
2585.0	15														
2580.0	20														
2575.0	25														
2570.0	30														
	35														

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REPORT TITLE				HOLE ID
BORING RECORD				**INF-2**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

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LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-13-19**	**11-13-19**	**33.92384° / -116.96592° WGS84**	**INF-3**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,588 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hand Auger			**Hand Auger**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")				
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings			**Not Encountered** / **Not Encountered**	**5.0 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		SILTY SAND (SM); light brownish gray; dry; mostly fine to medium SAND; some fines (FILL).												Hand auger to 5 feet, very difficult
					1					5					M
2585.0			SANDY LEAN CLAY (CL); dark reddish brown; moist; some fine to coarse SAND; medium plasticity (ALLUVIUM).												
	5				2					15					M, PA
			Bottom of borehole at 5.0 ft bgs												
2580.0	10														
2575.0	15														
2570.0	20														
2565.0	25														
2560.0	30														
2555.0	35														

DRAFT

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REPORT TITLE				HOLE ID
BORING RECORD				**INF-3**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

PLOTTED: 02/12/2020 11:14 AM BY: MPalmer
PROJECT NUMBER: 20182212.001A
OFFICE FILTER: SAN DIEGO
gINT FILE: Klf_gint_master_2018
gINT TEMPLATE: E:\KLF_STANDARD_GINT_LIBRARY_2018.GLB [CLIENT_CALTRANS BORING RECORD MET/ENG]

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-12-19**	**11-12-19**	**33.92379° / -116.96615° WGS84**	**INF-4**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,588 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hand Auger			**Hand Auger**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")				
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings			**Not Encountered** / **Not Encountered**	**5.0 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		SILTY SAND (SM); light brownish gray; dry; mostly fine to medium SAND; some fines (FILL).												Hand auger to 5 feet, difficult
2585.0			SANDY LEAN CLAY (CL); dark reddish brown; moist; some fine to coarse SAND; medium plasticity (ALLUVIUM).		1					15					M
	5				2					12					M, PA
			Bottom of borehole at 5.0 ft bgs												
2580.0	10														
2575.0	15														
2570.0	20														
2565.0	25														
2560.0	30														
2555.0	35														

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REPORT TITLE				HOLE ID
BORING RECORD				**INF-4**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

PLOTTED: 02/12/2020 11:14 AM BY: MPalmer
PROJECT NUMBER: 20182212.001A
OFFICE FILTER: SAN DIEGO
gINT FILE: Klf_gint_master_2018
gINT TEMPLATE: E:\KLF_STANDARD_GINT_LIBRARY_2018.GLB [CLIENT_CALTRANS BORING RECORD MET/ENG]

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-12-19**	**11-12-19**	**33.92211° / -116.96616° WGS84**	**INF-5**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,577 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hand Auger			**Hand Auger**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")				
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings			**Not Encountered** / **Not Encountered**	**5.0 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		SILTY SAND (SM); light brownish gray; dry; mostly fine to medium SAND; some fines (FILL).												Hand auger to 5 feet
2575.0			SANDY LEAN CLAY (CL); dark reddish brown; moist; some fine to coarse SAND; medium plasticity (ALLUVIUM).		1					9					M
	5				2					18					M, PA
			Bottom of borehole at 5.0 ft bgs												
2570.0	10														
2565.0	15														
2560.0	20														
2555.0	25														
2550.0	30														
2545.0	35														

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REPORT TITLE				HOLE ID
BORING RECORD				**INF-5**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

PLOTTED: 02/12/2020 11:14 AM BY: MPalmer
gINT FILE: Klf_gint_master_2018
gINT TEMPLATE: E:\KLF_STANDARD_GINT_LIBRARY_2018.GLB [CLIENT_CALTRANS BORING RECORD MET/ENG]
PROJECT NUMBER: 20182212.001A
OFFICE FILTER: SAN DIEGO

LOGGED BY	BEGIN DATE	COMPLETION DATE	BOREHOLE LOCATION (Lat/Long or North/East and Datum)	HOLE ID
R. Ferryman	**11-12-19**	**11-12-19**	**33.92215° / -116.96589° WGS84**	**INF-6**
DRILLING CONTRACTOR			BOREHOLE LOCATION (Offset, Station, Line)	SURFACE ELEVATION
California Pacific Drilling			**Not Available**	**~2,578 ft**
DRILLING METHOD			DRILL RIG	BOREHOLE DIAMETER
Hand Auger			**Hand Auger**	**8 in**
SAMPLER TYPE(S) AND SIZE(S) (ID)			SPT HAMMER TYPE	HAMMER EFFICIENCY, ERi
SPT (1.4"), CAL (2.4")				
BOREHOLE BACKFILL AND COMPLETION			GROUNDWATER READINGS DURING DRILLING / AFTER DRILLING (DATE)	TOTAL DEPTH OF BORING
auger cuttings			**Not Encountered** / **Not Encountered**	**5.0 ft**

ELEVATION (ft)	DEPTH (ft)	Material Graphics	DESCRIPTION	Sample Location	Sample Number	Blows per 6 in.	Blows per foot	Recovery (%)	RQD (%)	Moisture Content (%)	Dry Unit Weight (pcf)	Shear Strength (tsf)	Drilling Method	Casing Depth	Remarks
	0		SILTY SAND (SM); light brownish gray; dry; mostly fine to medium SAND; some fines (FILL).												Hand auger to 5 feet
2575.0			SANDY LEAN CLAY (CL); dark reddish brown; moist; some fine to coarse SAND; medium plasticity (ALLUVIUM).		1					5					M
	5				2					13					M, PA
			Bottom of borehole at 5.0 ft bgs												
2570.0	10														
2565.0	15														
2560.0	20														
2555.0	25														
2550.0	30														
2545.0	35														

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REPORT TITLE				HOLE ID
BORING RECORD				**INF-6**
DIST.	COUNTY	ROUTE	POSTMILE	EA
08	**Riverside**	**10**	**8.22**	**1H870**
PROJECT OR BRIDGE NAME				
I-10 Pennsylvania Avenue, Beaumont, California				
BRIDGE NUMBER	PREPARED BY		DATE	SHEET
N/A	**M. Palmer**		**12-23-19**	**1 of 1**

PLOTTED: 02/12/2020 11:14 AM BY: MPalmer
PROJECT NUMBER: 20182212.001A
OFFICE FILTER: SAN DIEGO
gINT FILE: Klf_gint_master_2018
gINT TEMPLATE: E:\KLF_STANDARD_GINT_LIBRARY_2018.GLB [CLIENT_CALTRANS BORING RECORD MET/ENG]

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	CALIF.			230	291

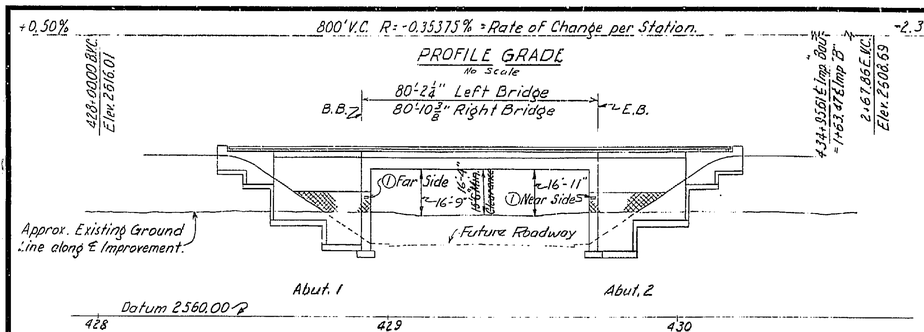
I-010-2(11)94 I-010-3(7)95

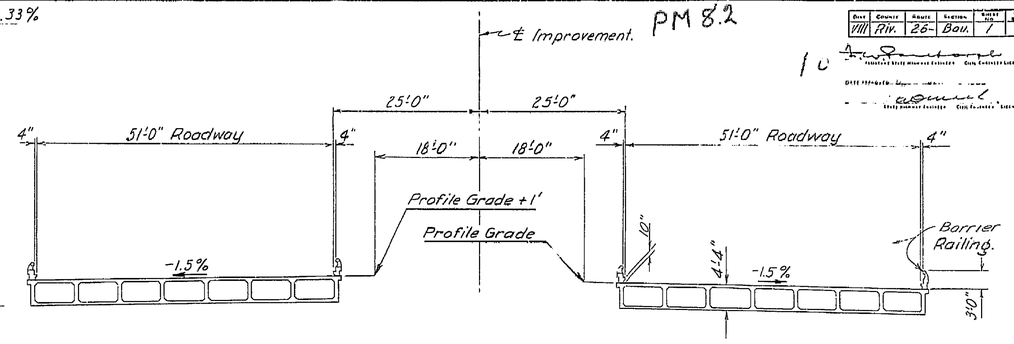
DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
VIII	RIV.	26-	Bau.	7	9

PM 8.2

10

+0.50% 800'V.C. R=-0.35375%=Rate of Change per Station. -2.33%



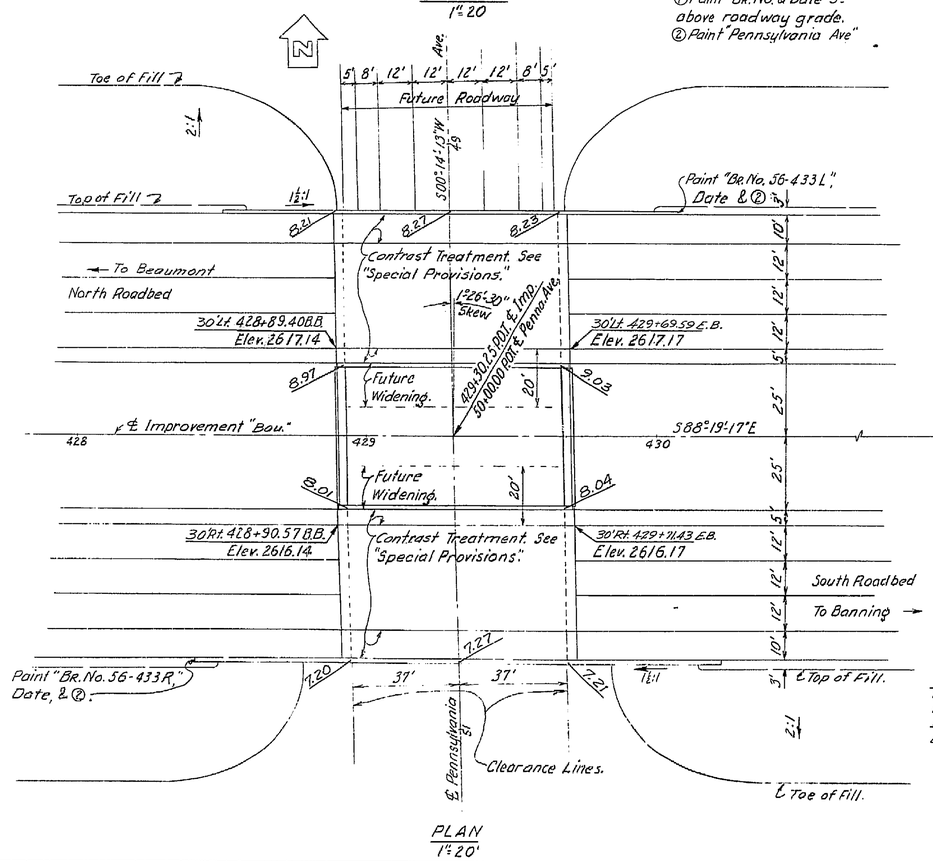


TYPICAL SECTION
1"=10'

APPROXIMATE QUANTITIES

*STRUCTURE EXCAVATION (BRIDGE)	2,045 C.Y.
*STRUCTURE BACKFILL (BRIDGE)	2,720 C.Y.
*CLASS "A" CONCRETE (BRIDGE)	1,885 C.Y.
RUBBER WATERSTOPS	230 L.F.
*BAR REINFORCING STEEL (BRIDGE)	321,000 LBS.
MISCELLANEOUS METAL (BRIDGE)	70 LBS.
CONTRAST TREATMENT	270 S.Y.
BARRIER RAILING, TYPE 1	495 L.F.
METAL SAFETY RAILING	94 L.F.

*FINAL ~~ESTIMATED~~ QUANTITIES



T.B.M. Copper nail in barrier rail at Abut. #2 South Bridge 13-A-61 Elev. 2618.04

Live Loading=H20-S16-44 & Alternative

INDEX TO PLANS

SHEET NO.	TITLE
1	General Plan.
2	Foundation Plan.
3.	Abutments.
4.	Abutment Details.
5.	Wing Walls.
6.	Typical Section.
7.	Girder Layout.
8.	Girder Reinforcement
9.	Log of Test Borings.

See Br. Dr. 32612

B-1	Barrier Railing.
B-3	Type 1 Cantilever Retaining Wall
B-4	Retaining Wall Details No. 1.
B-5	Standard Details No. 1.
B-6	Standard Details No. 2.

For Electrical Details See Road Plans.

Note: Sheet numbers prefixed with "B" apply to several structures and are grouped together and titled "BRIDGE DETAILS"

Note: For "General Notes" for this set of plans see "Foundation Plan" sheet.

AS BUILT PLANS
Contract No. 60-8VC11
Date Completed
Document No. 80000838

THIS SET OF PLANS HAS BEEN CORRECTED TO CORRESPOND TO THE "AS BUILT" PRINTS DATED 5-8-62, AS SUBMITTED BY RESIDENT ENGINEER M. Cooper
TRACINGS CORRECTED BY: [illegible] DATE: 5-8-62

BRIDGE DEPARTMENT			
··· DESIGN SECTION ··· 7			
Project Designer: Highway Engineering Lab.			
Chief Designer: Ofstad City			
DESIGN	By: RC Blake 1/59	Checked: MC Wiemann 4/59	
DETAILS	By: EC Cameron 11/59	Checked: MC Wiemann 4/59	
QUANTITIES	By: J. Edwards 3-59	Checked: H Fisher 7-59	
SPECIFICATIONS	By: JCB 7-59	Plans and Estimate Completed: JCB 7-59	
Approval Recommended by: [illegible] Engineer of Design		Civil Engineer No. [illegible]	Date: 7-59

60-8VC11	STATE OF CALIFORNIA DEPARTMENT OF PUBLIC WORKS DIVISION OF HIGHWAYS
PENNSYLVANIA AVENUE UNDERCROSSING	LOCATED IN THE CITY OF BEAUMONT IN RIVERSIDE COUNTY
GENERAL PLAN	
SCALE AS NOTED	BRIDGE 56-433 L/R FILE DRAWING C-5770-1

PREL. DRAWING NO. P- 57 1 3 7x21

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THE DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE / / / SIGNATURE _____ TITLE _____

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FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	CAL.			238	297

F-610-2(11)94 F-610-3(7)95

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
VIII	RIV	25	B.U.	9	9

DATE APPROVED _____

BRIDGE DEPARTMENT

REVISION
Change Bridge No. 56-433

FIELD STUDY	L. Eaton	10-14-57
DRAWN	L. Rollins	12-3-57
CHECKED	Rita Davis	12-4-57

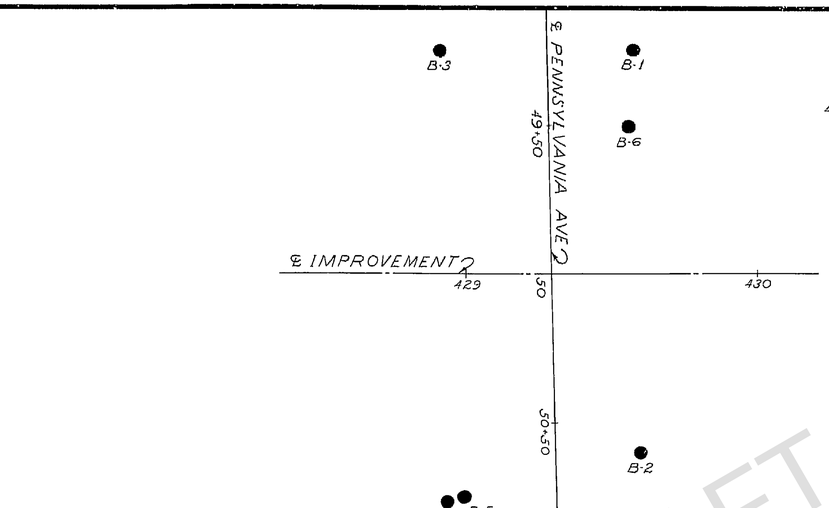
Approved Recommended for _____ Bridge Engineer

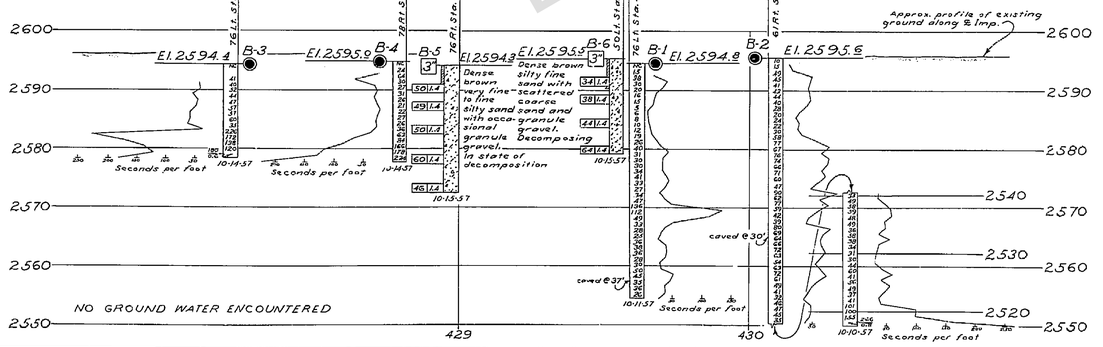
_____ Bridge Engineer

_____ State Highway Engineer

AS BUILT PLANS
Contract No. 60-876111
Date Completed _____
Document No. R0002838

DRAFT





BM# 13-B-56
Sp. hd. nail in lead in N.ly edge R.C. driveway 190 Lt. 1291.53 R.O.T. 2.1 mp. El. 2596.8

THIS SET OF PLANS HAS BEEN CORRECTED TO CORRESPOND TO THE "AS BUILT" PRINTS DATED 5-3-62 AS SUBMITTED BY RESIDENT ENGINEER M. Fogel
TRACINGS CORRECTED BY: PTS DATE: 8-3-62

CLASSIFICATION OF MATERIAL BASED ON STANDARD GRADE SIZE LIMITS

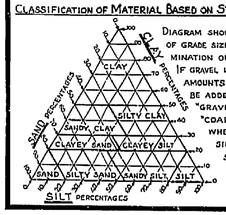


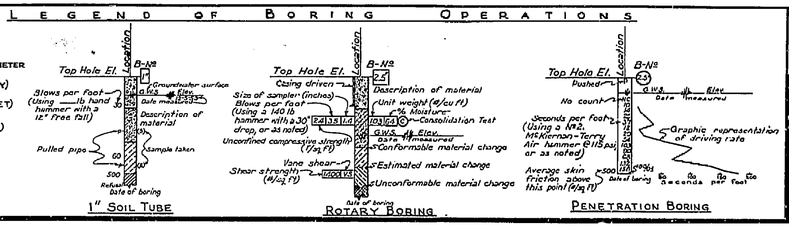
DIAGRAM SHOWING THE BASIS FOR ESTIMATES OF GRADE SIZE DISTRIBUTION USED IN DETERMINATION OF CLASS NAMES. IF GRAVEL IS PRESENT IN APPRECIABLE AMOUNTS THE TERM "GRAVELLY" MAY BE ADDED TO THE CLASS NAME, VIZ. "GRAVELLY SAND." THE TERMS "COARSE," "MEDIUM" AND "FINE" WHEN USED TO DESCRIBE SAND, SILT AND GRAVEL. REFER TO STANDARD GRADE SIZE LIMITS.

LEGEND OF EARTH MATERIALS

- GRAVEL
- SAND
- SILT
- CLAY
- SANDY CLAY OR CLAYEY SAND
- SANDY SILT OR SILTY SAND
- SILTY CLAY OR CLAYEY SILT
- PEAT AND/OR ORGANIC MATTER
- FILL MATERIAL
- IGNEOUS ROCK
- SEDIMENTARY ROCK
- METAMORPHIC ROCK

LEGEND OF BORING OPERATIONS

- PLAN OF ANY BORING
- PENETROMETER
- 2½" CONE PENETROMETER
- SAMPLER BORING (DRY)
- ROTARY BORING (WET)
- AUGER BORING (DRY)
- JET BORING
- CORE BORING
- TEST PIT



NOTES

The contractor's attention is directed to Section 2-1.03 of the Standard Specifications and to the Special Provisions accompanying this set of plans.

Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analysis.

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

PENNSYLVANIA AVE UNDERCROSSING

LOG OF TEST BORINGS

SCALE Horiz. 1"=20' Vert. 1"=10' | BRIDGE 56-433 | FILE. - | DRAWING C-5770-9

PREL. DRAWING NO P-5770

I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL AT SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE _____ SIGNATURE _____ TITLE _____

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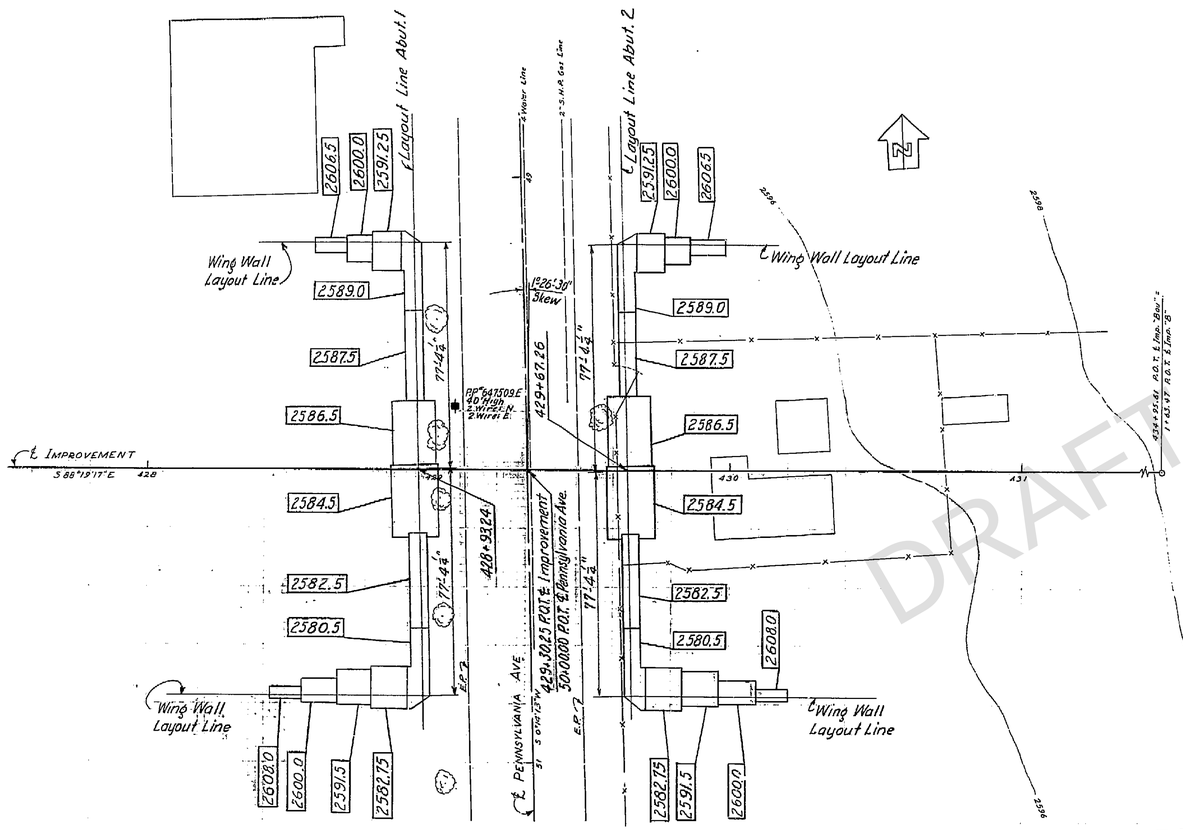
I-010-2(11)94 I-010-3(7)95

FED. ROAD DIV. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	CALIF.			231	291

DIST.	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
VIII	Riv	26	8	2	9



FOUNDATION PLAN

Note: Elevation of bottom of footing shown thus 2591.0.

AS BUILT PLANS
Contract No. 60-8VC11
Date Completed
Document No. 80000838

GENERAL NOTES

SPECIFICATIONS:

DESIGN: A.A.S.H.O. DATED 1953 WITH REVISIONS AND AS SUPPLEMENTED BY BRIDGE PLANNING AND DESIGN MANUAL.

CONSTRUCTION: STANDARD SPECIFICATIONS, DIVISION OF HIGHWAYS, DATED ~~AUGUST 1954~~ JANUARY 1960 AND THE SPECIAL PROVISIONS.

LIVE LOADING: H20-S16-44 AND ALTERNATIVE

UNIT STRESSES:

REINFORCED CONCRETE: F_S = 20,000 P.S.I., N = 10

F_C = 1,200 P.S.I. (EXCEPT AS NOTED)

F_C = 1,000 P.S.I. (ROADWAY SLAB ON GIRDERS)

FOOTING PRESSURE: 5 TONS P.S.F. RIGHT BRIDGE
3.5 TONS P.S.F. LEFT BRIDGE
2.5 TONS P.S.F. WINGWALLS IN FILLS

THIS SET OF PLANS HAS BEEN CORRECTED TO CORRESPOND TO THE "AS BUILT" PRINTS DATED 2-8-62, AS SUBMITTED BY RESIDENT ENGINEER M. Fogel
TRACINGS CORRECTED BY: RTS DATE: 8-3-62

B.M. 43-B-56
Sp. hd. nail in lead in N'ly edge P.C. driveway 188' Lt. 429+62 P.O.T. ℄ Imp.
El. 2596.53

B.M. U.S.C. & G.S. "N448-1949"
Brass disk in top of W. end of S. headwall 296' Rt. 429+07 P.O.T. ℄ Imp.
El. 2592.838

CONTOURS CHECKED AND VERIFIED IN FIELD
Date: 9-11-57
By: B. Nagata

Drawn by DEDEN 8-30-57
Checked by W.H. Hansen 9-16-57

BRIDGE DEPARTMENT
... DESIGN SECTION ...
Project Designer Harry D. Kellick
Chief Designer J. Schindley

DESIGN	By R.C. Blake 1/58	Checked A. McKilvray 6/59	
DETAILS	By R.C. Hinzmeier 2-58	Checked A. McKilvray 6/59	
QUANTITIES	By W. F. Sinkoda 1-59	Checked F. D. Tegtsen 1/59	
SPECIFICATIONS	By	Plans and Specs. Completed	
Approval Recommended by	W. F. Rad, Engineer of Design	Civil Engineering Engr. License No.	6724

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

PENNSYLVANIA AVE. UNDERCROSSING

FOUNDATION PLAN

SCALE 1" = 20' | BRIDGE 56-133 | FILE | DRAWING C-5770-2

PREL. DRAWING No. P-5770 | X | 13

REVISION
Change reference to specs.
REVISED BY
CHECKED BY
QUANTITIES BY
APR. 10-59

I HEREBY CERTIFY THAT THIS [illegible] TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CON[illegible] THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF PUBLIC WORKS.

DATE [illegible] SIGNATURE [illegible] TITLE [illegible]

DRAFT

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APPENDIX B
Infiltration Testing

DRAFT

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APPENDIX B

INFILTRATION TESTING

Infiltration testing was performed in six 5-foot deep borings advanced using a hand auger. Infiltration testing was performed in order to evaluate the subsurface conditions for stormwater infiltration. Infiltration testing was performed using the Percolation Test Procedure outlined in percolation tests in accordance with the Riverside County Design Handbook for Low Impact Development Best Management Practices (County BMP Manual), dated September 2011.

Infiltration testing took place between November 14 and November 15, 2019. The percolation tests were presoaked using water at least 15 hours prior to testing. The percolation test was performed by adding water via buckets to the hole and measuring the drop over a 30-minute period for at least 6 hours. A water sounder was used to record the water level drop to the nearest 0.01 foot. In accordance with the County BMP Handbook, the last measurement was used to calculate the percolation rate. The results of the infiltration testing are attached to this appendix and the results are discussion in Section 8 of this report.

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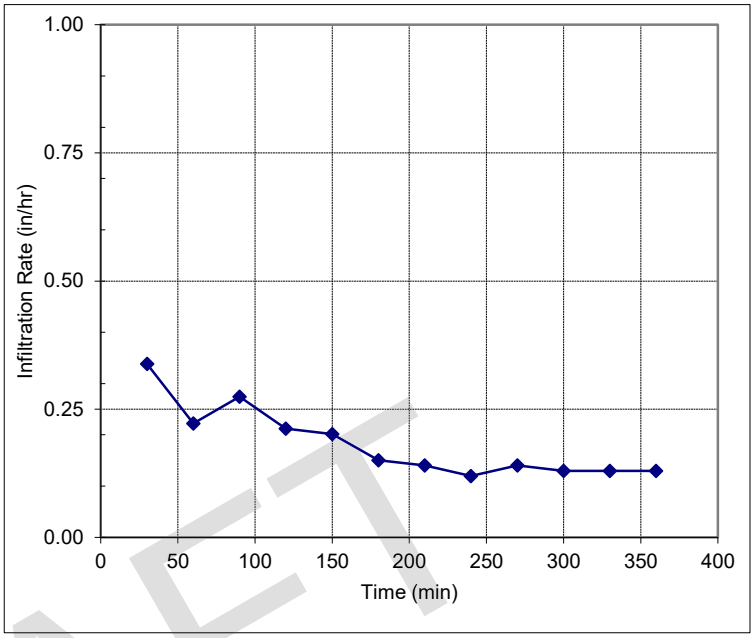
Project: I-10 Pennsylvania
Tester R. Ferryman
Date: November 14, 2019
Location: INF-1

Method: Borehole Percolation Test Procedure

INCREMENTAL INFILTRATION RATE

Time Between Readings (minutes)	Total Elapsed Time (minutes)	Drop in Head (feet)	Percolation Rate (min/in)	Tested Infiltration Rate (in/hour)
25	25	0.43	4.84	0.54
25	50	0.37	5.63	0.46
30	30.00	0.33	7.58	0.34
30	60.00	0.22	11.36	0.22
30	90.00	0.27	9.26	0.27
30	120.00	0.21	11.90	0.21
30	150.00	0.20	12.50	0.20
30	180.00	0.15	16.67	0.15
30	210.00	0.14	17.86	0.14
30	240.00	0.12	20.83	0.12
30	270.00	0.14	17.86	0.14
30	300.00	0.13	19.23	0.13
30	330.00	0.13	19.23	0.13
30	360.00	0.13	19.23	0.13



DRAFT

$$I_t = \frac{\Delta H\ \pi r^2 60}{\Delta t(\pi r^2 + 2\pi r H_{avg})} = \frac{\Delta H\ 60\ r}{\Delta t(r + 2H_{avg})}$$

Where:

I_t = tested infiltration rate, inches/hour
ΔH = change in head over the time interval, inches
Δt = time interval, minutes
$^*r$ = effective radius of test hole
H_{avg} = average head over the time interval, inches

Presoak Level (ft, bgs):	1.50	Final period drop delta d (in):	1.56
Starting water level (ft, bgs):	1.45	Diameter of well casing (in)	2
Well bottom depth (ft, bgs)	5.35	Diameter of boring (in):	8
Water column height Ho (in):	46.8		

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Project No.: 20182212.001A

Boring Percolation Test Method

I-10 Pennsylvania Avenue
Interchange Improvement Project
Beaumont, California

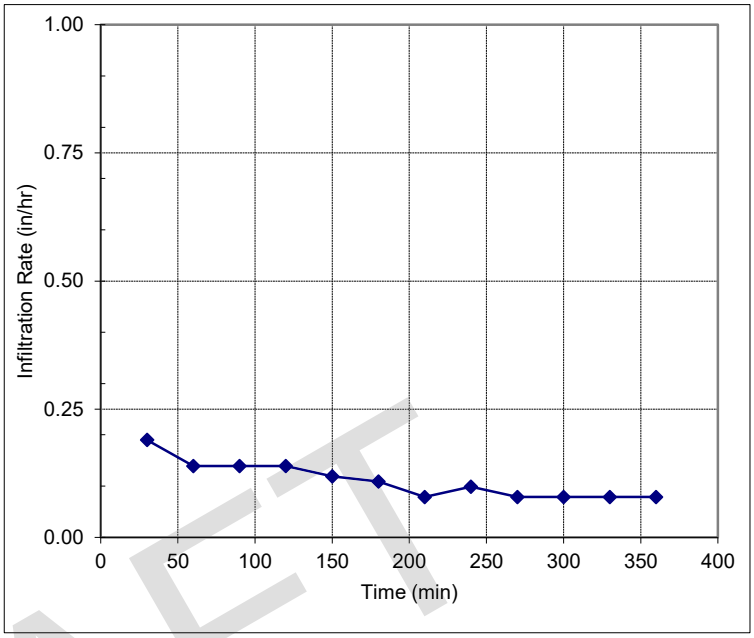
Figure

Project: I-10 Pennsylvania
Tester R. Ferryman
Date: November 14, 2019
Location: INF-2

Method: Borehole Percolation Test Procedure

INCREMENTAL INFILTRATION RATE

Time Between Readings (minutes)	Total Elapsed Time (minutes)	Drop in Head (feet)	Percolation Rate (min/in)	Tested Infiltration Rate (in/hour)
25	25	0.31	6.72	0.38
25	50	0.13	16.03	0.15
30	30.00	0.19	13.16	0.19
30	60.00	0.14	17.86	0.14
30	90.00	0.14	17.86	0.14
30	120.00	0.14	17.86	0.14
30	150.00	0.12	20.83	0.12
30	180.00	0.11	22.73	0.11
30	210.00	0.08	31.25	0.08
30	240.00	0.10	25.00	0.10
30	270.00	0.08	31.25	0.08
30	300.00	0.08	31.25	0.08
30	330.00	0.08	31.25	0.08
30	360.00	0.08	31.25	0.08



DRAFT

$$I_t = \frac{\Delta H\ \pi r^2 60}{\Delta t(\pi r^2 + 2\pi r H_{avg})} = \frac{\Delta H\ 60\ r}{\Delta t(r + 2H_{avg})}$$

Where:

I_t = tested infiltration rate, inches/hour
ΔH = change in head over the time interval, inches
Δt = time interval, minutes
*r = effective radius of test hole
H_{avg} = average head over the time interval, inches

Presoak Level (ft, bgs):	1.50	Final period drop delta d (in):	0.96
Starting water level (ft, bgs):	1.46	Diameter of well casing (in)	2
Well bottom depth (ft, bgs)	5.39	Diameter of boring (in):	8
Water column height Ho (in):	47.16		

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Boring Percolation Test Method

I-10 Pennsylvania Avenue
Interchange Improvement Project
Beaumont, California

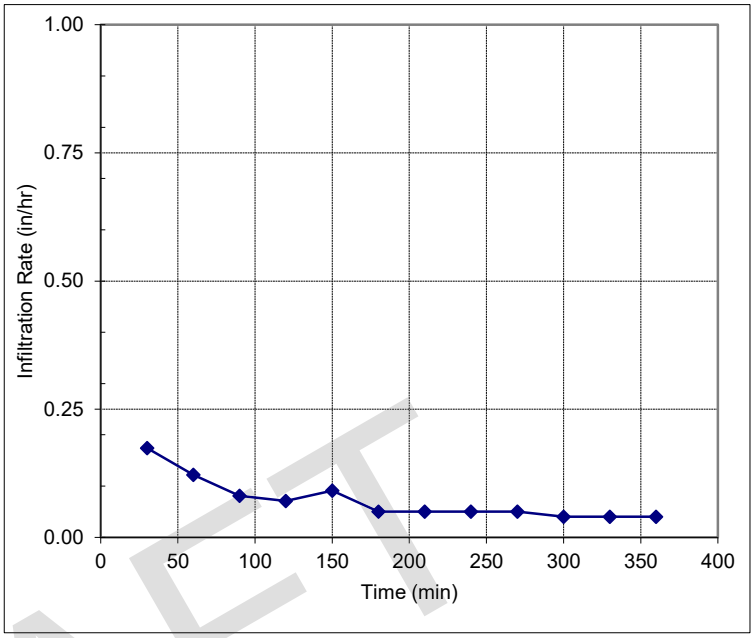
Figure

Project: I-10 Pennsylvania
Tester H. Marquez
Date: November 15, 2019
Location: INF-3

Method: Borehole Percolation Test Procedure

INCREMENTAL INFILTRATION RATE

Time Between Readings (minutes)	Total Elapsed Time (minutes)	Drop in Head (feet)	Percolation Rate (min/in)	Tested Infiltration Rate (in/hour)
25	25	0.27	7.72	0.34
25	50	0.18	11.57	0.22
30	30.00	0.17	14.71	0.17
30	60.00	0.12	20.83	0.12
30	90.00	0.08	31.25	0.08
30	120.00	0.07	35.71	0.07
30	150.00	0.09	27.78	0.09
30	180.00	0.05	50.00	0.05
30	210.00	0.05	50.00	0.05
30	240.00	0.05	50.00	0.05
30	270.00	0.05	50.00	0.05
30	300.00	0.04	62.50	0.04
30	330.00	0.04	62.50	0.04
30	360.00	0.04	62.50	0.04



DRAFT

$$I_t = \frac{\Delta H\ \pi r^2 60}{\Delta t(\pi r^2 + 2\pi r H_{avg})} = \frac{\Delta H\ 60\ r}{\Delta t(r + 2H_{avg})}$$

Where:

I_t = tested infiltration rate, inches/hour
ΔH = change in head over the time interval, inches
Δt = time interval, minutes
$^*r$ = effective radius of test hole
H_{avg} = average head over the time interval, inches

Presoak Level (ft, bgs):	1.50	Final period drop delta d (in):	0.48
Starting water level (ft, bgs):	1.48	Diameter of well casing (in)	2
Well bottom depth (ft, bgs)	5.30	Diameter of boring (in):	8
Water column height Ho (in):	45.84		

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Boring Percolation Test Method

I-10 Pennsylvania Avenue
Interchange Improvement Project
Beaumont, California

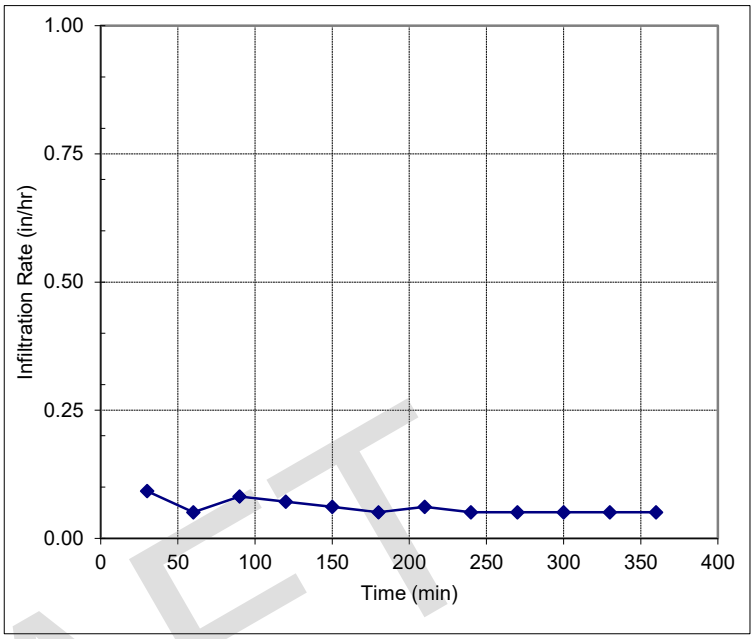
Figure

Project: I-10 Pennsylvania
Tester H. Marquez
Date: November 15, 2019
Location: INF-4

Method: Borehole Percolation Test Procedure

INCREMENTAL INFILTRATION RATE

Time Between Readings (minutes)	Total Elapsed Time (minutes)	Drop in Head (feet)	Percolation Rate (min/in)	Tested Infiltration Rate (in/hour)
25	25	0.33	6.31	0.42
25	50	0.21	9.92	0.26
30	30.00	0.09	27.78	0.09
30	60.00	0.05	50.00	0.05
30	90.00	0.08	31.25	0.08
30	120.00	0.07	35.71	0.07
30	150.00	0.06	41.67	0.06
30	180.00	0.05	50.00	0.05
30	210.00	0.06	41.67	0.06
30	240.00	0.05	50.00	0.05
30	270.00	0.05	50.00	0.05
30	300.00	0.05	50.00	0.05
30	330.00	0.05	50.00	0.05
30	360.00	0.05	50.00	0.05



DRAFT

$$I_t = \frac{\Delta H\ \pi r^2 60}{\Delta t(\pi r^2 + 2\pi r H_{avg})} = \frac{\Delta H\ 60\ r}{\Delta t(r + 2H_{avg})}$$

Where:

I_t = tested infiltration rate, inches/hour
ΔH = change in head over the time interval, inches
Δt = time interval, minutes
$^*r$ = effective radius of test hole
H_{avg} = average head over the time interval, inches

Presoak Level (ft, bgs):	1.50	Final period drop delta d (in):	0.6
Starting water level (ft, bgs):	1.51	Diameter of well casing (in)	2
Well bottom depth (ft, bgs)	5.29	Diameter of boring (in):	8
Water column height Ho (in):	45.36		

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Boring Percolation Test Method

I-10 Pennsylvania Avenue
Interchange Improvement Project
Beaumont, California

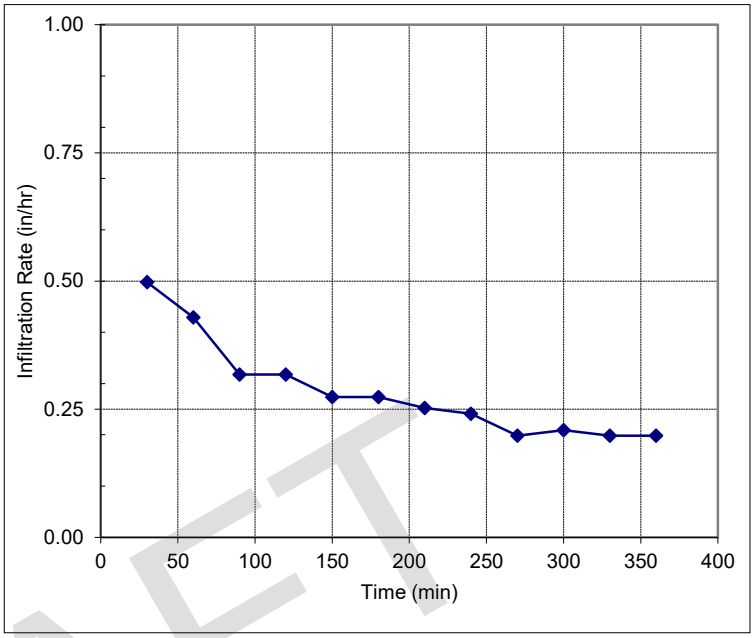
Figure

Project: I-10 Pennsylvania
Tester R. Ferryman
Date: November 15, 2019
Location: INF-5

Method: Borehole Percolation Test Procedure

INCREMENTAL INFILTRATION RATE

Time Between Readings (minutes)	Total Elapsed Time (minutes)	Drop in Head (feet)	Percolation Rate (min/in)	Tested Infiltration Rate (in/hour)
25	25	0.87	2.39	1.20
25	50	0.46	4.53	0.60
30	30.00	0.46	5.43	0.50
30	60.00	0.40	6.25	0.43
30	90.00	0.30	8.33	0.32
30	120.00	0.30	8.33	0.32
30	150.00	0.26	9.62	0.27
30	180.00	0.26	9.62	0.27
30	210.00	0.24	10.42	0.25
30	240.00	0.23	10.87	0.24
30	270.00	0.19	13.16	0.20
30	300.00	0.20	12.50	0.21
30	330.00	0.19	13.16	0.20
30	360.00	0.19	13.16	0.20



DRAFT

$$I_t = \frac{\Delta H\ \pi r^2 60}{\Delta t(\pi r^2 + 2\pi r H_{avg})} = \frac{\Delta H\ 60\ r}{\Delta t(r + 2H_{avg})}$$

Where:

I_t = tested infiltration rate, inches/hour
ΔH = change in head over the time interval, inches
Δt = time interval, minutes
$^*r$ = effective radius of test hole
H_{avg} = average head over the time interval, inches

Presoak Level (ft, bgs):	1.50	Final period drop delta d (in):	2.28
Starting water level (ft, bgs):	1.52	Diameter of well casing (in)	2
Well bottom depth (ft, bgs)	5.28	Diameter of boring (in):	8
Water column height Ho (in):	45.12		

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Boring Percolation Test Method

I-10 Pennsylvania Avenue
Interchange Improvement Project
Beaumont, California

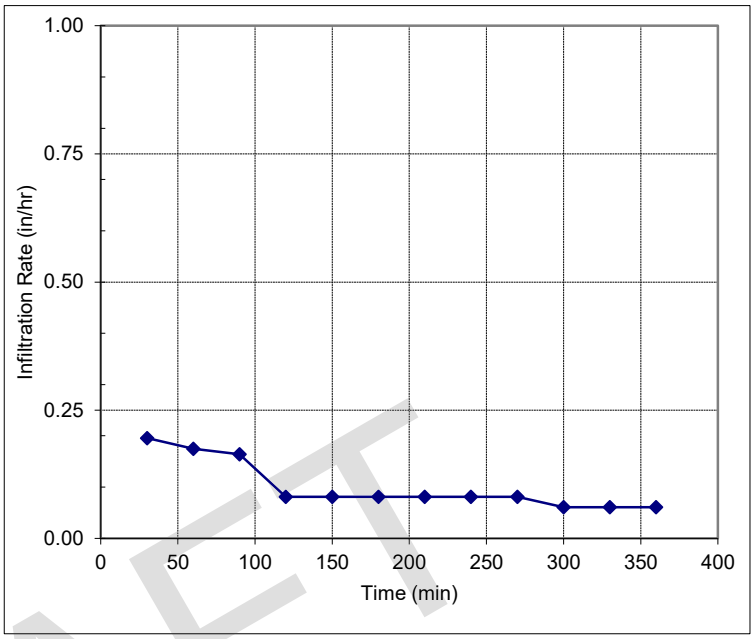
Figure

Project: I-10 Pennsylvania
Tester R. Ferryman
Date: November 15, 2019
Location: INF-6

Method: Borehole Percolation Test Procedure

INCREMENTAL INFILTRATION RATE

Time Between Readings (minutes)	Total Elapsed Time (minutes)	Drop in Head (feet)	Percolation Rate (min/in)	Tested Infiltration Rate (in/hour)
25	25	0.24	8.68	0.30
25	50	0.23	9.06	0.29
30	30.00	0.19	13.16	0.20
30	60.00	0.17	14.71	0.17
30	90.00	0.16	15.63	0.16
30	120.00	0.08	31.25	0.08
30	150.00	0.08	31.25	0.08
30	180.00	0.08	31.25	0.08
30	210.00	0.08	31.25	0.08
30	240.00	0.08	31.25	0.08
30	270.00	0.08	31.25	0.08
30	300.00	0.06	41.67	0.06
30	330.00	0.06	41.67	0.06
30	360.00	0.06	41.67	0.06



DRAFT

$$I_t = \frac{\Delta H\ \pi r^2 60}{\Delta t(\pi r^2 + 2\pi r H_{avg})} = \frac{\Delta H\ 60\ r}{\Delta t(r + 2H_{avg})}$$

Where:

I_t = tested infiltration rate, inches/hour
ΔH = change in head over the time interval, inches
Δt = time interval, minutes
$^*r$ = effective radius of test hole
H_{avg} = average head over the time interval, inches

Presoak Level (ft, bgs):	1.50	Final period drop delta d (in):	0.72
Starting water level (ft, bgs):	1.46	Diameter of well casing (in)	2
Well bottom depth (ft, bgs)	5.27	Diameter of boring (in):	8
Water column height Ho (in):	45.72		

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Boring Percolation Test Method

I-10 Pennsylvania Avenue
Interchange Improvement Project
Beaumont, California

Figure

APPENDIX C
Laboratory Testing

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APPENDIX C
LABORATORY TESTING

Laboratory tests were performed on representative intact and bulk soil samples collected during our field exploration to estimate engineering characteristics of the various earth materials encountered. Testing was performed by AP Engineering and Testing, Inc. (AP) of Pomona, California. Testing was performed in general accordance with ASTM Standards for Soil Testing (latest revisions) or Caltrans California Testing Methods (CTM, latest revisions).

MOISTURE CONTENT AND DRY UNIT WEIGHT

Moisture content and dry unit weight tests were performed on soil samples collected from the borings in general accordance with ASTM D2216 and D7263, respectively. The results are presented on the Logs of Borings in Appendix A.

PERCENT PASSING NO. 200 SIEVE

The percent passing the No. 200 sieve was performed on samples of the material to evaluate the fines content of the soil and to aid in classification. The tests were performed in general accordance with ASTM Standard Test Method D1140. The results of these tests are presented in Table C-1.

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Table C-1
Percent Passing No. 200 Sieve Results

Boring	Depth (feet)	Geologic Unit	USCS Soil Group	Percent Passing No. 200 Sieve
A-19-002	5	Fill	SC	43.4
A-19-003	10	Alluvium	SC	32.0
A-19-005	0.5-5	Fill	SC	43.8
A-19-007	20	Alluvium	SP-SM	10.3
A-19-007	30	Alluvium	SC	33.2
A-19-007	40	Alluvium	SM	42.6
A-19-007	50	Alluvium	SM	42.6
A-19-008	2-5	Alluvium	SC	45.4
A-19-009	10	Alluvium	SC	40.0

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Boring	Depth (feet)	Geologic Unit	USCS Soil Group	Percent Passing No. 200 Sieve
A-19-010	0-5	Alluvium	CL	54.3
A-19-011	10	Alluvium	CL	50.1

GRAIN SIZE DISTRIBUTION AND HYDROMETER ANALYSIS

Sieve analyses and hydrometer analyses were performed on three samples of the material encountered at the site to evaluate the grain size distribution characteristics of the soil and to aid in classification. The tests were performed in general accordance with ASTM Standard Test Method D6913 and D7928. The results of these tests are presented on the Figures in Appendix B following the text.

ATTERBERG LIMITS

Atterberg limits testing was performed on 12 sample of the material encountered at the site to evaluate the plasticity index of the soil and to aid in classification. The test was performed in general accordance with ASTM Standard Test Method D4318. The results of this test are presented on the attached Figure in Appendix B following the text.

DIRECT SHEAR STRENGTH

Direct shear testing was performed on three relatively undisturbed samples to estimate the soil shear strength values in general accordance with ASTM Standard Test Method D3080. Prior to shearing, the samples were soaked to near saturation. The results of these tests are presented on the attached Figures in Appendix B following the text.

CONSOLIDATION TESTING

Consolidation testing was performed on one relatively undisturbed sample to estimate the soil's compressibility in general accordance with ASTM Standard Test Method D2435. The sample was saturated at 2 ksf during loading. The test results are presented on the attached Figures in Appendix B following the text.

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COLLAPSE POTENTIAL

Collapse potential testing was performed on two relatively undisturbed samples to evaluate the soil's collapsibility during inundation in general accordance with ASTM Standard Test Method D4546. The samples were saturated at 2 ksf overburden pressure. The test results are presented on the attached Figures in Appendix B following the text.

EXPANSION INDEX TESTING

Expansion index testing was performed on two near surface bulk samples to evaluate the soil's expansion potential during inundation in general accordance with ASTM Standard Test Method D4829. The test results are presented on the attached Figures in Appendix B following the text and in Table C-2.

Table C-2

Expansion Index Test Results

Boring	Depth (feet)	Geologic Unit	USCS Soil Group	Expansion Index
A-19-001	1-3	Fill	SC-SM	3
A-19-007	2-5	Alluvium	SC	47

MAXIMUM DENSITY AND OPTIMUM MOISTURE CONTENT (COMPACTION TESTING)

Compaction testing was performed on two near surface bulk samples to evaluate the soil's compaction characteristics in general accordance with ASTM Standard Test Method D1557. The test results are presented on the attached Figures in Appendix B following the text and in Table C-3.

Table C-3

Expansion Index Test Results

Boring	Depth (feet)	Geologic Unit	USCS Soil Group	Maximum Dry Density (pcf)	Optimum Moisture Content (%)
A-19-001	1-3	Fill	SC-SM	129.9	9.3
A-19-010	0-5	Alluvium	CL	128.2	9.8

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R-VALUE TEST

R-value testing was performed on four samples of the near-surface soils encountered at the site. The tests were performed in general accordance with ASTM Standard Test Method D2844. The test results are summarized in Table C-4 and presented on the attached Figures in Appendix B following the text.

Table C-4

R-Value Test Results

Boring	Depth (feet)	Geologic Unit	USCS Soil Type	R-Value
A-19-002	1-5	Alluvium	SC	35
A-19-005	0.5-5	Fill	SC	28
A-19-007	2-5	Alluvium	SC	24
A-19-011	2-5	Alluvium	CL	18

CORROSIVITY TESTS

A series of chemical tests were performed on selected soil samples to estimate pH, resistivity, and sulfate and chloride contents in general accordance with California Test Methods 643, 417, and 422. The test results may be used by a qualified corrosion engineer to evaluate the general corrosion potential with respect to the construction materials. Results of these tests are summarized in Table C-5.

Table C-5

Corrosivity Test Results

Boring Location	Depth	Geologic Unit	USCS Soil Type	pH	Resistivity	Sulfate	Chlorides
	feet				ohm-cm[1]	ppm[1]	ppm[1]
A-19-002	1-5	Alluvium	SC	7.1	2,135	275	47
A-19-007	2-5	Alluvium	SC	6.8	6,264	38	33
A-19-010	0-5	Alluvium	CL	7.2	6,836	40	32

[1] ohm-cm = ohm-centimeter, ppm = parts per million

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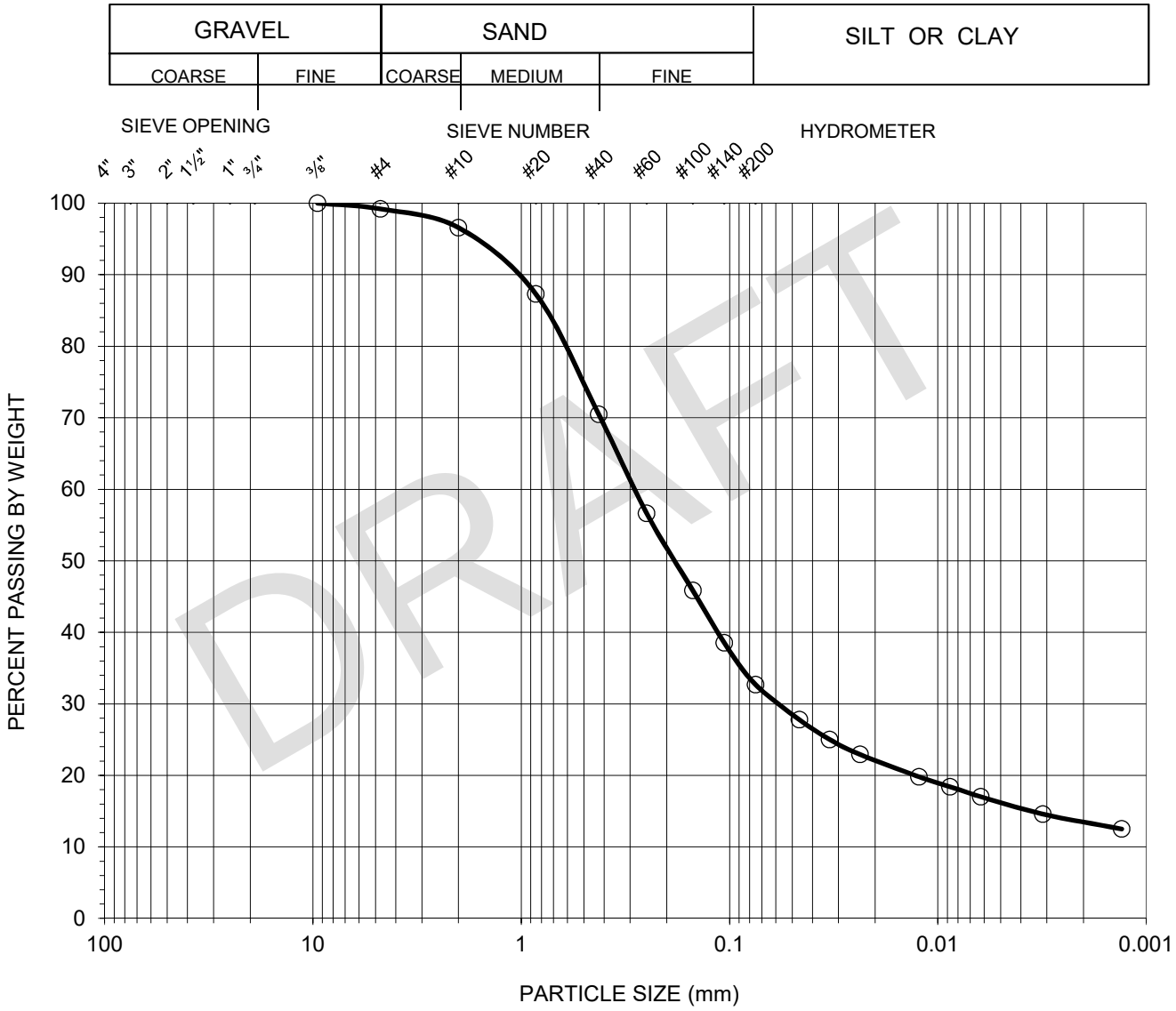
GRAIN SIZE DISTRIBUTION CURVE
ASTM D 6913 & D 7928

Client Name:	Kleinfelder	Tested by:	NR	Date:	11/26/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed by:	NR	Date:	11/26/19
Project Number:	20182212.001A	Checked by:	AP	Date:	12/02/19



Symbol	Boring No.	Sample No.	Sample Depth (feet)	Percent			Atterberg Limits LL:PL:PI	Soil Type U.S.C.S
				Gravel	Sand	Silt & Clay		
○	INF-1	2	4.5-5	1	66	33	N/A	SC*

**Note: Based on visual classification of sample*

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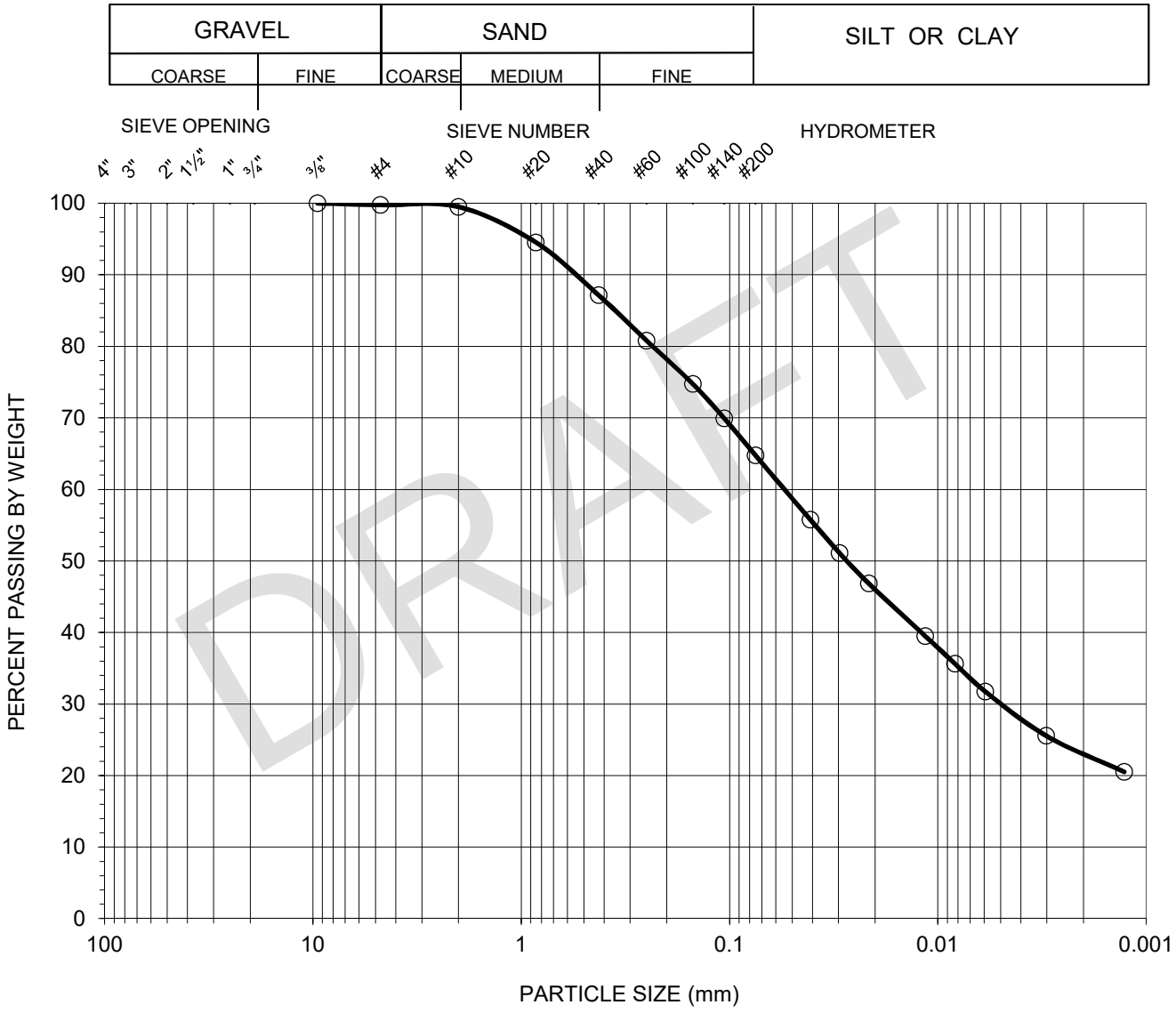
GRAIN SIZE DISTRIBUTION CURVE
ASTM D 6913 & D 7928

Client Name:	Kleinfelder	Tested by:	NR	Date:	11/26/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed by:	NR	Date:	11/26/19
Project Number:	20182212.001A	Checked by:	AP	Date:	12/02/19



Symbol	Boring No.	Sample No.	Sample Depth (feet)	Percent			Atterberg Limits LL:PL:PI	Soil Type U.S.C.S
				Gravel	Sand	Silt & Clay		
○	INF-2	2	4.5-5	0	35	65	N/A	CL*

**Note: Based on visual classification of sample*

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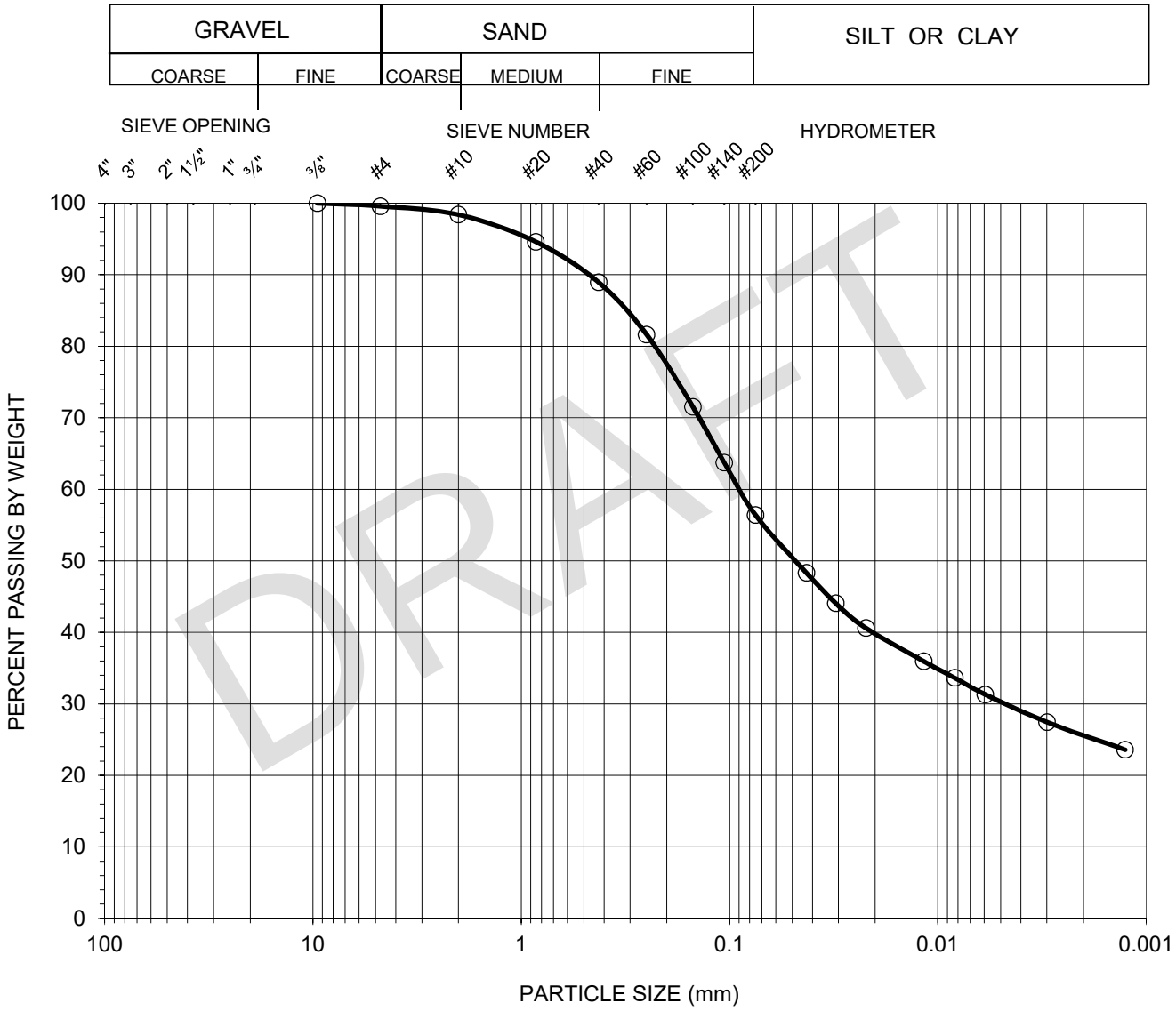
GRAIN SIZE DISTRIBUTION CURVE
ASTM D 6913 & D 7928

Client Name:	Kleinfelder	Tested by:	NR	Date:	11/26/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed by:	NR	Date:	11/26/19
Project Number:	20182212.001A	Checked by:	AP	Date:	12/02/19



Symbol	Boring No.	Sample No.	Sample Depth (feet)	Percent			Atterberg Limits LL:PL:PI	Soil Type U.S.C.S
				Gravel	Sand	Silt & Clay		
○	INF-3	2	4.5-5	0	44	56	N/A	CL*

**Note: Based on visual classification of sample*

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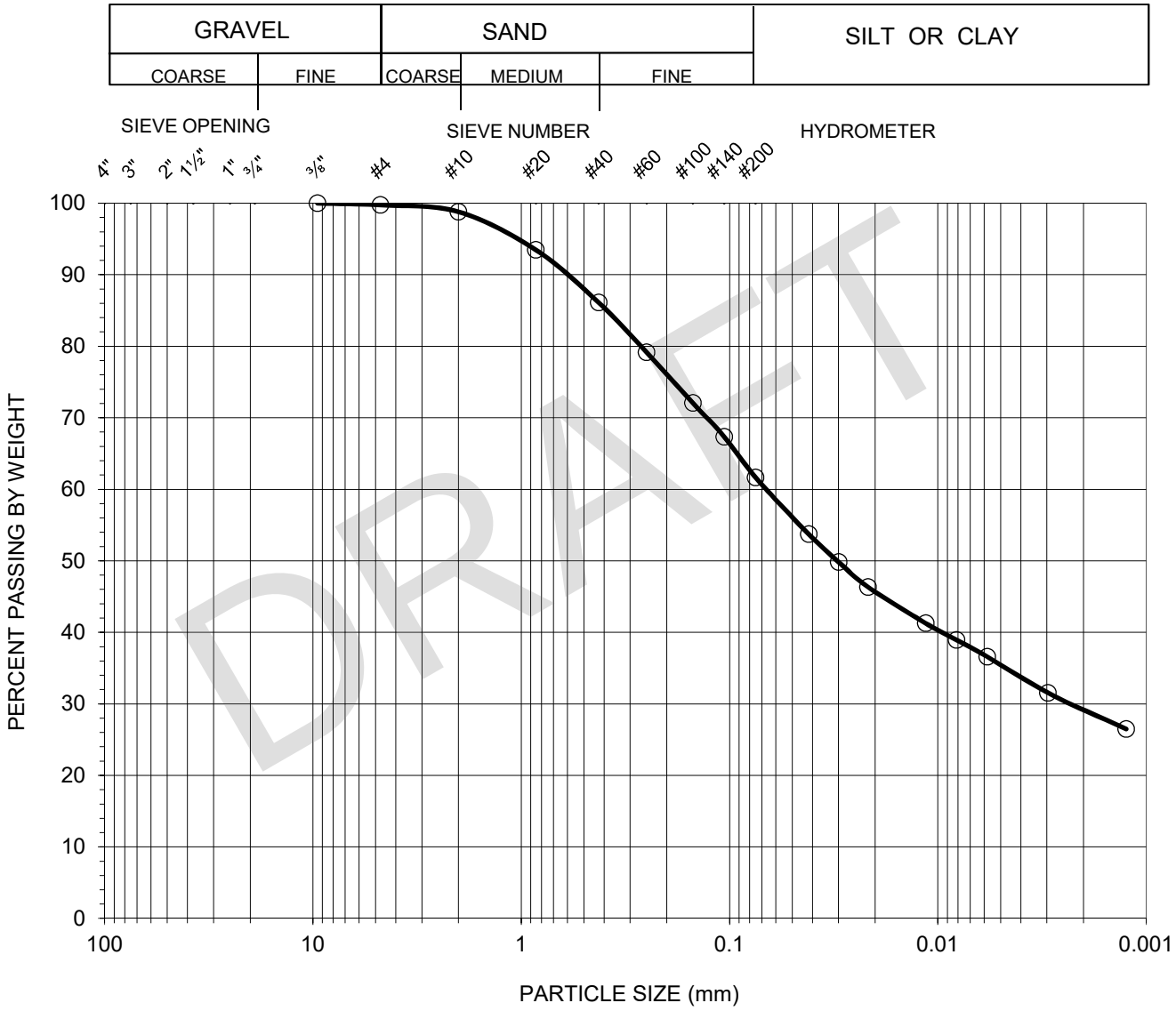
GRAIN SIZE DISTRIBUTION CURVE
ASTM D 6913 & D 7928

Client Name:	Kleinfelder	Tested by:	NR	Date:	11/26/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed by:	NR	Date:	11/26/19
Project Number:	20182212.001A	Checked by:	AP	Date:	12/02/19



Symbol	Boring No.	Sample No.	Sample Depth (feet)	Percent			Atterberg Limits LL:PL:PI	Soil Type U.S.C.S
				Gravel	Sand	Silt & Clay		
○	INF-4	2	4.5-5	0	38	62	N/A	CL*

**Note: Based on visual classification of sample*

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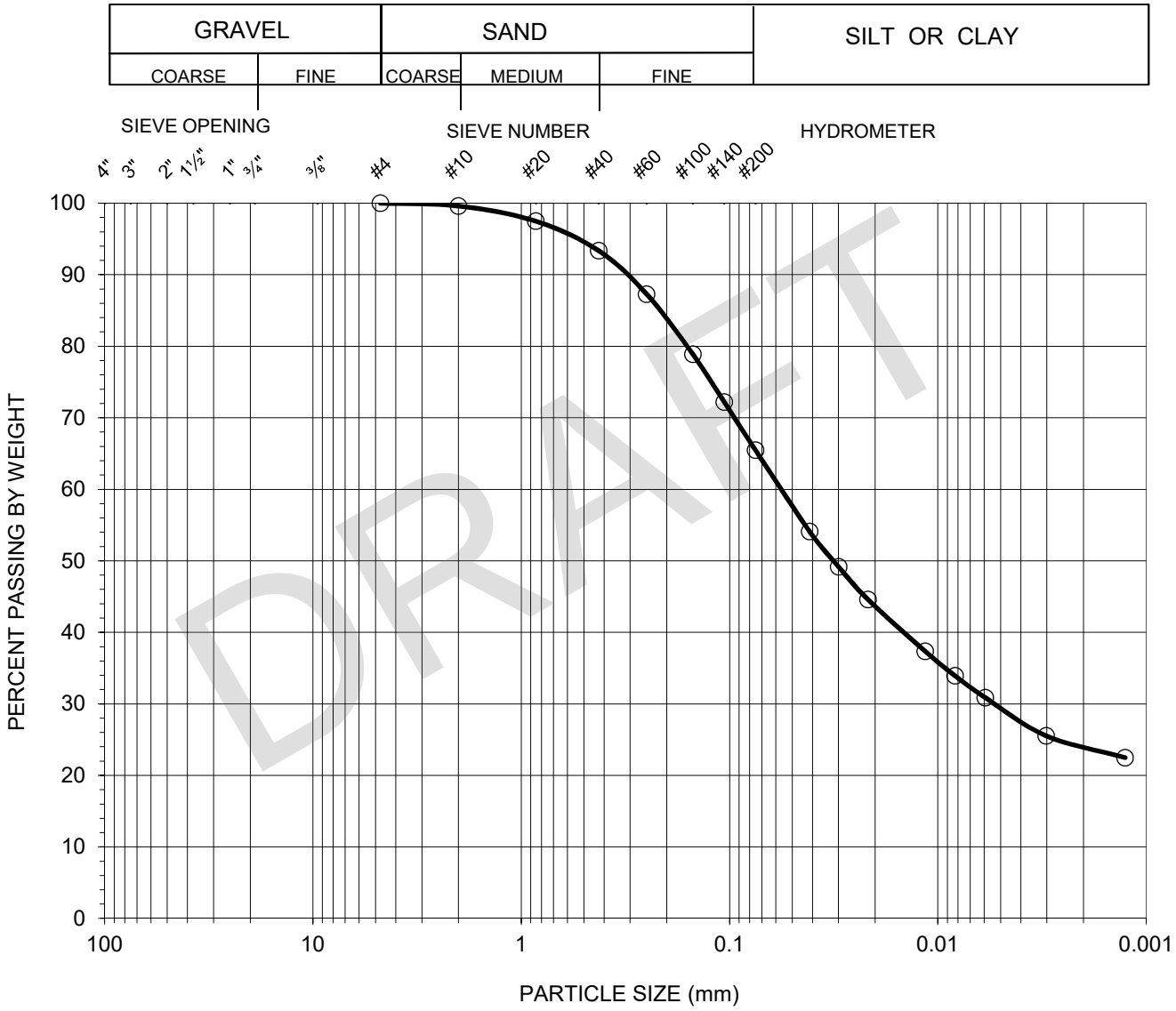
GRAIN SIZE DISTRIBUTION CURVE
ASTM D 6913 & D 7928

Client Name:	Kleinfelder	Tested by:	NR	Date:	11/26/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed by:	NR	Date:	11/26/19
Project Number:	20182212.001A	Checked by:	AP	Date:	12/02/19



Symbol	Boring No.	Sample No.	Sample Depth (feet)	Percent			Atterberg Limits LL:PL:PI	Soil Type U.S.C.S
				Gravel	Sand	Silt & Clay		
○	INF-5	2	4.5-5	0	35	65	N/A	CL*

**Note: Based on visual classification of sample*

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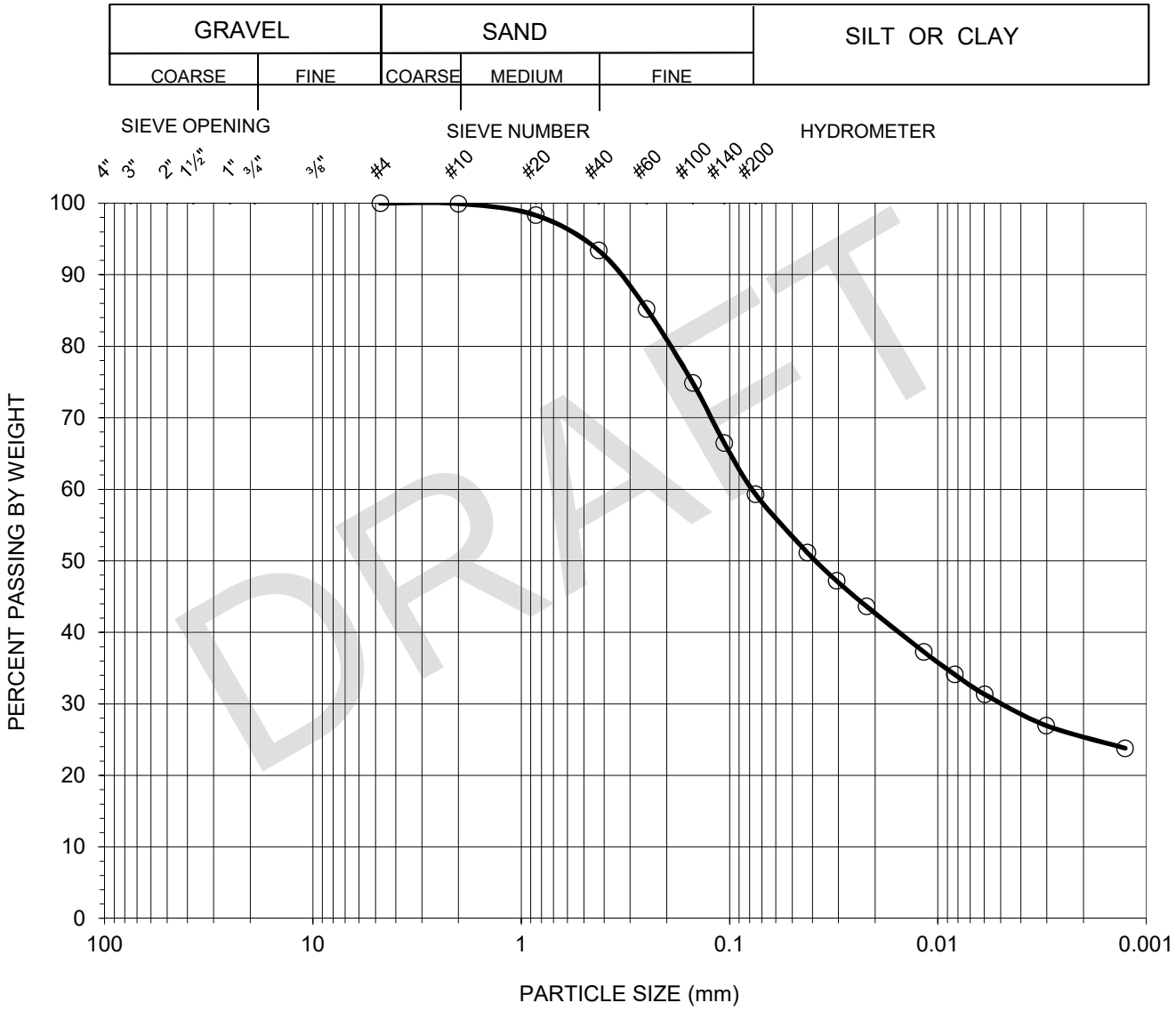
GRAIN SIZE DISTRIBUTION CURVE
ASTM D 6913 & D 7928

Client Name:	Kleinfelder	Tested by:	NR	Date:	11/26/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed by:	NR	Date:	11/26/19
Project Number:	20182212.001A	Checked by:	AP	Date:	12/02/19



Symbol	Boring No.	Sample No.	Sample Depth (feet)	Percent			Atterberg Limits LL:PL:PI	Soil Type U.S.C.S
				Gravel	Sand	Silt & Clay		
○	INF-6	2	4.5-5	0	41	59	N/A	CL*

**Note: Based on visual classification of sample*

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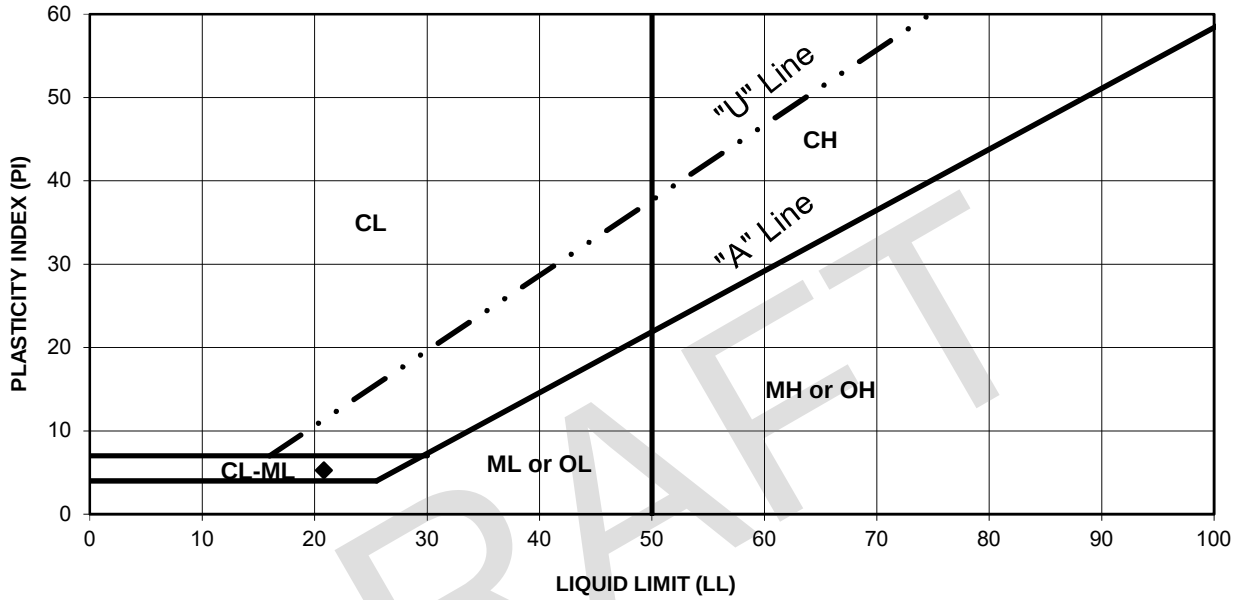
ATTERBERG LIMITS
ASTM D 4318

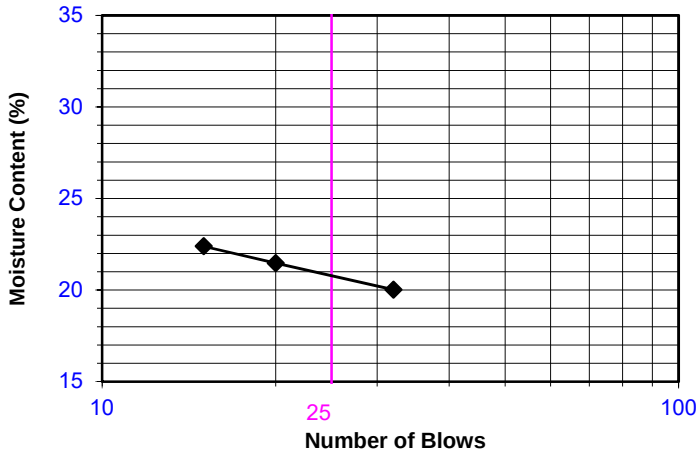
Client Name:	Kleinfelder	Tested By:	LS	Date:	11/20/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed By:	NR	Date:	11/25/19
Project No.:	20182212.001A	Checked By:	AP	Date:	12/02/19



DRAFT

PROCEDURE USED

- ☐ Wet Preparation
- ☒ Dry Preparation
- ☒ Procedure A Multipoint Test
- ☐ Procedure B One-point Test



Symbol	Boring Number	Sample Number	Depth (feet)	LL	PL	PI	Plasticity Chart Symbol
♦	A-19-001	2	1-3	21	16	5	CL-ML

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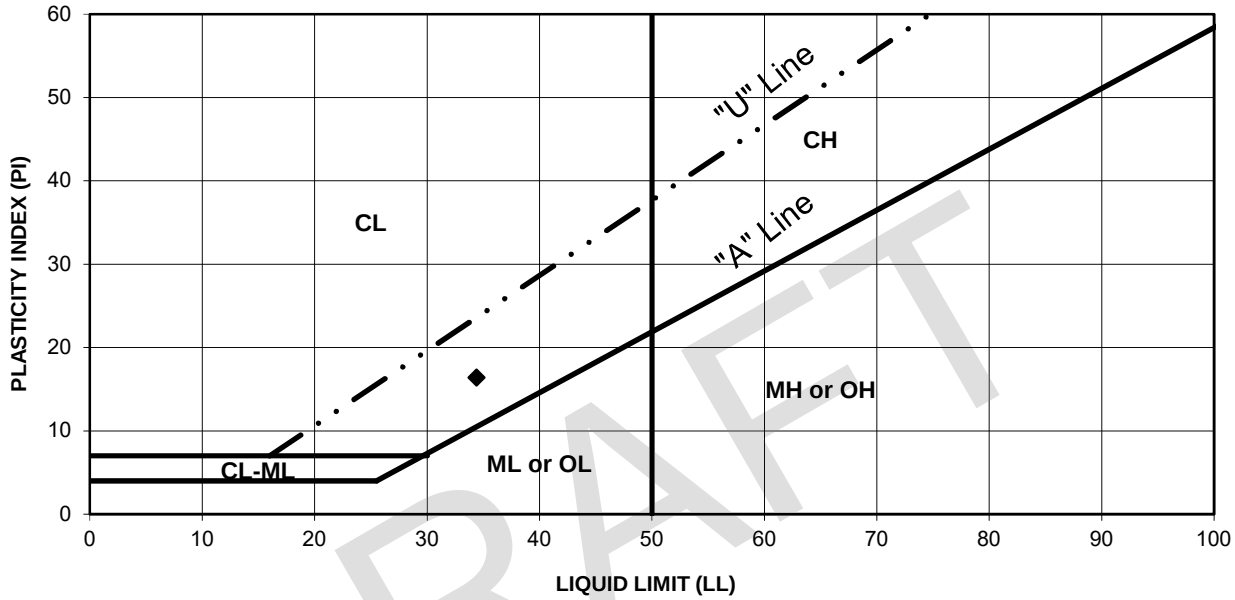
ATTERBERG LIMITS
ASTM D 4318

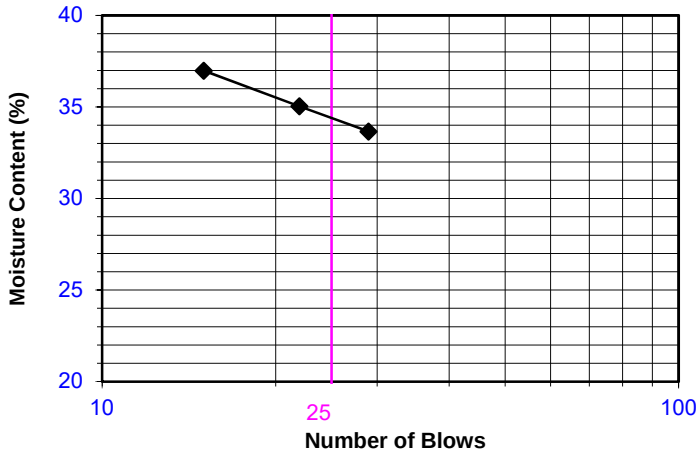
Client Name:	Kleinfelder	Tested By:	LS	Date:	11/20/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed By:	NR	Date:	11/25/19
Project No.:	20182212.001A	Checked By:	AP	Date:	12/02/19



DRAFT

PROCEDURE USED

- ☐ Wet Preparation
- ☒ Dry Preparation
- ☒ Procedure A Multipoint Test
- ☐ Procedure B One-point Test



Symbol	Boring Number	Sample Number	Depth (feet)	LL	PL	PI	Plasticity Chart Symbol
♦	A-19-002	2	1-5	34	18	16	CL

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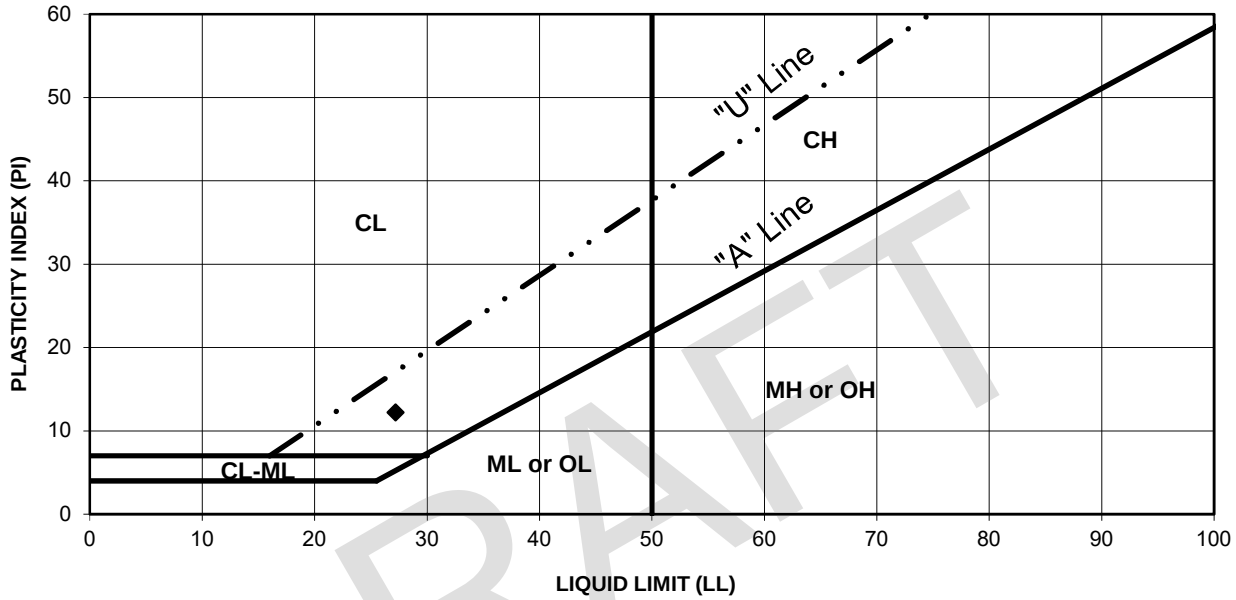
ATTERBERG LIMITS
ASTM D 4318

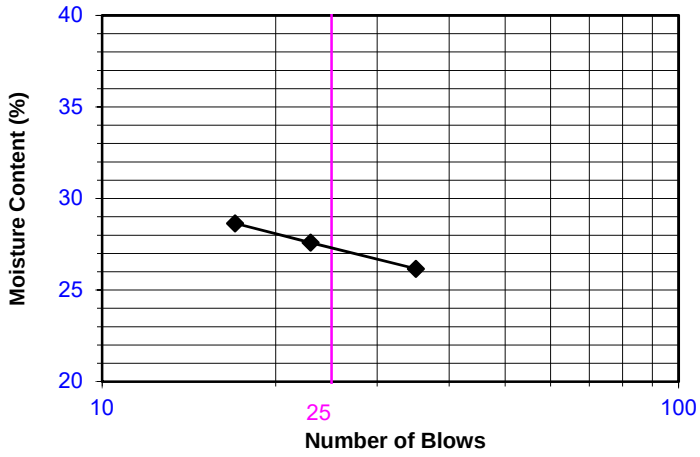
Client Name:	Kleinfelder	Tested By:	LS	Date:	11/20/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed By:	NR	Date:	11/25/19
Project No.:	20182212.001A	Checked By:	AP	Date:	12/02/19



DRAFT

PROCEDURE USED

- ☐ Wet Preparation
- ☒ Dry Preparation
- ☒ Procedure A Multipoint Test
- ☐ Procedure B One-point Test



Symbol	Boring Number	Sample Number	Depth (feet)	LL	PL	PI	Plasticity Chart Symbol
♦	A-19-003	3	10	27	15	12	CL

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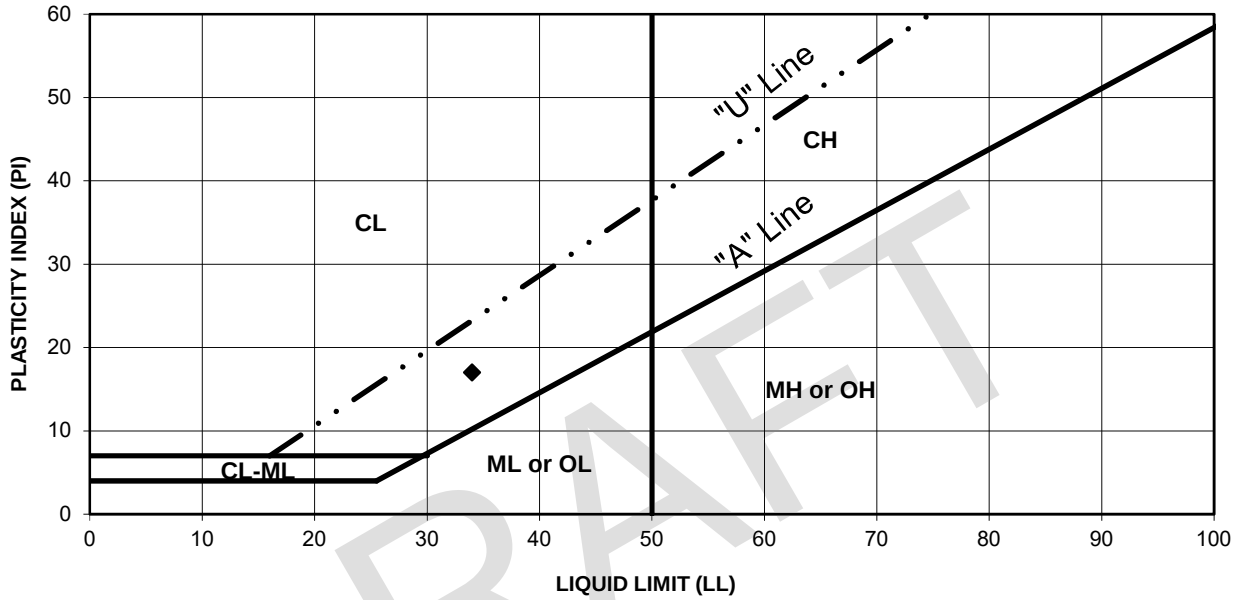
ATTERBERG LIMITS
ASTM D 4318

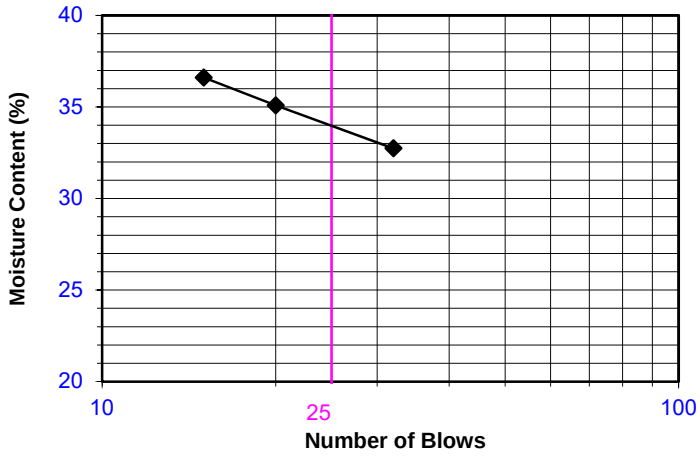
Client Name:	Kleinfelder	Tested By:	LS	Date:	11/20/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed By:	NR	Date:	11/25/19
Project No.:	20182212.001A	Checked By:	AP	Date:	12/02/19



DRAFT

PROCEDURE USED

- ☐ Wet Preparation
- ☒ Dry Preparation
- ☒ Procedure A Multipoint Test
- ☐ Procedure B One-point Test



Symbol	Boring Number	Sample Number	Depth (feet)	LL	PL	PI	Plasticity Chart Symbol
♦	A-19-004	2	5	34	17	17	CL

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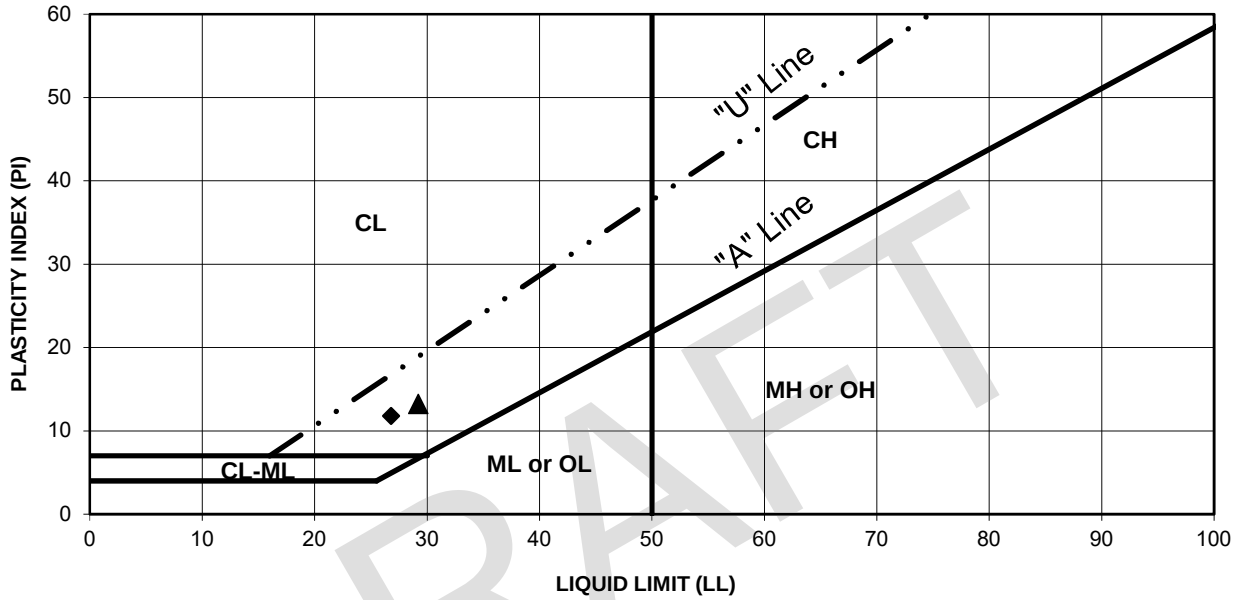
ATTERBERG LIMITS
ASTM D 4318

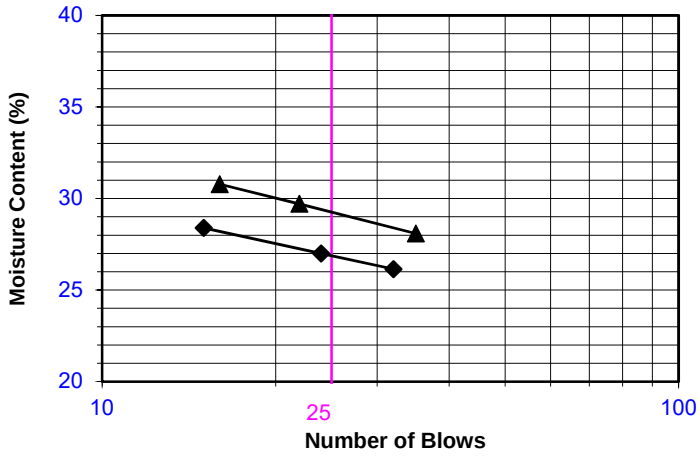
Client Name:	Kleinfelder	Tested By:	LS	Date:	11/20/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed By:	NR	Date:	11/25/19
Project No.:	20182212.001A	Checked By:	AP	Date:	12/02/19



DRAFT

PROCEDURE USED

- ☐ Wet Preparation
- ☒ Dry Preparation
- ☒ Procedure A Multipoint Test
- ☐ Procedure B One-point Test



Symbol	Boring Number	Sample Number	Depth (feet)	LL	PL	PI	Plasticity Chart Symbol
♦	A-19-005	2	0.5-5	27	15	12	CL
▲	A-19-005	4	10	29	16	13	CL

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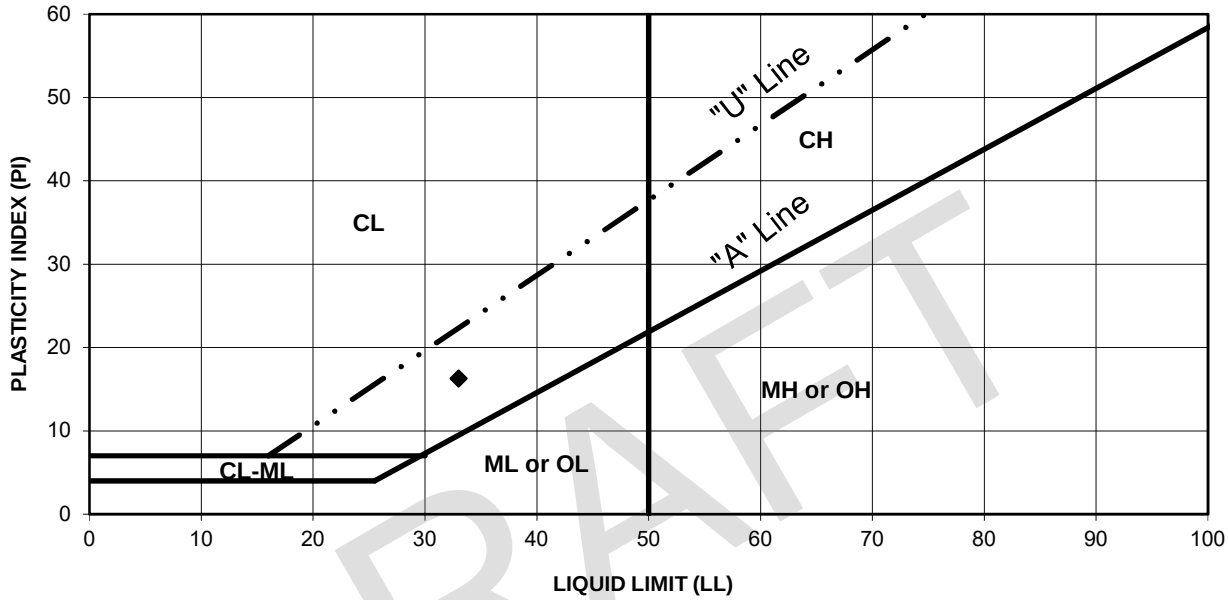
ATTERBERG LIMITS
ASTM D 4318

Client Name:	Kleinfelder - Laguna Hills	Tested By:	LS	Date:	11/22/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed By:	NR	Date:	11/25/19
Project No.:	20182212.001A	Checked By:	AP	Date:	12/02/19



DRAFT

PROCEDURE USED

- ☐ Wet Preparation
- ☒ Dry Preparation
- ☒ Procedure A Multipoint Test
- ☐ Procedure B One-point Test

Symbol	Boring Number	Sample Number	Depth (feet)	LL	PL	PI	Plasticity Chart Symbol
♦	A-19-006	2	5	33	17	16	CL

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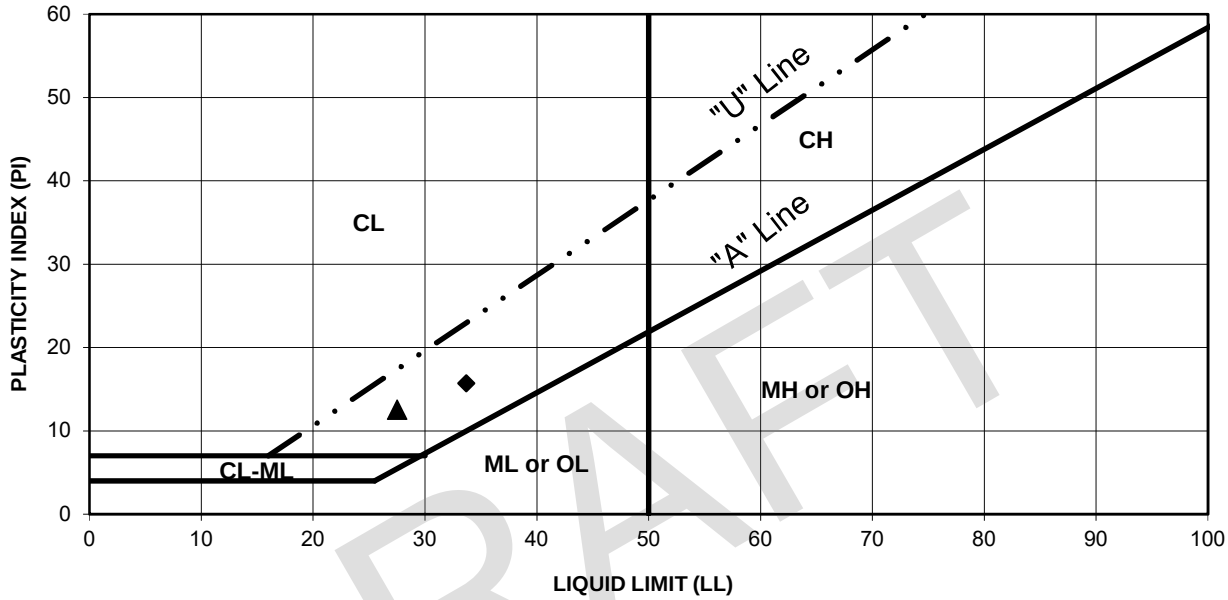
ATTERBERG LIMITS
ASTM D 4318

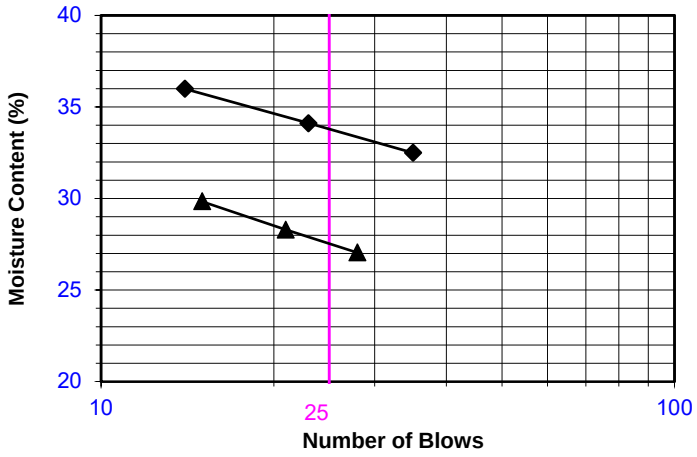
Client Name:	Kleinfelder - Laguna Hills	Tested By:	LS	Date:	11/22/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed By:	NR	Date:	11/25/19
Project No.:	20182212.001A	Checked By:	AP	Date:	12/02/19



DRAFT

PROCEDURE USED

- ☐ Wet Preparation
- ☒ Dry Preparation
- ☒ Procedure A Multipoint Test
- ☐ Procedure B One-point Test



Symbol	Boring Number	Sample Number	Depth (feet)	LL	PL	PI	Plasticity Chart Symbol
♦	A-19-007	2	2-5	34	18	16	CL
▲	A-19-007	4	10	28	15	13	CL

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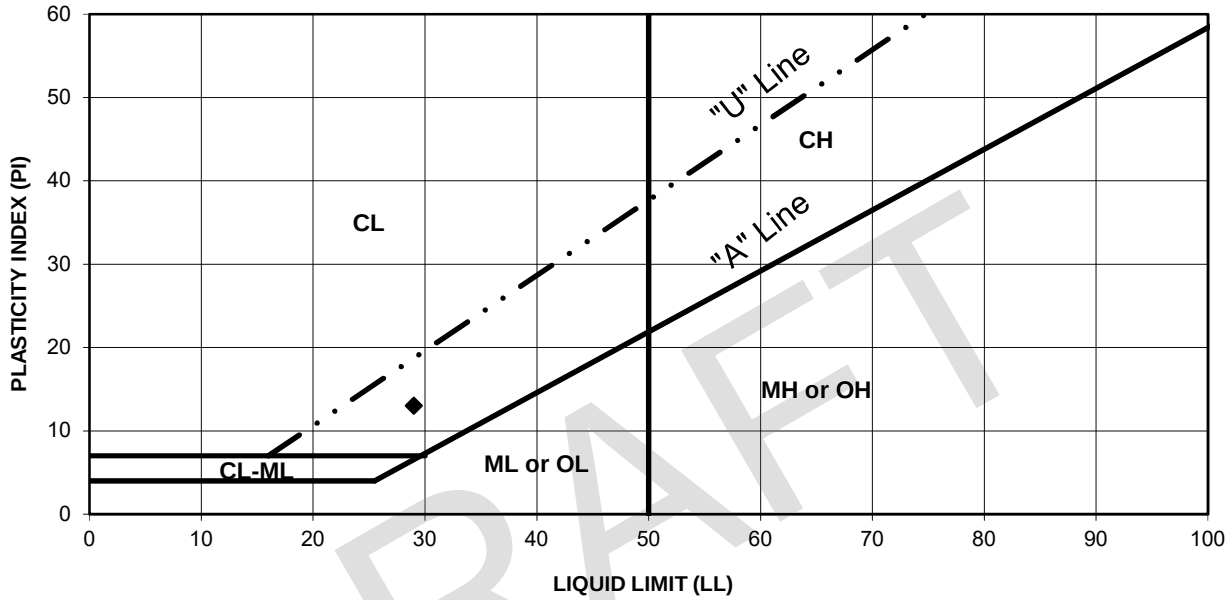
ATTERBERG LIMITS
ASTM D 4318

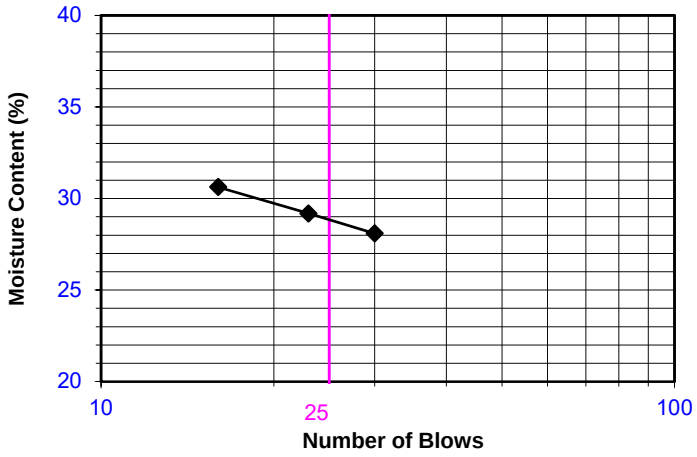
Client Name:	Kleinfelder - Laguna Hills	Tested By:	LS	Date:	11/22/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed By:	NR	Date:	11/25/19
Project No.:	20182212.001A	Checked By:	AP	Date:	12/02/19



DRAFT

PROCEDURE USED

- ☐ Wet Preparation
- ☒ Dry Preparation
- ☒ Procedure A Multipoint Test
- ☐ Procedure B One-point Test



Symbol	Boring Number	Sample Number	Depth (feet)	LL	PL	PI	Plasticity Chart Symbol
♦	A-19-008	2	2-5	29	16	13	CL

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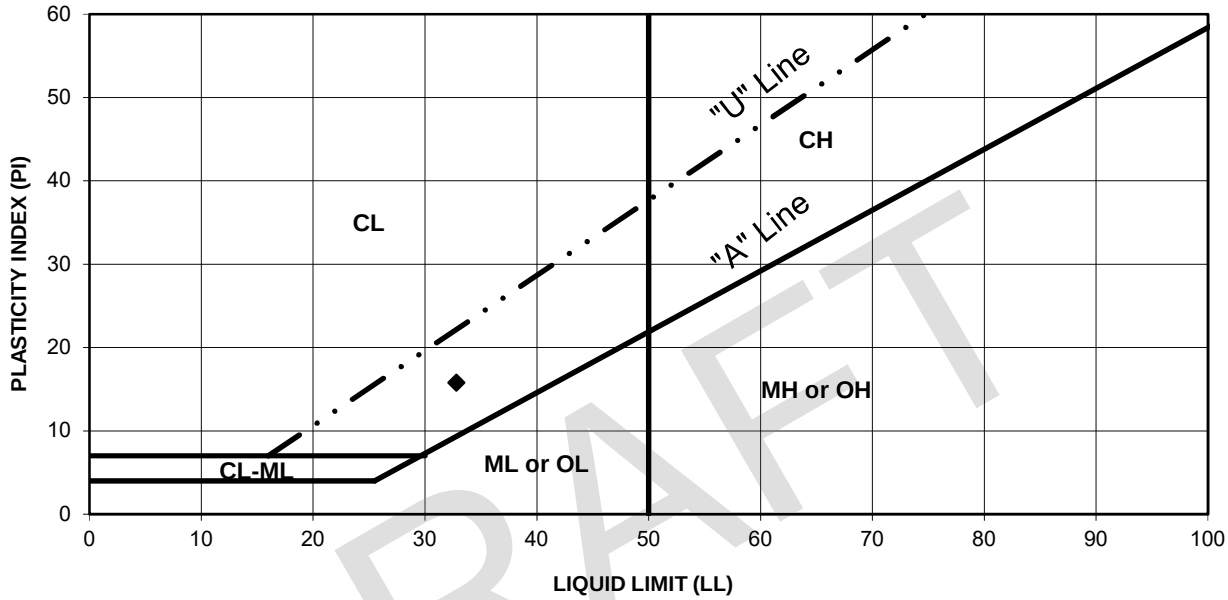
ATTERBERG LIMITS
ASTM D 4318

Client Name:	Kleinfelder - Laguna Hills	Tested By:	LS	Date:	11/22/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed By:	NR	Date:	11/25/19
Project No.:	20182212.001A	Checked By:	AP	Date:	12/02/19



DRAFT

PROCEDURE USED

- ☐ Wet Preparation
- ☒ Dry Preparation
- ☒ Procedure A Multipoint Test
- ☐ Procedure B One-point Test

Symbol	Boring Number	Sample Number	Depth (feet)	LL	PL	PI	Plasticity Chart Symbol
♦	A-19-009	3	10	33	17	16	CL

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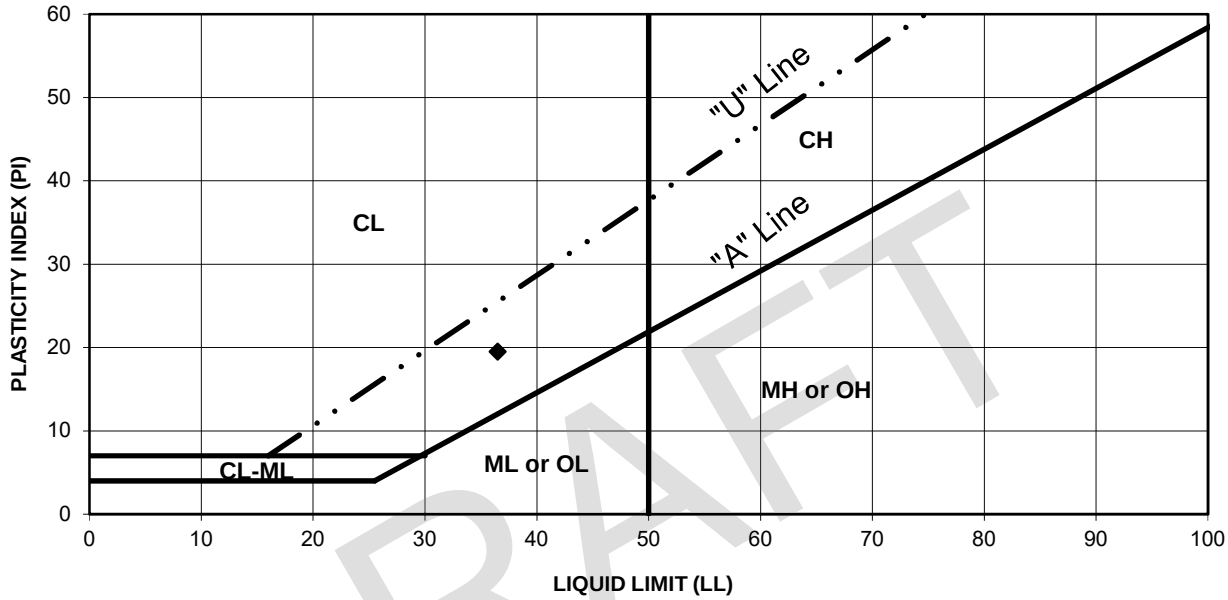
ATTERBERG LIMITS
ASTM D 4318

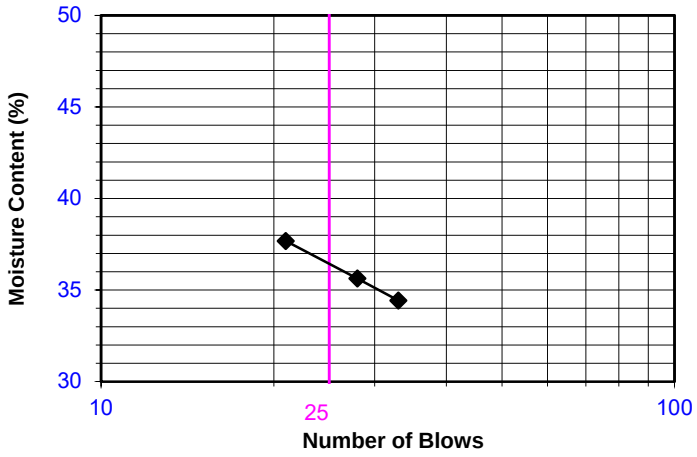
Client Name:	Kleinfelder - Laguna Hills	Tested By:	LS	Date:	11/22/19
Project Name:	I-10 Pennsylvania Avenue Interchange Project	Computed By:	NR	Date:	11/25/19
Project No.:	20182212.001A	Checked By:	AP	Date:	12/02/19



DRAFT

PROCEDURE USED

- ☐ Wet Preparation
- ☒ Dry Preparation
- ☒ Procedure A Multipoint Test
- ☐ Procedure B One-point Test



Symbol	Boring Number	Sample Number	Depth (feet)	LL	PL	PI	Plasticity Chart Symbol
♦	A-19-011	2	2-5	37	17	20	CL

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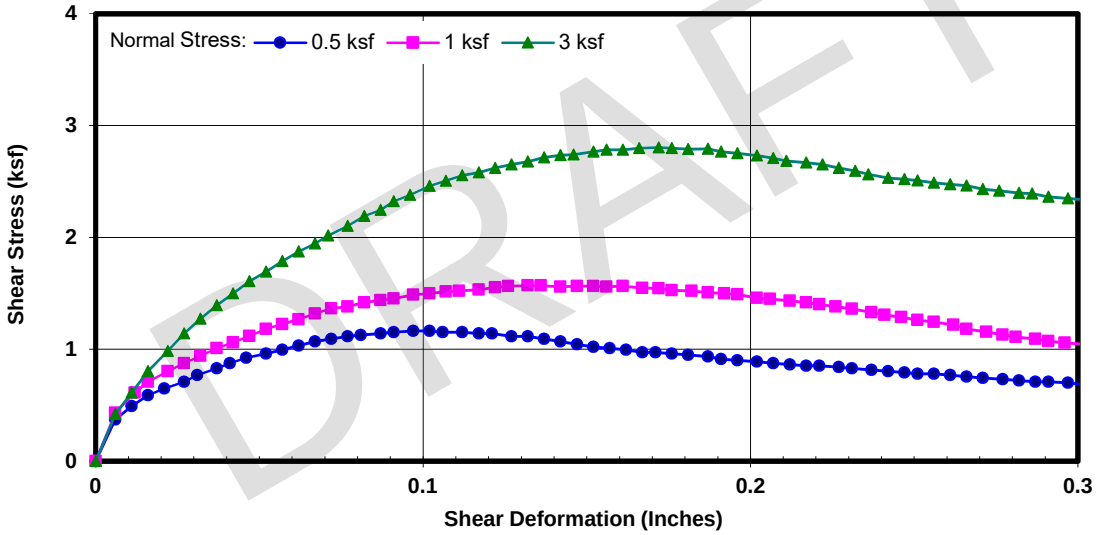
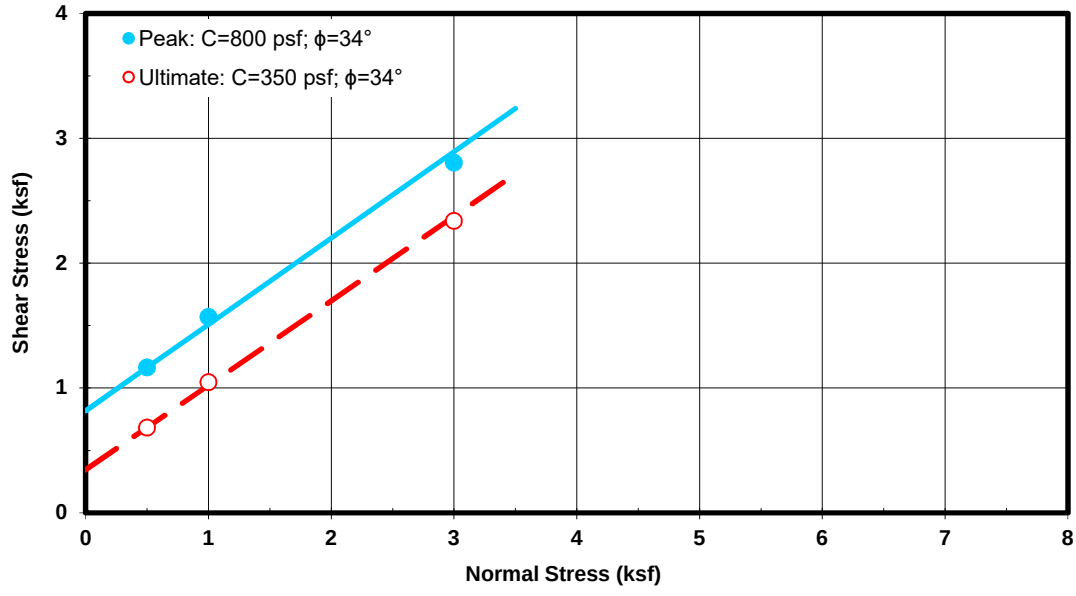
DIRECT SHEAR TEST RESULTS
ASTM D 3080

Project Name:	I-10 Pennsylvania Avenue Interchange Project		**Tested By:**	NG	**Date:** 11/22/19
Project No.:	20182212.001A		**Computed By:**	NR	**Date:** 11/25/19
Boring No.:	A-19-004		**Checked by:**	AP	**Date:** 12/02/19
Sample No.:	3	**Depth (ft):** 10			
Sample Type:	Mod. Cal.				
Soil Description:	Sandy Clay w/gravel				
Test Condition:	Inundated	**Shear Type:** Regular			

Wet Unit Weight (pcf)	Dry Unit Weight (pcf)	Initial Moisture Content (%)	Final Moisture Content (%)	Initial Degree Saturation (%)	Final Degree Saturation (%)	Normal Stress (ksf)	Peak Shear Stress (ksf)	Ultimate Shear Stress (ksf)
135.8	121.0	12.2	14.5	84	100	0.5	1.164	0.684
						1	1.569	1.046
						3	2.804	2.338





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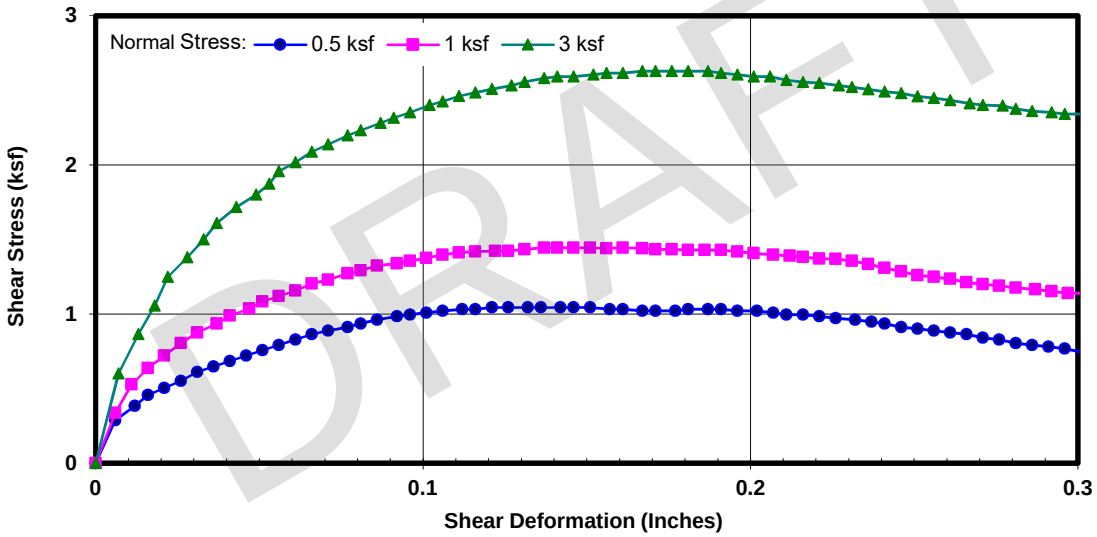
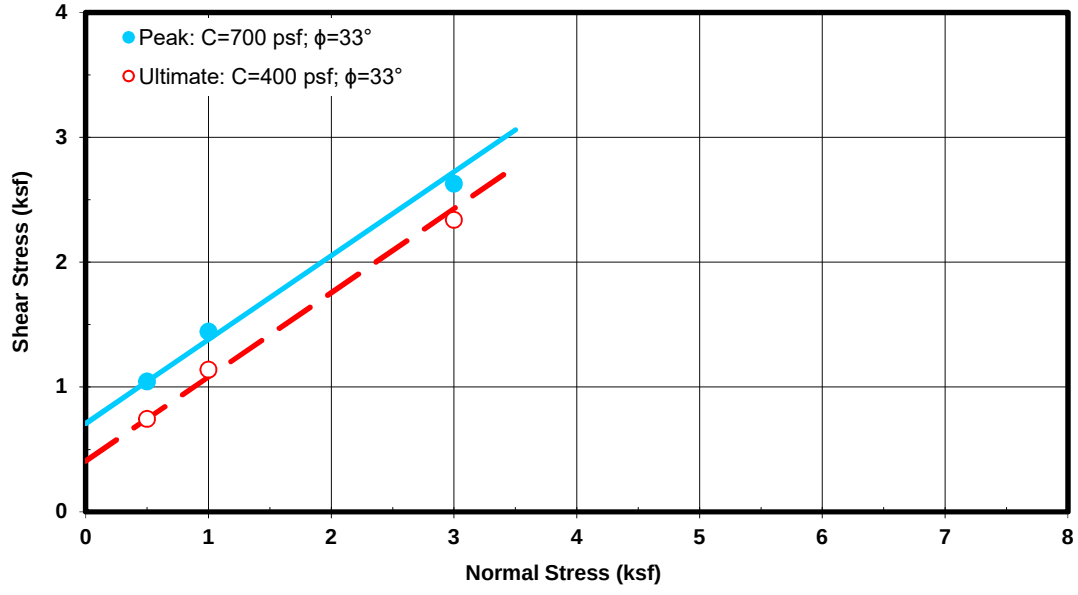
DIRECT SHEAR TEST RESULTS
ASTM D 3080

Project Name:	I-10 Pennsylvania Avenue Interchange Project		**Tested By:**	NG	**Date:** 11/22/19
Project No.:	20182212.001A		**Computed By:**	NR	**Date:** 11/25/19
Boring No.:	A-19-007		**Checked by:**	AP	**Date:** 12/02/19
Sample No.:	3	**Depth (ft):** 5			
Sample Type:	Mod. Cal.				
Soil Description:	Sandy Clay				
Test Condition:	Inundated	**Shear Type:** Regular			

Wet Unit Weight (pcf)	Dry Unit Weight (pcf)	Initial Moisture Content (%)	Final Moisture Content (%)	Initial Degree Saturation (%)	Final Degree Saturation (%)	Normal Stress (ksf)	Peak Shear Stress (ksf)	Ultimate Shear Stress (ksf)
133.9	116.6	14.9	16.5	90	100	0.5	1.044	0.744
						1	1.444	1.140
						3	2.628	2.340





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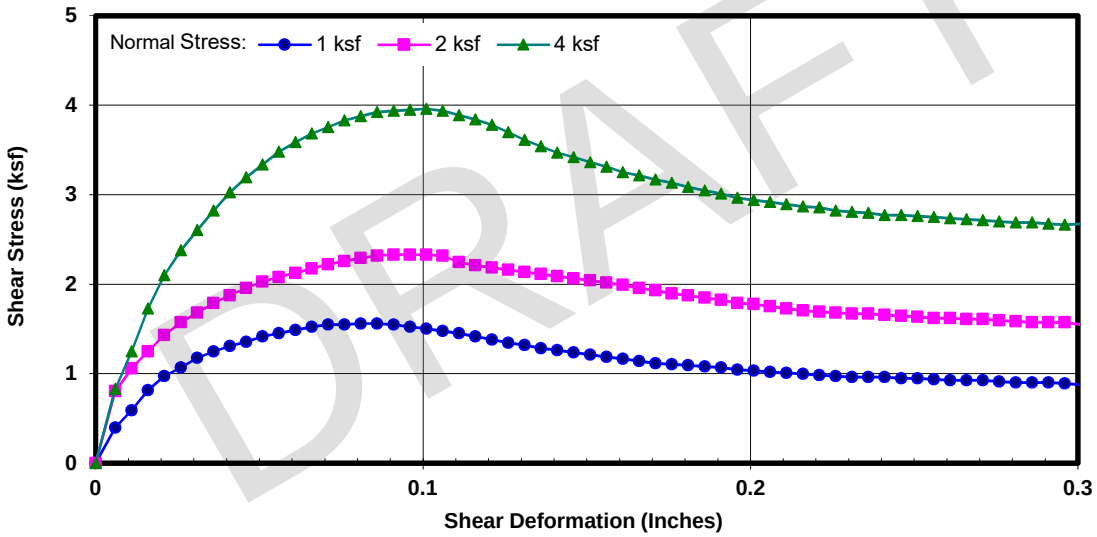
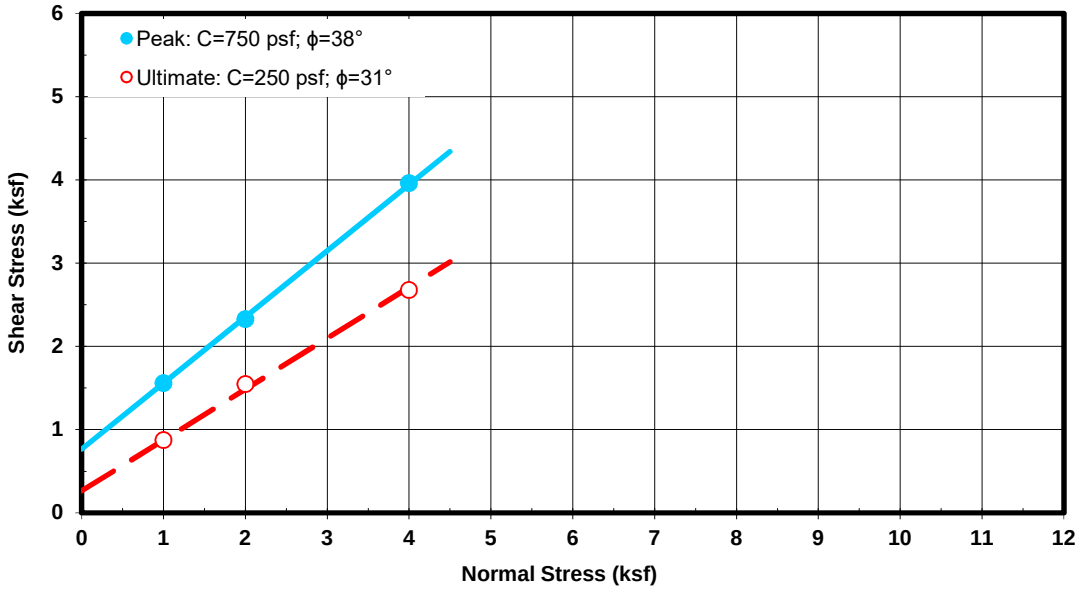
DIRECT SHEAR TEST RESULTS
ASTM D 3080

Project Name:	I-10 Pennsylvania Avenue Interchange Project		**Tested By:**	NG	**Date:** 11/22/19
Project No.:	20182212.001A		**Computed By:**	NR	**Date:** 11/25/19
Boring No.:	A-19-007		**Checked by:**	AP	**Date:** 12/02/19
Sample No.:	5	**Depth (ft):** 15			
Sample Type:	Mod. Cal.				
Soil Description:	Sandy Clay w/gravel				
Test Condition:	Inundated	**Shear Type:** Regular			

Wet Unit Weight (pcf)	Dry Unit Weight (pcf)	Initial Moisture Content (%)	Final Moisture Content (%)	Initial Degree Saturation (%)	Final Degree Saturation (%)	Normal Stress (ksf)	Peak Shear Stress (ksf)	Ultimate Shear Stress (ksf)
135.6	121.0	12.1	14.5	83	99	1	1.560	0.876
						2	2.328	1.548
						4	3.960	2.676





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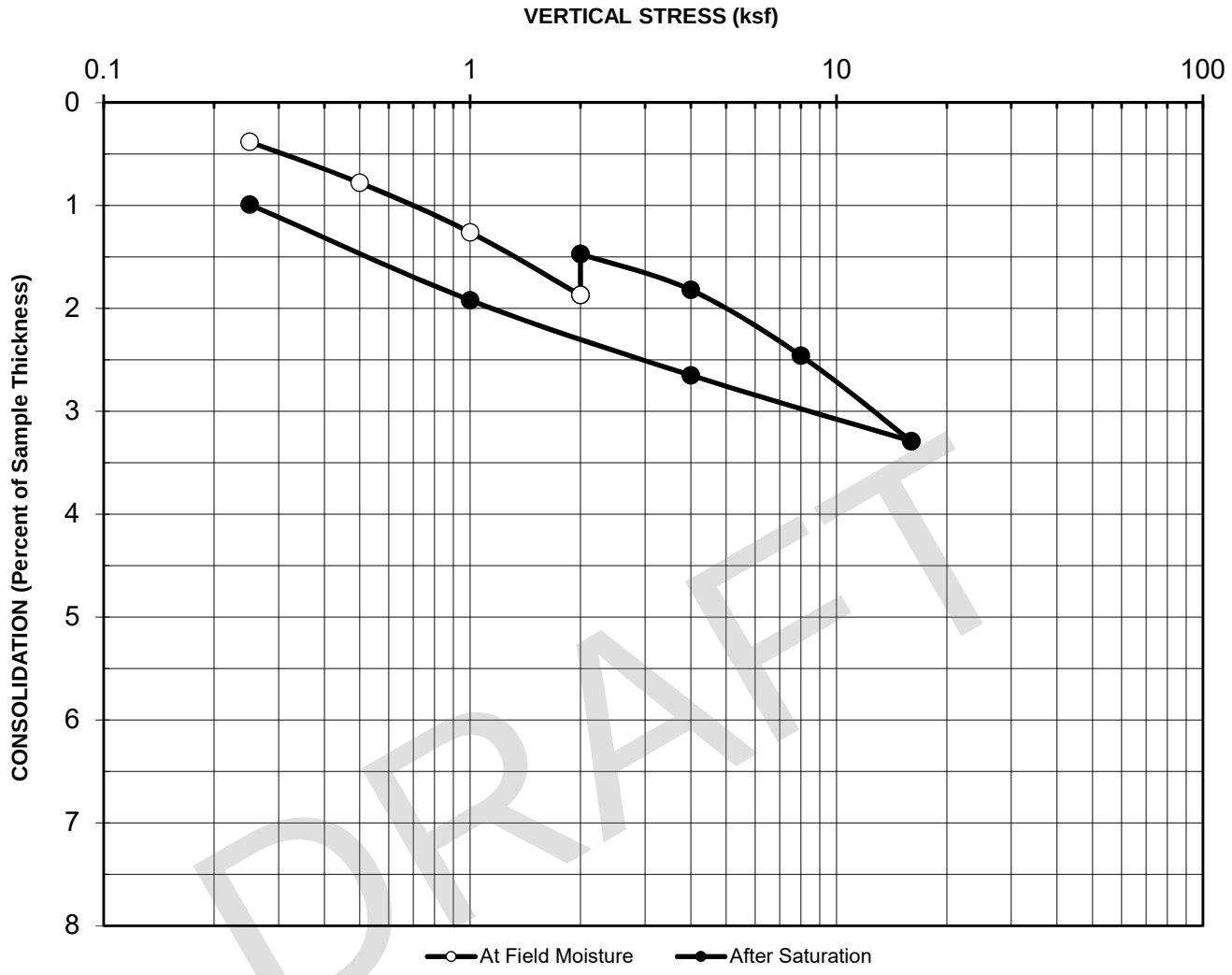

DRAFT

Boring No. :	A-19-006	Initial Dry Unit Weight (pcf):	125.6
Sample No.:	3	Initial Moisture Content (%):	8.5
Depth (feet):	10	Final Moisture Content (%):	13.8
Sample Type:	Mod Cal	Assumed Specific Gravity:	2.7
Soil Description:	Clay w/sand & gravel	Initial Void Ratio:	0.34
Remarks:	Swell= 0.40% upon inundation		

CONSOLIDATION CURVE
ASTM D 2435

Project Name: I-10 Pennsylvania Avenue Interchange Project
Project No.: 20182212.001A
Date: 11/19/2019
AP No: 19-1138 **Figure No:** 1

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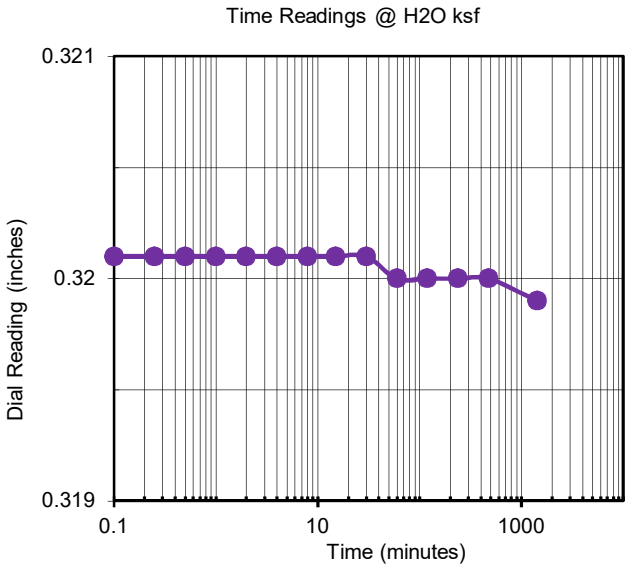

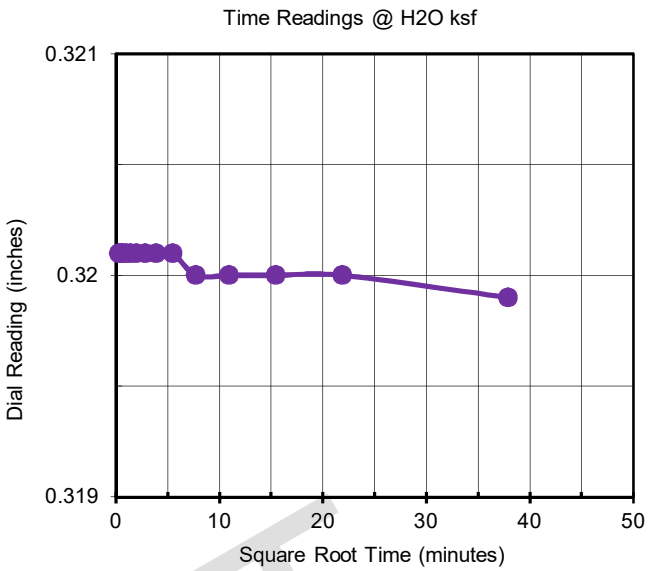

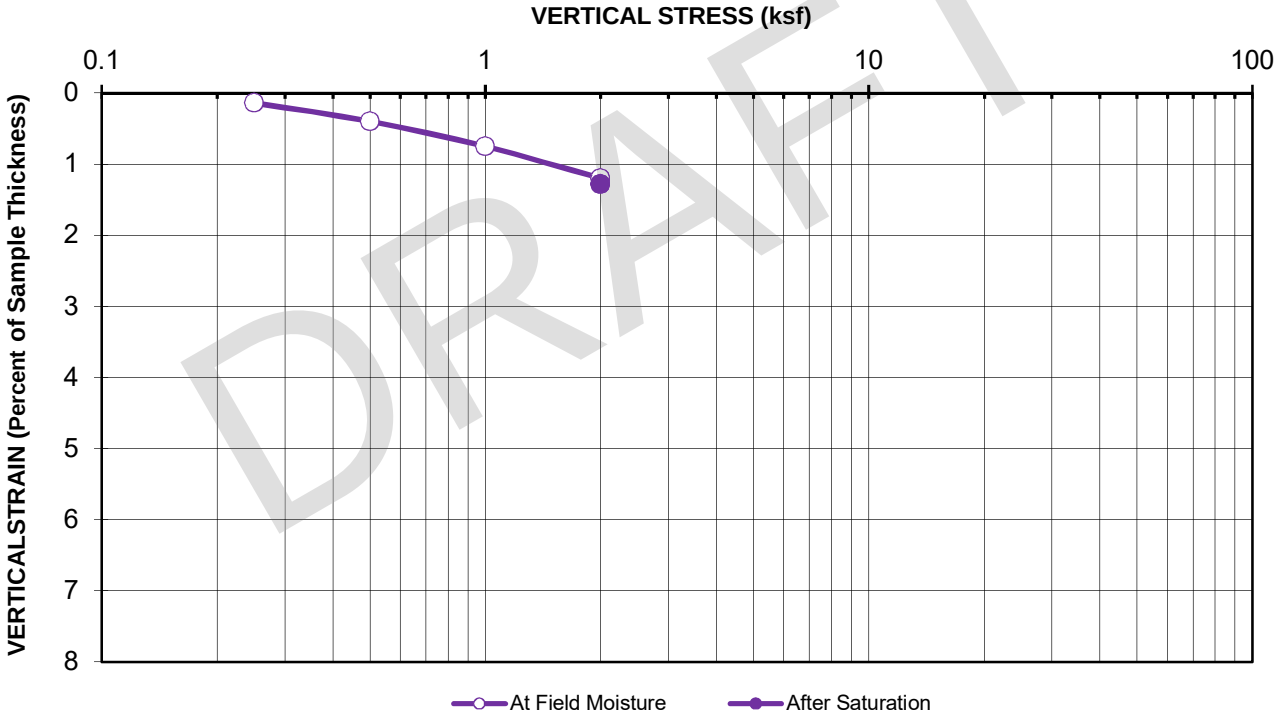

DRAFT

Boring No. :	A-19-005	Initial Dry Unit Weight (pcf):	117.0
Sample No.:	3	Initial Moisture Content (%):	12.9
Depth (feet):	5	Final Moisture Content (%):	16.3
Sample Type:	Mod Cal	Initial Void Ratio:	0.44
Soil Description:	Sandy Clay		
Remarks:	Collapse = 0.08% upon inundation		

1-D SWELL/COLLAPSE
ASTM D 4546-14, Method B

Project Name:	I-10 Pennsylvania Avenue Interchange Project
Project No.:	20182212.001A
Date:	11/19/19
AP No:	19-1138

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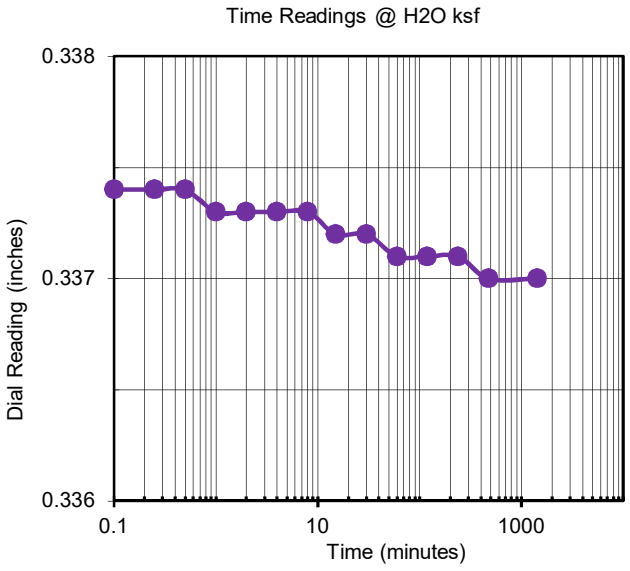

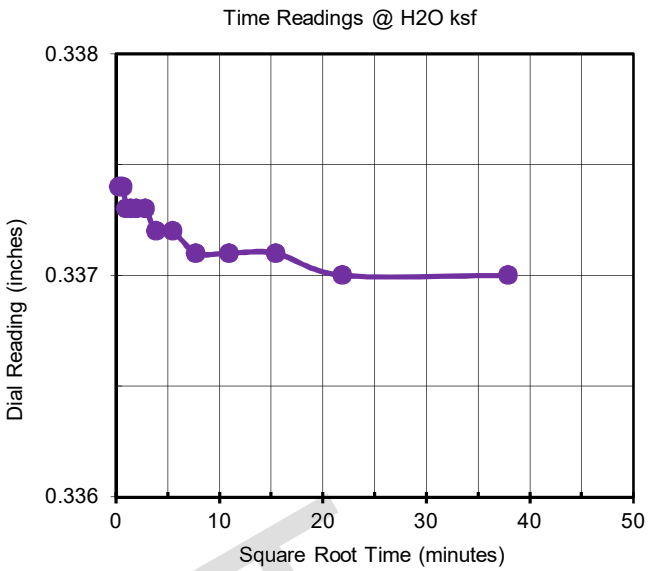

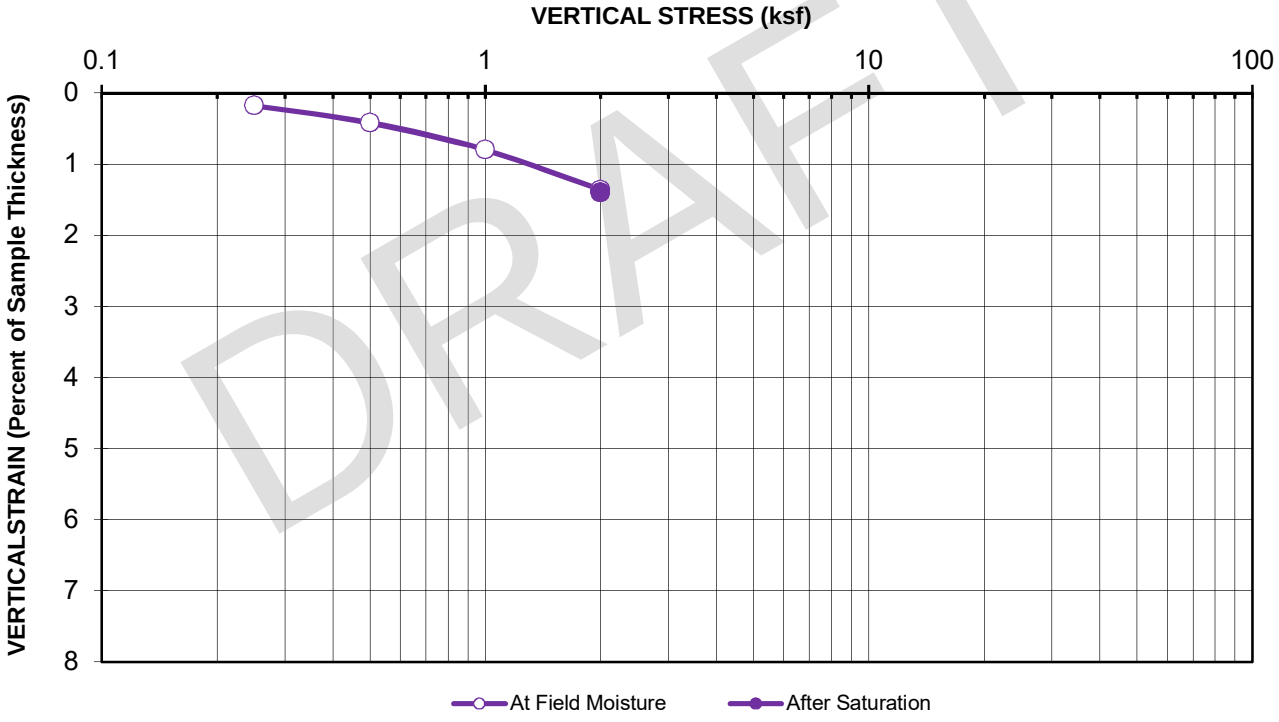

DRAFT

Boring No. :	A-19-007	Initial Dry Unit Weight (pcf):	117.8
Sample No.:	3	Initial Moisture Content (%):	14.9
Depth (feet):	5	Final Moisture Content (%):	16.4
Sample Type:	Mod Cal	Initial Void Ratio:	0.43
Soil Description:	Sandy Clay		
Remarks:	Collapse = 0.04% upon inundation		

1-D SWELL/COLLAPSE
ASTM D 4546-14, Method B

Project Name:	I-10 Pennsylvania Avenue Interchange Project
Project No.:	20182212.001A
Date:	11/19/19
AP No:	19-1138

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EXPANSION INDEX TEST RESULTS

ASTM D 4829

Client Name: Kleinfelder - Laguna Hills
Project Name: I-10 Pennsylvania Avenue Interchange Project
Project No.: 20182212.001A

AP Job No.: 19-1138
Date: 11/26/19

Boring No.	Sample No.	Depth (ft)	Soil Description	Molded Dry Density (pcf)	Molded Moisture Content (%)	Init. Degree Saturation (%)	Measured Expansion Index	Corrected Expansion Index
A-19-001	2	1-3	Silty Clay w/sand	119.0	7.8	50.3	3	3

DRAFT

ASTM EXPANSION CLASSIFICATION

Expansion Index	Classification
0-20	V. Low
21-50	Low
51-90	Medium
91-130	High
>130	V. High

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EXPANSION INDEX TEST RESULTS

ASTM D 4829

Client Name: Kleinfelder - Laguna Hills
Project Name: I-10 Pennsylvania Avenue Interchange Project
Project No.: 20182212.001A

AP Job No.: 19-1138
Date: 11/26/19

Boring No.	Sample No.	Depth (ft)	Soil Description	Molded Dry Density (pcf)	Molded Moisture Content (%)	Init. Degree Saturation (%)	Measured Expansion Index	Corrected Expansion Index
A-19-007	2	2-5	Lean Clay	114.2	8.9	50.8	46	47

DRAFT

ASTM EXPANSION CLASSIFICATION

Expansion Index	Classification
0-20	V. Low
21-50	Low
51-90	Medium
91-130	High
>130	V. High

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COMPACTION TEST

Client: Kleinfelder
AP Number: 19-1138
Project Name: I-10 Pennsylvania Avenue Interchange Project
Tested By: ST Date: 11/29/19
Project No. : 20182212.001A
Calculated By: NR Date: 12/02/19
Boring No.: A-19-001
Checked By: AP Date: 12/02/19
Sample No.: 2
Depth(ft.): 1-3
Visual Sample Description: Silty Clay w/sand

Compaction Method: [X] ASTM D1557 [ ] ASTM D698
Preparation Method: [ ] Moist [X] Dry

METHOD: A
MOLD VOLUME (CU.FT): 0.0333

Wt. Comp. Soil + Mold (gm.)	3844	3980	3985	3913		
Wt. of Mold (gm.)	1854	1854	1854	1854		
Net Wt. of Soil (gm.)	1990	2126	2131	2059		
Container No.						
Wt. of Container (gm.)	150.02	143.65	137.69	131.46		
Wet Wt. of Soil + Cont. (gm.)	737.24	830.14	699.38	717.73		
Dry Wt. of Soil + Cont. (gm.)	703.38	775.83	643.33	647.46		
Moisture Content (%)	6.12	8.59	11.08	13.62		
Wet Density (pcf)	131.61	140.61	140.94	136.18		
Dry Density (pcf)	124.02	129.48	126.88	119.86		

Maximum Dry Density (pcf): **129.9**
Maximum Dry Density w/ Rock Correction (pcf): **N/A**
Optimum Moisture Content (%): **9.3**
Optimum Moisture Content w/ Rock Correction (%): **N/A**

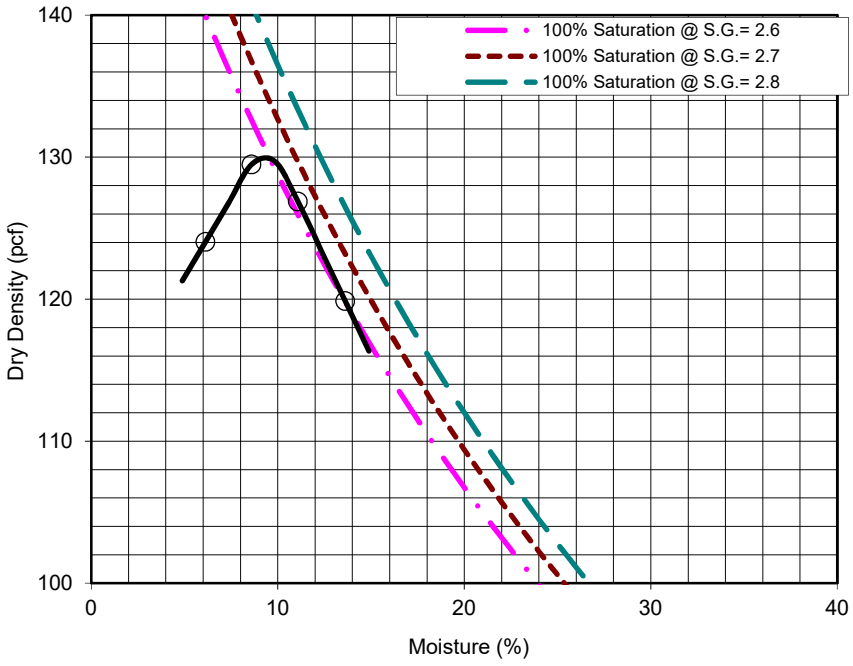
DRAFT

PROCEDURE USED

[X] *METHOD A: Percent of Oversize:* 2.1%
Soil Passing No. 4 (4.75 mm) Sieve
Mold : 4 in. (101.6 mm) diameter
Layers : 5 (Five)
Blows per layer : 25 (twenty-five)

[ ] *METHOD B: Percent of Oversize:* N/A
Soil Passing 3/8 in. (9.5 mm) Sieve
Mold : 4 in. (101.6 mm) diameter
Layers : 5 (Five)
Blows per layer : 25 (twenty-five)

[ ] *METHOD C: Percent of Oversize:* N/A
Soil Passing 3/4 in. (19.0 mm) Sieve
Mold : 6 in. (152.4 mm) diameter
Layers : 5 (Five)
Blows per layer : 56 (fifty-six)



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COMPACTION TEST

Client: Kleinfelder
AP Number: 19-1138
Project Name: I-10 Pennsylvania Avenue Interchange Project
Tested By: ST Date: 11/29/19
Project No. : 20182212.001A
Calculated By: NR Date: 12/02/19
Boring No.: A-19-010
Checked By: AP Date: 12/02/19
Sample No.: 2
Depth(ft.): 0-5
Visual Sample Description: Sandy Clay

METHOD: A
MOLD VOLUME (CU.FT): 0.0333

Compaction Method: [X] ASTM D1557 [ ] ASTM D698
Preparation Method: [ ] Moist [X] Dry

Wt. Comp. Soil + Mold (gm.)	3901	3989	3946	3760		
Wt. of Mold (gm.)	1855	1855	1855	1855		
Net Wt. of Soil (gm.)	2047	2135	2092	1906		
Container No.						
Wt. of Container (gm.)	138.96	146.92	135.97	137.63		
Wet Wt. of Soil + Cont. (gm.)	609.78	751.88	660.50	724.77		
Dry Wt. of Soil + Cont. (gm.)	574.95	696.13	602.58	692.18		
Moisture Content (%)	7.99	10.15	12.41	5.88		
Wet Density (pcf)	135.35	141.17	138.33	126.03		
Dry Density (pcf)	125.34	128.16	123.05	119.03		

Maximum Dry Density (pcf): **128.2**
Maximum Dry Density w/ Rock Correction (pcf): **N/A**
Optimum Moisture Content (%): **9.8**
Optimum Moisture Content w/ Rock Correction (%): **N/A**

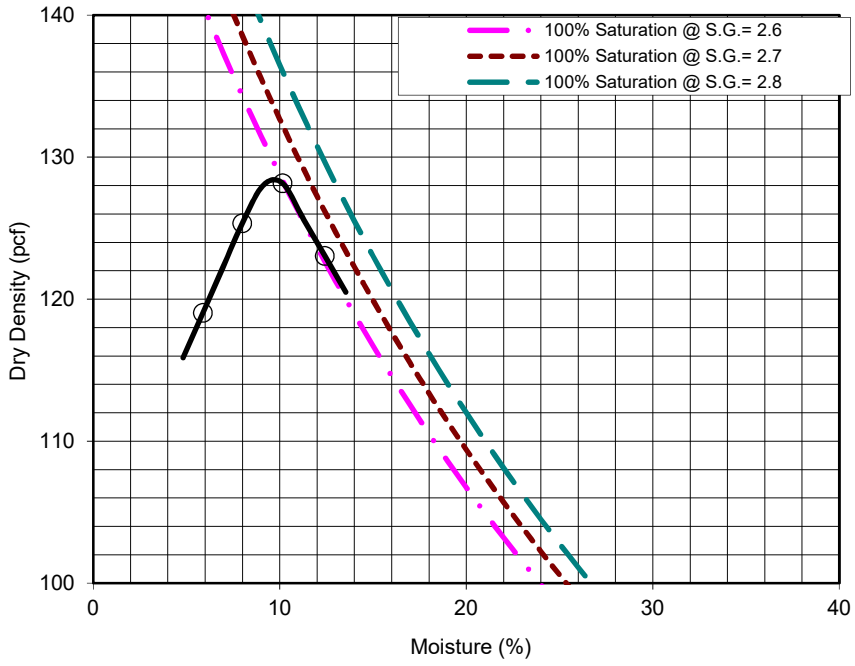
DRAFT

PROCEDURE USED

[X] *METHOD A: Percent of Oversize:* 1.6%
Soil Passing No. 4 (4.75 mm) Sieve
Mold : 4 in. (101.6 mm) diameter
Layers : 5 (Five)
Blows per layer : 25 (twenty-five)

[ ] *METHOD B: Percent of Oversize:* N/A
Soil Passing 3/8 in. (9.5 mm) Sieve
Mold : 4 in. (101.6 mm) diameter
Layers : 5 (Five)
Blows per layer : 25 (twenty-five)

[ ] *METHOD C: Percent of Oversize:* N/A
Soil Passing 3/4 in. (19.0 mm) Sieve
Mold : 6 in. (152.4 mm) diameter
Layers : 5 (Five)
Blows per layer : 56 (fifty-six)



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R-VALUE TEST DATA

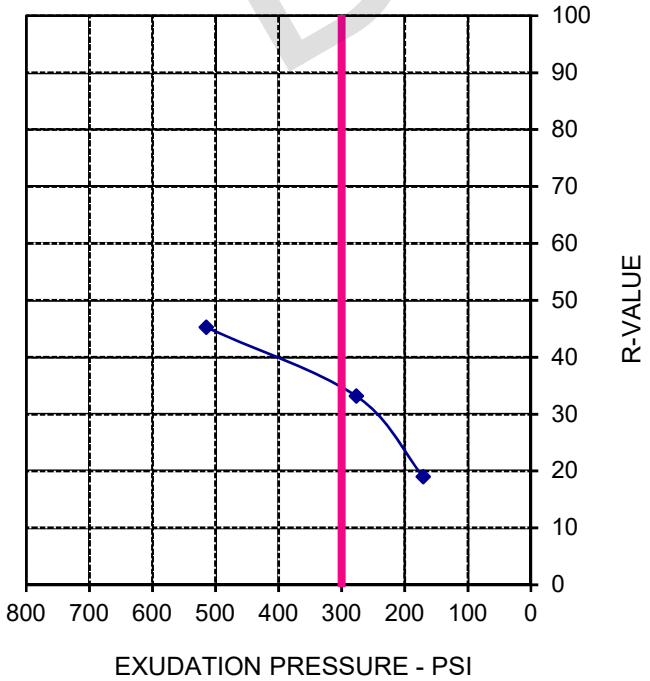
ASTM D2844

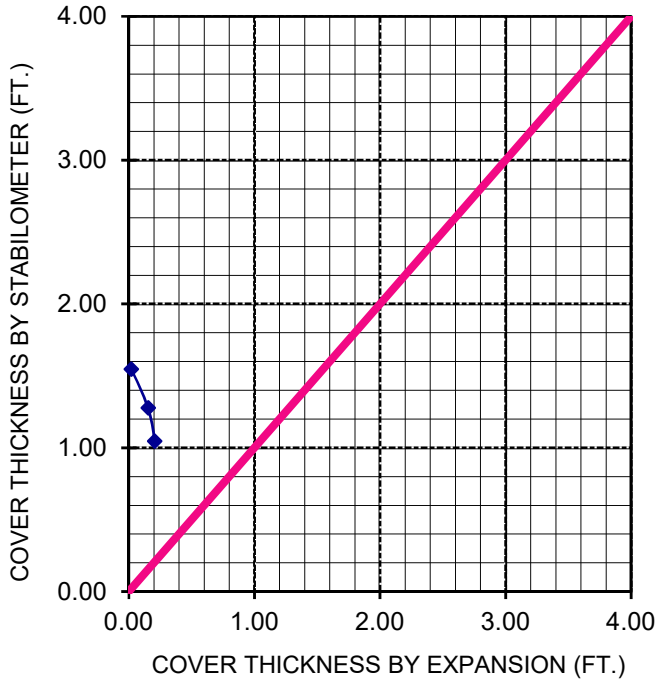
Project Name:	I-10 Pennsylvania Avenue Interchange Projec	Tested By:	ST	Date:	11/21/19
Project Number:	20182212.001A	Computed By:	KM	Date:	11/22/19
Boring No.:	A-19-002	Checked By:	AP	Date:	12/02/19
Sample No.:	2	Depth (ft.):	1-5		
Location:	N/A				
Soil Description:	Clayey Sand				

Mold Number	R6	R4	R5	
Water Added, g	32	40	50	
Compact Moisture(%)	14.5	15.3	16.4	
Compaction Gage Pressure, psi	250	150	50	
Exudation Pressure, psi	515	277	171	
Sample Height, Inches	2.4	2.5	2.6	
Gross Weight Mold, g	3090	3098	3109	
Tare Weight Mold, g	2012	2016	2011	
Net Sample Weight, g	1079	1082	1098	
Expansion, inchesx10^{-4}	62	46	6	
Stability 2,000 (160 psi)	20/62	36/88	50/118	
Turns Displacement	4.20	4.12	4.10	
R-Value Uncorrected	48	33	18	
R-Value Corrected	45	33	19	
Dry Density, pcf	118.9	113.7	109.9	
Traffic Index	8.0	8.0	8.0	
G.E. by Stability	1.05	1.28	1.55	
G.E. by Expansion	0.21	0.15	0.02	

R-VALUE		
	By Exudation:	35
	By Expansion:	*N/A
	At Equilibrium: (by Exudation)	35
Remarks	Gf = 1.34, and 0.0 % Retained on the ¾" *Not Applicable	

DRAFT





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R-VALUE TEST DATA

ASTM D2844

Project Name:	I-10 Pennsylvania Avenue Interchange Projec	Tested By:	ST	Date:	11/22/19
Project Number:	20182212.001A	Computed By:	KM	Date:	11/25/19
Boring No.:	A-19-005	Checked By:	AP	Date:	12/02/19
Sample No.:	2	Depth (ft.):	0.5-5		
Location:	N/A				
Soil Description:	Clayey Sand				

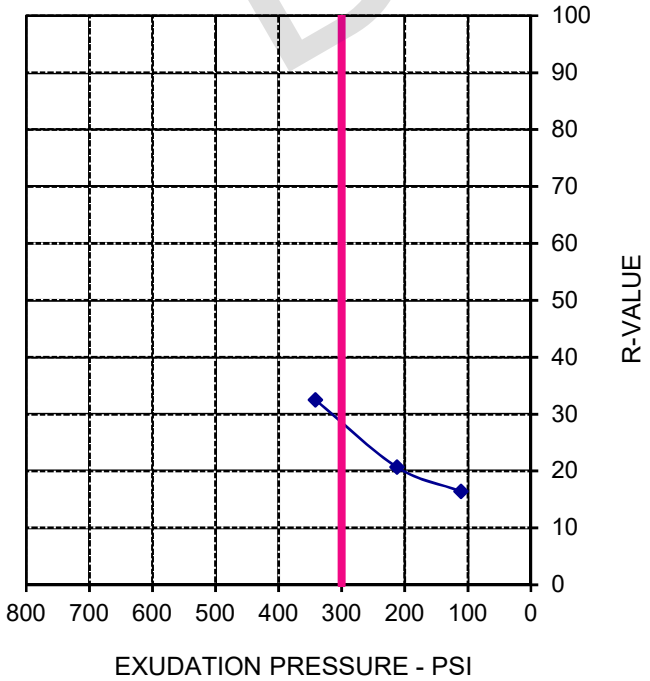
Mold Number	A	B	C	
Water Added, g	41	31	21	
Compact Moisture(%)	15.3	14.2	13.1	
Compaction Gage Pressure, psi	50	75	250	
Exudation Pressure, psi	111	212	342	
Sample Height, Inches	2.5	2.5	2.4	
Gross Weight Mold, g	3055	3055	3045	
Tare Weight Mold, g	1967	1970	1967	
Net Sample Weight, g	1088	1085	1077	
Expansion, inchesx10^{-4}	0	0	3	
Stability 2,000 (160 psi)	53/118	48/110	39/86	
Turns Displacement	4.52	4.36	4.02	
R-Value Uncorrected	16	21	35	
R-Value Corrected	16	21	33	
Dry Density, pcf	114.4	115.2	120.2	
Traffic Index	8.0	8.0	8.0	
G.E. by Stability	1.60	1.52	1.29	
G.E. by Expansion	0.00	0.00	0.01	

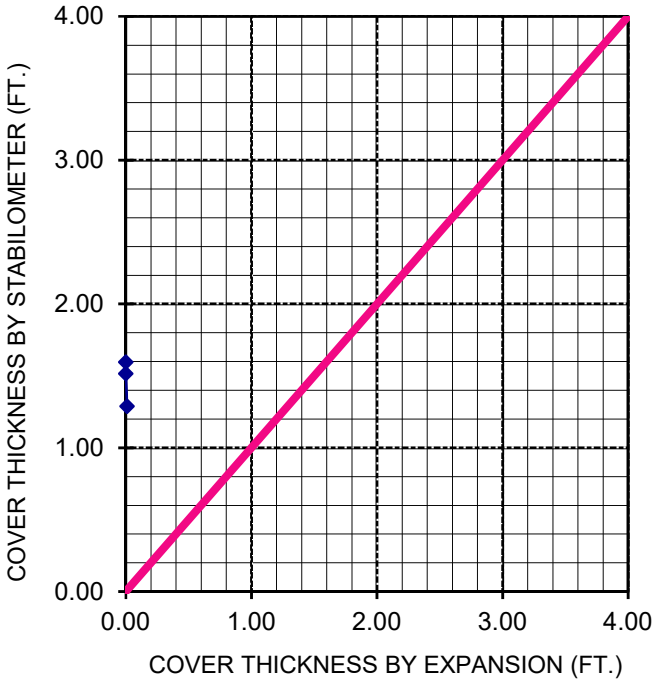
R-VALUE		
	By Exudation:	28
	By Expansion:	*N/A
	At Equilibrium: (by Exudation)	28

Remarks

Gf = 1.34, and 0.0 % Retained on the ¾"
*Not Applicable

DRAFT





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R-VALUE TEST DATA

ASTM D2844

Project Name:	I-10 Pennsylvania Avenue Interchange Projec	Tested By:	ST	Date:	11/21/19
Project Number:	20182212.001A	Computed By:	KM	Date:	11/22/19
Boring No.:	A-19-007	Checked By:	AP	Date:	12/02/19
Sample No.:	2	Depth (ft.):	2-5		
Location:	N/A				
Soil Description:	Sandy Clay				

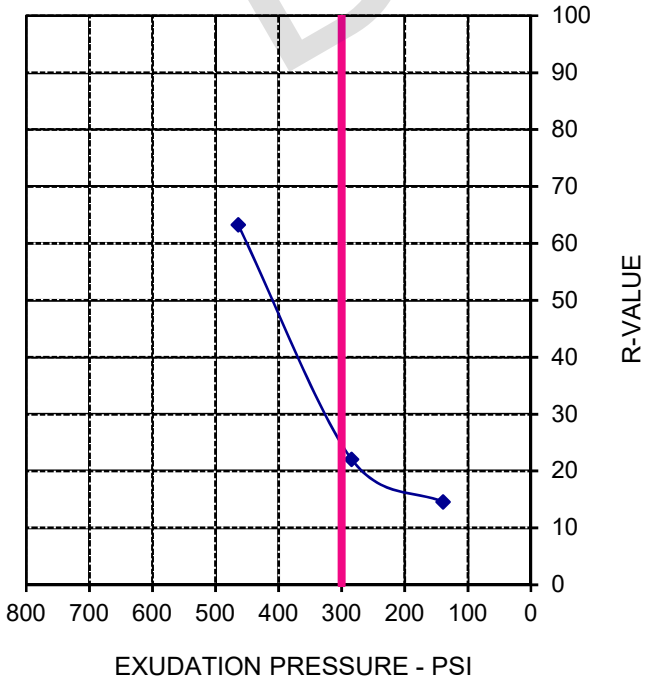
Mold Number	G	I	H	
Water Added, g	46	31	18	
Compact Moisture(%)	14.4	12.8	11.4	
Compaction Gage Pressure, psi	70	150	350	
Exudation Pressure, psi	139	284	464	
Sample Height, Inches	2.5	2.5	2.5	
Gross Weight Mold, g	2919	2892	2901	
Tare Weight Mold, g	1826	1818	1836	
Net Sample Weight, g	1093	1074	1065	
Expansion, inchesx10^{-4}	0	2	4	
Stability 2,000 (160 psi)	50/122	46/108	18/44	
Turns Displacement	4.57	4.25	3.83	
R-Value Uncorrected	15	22	63	
R-Value Corrected	15	22	63	
Dry Density, pcf	115.8	115.4	115.8	
Traffic Index	8.0	8.0	8.0	
G.E. by Stability	1.63	1.49	0.70	
G.E. by Expansion	0.00	0.01	0.01	

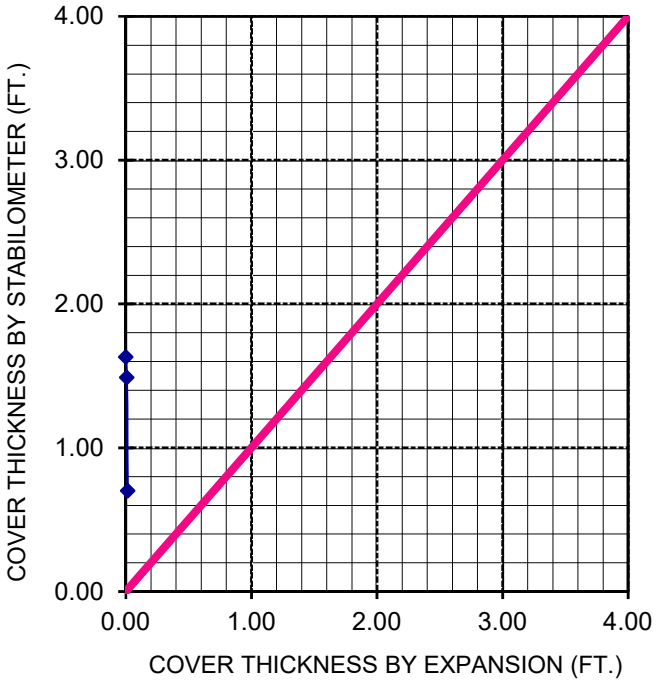
R-VALUE		
	By Exudation:	24
	By Expansion:	*N/A
	At Equilibrium: (by Exudation)	24

Remarks

Gf = 1.34, and 0.0 % Retained on the ¾"
*Not Applicable

DRAFT





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R-VALUE TEST DATA

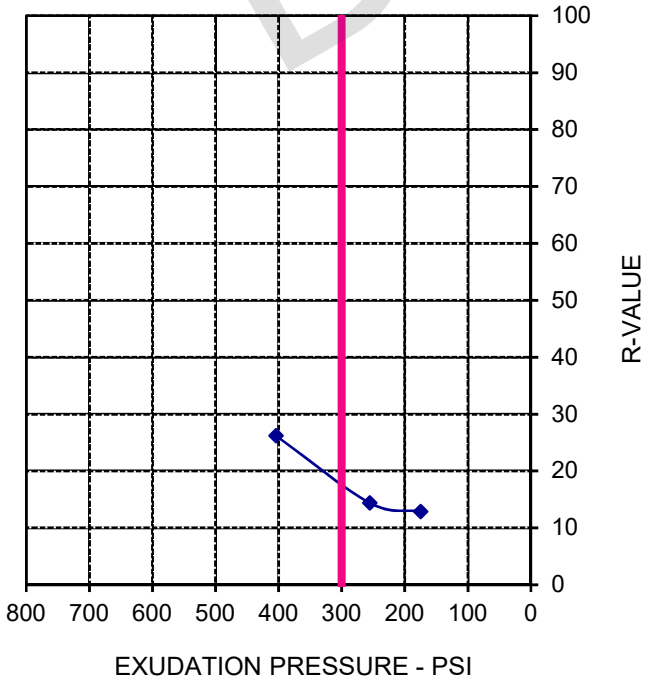
ASTM D2844

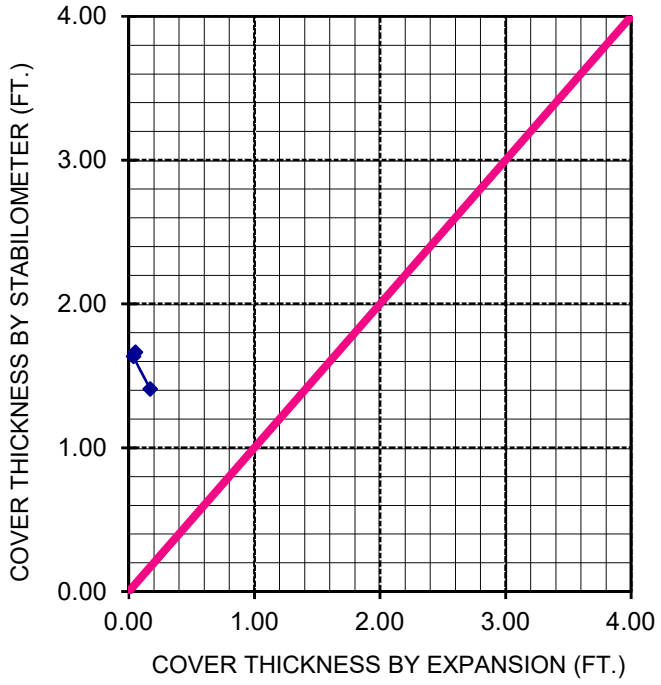
Project Name:	I-10 Pennsylvania Avenue Interchange Projec	Tested By:	ST	Date:	11/21/19
Project Number:	20182212.001A	Computed By:	KM	Date:	11/22/19
Boring No.:	A-19-011	Checked By:	AP	Date:	12/02/19
Sample No.:	2	Depth (ft.):	2-5		
Location:	N/A				
Soil Description:	Sandy Clay				

Mold Number	G	I	H	
Water Added, g	16	5	0	
Compact Moisture(%)	17.0	15.8	15.2	
Compaction Gage Pressure, psi	50	125	250	
Exudation Pressure, psi	175	255	404	
Sample Height, Inches	2.5	2.5	2.4	
Gross Weight Mold, g	2893	2882	2883	
Tare Weight Mold, g	1826	1818	1836	
Net Sample Weight, g	1067	1064	1047	
Expansion, inchesx10^{-4}	16	11	51	
Stability 2,000 (160 psi)	58/128	53/124	44/106	
Turns Displacement	4.23	4.32	3.26	
R-Value Uncorrected	13	14	28	
R-Value Corrected	13	14	26	
Dry Density, pcf	110.5	111.4	114.7	
Traffic Index	8.0	8.0	8.0	
G.E. by Stability	1.66	1.64	1.41	
G.E. by Expansion	0.05	0.04	0.17	

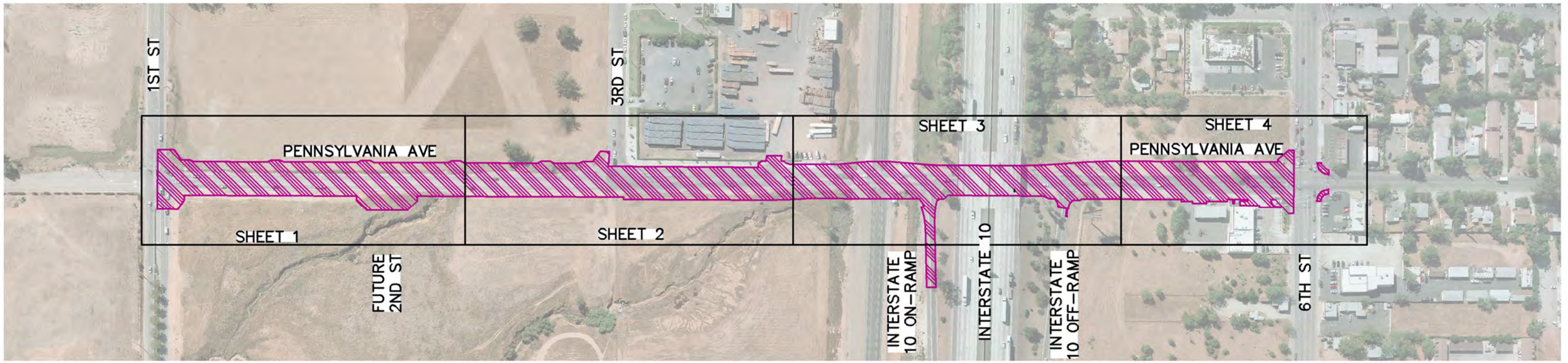
R-VALUE		
	By Exudation:	18
	By Expansion:	*N/A
	At Equilibrium: (by Exudation)	18
Remarks	Gf = 1.34, and 0.2 % Retained on the ¾" *Not Applicable	

DRAFT





Appendix C: Project BMP Exhibit and Sizing Documentation



LOCATION MAP
1"=250'

NORTH

Kimley»Horn

TPG SITE PLAN
PENNSYLVANIA AVENUE ROADWAY WIDENING

LEGEND

NEW OR REPLACED AREA (DISTURBED AREA)

COLD MILL 2" AC PAVEMENT

BASIN DMA ID

AREA (ACRES)

DMA XX

DMA BOUNDARY

PROJECT AREA

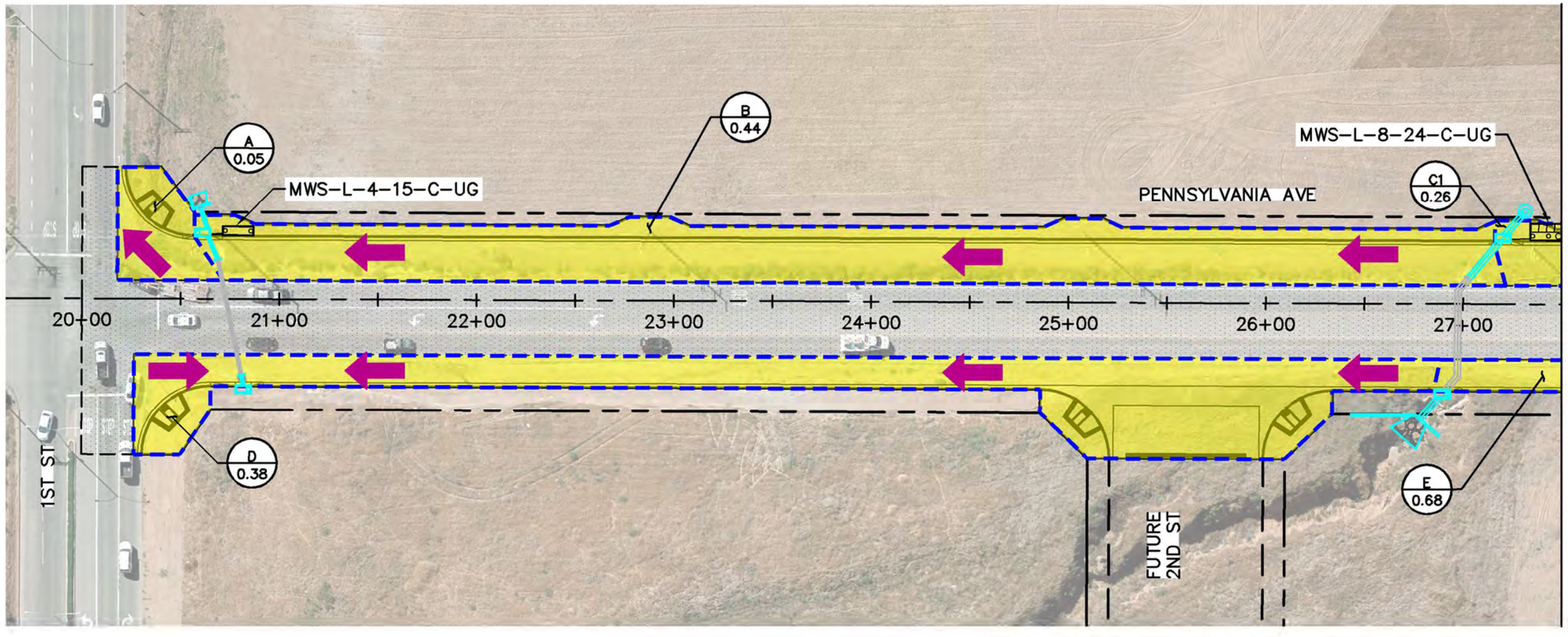
RIGHT-OF-WAY LINE

FLOW DIRECTION

PROPRIETARY BMP MODEL NO. (OR APPROVED EQUAL)

MWS-L-X-X-X-X

TOTAL DISTURBED AREA IS 4.35 ACRES FOR THE PROJECT.



Kimley»Horn

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

TPG SITE PLAN

PENNSYLVANIA AVENUE ROADWAY WIDENING

SHEET 1 OF 4

LEGEND

NEW OR REPLACED AREA (DISTURBED AREA)

COLD MILL 2" AC PAVEMENT

BASIN DMA ID — DMA XX

AREA (ACRES)

DMA BOUNDARY

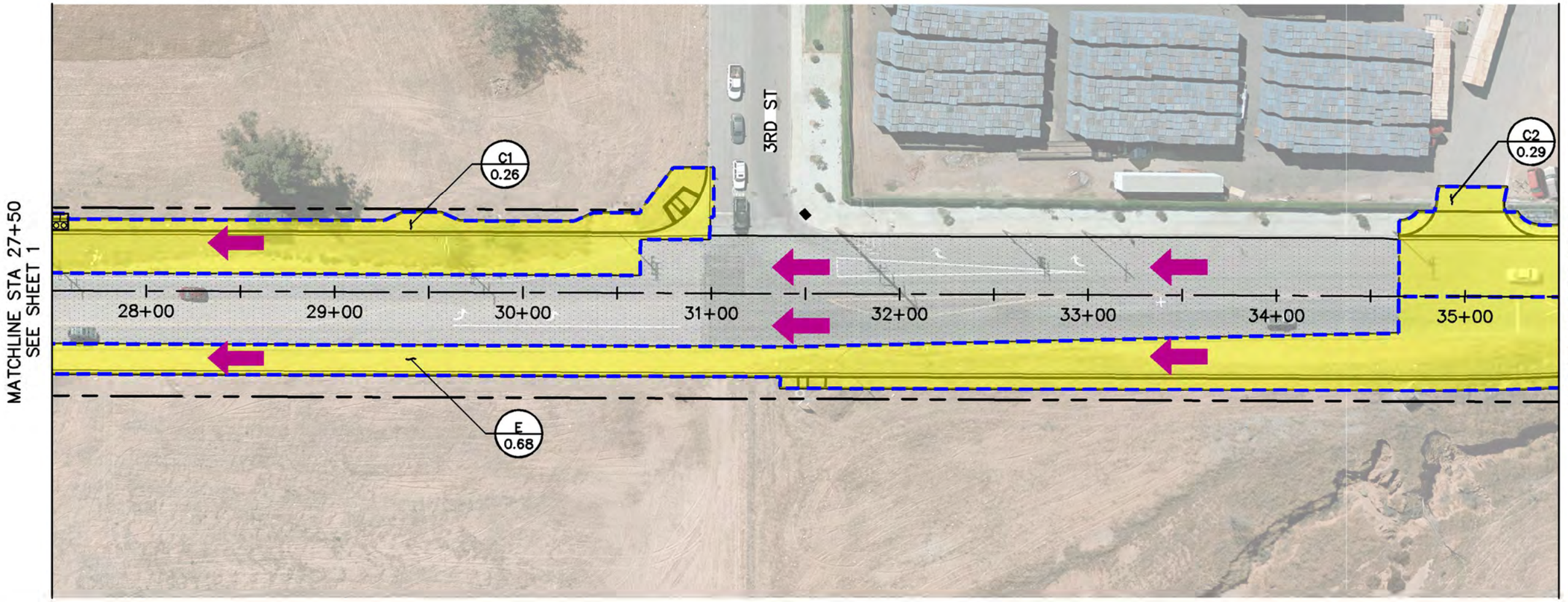
PROJECT AREA

RIGHT-OF-WAY LINE

FLOW DIRECTION

PROPRIETARY BMP MODEL NO. (OR APPROVED EQUAL) — MWS-L-X-X-X-X

TOTAL DISTURBED AREA IS 4.35 ACRES FOR THE PROJECT.



Kimley»Horn

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

TPG SITE PLAN
PENNSYLVANIA AVENUE ROADWAY WIDENING
SHEET 2 OF 4

LEGEND

NEW OR REPLACED AREA (DISTURBED AREA)

COLD MILL 2" AC PAVEMENT

BASIN DMA ID

AREA (ACRES)

DMA XX

DMA BOUNDARY

PROJECT AREA

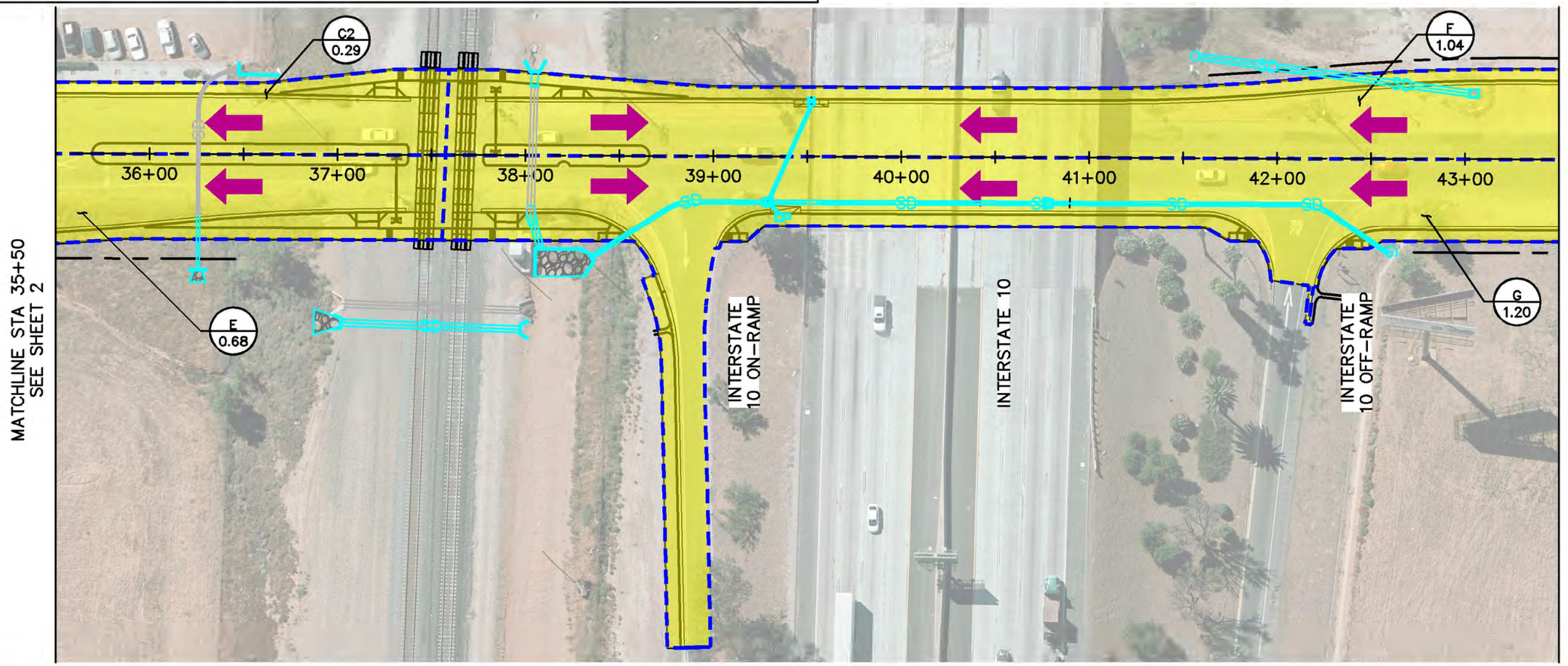
RIGHT-OF-WAY LINE

FLOW DIRECTION

PROPRIETARY BMP MODEL NO. (OR APPROVED EQUAL)

MWS-L-X-X-X-X

TOTAL DISTURBED AREA IS 4.35 ACRES FOR THE PROJECT.



Kimley»Horn

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

TPG SITE PLAN

PENNSYLVANIA AVENUE ROADWAY WIDENING

SHEET 3 OF 4

LEGEND

NEW OR REPLACED AREA (DISTURBED AREA)

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BASIN DMA ID

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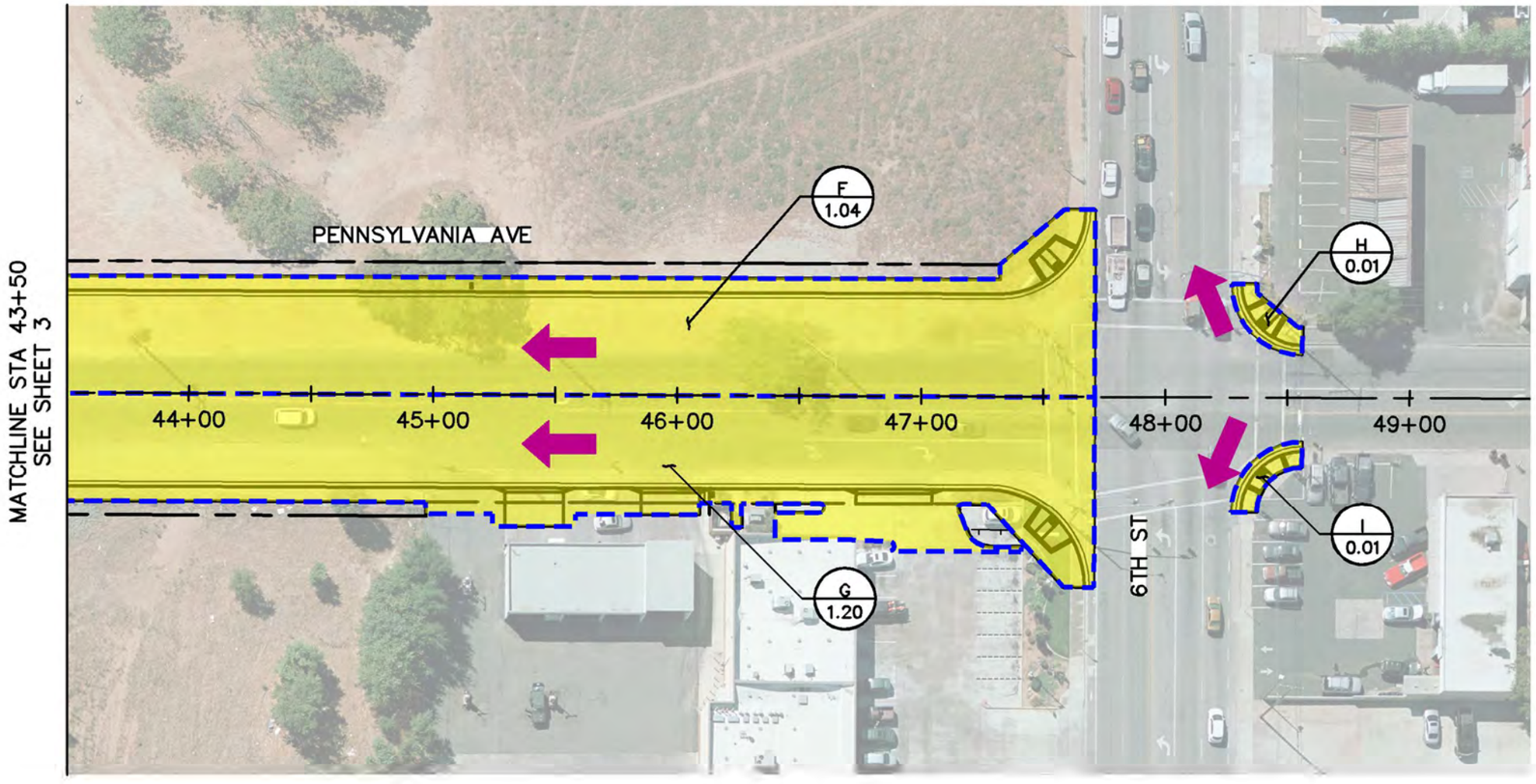
PROPRIETARY BMP MODEL NO. (OR APPROVED EQUAL)

MWS-L-X-X-X-X

TOTAL DISTURBED AREA IS 4.35 ACRES FOR THE PROJECT.



Kimley»Horn

NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

TPG SITE PLAN

PENNSYLVANIA AVENUE ROADWAY WIDENING

Summary of Project BMP Sizing Calculations

Pennsylvania Avenue Roadway Widening 3/25/2020

Drainage Area Tributary to BMP	Drainage Area		Pervious Area	Design Flow Rate	Additional Tributary Area		Additional Impervious Tributary	Total Flow Rate	MWS Model or approved equal	Treatment Capacity	Total BMP Treatment Flow Rate
(ID #)	(sf)	(AC)	(sf)	(cfs)	(sf)	(AC)	(cfs)	(cfs)		(cfs)	(cfs)
DMA-A	2208	0.05	0	0.01	-	-	-	0.01	-	-	-
DMA-B	19084	0.44	0	0.08	9255	0.21	0.04	0.12	MWS-L-4-15-C-UG	0.144	0.12
DMA-C	24012	0.55	0	0.10	372931	8.56	1.52	1.62	MWS-L-8-24-C-UG	0.693	0.69
DMA-D	16385	0.38	0	0.07	17217	0.40	0.07	0.14	-	-	-
DMA-E	29459	0.68	0	0.12	17488	0.40	0.07	0.19	-	-	-
DMA-F	45113	1.04	0	0.18	-	-	-	0.18	-	-	-
DMA-G	52440	1.20	0	0.21	-	-	-	0.21	-	-	-
DMA-H	449	0.01	0	0.00	-	-	-	0.00	-	-	-
DMA-I	392	0.01	0	0.00	-	-	-	0.00	-	-	-
TOTAL =	189542	4.35	0	**0.77**						Total Treated=	**0.81**

Notes:

1. Additional impervious tributary area equation: Q = C*i*A
2. Equation parameters: C = 0.89, i = 0.20 (in/hr), and A = varies (AC)

Santa Ana Watershed - BMP Design Flow Rate, Q_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name	Kimley-Horn and Associates, Inc.	Date	2/11/2020
Designed by	Stephani Torres	Case No	
Company Project Number/Name	Pensylvania Avenue Roadway Widening		

BMP Identification

BMP NAME / ID: DMA-A

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

Design Rainfall Intensity I = 0.20 in/hr

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

DMAs

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type (use pull-down menu)	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Rainfall Intensity (in/hr)*	*Design Flow Rate (cfs)*	*Proposed Flow Rate (cfs)*
1	*2208*	*Concrete or Asphalt*	*1*	*0.89*	*1969.5*			
	2208		***Total***		**1969.5**	**0.20**	***0***	

Notes:

Santa Ana Watershed - BMP Design Flow Rate, Q_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name	Kimley-Horn and Associates, Inc.	Date	2/11/2020
Designed by	Stephani Torres	Case No	
Company Project Number/Name	Pensylvania Avenue Roadway Widening		

BMP Identification

BMP NAME / ID: DMA-B

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

Design Rainfall Intensity I = 0.20 in/hr

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

DMAs

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type (use pull-down menu)	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Rainfall Intensity (in/hr)*	*Design Flow Rate (cfs)*	*Proposed Flow Rate (cfs)*
1	*19084*	*Concrete or Asphalt*	*1*	*0.89*	*17022.9*			
	19084	***Total***			**17022.9**	**0.20**	***0.1***	***0.12***

Notes:

Santa Ana Watershed - BMP Design Flow Rate, Q_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name: Kimley-Horn and Associates, Inc. — Date: 2/11/2020

Designed by: Stephani Torres — Case No:

Company Project Number/Name: Pensylvania Avenue Roadway Widening

BMP Identification

BMP NAME / ID: DMA-C

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

Design Rainfall Intensity — I = 0.20 in/hr

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

	DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type (use pull-down menu)	Effective Impervious Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Rainfall Intensity (in/hr)*	*Design Flow Rate (cfs)*	*Proposed Flow Rate (cfs)*
DMAs	*1*	*24012*	*Concrete or Asphalt*	*1*	*0.89*	*21418.7*			
		24012	***Total***			**21418.7**	**0.20**	***0.1***	***0.693***

Notes:

Additional proposed flow rate obtained from off-site runoff confluencing with DMA-C.

Santa Ana Watershed - BMP Design Flow Rate, Q_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name	Kimley-Horn and Associates, Inc.	Date	2/11/2020
Designed by	Stephani Torres	Case No	
Company Project Number/Name	Pensylvania Avenue Roadway Widening		

BMP Identification

BMP NAME / ID: DMA-D

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

Design Rainfall Intensity: I = 0.20 in/hr

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

DMAs

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type (use pull-down menu)	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Rainfall Intensity (in/hr)*	*Design Flow Rate (cfs)*	*Proposed Flow Rate (cfs)*
1	*16385*	*Concrete or Asphalt*	*1*	*0.89*	*14615.4*			
	16385		***Total***		**14615.4**	**0.20**	***0.1***	

Proposed Volume must be greater than the Design Capture Volume

Notes:

Santa Ana Watershed - BMP Design Flow Rate, Q_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name	Kimley-Horn and Associates, Inc.	Date	2/11/2020
Designed by	Stephani Torres	Case No	
Company Project Number/Name	Pensylvania Avenue Roadway Widening		

BMP Identification

BMP NAME / ID: DMA-E

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

Design Rainfall Intensity I = 0.20 in/hr

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

DMAs

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type (use pull-down menu)	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Rainfall Intensity (in/hr)*	*Design Flow Rate (cfs)*	*Proposed Flow Rate (cfs)*
1	*29459*	*Concrete or Asphalt*	*1*	*0.89*	*26277.4*			
	29459		***Total***		**26277.4**	**0.20**	***0.1***	***0.19***

Notes:

Santa Ana Watershed - BMP Design Flow Rate, Q_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name	Kimley-Horn and Associates, Inc.	Date	2/11/2020
Designed by	Stephani Torres	Case No	
Company Project Number/Name	Pensylvania Avenue Roadway Widening		

BMP Identification

BMP NAME / ID: DMA-F

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

Design Rainfall Intensity I = 0.20 in/hr

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

DMAs

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type (use pull-down menu)	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Rainfall Intensity (in/hr)*	*Design Flow Rate (cfs)*	*Proposed Flow Rate (cfs)*
1	*45113*	*Concrete or Asphalt*	*1*	*0.89*	*40240.8*			
	45113		***Total***		**40240.8**	**0.20**	***0.2***	

Proposed Volume must be greater than the Design Capture Volume

Notes:

Santa Ana Watershed - BMP Design Flow Rate, Q_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name	Kimley-Horn and Associates, Inc.	Date	2/11/2020
Designed by	Stephani Torres	Case No	
Company Project Number/Name	Pensylvania Avenue Roadway Widening		

BMP Identification

BMP NAME / ID: DMA-G

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

Design Rainfall Intensity: I = 0.20 in/hr

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

DMAs

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type (use pull-down menu)	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Rainfall Intensity (in/hr)*	*Design Flow Rate (cfs)*	*Proposed Flow Rate (cfs)*
1	*52440*	*Concrete or Asphalt*	*1*	*0.89*	*46776.5*			
	52440		***Total***		**46776.5**	**0.20**	***0.2***	

Proposed Volume must be greater than the Design Capture Volume

Notes:

Santa Ana Watershed - BMP Design Flow Rate, Q_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name: Kimley-Horn and Associates, Inc.
Date: 2/11/2020
Designed by: Stephani Torres
Case No:
Company Project Number/Name: Pensylvania Avenue Roadway Widening

BMP Identification

BMP NAME / ID: DMA-H

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

Design Rainfall Intensity: I = 0.20 in/hr

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

	DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type (use pull-down menu)	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Rainfall Intensity (in/hr)*	*Design Flow Rate (cfs)*	*Proposed Flow Rate (cfs)*
DMAs	*1*	*449*	*Concrete or Asphalt*	*1*	*0.89*	*400.5*			
		449	***Total***			400.5	0.20	*0*	

Notes:

Santa Ana Watershed - BMP Design Flow Rate, Q_{BMP}

(Rev. 10-2011)

Legend: Required Entries / Calculated Cells

*(Note this worksheet shall **only** be used in conjunction with BMP designs from the **LID BMP Design Handbook**)*

Company Name	Kimley-Horn and Associates, Inc.	Date	2/11/2020
Designed by	Stephani Torres	Case No	
Company Project Number/Name	Pensylvania Avenue Roadway Widening		

BMP Identification

BMP NAME / ID: DMA-I

Must match Name/ID used on BMP Design Calculation Sheet

Design Rainfall Depth

Design Rainfall Intensity I = 0.20 in/hr

Drainage Management Area Tabulation

Insert additional rows if needed to accommodate all DMAs draining to the BMP

DMAs

DMA Type/ID	DMA Area (square feet)	Post-Project Surface Type (use pull-down menu)	Effective Imperivous Fraction, I_f	DMA Runoff Factor	DMA Areas x Runoff Factor	*Design Rainfall Intensity (in/hr)*	*Design Flow Rate (cfs)*	*Proposed Flow Rate (cfs)*
1	*392*	*Concrete or Asphalt*	*1*	*0.89*	*349.7*			
	392	***Total***			**349.7**	**0.20**	***0***	

Notes:

SITE SPECIFIC DATA			
PROJECT NUMBER		10774	
PROJECT NAME		PENNSYLVANIA AVENUE ROADWAY WIDENING	
PROJECT LOCATION		BEAUMONT, CA	
STRUCTURE ID		118	
TREATMENT REQUIRED			
VOLUME BASED (CF)		FLOW BASED (CFS)	
----		0.144	
TREATMENT HGL AVAILABLE (FT)			N/K
PEAK BYPASS REQUIRED (CFS) – IF APPLICABLE			
PIPE DATA	I.E.	MATERIAL	DIAMETER
INLET PIPE 1	N/A	N/A	N/A
INLET PIPE 2	N/A	N/A	N/A
OUTLET PIPE	2572.28	PVC	6"
	PRETREATMENT	BIOFILTRATION	DISCHARGE
RIM ELEVATION	2576.04	2576.04	2576.04
SURFACE LOAD	PEDESTRIAN	PEDESTRIAN	PEDESTRIAN
FRAME & COVER	ø30"	N/A	ø24"
WETLANDMEDIA VOLUME (CY)			2.83
ORIFICE SIZE (DIA. INCHES)			ø 1.80"
NOTES: PRELIMINARY. NOT FOR CONSTRUCTION.			

INSTALLATION NOTES

1. CONTRACTOR TO PROVIDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS REQUIRED TO OFFLOAD AND INSTALL THE SYSTEM AND APPURTENANCES IN ACCORDANCE WITH THIS DRAWING AND THE MANUFACTURERS SPECIFICATIONS, UNLESS OTHERWISE STATED IN MANUFACTURERS CONTRACT.
2. UNIT MUST BE INSTALLED ON LEVEL BASE. MANUFACTURER RECOMMENDS A MINIMUM 6" LEVEL ROCK BASE UNLESS SPECIFIED BY THE PROJECT ENGINEER. CONTRACTOR IS RESPONSIBLE TO VERIFY PROJECT ENGINEERS RECOMMENDED BASE SPECIFICATIONS.
3. ALL PIPES MUST BE FLUSH WITH INSIDE SURFACE OF CONCRETE. (PIPES CANNOT INTRUDE BEYOND FLUSH). INVERT OF OUTFLOW PIPE MUST BE FLUSH WITH DISCHARGE CHAMBER FLOOR. ALL GAPS AROUND PIPES SHALL BE SEALED WATER TIGHT WITH A NON–SHRINK GROUT PER MANUFACTURERS STANDARD CONNECTION DETAIL AND SHALL MEET OR EXCEED REGIONAL PIPE CONNECTION STANDARDS.
4. CONTRACTOR TO SUPPLY AND INSTALL ALL EXTERNAL CONNECTING PIPES.
5. CONTRACTOR RESPONSIBLE FOR INSTALLATION OF ALL RISERS, MANHOLES, AND HATCHES. CONTRACTOR TO GROUT ALL MANHOLES AND HATCHES TO MATCH FINISHED SURFACE UNLESS SPECIFIED OTHERWISE.
6. DRIP OR SPRAY IRRIGATION REQUIRED ON ALL UNITS WITH VEGETATION.
7. CONTRACTOR RESPONSIBLE FOR CONTACTING MODULAR WETLANDS FOR ACTIVATION OF UNIT. MANUFACTURES WARRANTY IS VOID WITH OUT PROPER ACTIVATION BY A MODULAR WETLANDS REPRESENTATIVE.

GENERAL NOTES

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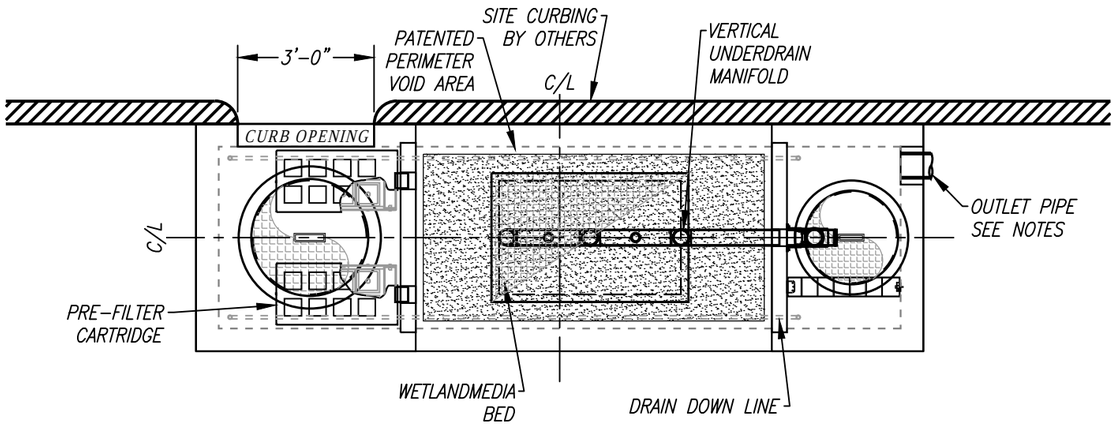
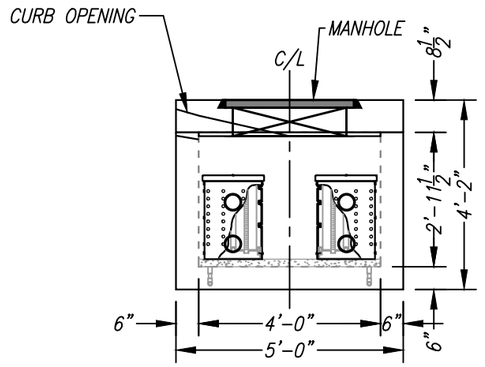
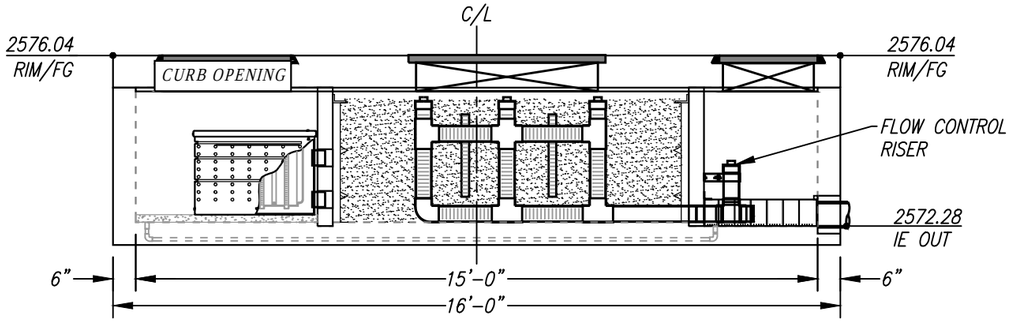


PLAN VIEW

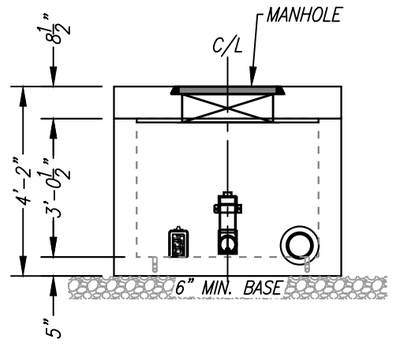
Sample unit only - specific proprietary unit with site specific configuration will be provided by Contractor for approval prior to installation.



LEFT END VIEW



ELEVATION VIEW



RIGHT END VIEW

TREATMENT FLOW (CFS)	0.144
OPERATING HEAD (FT)	2.8
PRETREATMENT LOADING RATE (GPM/SF)	1.3
WETLAND MEDIA LOADING RATE (GPM/SF)	1.0

MODULAR WETLANDS
THIS PRODUCT MAY BE PROTECTED BY ONE OR MORE OF THE FOLLOWING US PATENTS: 7,425,262; 7,470,362; 7,674,378; 8,303,816; RELATED FOREIGN PATENTS OR OTHER PATENTS PENDING

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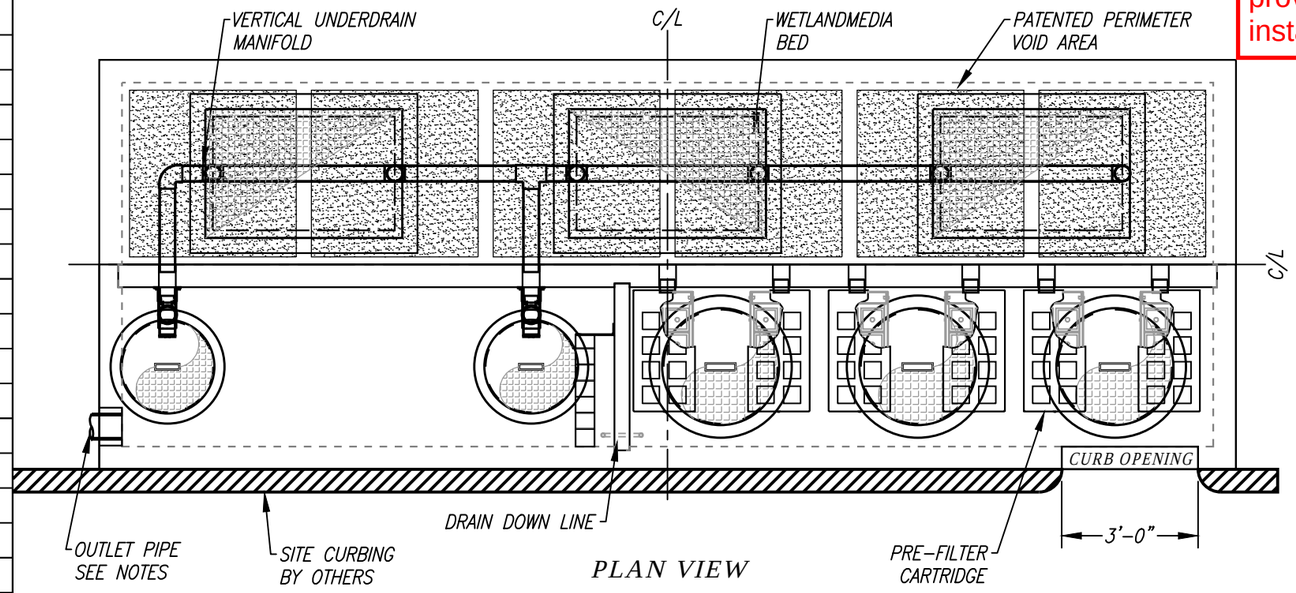
Bio Clean
A Forterra Company

MWS-L-4-15-C
STORMWATER BIOFILTRATION SYSTEM
STANDARD DETAIL

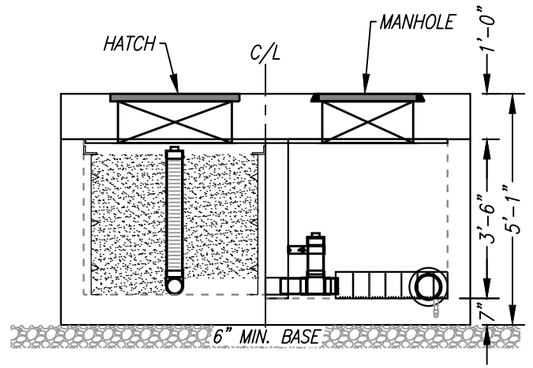
3/31/2010LEE

SITE SPECIFIC DATA			
PROJECT NUMBER		10774	
PROJECT NAME		PENNSYLVANIA AVENUE ROADWAY WIDENING	
PROJECT LOCATION		BEAUMONT, CA	
STRUCTURE ID		119	
TREATMENT REQUIRED			
VOLUME BASED (CF)		FLOW BASED (CFS)	
----		0.693	
TREATMENT HGL AVAILABLE (FT)			N/K
PEAK BYPASS REQUIRED (CFS) – IF APPLICABLE			FLOW BY
PIPE DATA	I.E.	MATERIAL	DIAMETER
INLET PIPE 1	----	N/A	N/A
INLET PIPE 2	N/A	N/A	N/A
OUTLET PIPE	2583.88	PVC	6"
	PRETREATMENT	BIOFILTRATION	DISCHARGE
RIM ELEVATION	2588.38	2588.38	2588.38
SURFACE LOAD	PEDESTRIAN	PEDESTRIAN	PEDESTRIAN
FRAME & COVER	3 EA ø30"	3 EA 30"X48"	2 EA ø24"
WETLANDMEDIA VOLUME (CY)			14.35
ORIFICE SIZE (DIA. INCHES)			ø2.66" EA
NOTES: PRELIMINARY. NOT FOR CONSTRUCTION.			

Sample unit only - specific proprietary unit with site specific configuration will be provided by Contractor for approval prior to installation.



PLAN VIEW



LEFT END VIEW

INSTALLATION NOTES

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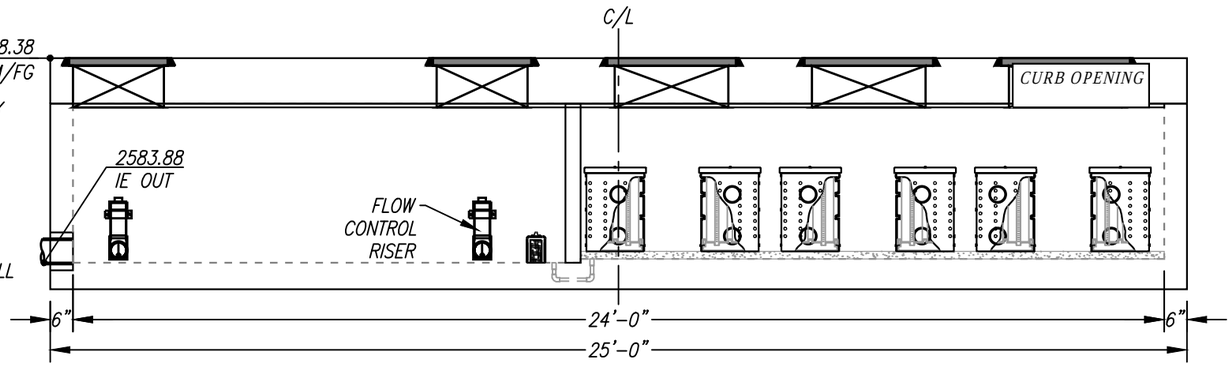
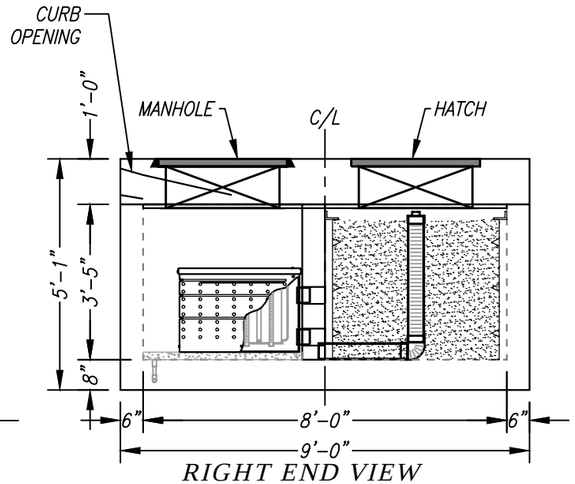


ELEVATION VIEW



RIGHT END VIEW

TREATMENT FLOW (CFS)	0.693
OPERATING HEAD (FT)	3.4
PRETREATMENT LOADING RATE (GPM/SF)	2.0
WETLAND MEDIA LOADING RATE (GPM/SF)	1.0

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Bio Clean
A Forterra Company

MWS-L-8-24-4'-6"-C
STORMWATER BIOFILTRATION SYSTEM
STANDARD DETAIL

3/31/2010LEE

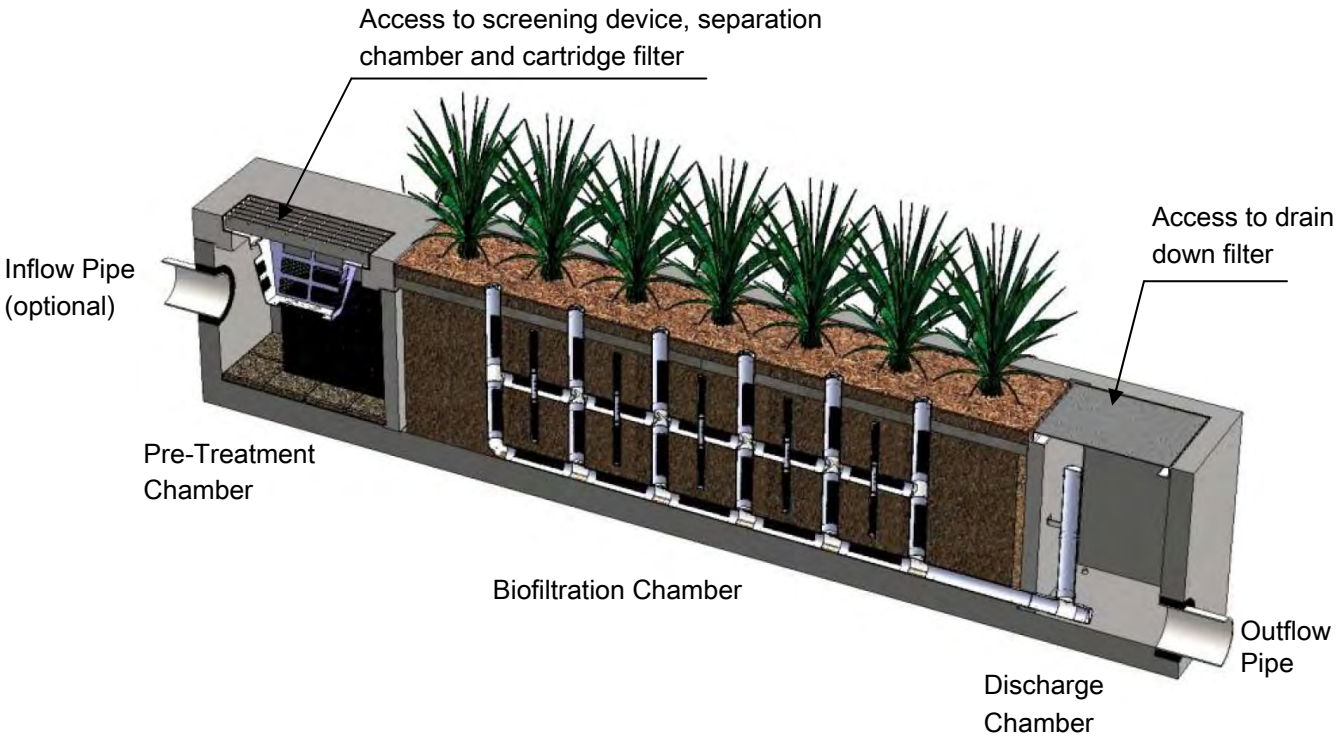
Sample only - specific guidelines for selected proprietary unit will be provided by Contractor.

Maintenance Guidelines for Modular Wetland System - Linear

Maintenance Summary

- Remove Trash from Screening Device – average maintenance interval is 6 to 12 months.
  - (*5 minute average service time*).
- Remove Sediment from Separation Chamber – average maintenance interval is 12 to 24 months.
  - (*10 minute average service time*).
- Replace Cartridge Filter Media – average maintenance interval 12 to 24 months.
  - (*10-15 minute per cartridge average service time*).
- Replace Drain Down Filter Media – average maintenance interval is 12 to 24 months.
  - (*5 minute average service time*).
- Trim Vegetation – average maintenance interval is 6 to 12 months.
  - (*Service time varies*).

System Diagram



Maintenance Procedures

Screening Device

1. Remove grate or manhole cover to gain access to the screening device in the Pre-Treatment Chamber. Vault type units do not have screening device. Maintenance can be performed without entry.
2. Remove all pollutants collected by the screening device. Removal can be done manually or with the use of a vacuum truck. The hose of the vacuum truck will not damage the screening device.
3. Screening device can easily be removed from the Pre-Treatment Chamber to gain access to separation chamber and media filters below. Replace grate or manhole cover when completed.

Separation Chamber

1. Perform maintenance procedures of screening device listed above before maintaining the separation chamber.
2. With a pressure washer spray down pollutants accumulated on walls and cartridge filters.
3. Vacuum out Separation Chamber and remove all accumulated pollutants. Replace screening device, grate or manhole cover when completed.

Cartridge Filters

1. Perform maintenance procedures on screening device and separation chamber before maintaining cartridge filters.
2. Enter separation chamber.
3. Unscrew the two bolts holding the lid on each cartridge filter and remove lid.
4. Remove each of 4 to 8 media cages holding the media in place.
5. Spray down the cartridge filter to remove any accumulated pollutants.
6. Vacuum out old media and accumulated pollutants.
7. Reinstall media cages and fill with new media from manufacturer or outside supplier. Manufacturer will provide specification of media and sources to purchase.
8. Replace the lid and tighten down bolts. Replace screening device, grate or manhole cover when completed.

Drain Down Filter

1. Remove hatch or manhole cover over discharge chamber and enter chamber.
2. Unlock and lift drain down filter housing and remove old media block. Replace with new media block. Lower drain down filter housing and lock into place.
3. Exit chamber and replace hatch or manhole cover.

Maintenance Notes

1. Following maintenance and/or inspection, it is recommended the maintenance operator prepare a maintenance/inspection record. The record should include any maintenance activities performed, amount and description of debris collected, and condition of the system and its various filter mechanisms.

2. The owner should keep maintenance/inspection record(s) for a minimum of five years from the date of maintenance. These records should be made available to the governing municipality for inspection upon request at any time.

3. Transport all debris, trash, organics and sediments to approved facility for disposal in accordance with local and state requirements.

4. Entry into chambers may require confined space training based on state and local regulations.

5. No fertilizer shall be used in the Biofiltration Chamber.

6. Irrigation should be provided as recommended by manufacturer and/or landscape architect. Amount of irrigation required is dependent on plant species. Some plants may require irrigation.

Maintenance Procedure Illustration

Screening Device

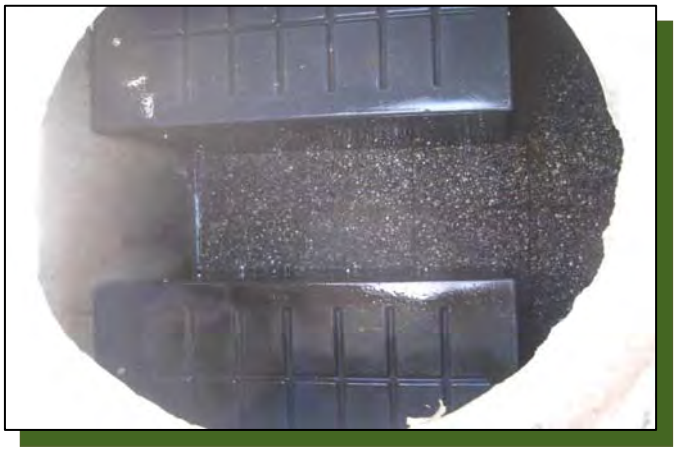
The screening device is located directly under the manhole or grate over the Pre-Treatment Chamber. It's mounted directly underneath for easy access and cleaning. Device can be cleaned by hand or with a vacuum truck.

Separation Chamber

The separation chamber is located directly beneath the screening device. It can be quickly cleaned using a vacuum truck or by hand. A pressure washer is useful to assist in the cleaning process.

Cartridge Filters

The cartridge filters are located in the Pre-Treatment chamber connected to the wall adjacent to the biofiltration chamber. The cartridges have removable tops to access the individual media filters. Once the cartridge is open media can be easily removed and replaced by hand or a vacuum truck.



Drain Down Filter

The drain down filter is located in the Discharge Chamber. The drain filter unlocks from the wall mount and hinges up. Remove filter block and replace with new block.

Trim Vegetation

Vegetation should be maintained in the same manner as surrounding vegetation and trimmed as needed. No fertilizer shall be used on the plants. Irrigation per the recommendation of the manufacturer and or landscape architect. Different types of vegetation requires different amounts of irrigation.

Inspection Form

Modular Wetland System, Inc.
P. 760.433-7640
F. 760-433-3176
E. Info@modularwetlands.com

www.modularwetlands.com

Inspection Report
Modular Wetlands System

Project Name _____

Project Address _____
(city) (Zip Code)

Owner / Management Company _____

Contact _____ Phone ( ) –

Inspector Name _____ Date ____/____/____ Time _____ AM / PM

Type of Inspection ☐ Routine ☐ Follow Up ☐ Complaint ☐ Storm Storm Event in Last 72-hours? ☐ No ☐ Yes

Weather Condition _____ Additional Notes _____

For Office Use Only
(Reviewed By)
(Date)
Office personnel to complete section to the left.

Inspection Checklist

Modular Wetland System Type (Curb, Grate or UG Vault): _____ Size (22', 14' or etc.): _____

Structural Integrity:	**Yes**	**No**	**Comments**
Damage to pre-treatment access cover (manhole cover/grate) or cannot be opened using normal lifting pressure?			
Damage to discharge chamber access cover (manhole cover/grate) or cannot be opened using normal lifting pressure?			
Does the MWS unit show signs of structural deterioration (cracks in the wall, damage to frame)?			
Is the inlet/outlet pipe or drain down pipe damaged or otherwise not functioning properly?			
Working Condition:			
Is there evidence of illicit discharge or excessive oil, grease, or other automobile fluids entering and clogging the unit?			
Is there standing water in inappropriate areas after a dry period?			
Is the filter insert (if applicable) at capacity and/or is there an accumulation of debris/trash on the shelf system?			
Does the depth of sediment/trash/debris suggest a blockage of the inflow pipe, bypass or cartridge filter? If yes, specify which one in the comments section. Note depth of accumulation in in pre-treatment chamber.			Depth:
Does the cartridge filter media need replacement in pre-treatment chamber and/or discharge chamber?			Chamber:
Any signs of improper functioning in the discharge chamber? Note issues in comments section.			
Other Inspection Items:			
Is there an accumulation of sediment/trash/debris in the wetland media (if applicable)?			
Is it evident that the plants are alive and healthy (if applicable)? Please note Plant Information below.			
Is there a septic or foul odor coming from inside the system?			

Waste:	**Yes**	**No**
Sediment / Silt / Clay		
Trash / Bags / Bottles		
Green Waste / Leaves / Foliage		

Recommended Maintenance	
No Cleaning Needed	
Schedule Maintenance as Planned	
Needs Immediate Maintenance	

Plant Information	
Damage to Plants	
Plant Replacement	
Plant Trimming	

Additional Notes: _____

2972 San Luis Rey Road, Oceanside, CA 92058 P (760) 433-7640 F (760) 433-3176

Maintenance Report

Modular Wetland System, Inc.
P. 760.433-7640
F. 760-433-3176
E. Info@modularwetlands.com

www.modularwetlands.com

Cleaning and Maintenance Report
Modular Wetlands System

Project Name _____

Project Address _____
(city) (Zip Code)

Owner / Management Company _____

Contact _____ Phone ( ) –

Inspector Name _____ Date ____/____/____ Time _____ AM / PM

Type of Inspection ☐ Routine ☐ Follow Up ☐ Complaint ☐ Storm Storm Event in Last 72-hours? ☐ No ☐ Yes

Weather Condition _____ Additional Notes _____

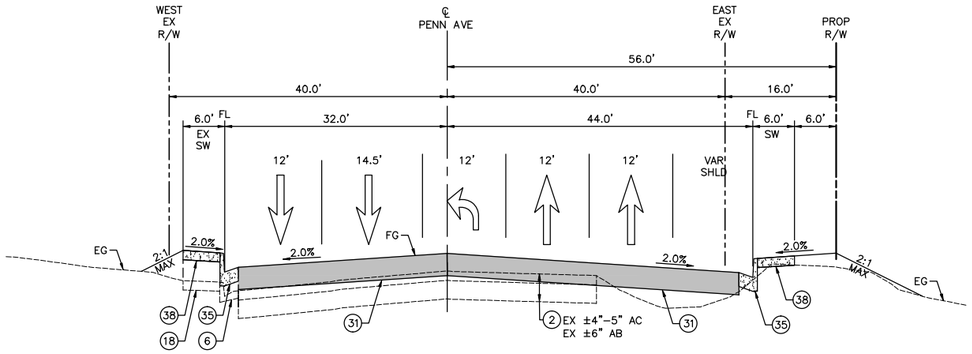
For Office Use Only
(Reviewed By)
(Date)
Office personnel to complete section to the left.

Site Map #	GPS Coordinates of Insert	Manufacturer / Description / Sizing	Trash Accumulation	Foliage Accumulation	Sediment Accumulation	Total Debris Accumulation	Condition of Media 25/50/75/100 (will be changed @ 75%)	Operational Per Manufactures' Specifications (If not, why?)
	Lat: Long:	MWS Catch Basins						
		MWS Sedimentation Basin						
		Media Filter Condition						
		Plant Condition						
		Drain Down Media Condition						
		Discharge Chamber Condition						
		Drain Down Pipe Condition						
		Inlet and Outlet Pipe Condition						

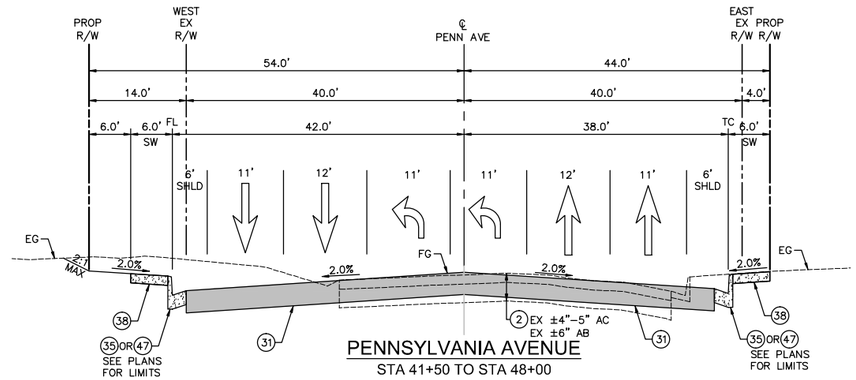
Comments:

2972 San Luis Rey Road, Oceanside, CA 92058 P. 760.433.7640 F. 760.433.3176

Appendix D: Typical Sections



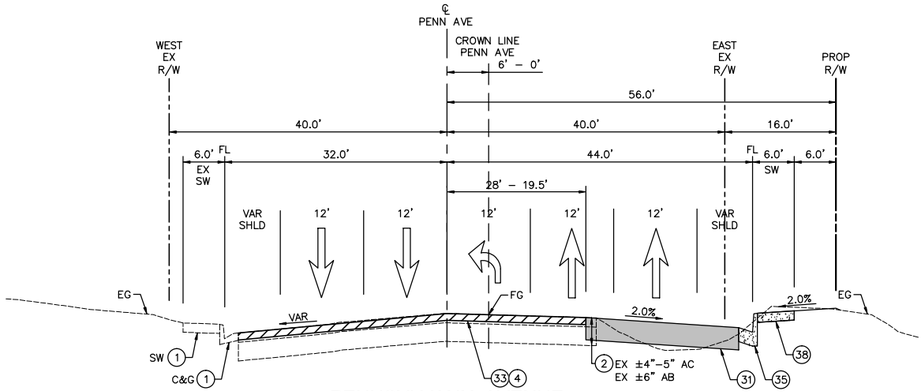
PENNSYLVANIA AVENUE
STA 34+65 TO STA 35+70
NOT TO SCALE



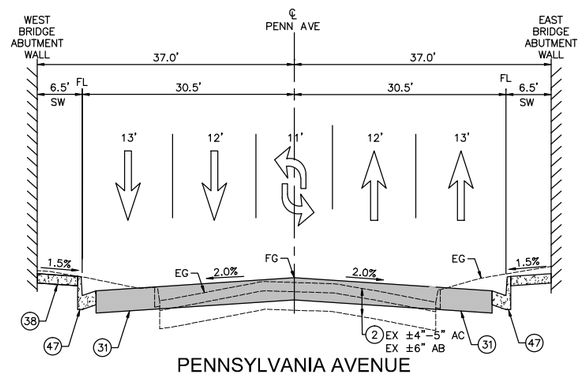
PENNSYLVANIA AVENUE
STA 41+50 TO STA 48+00
NOT TO SCALE

CONSTRUCTION NOTES

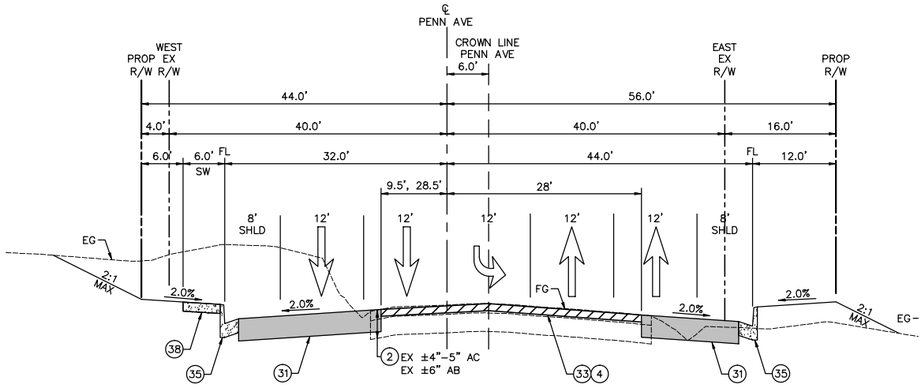
1. PROTECT EXISTING IMPROVEMENT IN PLACE.
2. SAWCUT AND REMOVE EXISTING AC PAVEMENT TO SUBGRADE.
4. COLDMILL EXISTING AC PAVEMENT (2").
6. REMOVE EXISTING CURB AND GUTTER.
18. REMOVE PCC SW.
31. CONSTRUCT XX" HMA (1/2 INCH TYPE A PG-64-10) OVER XX" CLASS 2 AB OVER COMPACTED SUBGRADE.
33. CONSTRUCT VARIABLE DEPTH AC OVERLAY (2" MIN).
35. CONSTRUCT TYPE A-8 CURB AND GUTTER PER COUNTY OF RIVERSIDE STD DETAIL 201.
36. CONSTRUCT TYPE D (8-INCH) CURB PER COUNTY OF RIVERSIDE STD DETAIL 204.
38. CONSTRUCT PCC SIDEWALK PER COUNTY OF RIVERSIDE STD DETAIL 401.
39. CONSTRUCT 2" STAMPED CONCRETE HARDSCAPE MEDIAN OVER COMPACTED SUBGRADE.
47. CONSTRUCT CURB AND GUTTER TYPE A2-8 PER CALTRANS STD PLAN A87A.



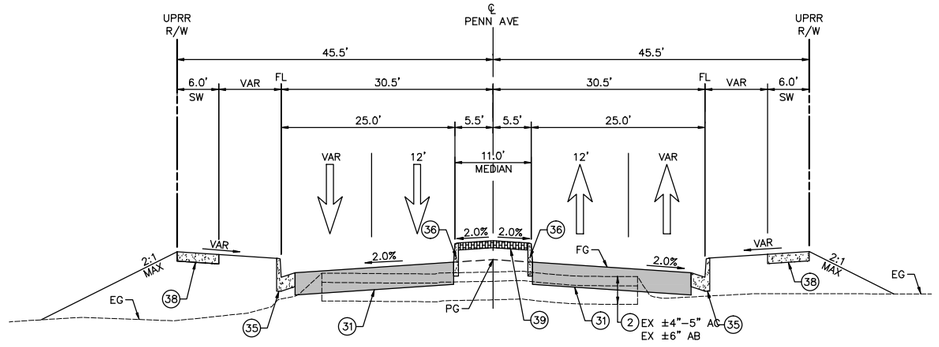
PENNSYLVANIA AVENUE
STA 31+00 TO STA 34+65
NOT TO SCALE



PENNSYLVANIA AVENUE
STA 39+50 TO STA 41+50
NOT TO SCALE



PENNSYLVANIA AVENUE
STA 20+00 TO STA 31+00
NOT TO SCALE



PENNSYLVANIA AVENUE
STA 35+70 TO STA 39+50
NOT TO SCALE

LEGEND

- COLD MILL AND AC OVERLAY
- AC PAVEMENT
- PROPOSED PCC IMPROVEMENTS

95% SUBMITTAL – NOT FOR CONSTRUCTION 06/05/2018

811 Know what's below. Call before you dig.

BENCHMARK:
ELEVATIONS SHOWN ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). DIFFERENTIAL LEVELS AND STATIC GPS OBSERVATIONS DETERMINED ELEVATIONS. THE NATIONAL GEODETIC SURVEY (NGS) DATASHEET ELEVATION AT THE NGS BENCHMARK WAS USED:
STATION NGS POINT ID ELEVATION(FT)
K 1311 DX3472 2601.93
DESCRIPTION: 3" BRASS DISK SET VERTICALLY IN THE WEST FACE OF THE EAST ABUTMENT OF I-10 OVERCROSSING OF PENNSYLVANIA AVE., 36' EAST OF THE AVENUE CENTERLINE, 1.7' NORTH OF THE SOUTH END OF THE WEST FACE, 3' ABOVE THE GROUND.

BY	MARK	DESCRIPTION	APPR.	DATE
ENGINEER		REVISIONS	CITY	

Kimley»Horn
765 The City Drive, Suite 200
Orange, California 92868 (714) 939-1030

ERIC REGUEIRO, P.E. R.C.E. NO. 78161 DATE

SEAL: REGISTERED PROFESSIONAL ENGINEER ERIC REGUEIRO 78161 CIVIL STATE OF CALIFORNIA

DESIGN BY: ER
DRAWN BY: SL
CHECKED BY: AR
SCALE: NTS
DATE: 06/05/2018
JOB NUMBER: ----

CITY of BEAUMONT CALIFORNIA INC. NOV. 15, 1912

Reviewed By: _____ Staff Engineer Date: _____
Recommended for Approval By: _____ Administrative Engineer Date: _____
Approved By: _____ City Engineer/Director of Public Works Date: _____

CITY OF BEAUMONT, PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
550E. 6th St Beaumont, CA 92223
TEL: (951) 769-8520 FAX: (951) 769-8526

CITY OF BEAUMONT, CALIFORNIA
IMPROVEMENT PLANS FOR:
PENNSYLVANIA AVENUE
ROADWAY WIDENING PROJECT

TYPICAL SECTIONS

SHEET 2 OF 33 SHEETS
FILE NO:

Appendix H

Pennsylvania Avenue Roadway Widening and Interchange Improvements Project DRAFT Hydrology and Hydraulics Report

Pennsylvania Avenue Roadway Widening And Interchange Improvements Project

DRAFT Hydrology and Hydraulics Report

Prepared for:

City of Beaumont
Public Works Department
550 East 6th Street
Beaumont, CA 92223

Prepared By:

Kimley-Horn and Associates, Inc.
765 The City Drive, Suite 200
Orange, CA 92868
February 2018

Pennsylvania Avenue Roadway Widening and Interchange Improvements Project

DRAFT DRAINAGE REPORT

FEBRUARY 2018

Prepared By:

Kimley-Horn and Associates, Inc.
765 The City Drive, Suite 200
Orange, CA 92868

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Purpose 1

Scope 2

Existing Conditions 2

Existing Drainage 2

Existing Drainage Facilities 2

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Drainage Boundaries and Hydrologic Parameters 3

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Exhibit 2: Project Conditions Hydrology Map

Appendices

Appendix A: Existing Conditions Hydrology Analysis

Appendix B: Project Conditions Hydrology Analysis

Appendix C: Pavement Drainage Calculations

Appendix D: WSPG Results

This Drainage Study Report has been prepared by or under the direction of the following registered civil engineer. The undersigned civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Jimmy Medellin, P.E.

Date

INTRODUCTION

PURPOSE

The City of Beaumont proposes the Pennsylvania Avenue Improvements Project that will widen Pennsylvania Avenue from 1st Street to 6th Street. The widening will include new curb and gutter, raised median, cross culvert extensions, and improvements at the 6th Street intersection. Additionally, the project will include the redesign and construction of the existing Interstate 10 off-ramp. The project will expand the Pennsylvania Avenue interchange to include a new westbound on-ramp and eastbound off-ramp to complement the existing ramps and create a full interchange. Figure 1 shows the project limits for the project limits for the street improvements. The purpose of this report is to evaluate the adequacy of the existing drainage facilities and to establish that the proposed facilities within the Pennsylvania Avenue and the Interstate 10 interchange project meet the criteria set forth in the California Department of Transportation (Caltrans) *Highway Design Manual*, Sixth Edition (HDM).

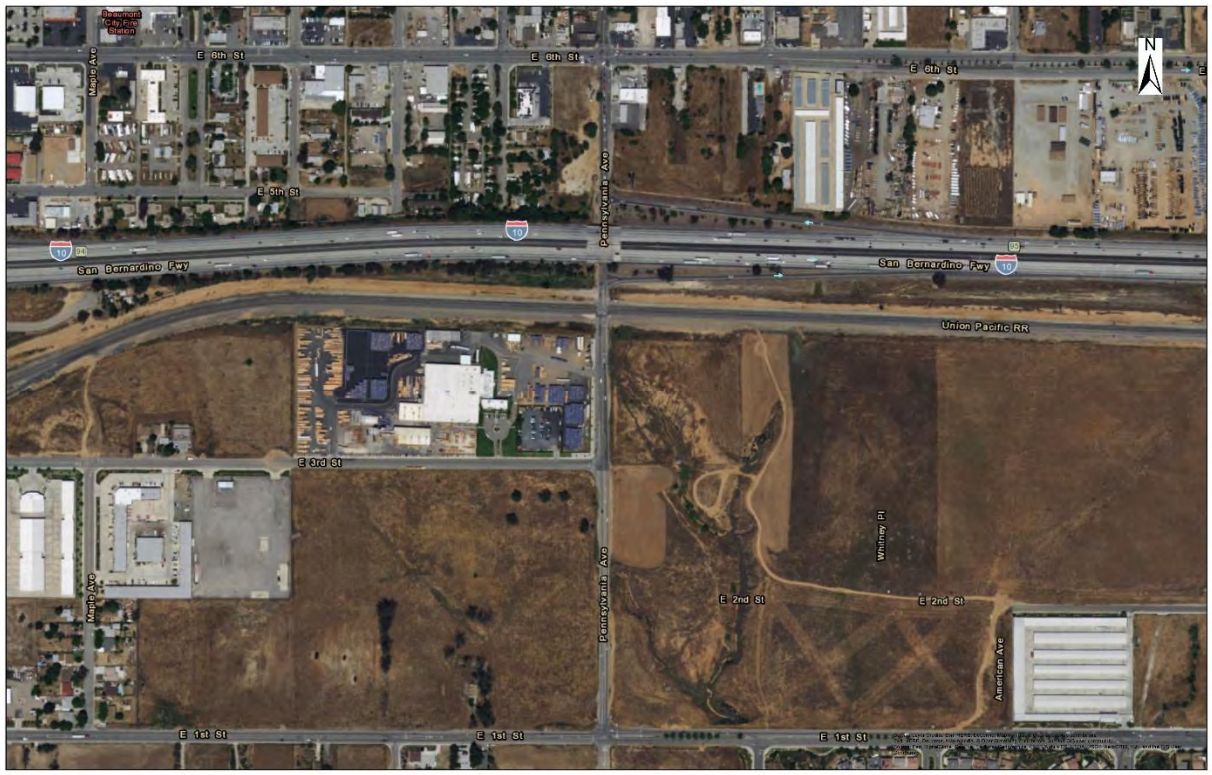


Figure 1: Pennsylvania Avenue Improvements Vicinity Map

SCOPE

The scope of this drainage report is to establish and define the drainage design policies and criteria as set forth in the HDM, and where applicable, the Federal Highway Administration *Urban Drainage Design Manual, Hydraulic Engineering Circular Number 22* (HEC-22). In addition, this report will provide an overview of the existing drainage facilities and proposed drainage improvements within the project area.

EXISTING CONDITIONS

EXISTING DRAINAGE

The project area is composed of moderately sloping valley terrain falling generally to the southwest. Per the effective Federal Emergency Management Agency (FEMA) Flood Insurance Study (FIS), the City of Beaumont has little history of flooding problems. This is due to its situation on the very crest of San Gorgonio Pass. Because it is on the crown of the alluvial fan which forms the divide, major flows generated in the mountains north and northeast of the city flow to the west and east of it, respectively (FEMA, 2017).

The only flood protection and control measure constructed by the Riverside County Flood Control and Water Conservation District (RCFC&WCD) in the City of Beaumont is the Cherry Avenue Channel. This channel, while it does not contain the 1-percent annual chance discharge, does keep the flooding down to shallow sheet flow, except in a low-lying residential area west of the channel, below 8th Street (FEMA, 2017).

The upper segment of Beaumont Channel from 13th Street to Michigan Avenue is a sheet flow area through a shallow natural swale. Significant ponding occurs along Beaumont Channel at Pennsylvania Avenue due to the high freeway embankment intersecting the channel. Beaumont Channel is located within the project area and is mapped as an Zone“AO” immediately upstream and downstream of I-10. Zone “AO” is defined as areas subject to inundation by 1-percent-annual-chance shallow flooding (usually sheet flow on sloping terrain), where average depths are between one and three feet. The FEMA Flood Insurance Rate Map (FIRM) shows ponding of three (3) feet (FEMA, 2017).

EXISTING DRAINAGE FACILITIES

There is an existing storm drain system along Pennsylvania Avenue that begins approximately five hundred (500) feet north of the Pennsylvania Avenue and 6th Street intersection and ends approximately one hundred (100) feet north of the existing Interstate 10 (I-10) off-ramp. The 42-inch reinforced concrete pipe (RCP) mainline continues east along 6th Street and ends approximately three hundred (300) feet east of Illinois Avenue. A temporary “bubbler” structure consisting of a 60-inch stand pipe was constructed at the downstream terminus of the existing storm drain west of Pennsylvania Avenue. Stormwater overflows out

of the 60-inch stand pipe, and travels southerly toward the I-10 embankment. Stormwater is conveyed through the embankment through 36-inch culverts.

An existing 18-inch corrugated metal pipe (CMP) is located along the east side of Pennsylvania Avenue. It collects stormwater water emanating from Caltrans right-of-way. An existing drainage ditch located north of I-10 collects drainage from the existing off-ramp and outlets to an existing headwall. The storm drain continues south and connects to an existing catch basin just south of the I-10 overpass. The storm drain terminates at headwall just south of the I-10 on-ramp.

Besides these two storm drain systems, there are 6 existing cross culverts. Four existing culverts cross underneath Pennsylvania Avenue. The other two culverts cross the Union Pacific rail east of Pennsylvania Avenue and south of I-10. The culverts underneath Pennsylvania Avenue will be extended; the culverts will not be upsized nor will an additional parallel culvert be furnished.

Table 1: Summary of Existing Pennsylvania Avenue Drainage Facilities

Approximate Location		Facility	Summary
Station	Location		
20+75	Centerline	18-inch RCP	Protect-in-Place
26+95	Centerline	36-inch CMP	Protect-in-Place
36+25	Centerline	18-inch RCP	Protect-in-Place
37+50	Right	24-inch RCP	Abandon
37+50	Right	42-inch RCP	Protect-in-Place
38+05	Centerline	18-inch RCP	Protect-in-Place
40+50	Right	18-inch CMP	Remove
43+00	Left	42-inch RCP	Protect-in-Place

HYDROLOGY ANALYSIS

DRAINAGE BOUNDARIES AND HYDROLOGIC PARAMETERS

The drainage boundaries and points of storm flow concentration were determined using onsite survey, RCFC&WCD digital topographic maps, and project aerial topography. The horizontal datum for the topographic data is North American Datum of 1983 (NAD83); the vertical datum is North American Vertical Datum of 1988 (NAVD88). The upstream drainage boundary was East 6th Street; the downstream boundary was East 1st Street.

.

The hydrologic soil type, precipitation, and land use chosen for the hydrologic analysis was obtained from the RCFC&WCD Hydrology Manual. The soil map on Plate C-1.19 within the Hydrology Manual shows hydrologic soil type B within the majority of the project area, with only small isolated areas of soil type D within Beaumont Channel. Group B type soils are classified as soils having moderate infiltration rates when thoroughly wetted. The standard intensity-duration curve for the City of Beaumont (Hydrology Manual Plate D-4.1) was used to complete the rational method analysis.

DESIGN CRITERIA

The drainage design criteria for Pennsylvania Avenue outside of Caltrans right-of-way was based on Section V (Drainage) from the County of Riverside Transportation Department Plan Check Policies & Guidelines. Per these guidelines, the 10-year frequency storm will be contained below the tops of curbs (or dikes), and the 100-year frequency storm will be contained within street right-of-way.

Hydrologic calculations for watersheds within the Caltrans right-of-way were computed in accordance with the parameters outlined in the HDM, Chapter 830. Specifically, the rational method was used exclusively to determine all design discharges within the Caltrans right-of-way. The runoff coefficient used for impervious materials such as concrete or asphalt is 1.00 and for pervious surfaces such as cut and fill slopes is 0.60.

According to Table 831.3 of the HDM, hydrologic calculations for roadway drainage are based upon a 25-year return frequency for areas within the freeway traveled way and 10-year return frequency for minor ramps and frontage roads. In instances where roadway depressions require pumping, a 50-year return frequency is used within the freeway traveled way and 25-year frequency within local streets and undercrossings. The improvement project does not include any depressions that require pumping; therefore the 25-year frequency event will be the design storm for facilities within Caltrans right-of-way.

RAINFALL INTENSITY

Intensity-duration data used for the 10-year and 100-year onsite hydrologic calculations for the project area was obtained from Plate D-4.1 within the RCFC&WCD Hydrology Manual. A 5-minute time of concentration was used for watersheds to determine rainfall intensity. The corresponding 25-year rainfall intensity value for the project is 3.7 inches/hour. The intensity value was determined using Plates D-4.5 and D-4.7 in the Hydrology Manual. Supporting hydrology references are included in Appendix A.

PROJECT CONDITIONS

The Pennsylvania Avenue improvements include widening to four (4) lanes between 1st Street and 6th Street, new curb and gutter, and new sidewalk to improve the arterial service level. A raised median will be constructed between street station 35+50 to 39+00, providing a divided roadway. A new 24-inch storm drain will be constructed within the northbound lane, and the terminus of the 42-inch mainline will be moved west

of the proposed widening. Cross culverts will be extended to accommodate the proposed widening. Appendix B contains the rational method output files for project conditions.

HYDRAULIC ANALYSIS

PAVEMENT DRAINAGE

Per the County of Riverside Transportation Department, arterial highways such as Pennsylvania Avenue must have the following design protection levels:

Storm Frequency	Maximum Allowable Flooding
10 year	Top of Curb
100 year	At or below Right-of-Way Line

Street capacity calculations were computed using Manning's equations using Bentley FlowMaster (V8i). Flooded width calculations were performed to confirm that the current design contains the 10-year flow below the top of curb and 100-year flow within the right of way, in this case the back of sidewalk. A Manning's roughness coefficient of 0.015 was used for the entire roadway section.

Catch basin capacity calculations were completed in accordance with HEC-22 Urban Drainage Design Manual (FHWA, 2009). This circular supersedes HEC-12 Drainage of Highway Pavements. HEC-12 and HEC-22 both use the same equations for calculating the catch basin length and efficiency. The circulars differ in methodology for calculating the capacity of a catch basin in a sump. HEC-12 calculates the capacity using the weir equation for depths below the top of curb, and the orifice equation for depths above the top of curb. HEC-22 methodology calculates the catch basin capacity using the weir equation up the curb opening height and as an orifice at depths greater than 1.4 times the opening height. At depths between 1 and 1.4 times the opening height, flow is in a transitional stage. Bentley FlowMaster (V8i) was used to complete the catch basin sizing calculations. The street capacity and catch basin sizing calculations are included in Appendix C.

STORM DRAIN HYDRAULICS

Hydraulic calculations will be performed using Civil Design Water Surface Pressure Gradient for Windows (WSPGW Version 14.06) to determine the hydraulic grade line for the proposed storm drain systems along Pennsylvania Avenue. Hydraulic models were created for the two mainlines (Storm Drain Line "A" and "B") that will be constructed within the north and south bound lanes. The project scope does not include design and construction of the RCFC&WCD master drainage plan improvements, which includes a new 69-inch RCP mainline within Pennsylvania Avenue.

PENNSYLVANIA AVENUE INTERCHANGE

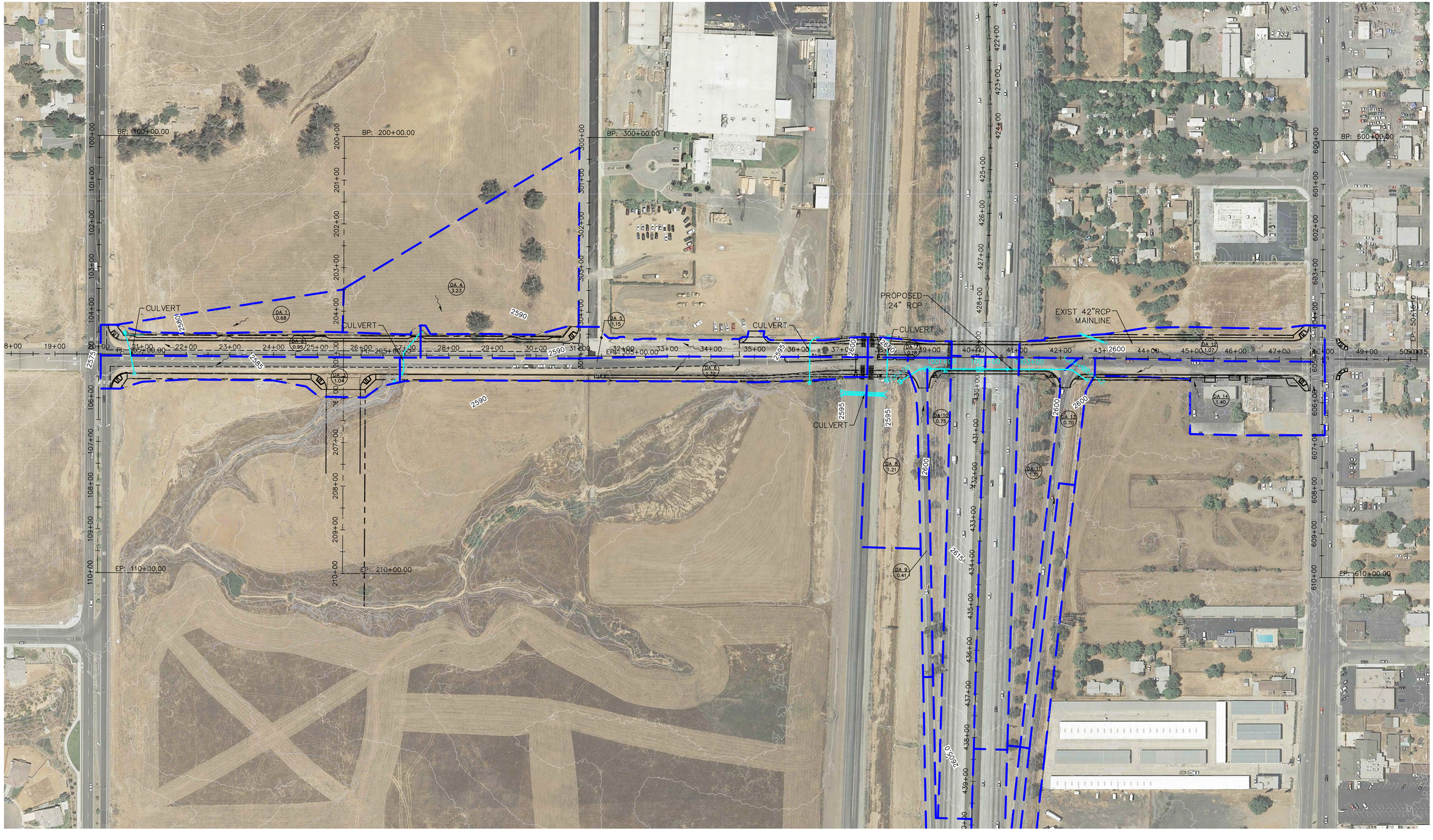
The second phase of the project includes design of the Pennsylvania Avenue Interchange Improvements. The existing partial interchange has only a westbound off-ramp and an eastbound on-ramp. Pennsylvania Avenue's two lanes of traffic intersect with the Union Pacific Railroad at an at-grade intersection south of the I-10 freeway. Two existing grade separations within the vicinity of the project at Beaumont Avenue and Highland Springs Avenue experience a high volume of traffic due to regional commuters and shoppers. In order to avoid congestion at these locations, an increasingly high volume of vehicles are using Pennsylvania Avenue, creating a defined need and purpose for completing the interchange for full access.

The interchange improvements will include expanding to a full interchange, providing a new eastbound off-ramp and new loop ramp for the westbound on and off-ramps. This drainage report will be updated to include the drainage design in support of these improvements in the future.

REFERENCES

1. Riverside County Flood Control and Water Conservation District. Hydrology Manual, April 1978.
2. Riverside County Flood Control and Water Conservation District. Master Drainage Plan for the Beaumont Area, July 1983.
3. Caltrans. Highway Design Manual. March 2014.
4. FEMA. Flood Insurance Study (FIS), Riverside County, CA, and Incorporated Areas (Study Number 06065CV001C). April 2017.
5. FEMA. Flood Insurance Rate Map (FIRM 06065C0812G), Riverside County, CA, and Incorporated Areas, August 2008.

Exhibit 1: Pennsylvania Avenue Improvements
Existing Drainage Facilities



LEGEND:

SUBAREA BOUNDARY

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

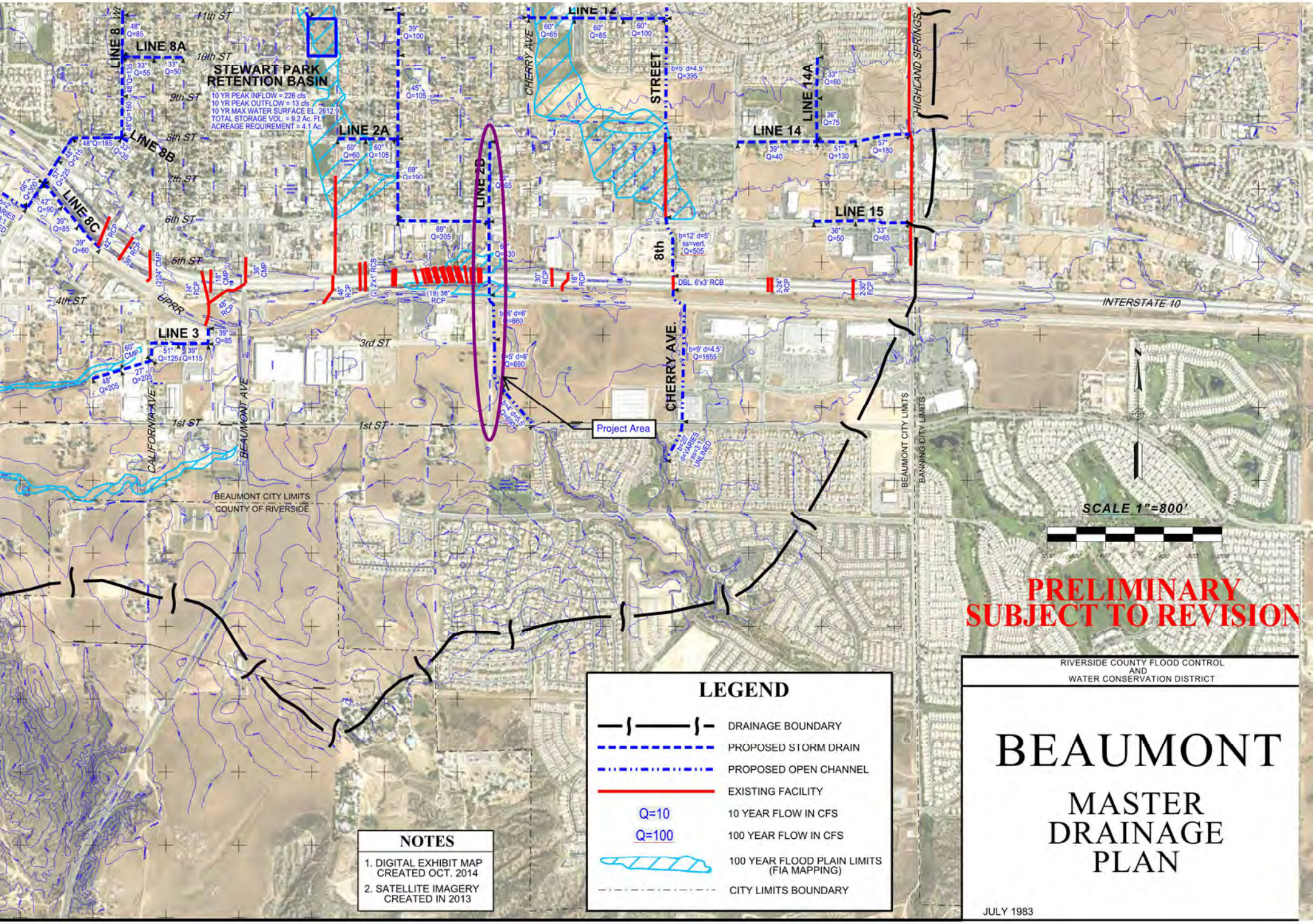
SCALE
1" = 100'
WHEN PRINTED AT FULL SIZE (24"X36")

PENNSYLVANIA AVENUE IMPROVEMENTS
EXHIBIT 2: PROJECT HYDROLOGY MAP

Kimley»Horn

K:\OKA_RDWY\194018001 - I-10 Pennsylvania Interchange\Working\07 Exhibits\Drainage\Hydrology-Project-working.dwg

APPENDIX A: EXISTING CONDITIONS HYDROLOGY ANALYSIS


LINE 8
LINE 8A
LINE 8B
LINE 8C
LINE 2A
LINE 2B
LINE 3
LINE 12
LINE 14
LINE 14A
LINE 15
STEWART PARK RETENTION BASIN
10 YR PEAK INFLOW = 226 cfs
10 YR PEAK OUTFLOW = 13 cfs
10 YR MAX WATER SURFACE EL. 2612.9
TOTAL STORAGE VOL. = 9.2 Ac. Ft.
ACREAGE REQUIREMENT = 4.1 Ac.
CHERRY AVE
STREET
HIGHLAND SPRINGS
8th
CHERRY AVE.
INTERSTATE 10
UPRR
BEAUMONT AVE
CALIFORNIA AVE
41th ST
10th ST
9th ST
8th ST
7th ST
6th ST
5th ST
4th ST
3rd ST
1st ST
DBL. 6'x3' RCB
Project Area
BEAUMONT CITY LIMITS
COUNTY OF RIVERSIDE
BANNING CITY LIMITS
SCALE 1"=800'
PRELIMINARY
SUBJECT TO REVISION
LEGEND
DRAINAGE BOUNDARY
PROPOSED STORM DRAIN
PROPOSED OPEN CHANNEL
EXISTING FACILITY
Q=10
10 YEAR FLOW IN CFS
Q=100
100 YEAR FLOW IN CFS
100 YEAR FLOOD PLAIN LIMITS (FIA MAPPING)
CITY LIMITS BOUNDARY
NOTES
1. DIGITAL EXHIBIT MAP CREATED OCT. 2014
2. SATELLITE IMAGERY CREATED IN 2013
RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT
BEAUMONT
MASTER DRAINAGE PLAN
JULY 1983

BEAUMONT

MASTER DRAINAGE PLAN

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

JULY 1983

PRELIMINARY SUBJECT TO REVISION

SCALE 1"=800'

LEGEND

- DRAINAGE BOUNDARY
- PROPOSED STORM DRAIN
- PROPOSED OPEN CHANNEL
- EXISTING FACILITY
- Q=10 — 10 YEAR FLOW IN CFS
- Q=100 — 100 YEAR FLOW IN CFS
- 100 YEAR FLOOD PLAIN LIMITS (FIA MAPPING)
- CITY LIMITS BOUNDARY

NOTES

1. DIGITAL EXHIBIT MAP CREATED OCT. 2014
2. SATELLITE IMAGERY CREATED IN 2013

MOUNTAIN VIEW RETENTION BASIN
100 YR PEAK INFLOW = 1330 cfs
100 YR PEAK OUTFLOW = 270 cfs
100 YR MAX WATER SURFACE EL. 2914.8
TOTAL STORAGE VOL. = 55.4 Ac. Ft.
ACREAGE REQUIREMENT = 5.0 Ac.

LITTLE SAN GORGONIO CREEK DEBRIS BASIN
DEBRIS STORAGE VOL.= 206 Ac. Ft.
ACREAGE REQUIREMENT = 23.9 Ac.
RCFC OWNED ACREAGE = 19.3 Ac.

STEWART PARK RETENTION BASIN
10 YR PEAK INFLOW = 226 cfs
10 YR PEAK OUTFLOW = 13 cfs
10 YR MAX WATER SURFACE EL. 2612.9
TOTAL STORAGE VOL. = 9.2 Ac. Ft.
ACREAGE REQUIREMENT = 4.1 Ac.

WINESAP RETENTION BASIN
100 YR PEAK INFLOW = 1300 cfs
100 YR PEAK OUTFLOW = 255 cfs
100 YR MAX WATER SURFACE EL. 2673.9
TOTAL STORAGE VOL. =93.7 Ac. Ft.
ACREAGE REQUIREMENT = 9.25 Ac.

ORCHARD ST. CHANNEL
ORCHARD ST. DRAIN
LINE 9
CHANNEL
VIEW
MOUNTAIN
LITTLE SAN GORGONIO CREEK CHANNEL
CREEK
NOBLE
LINE 16
CHANNEL
CREEK
LINE 7
LINE 6
LINE 11A
LINE 11
LINE 10
LINE 5
LINE 4
LINE 10A
LINE 11B
LINE 17
LINE 1
LINE 2
LINE 13
LINE 8
LINE 8A
LINE 2A
LINE 2B
LINE 12
CHANNEL
STREET
LINE 8B
LINE 8C
LINE 14A
LINE 14
LINE 15
LINE 3
HIGHLAND SPRINGS CHANNEL (SEE BANNING MDP)
CHERRY AVE.

ORCHARD ST
VINELAND AVE
CHERRY VALLEY BLVD
BROOKSIDE AVE
GRAND AVE
LINCOLN ST
16th ST
14th STREET
13th ST
12th ST
11th ST
10th ST
9th ST
8th ST
7th ST
6th ST
5th ST
4th ST
3rd ST
1st ST
FLORENCE AVE
HANNON RD
UNION ST
NANCY AVE
EDGAR AVE
EUCLID AVE
BEAUMONT AVE
ORANGE AVE
PALM AVE
CHESTNUT AVE
PENNSYLVANIA AVE
ELM AVE
WELLWOOD AVE
CALIFORNIA AVE
HIGHLAND SPRINGS AVE

LIMIT OF STUDY
COUNTY OF RIVERSIDE
BEAUMONT CITY LIMITS
BANNING CITY LIMITS

INTERSTATE 10
SAN TIMOTEO CANYON RD
HIGHWAY 60
UPRR
NOBLE CREEK
SAN TIMOTEO CREEK
MARSHAL CREEK
LITTLE SAN GORGONIO CREEK

drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 11. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242**, or visit its website at http://www.ngs.noaa.gov.

Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 1994 or later.

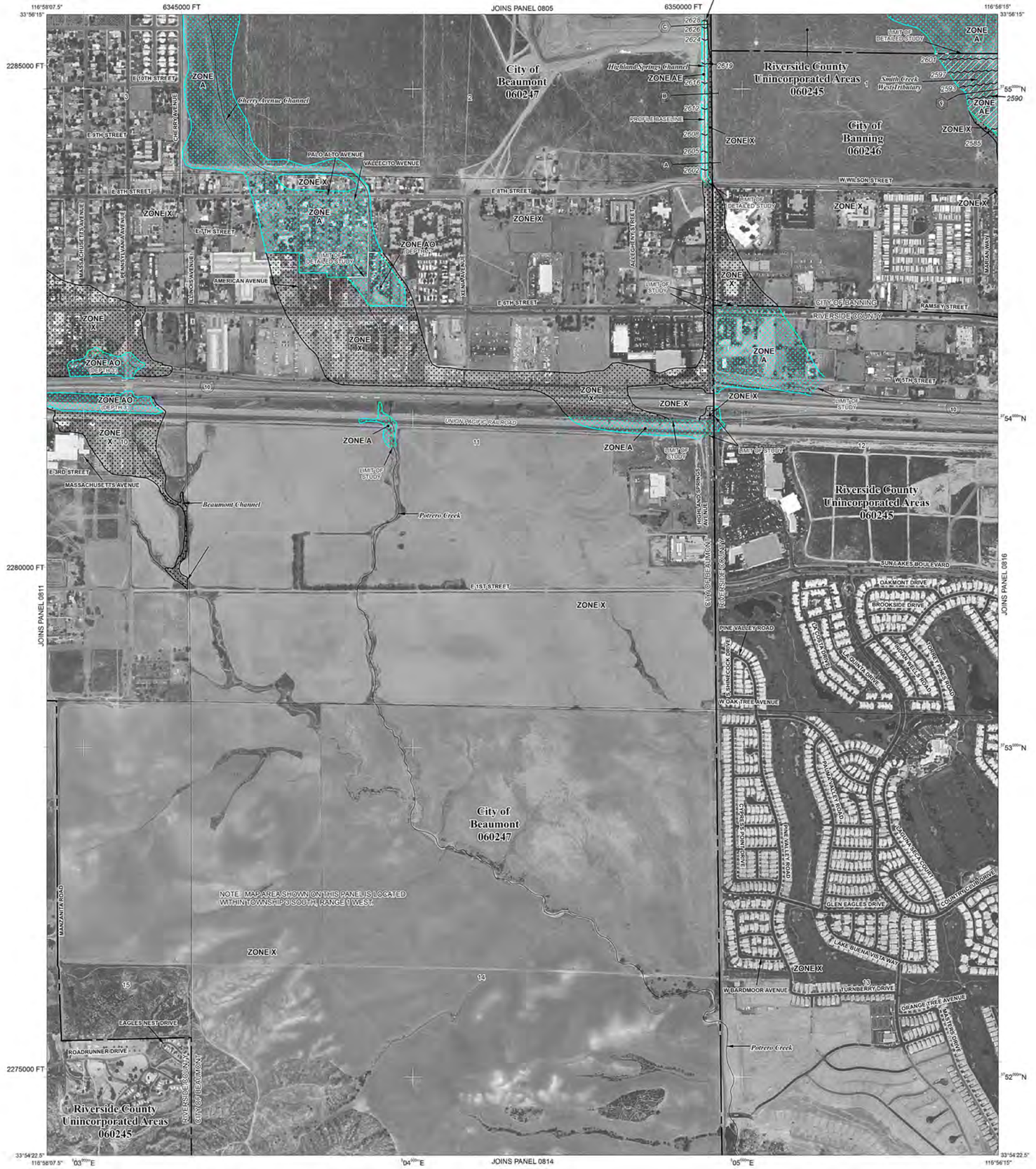
This map may reflect more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at http://msc.fema.gov.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov.



The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	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.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

	1% annual chance floodplain boundary
	0.2% annual chance floodplain boundary
	Floodway boundary
	Zone D boundary
	CBRS and OPA boundary
	Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
513	Base Flood Elevation line and value; elevation in feet*
(EL. 987)	Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

A — A	Cross section line
23 — 23	Transect line
87°07'45", 32°22'30"	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
4276 000mN	1000-meter Universal Transverse Mercator grid values, zone 11N
600000 FT	5000-foot grid ticks: California State Plane coordinate system, zone VI (FIPSZONE 0406), Lambert Conformal Conic projection
DX5510 ×	Bench mark (see explanation in Notes to Users section of this FIRM panel)
● M1.5	River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
August 28, 2008

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET

150 0 150 300 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0812G

FIRM

FLOOD INSURANCE RATE MAP

RIVERSIDE COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 812 OF 3805

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

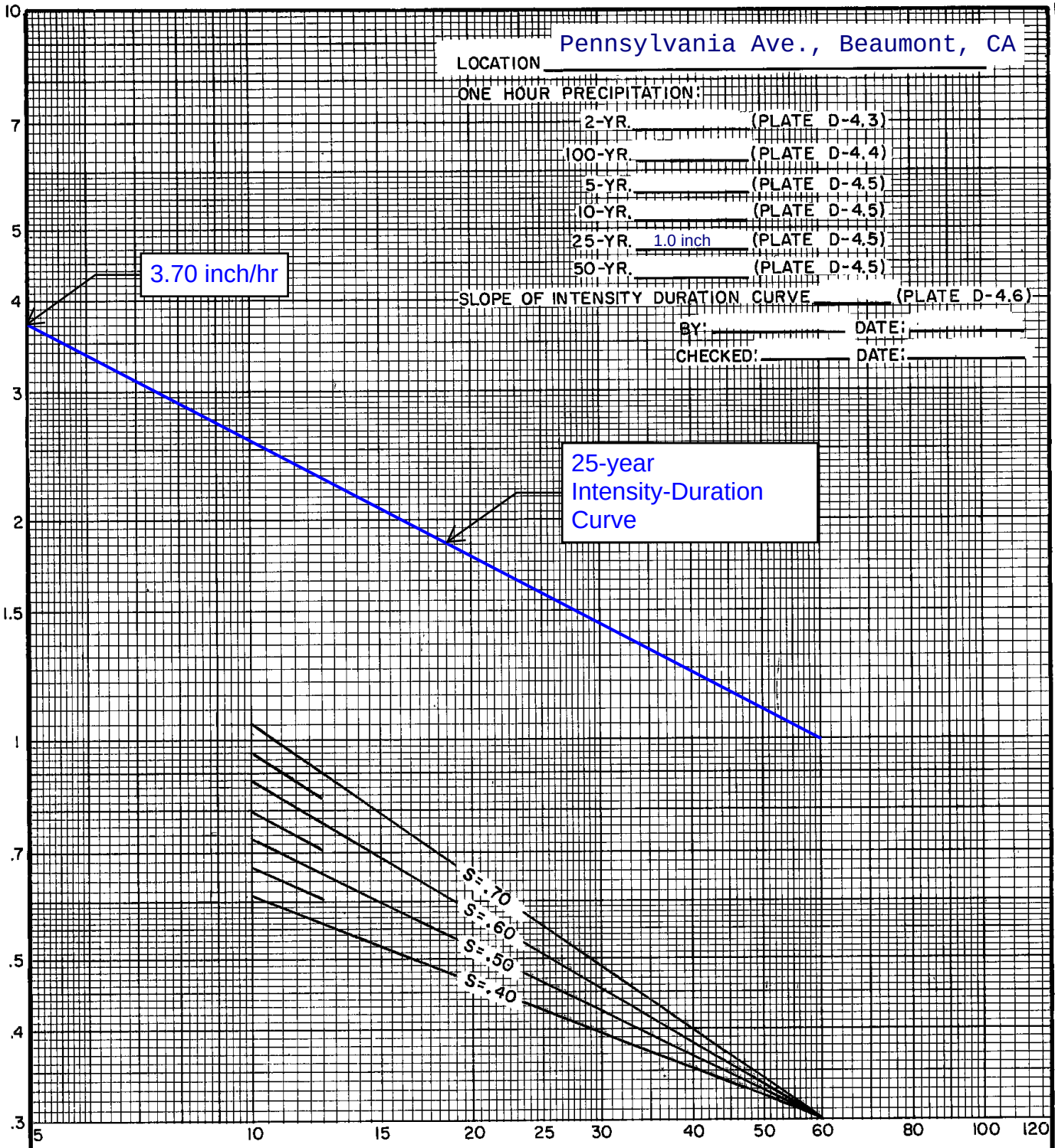
CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BANNING, CITY OF	060246	0812	G
BEAUMONT, CITY OF	060247	0812	G
RIVERSIDE COUNTY	060245	0812	G

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06065C0812G

EFFECTIVE DATE

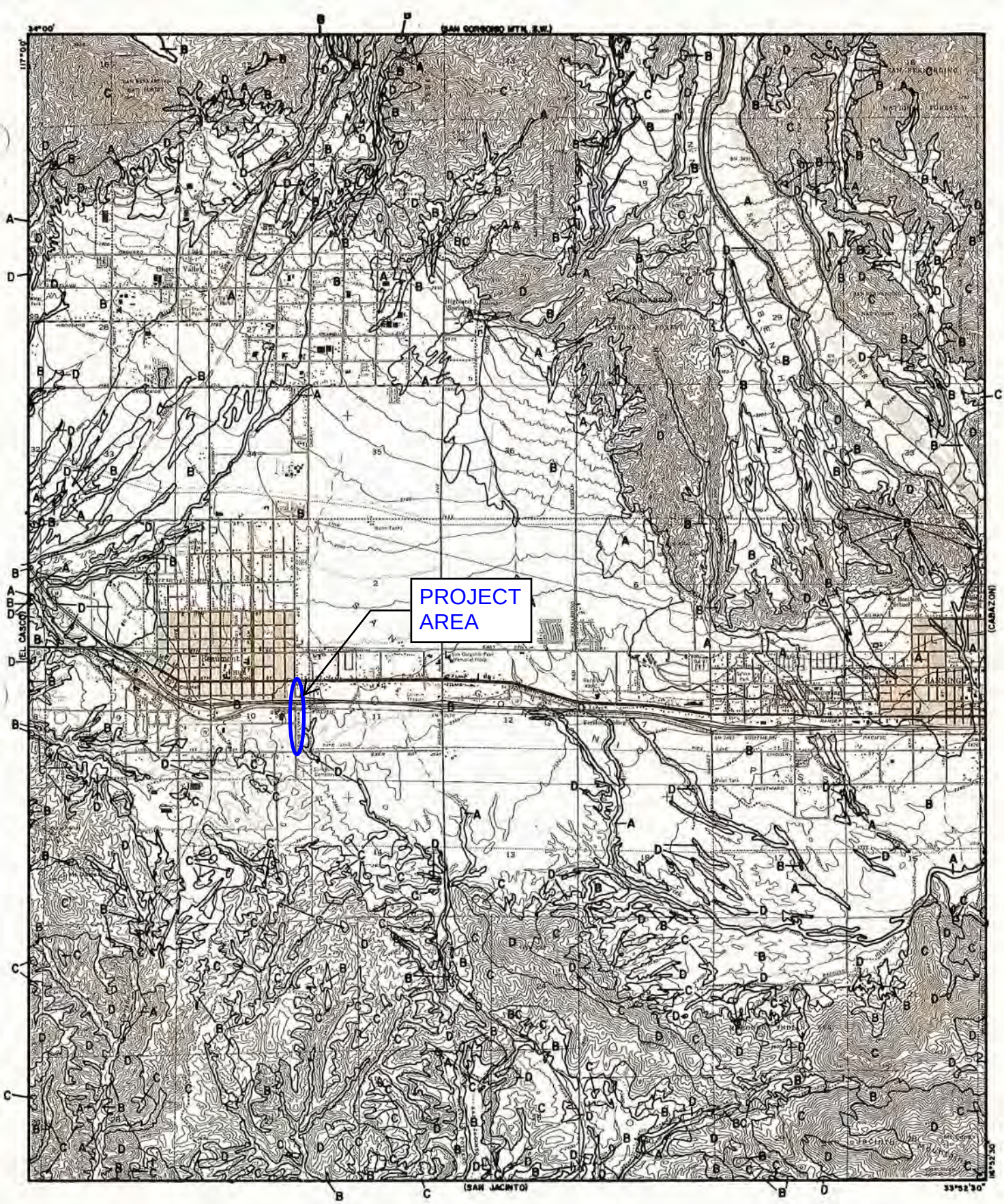


RCFC & WCD

HYDROLOGY MANUAL

INTENSITY – DURATION CURVES CALCULATION SHEET

PLATE D-4.7



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

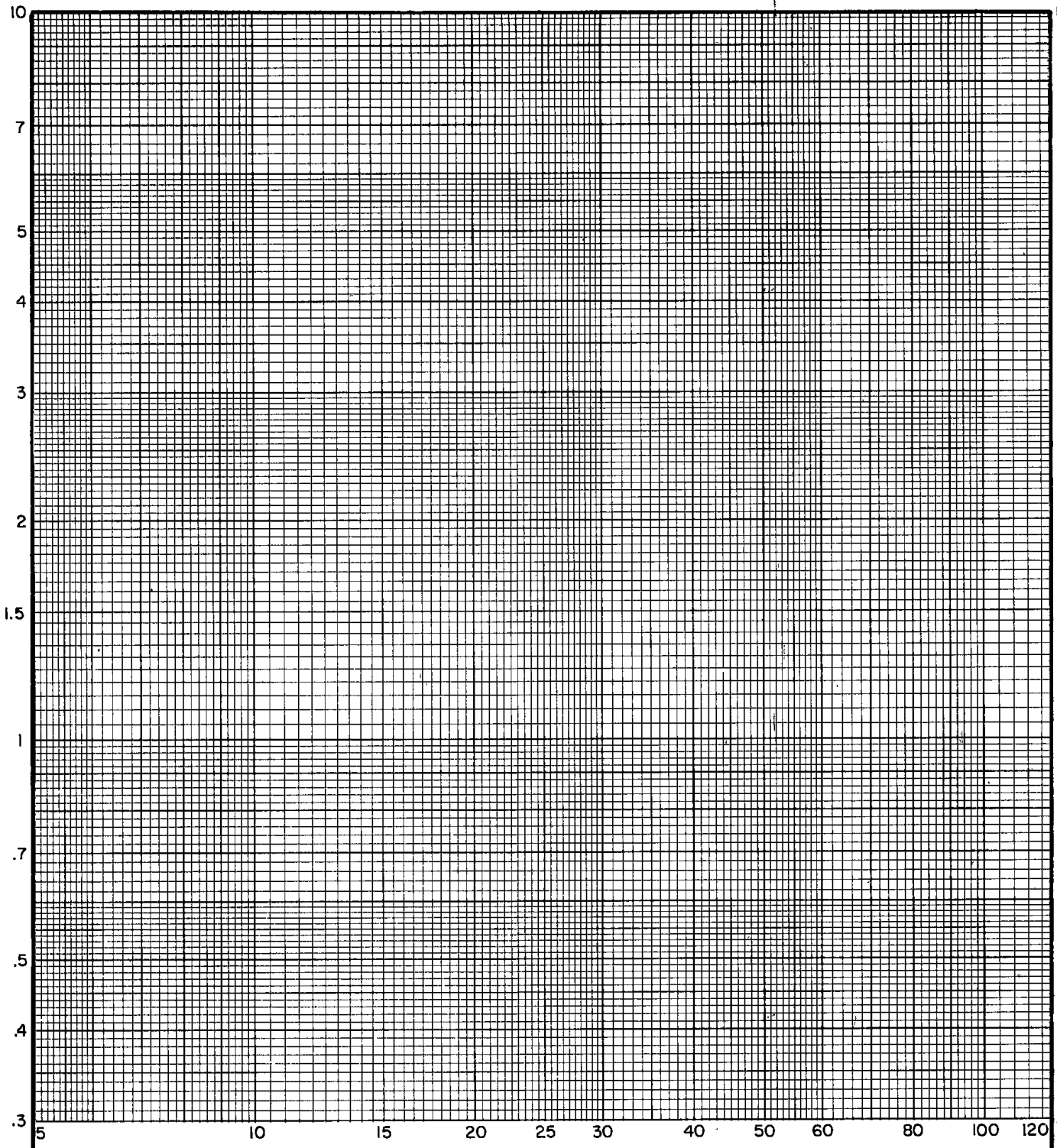
HYDROLOGY MANUAL

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

PLATE D-4.1 (1 of 6)

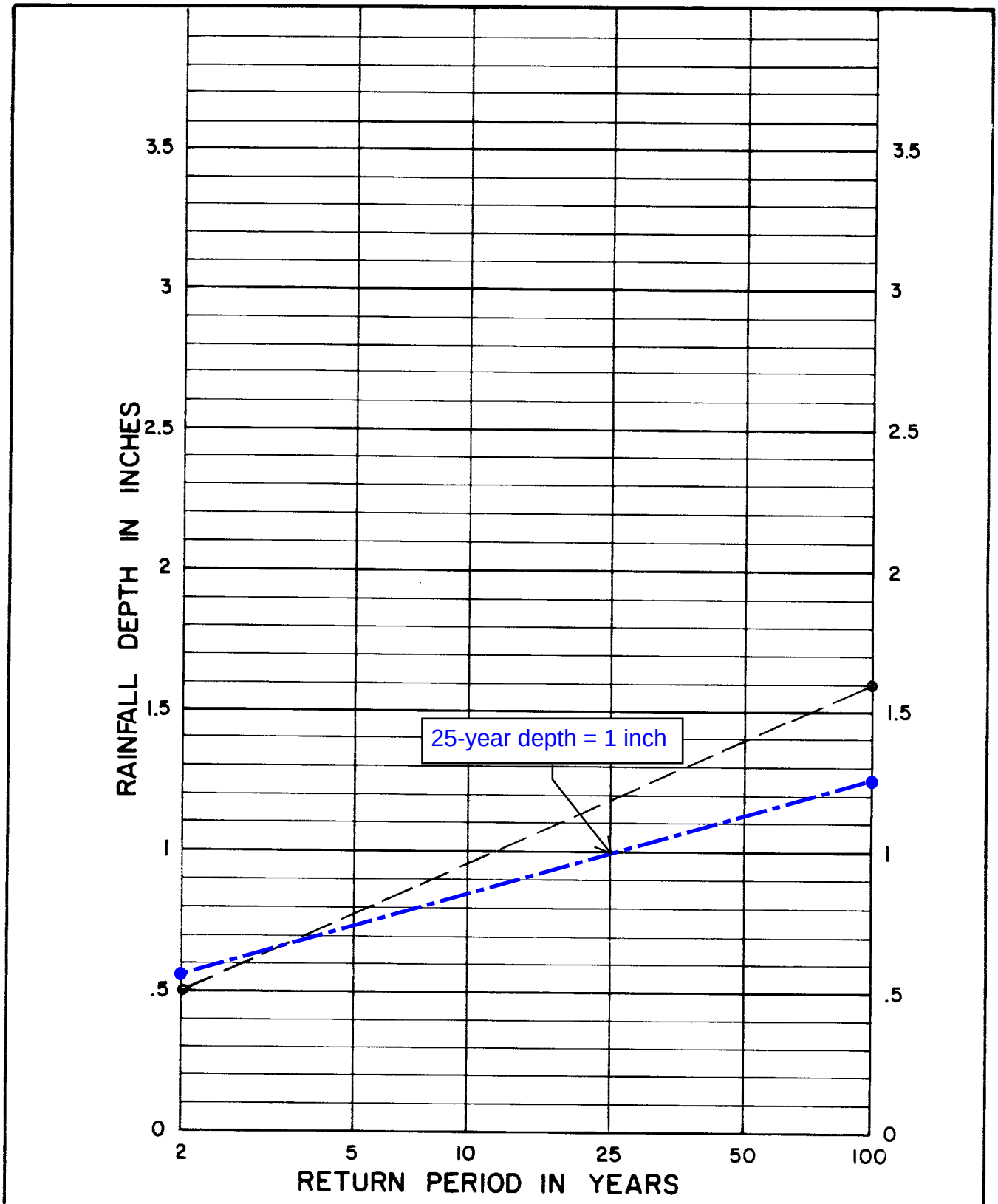


RCFC & WCD

HYDROLOGY MANUAL

INTENSITY – DURATION CURVES

PLATE D-4.2



NOTE:

1. For intermediate return periods plot 2-year and 100-year one hour values from maps, then connect points and read value for desired return period. For example given 2-year one hour = .50" and 100-year one hour = 1.60", 25-year one hour = 1.18"

Reference: NOAA Atlas 2, Volume XI - California, 1973.

RCFC & WCD

HYDROLOGY MANUAL

RAINFALL DEPTH VERSUS RETURN PERIOD FOR PARTIAL DURATION SERIES

PLATE D-4.5

APPENDIX B: PROJECT CONDITIONS HYDROLOGY ANALYSIS

Pennsylvania Avenue Improvements (Beaumont, CA)

Hydrology Calculations - Project Conditions

Based on Riverside County Flood Control and Water Conservation District Hydrology Manual

Rational Method Calculation				
10-year Storm				
Subarea ID	Total Area (ac)	C	I (in/hr)	Q (cfs)
#1	0.68	0.60	3.32	1.35
#2	0.95	0.95	3.32	3.00
#3	1.04	0.95	3.32	3.28
#4	3.23	0.60	3.32	6.43
#5	1.15	1.00	3.32	3.82
#6	1.32	1.00	3.32	4.38
#7	0.18	1.00	3.32	0.60
#8	1.21	0.60	3.32	2.41
#9	0.41	1.00	3.32	1.36
#10	0.75	0.70	3.32	1.74
#11	1.35	0.70	3.32	3.14
#12	1.07	0.95	3.32	3.37
#13	0.70	0.95	3.32	2.21
#14	1.40	1.00	3.32	4.65

Note: Minimum Tc of 5 minutes used for design purposes

Pennsylvania Avenue Improvements (Beaumont, CA)

Hydrology Calculations - Project Conditions

Based on Riverside County Flood Control and Water Conservation District Hydrology Manual

Rational Method Calculation				
25-year Storm				
Subarea ID	Total Area (ac)	C	I (in/hr)	Q (cfs)
#1	0.68	0.60	3.70	1.51
#2	0.95	0.95	3.70	3.34
#3	1.04	0.95	3.70	3.66
#4	3.23	0.60	3.70	7.17
#5	1.15	1.00	3.70	4.26
#6	1.32	1.00	3.70	4.88
#7	0.18	1.00	3.70	0.67
#8	1.21	0.60	3.70	2.69
#9	0.41	1.00	3.70	1.52
#10	0.75	0.70	3.70	1.94
#11	1.35	0.70	3.70	3.50
#12	1.07	0.95	3.70	3.76
#13	0.70	0.95	3.70	2.46
#14	1.40	1.00	3.70	5.18

Note: Minimum Tc of 5 minutes used for design purposes

Pennsylvania Avenue Improvements (Beaumont, CA)

Hydrology Calculations - Project Conditions

Based on Riverside County Flood Control and Water Conservation District Hydrology Manual

Rational Method Calculation				
100-year Storm				
Subarea ID	Total Area (ac)	C	I (in/hr)	Q (cfs)
#1	0.68	0.60	4.93	2.01
#2	0.95	0.95	4.93	4.45
#3	1.04	0.95	4.93	4.87
#4	3.23	0.60	4.93	9.55
#5	1.15	1.00	4.93	5.67
#6	1.32	1.00	4.93	6.51
#7	0.18	1.00	4.93	0.89
#8	1.21	0.60	4.93	3.58
#9	0.41	1.00	4.93	2.02
#10	0.75	0.70	4.93	2.59
#11	1.35	0.70	4.93	4.66
#12	1.07	0.95	4.93	5.01
#13	0.70	0.95	4.93	3.28
#14	1.40	1.00	4.93	6.90

Note: Minimum Tc of 5 minutes used for design purposes

APPENDIX C: PAVEMENT DRAINAGE CALCULATIONS

Gutter - Pennsylvania Ave, Rt (East) Report

Label	Channel Slope (ft/ft)	Discharge (ft^3/s)	Gutter Width (ft)	Gutter Cross Slope (ft/ft)	Road Cross Slope (ft/ft)	Spread (ft)	Manning Coefficient	Flow Area (ft^2)	Depth (ft)	Velocity (ft/s)
Gutter - 47+42 to 47+00	0.01900	4.65	2.00	0.083	0.020	10.08	0.015	1.14	0.33	4.07
Gutter - 47+00 to 46+50	0.01900	4.65	2.00	0.083	0.022	9.51	0.015	1.12	0.33	4.16
Gutter - 46+50 to 46+00	0.01700	4.65	2.00	0.083	0.020	10.33	0.015	1.19	0.33	3.89
Gutter - 46+00 to 45+50	0.01600	4.65	2.00	0.083	0.020	10.48	0.015	1.22	0.34	3.80
Gutter - 45+50 to 45+00	0.01200	4.65	2.00	0.083	0.023	10.26	0.015	1.33	0.36	3.49
Gutter - 45+00 to 44+50	0.00800	4.65	2.00	0.083	0.023	11.20	0.015	1.56	0.38	2.97
Gutter - 44+50 to 44+00	0.01000	4.65	2.00	0.083	0.022	10.97	0.015	1.45	0.36	3.22
Gutter - 44+00 to 43+50	0.00800	4.65	2.00	0.083	0.023	11.20	0.015	1.56	0.38	2.97
Gutter - 43+50 to 43+00	0.00800	4.65	2.00	0.083	0.024	10.92	0.015	1.55	0.38	3.00
Gutter - 43+00 to 42+50	0.00400	4.65	2.00	0.083	0.019	14.59	0.015	2.15	0.41	2.16
Gutter - 42+50 to 42+00	0.01100	4.65	2.00	0.083	0.004	31.25	0.015	2.11	0.28	2.20
Gutter - 42+00 to 41+50	0.00800	4.65	2.00	0.083	0.003	40.19	0.015	2.58	0.28	1.80
Gutter - 41+50 to 41+00	0.00900	3.14	2.00	0.083	0.010	15.33	0.015	1.32	0.30	2.38
Gutter - 41+00 to 40+50	0.06000	3.14	2.00	0.083	0.003	19.98	0.015	0.76	0.22	4.14
Gutter - 40+50 to 40+00	0.00500	3.14	2.00	0.083	0.003	37.53	0.015	2.27	0.27	1.38
Gutter - 40+00 to 39+50	0.00300	3.14	2.00	0.083	0.008	22.54	0.015	2.18	0.33	1.44
Gutter - 39+50 to 39+00	0.00100	3.14	2.00	0.083	0.010	24.65	0.015	3.18	0.39	0.99
Gutter - 37+37 to 37+00	0.04800	4.38	2.00	0.083	0.013	10.16	0.015	0.81	0.27	5.40
Gutter - 37+00 to 36+50	0.02900	4.38	2.00	0.083	0.040	5.95	0.015	0.79	0.32	5.51
Gutter - 36+50 to 36+00	0.02300	4.38	2.00	0.083	0.036	6.65	0.015	0.89	0.33	4.93
Gutter - 36+00 to 35+50	0.02200	4.38	2.00	0.083	0.020	9.47	0.015	1.02	0.32	4.28
Gutter - 35+50 to 35+00	0.02000	4.38	2.00	0.083	0.010	14.86	0.015	1.25	0.29	3.50
Gutter - 35+00 to 34+50	0.01500	4.38	2.00	0.083	0.007	19.90	0.015	1.54	0.29	2.85
Gutter - 34+50 to 34+00	0.01500	4.38	2.00	0.083	0.015	12.34	0.015	1.28	0.32	3.43
Gutter - 34+00 to 33+50	0.01100	4.38	2.00	0.083	0.014	13.82	0.015	1.47	0.33	2.97
Gutter - 33+50 to 33+00	0.00700	4.38	2.00	0.083	0.010	18.84	0.015	1.92	0.33	2.28
Gutter - 33+00 to 32+50	0.00300	4.38	2.00	0.083	0.020	14.63	0.015	2.27	0.42	1.93
Gutter - 32+50 to 32+00	0.00600	4.38	2.00	0.083	0.014	15.78	0.015	1.88	0.36	2.33
Gutter - 32+00 to 31+50	0.00300	4.38	2.00	0.083	0.019	15.10	0.015	2.30	0.41	1.91

Gutter - Pennsylvania Ave, Rt (East) Report

Label	Channel Slope (ft/ft)	Discharge (ft^3/s)	Gutter Width (ft)	Gutter Cross Slope (ft/ft)	Road Cross Slope (ft/ft)	Spread (ft)	Manning Coefficient	Flow Area (ft^2)	Depth (ft)	Velocity (ft/s)
Gutter - 31+50 to 31+00	0.00700	4.38	2.00	0.083	0.018	13.06	0.015	1.67	0.37	2.63
Gutter - 31+00 to 30+50	0.00600	4.38	2.00	0.083	0.016	14.52	0.015	1.82	0.37	2.41
Gutter - 30+50 to 30+00	0.00600	4.38	2.00	0.083	0.015	15.11	0.015	1.85	0.36	2.37
Gutter - 30+00 to 29+50	0.00600	4.38	2.00	0.083	0.011	18.34	0.015	1.99	0.35	2.20
Gutter - 29+50 to 29+00	0.00600	4.38	2.00	0.083	0.012	17.37	0.015	1.95	0.35	2.24
Gutter - 29+00 to 28+50	0.00700	4.38	2.00	0.083	0.012	16.80	0.015	1.84	0.34	2.39
Gutter - 28+50 to 28+00	0.00400	4.38	2.00	0.083	0.011	20.00	0.015	2.34	0.36	1.87
Gutter - 28+00 to 27+50	0.00500	4.38	2.00	0.083	0.010	20.25	0.015	2.20	0.35	1.99
Gutter - 27+50 to 27+00	0.00400	4.38	2.00	0.083	0.015	16.47	0.015	2.17	0.38	2.02
Gutter - 27+00 to 26+50	0.00600	3.28	2.00	0.083	0.013	14.56	0.015	1.52	0.33	2.16
Gutter - 26+50 to 26+00	0.00400	3.28	2.00	0.083	0.013	15.92	0.015	1.79	0.35	1.84
Gutter - 26+00 to 25+50	0.00400	3.28	2.00	0.083	0.014	15.20	0.015	1.76	0.35	1.87
Gutter - 25+50 to 25+00	0.00600	3.28	2.00	0.083	0.015	13.32	0.015	1.47	0.34	2.24
Gutter - 25+00 to 24+50	0.01100	3.28	2.00	0.083	0.014	12.11	0.015	1.16	0.31	2.82
Gutter - 24+50 to 24+00	0.01400	3.28	2.00	0.083	0.013	11.97	0.015	1.07	0.30	3.06
Gutter - 24+00 to 23+50	0.02500	3.28	2.00	0.083	0.016	9.13	0.015	0.80	0.28	4.10
Gutter - 23+50 to 23+00	0.03200	3.28	2.00	0.083	0.021	7.28	0.015	0.68	0.28	4.82
Gutter - 23+00 to 22+50	0.03600	3.28	2.00	0.083	0.014	8.99	0.015	0.70	0.26	4.66
Gutter - 22+50 to 22+00	0.03800	3.28	2.00	0.083	0.009	11.63	0.015	0.76	0.25	4.33
Gutter - 22+00 to 21+50	0.03600	3.28	2.00	0.083	0.023	6.70	0.015	0.64	0.27	5.16
Gutter - 21+50 to 21+00	0.03000	3.28	2.00	0.083	0.010	11.62	0.015	0.82	0.26	4.00
Gutter - 21+00 to 20+50	0.01300	3.28	2.00	0.083	0.004	25.64	0.015	1.47	0.26	2.23
Gutter - 20+50 to 20+00	0.00600	3.28	2.00	0.083	0.010	17.16	0.015	1.62	0.32	2.03

Gutter - Pennsylvania Ave, Lt (West) Report

Label	Channel Slope (ft/ft)	Discharge (ft^3/s)	Gutter Width (ft)	Gutter Cross Slope (ft/ft)	Road Cross Slope (ft/ft)	Spread (ft)	Manning Coefficient	Flow Area (ft^2)	Depth (ft)	Gutter Depression (ft)	Velocity (ft/s)
Gutter - 47+45 to 47+00	0.01900	3.37	2.00	0.083	0.020	8.66	0.015	0.88	0.30	0.13	3.85
Gutter - 47+00 to 46+50	0.01900	3.37	2.00	0.083	0.017	9.55	0.015	0.91	0.29	0.13	3.71
Gutter - 46+50 to 46+00	0.01700	3.37	2.00	0.083	0.015	10.59	0.015	0.98	0.29	0.14	3.45
Gutter - 46+00 to 45+50	0.01600	3.37	2.00	0.083	0.010	13.83	0.015	1.10	0.28	0.15	3.06
Gutter - 45+50 to 45+00	0.01200	3.37	2.00	0.083	0.014	12.01	0.015	1.15	0.31	0.14	2.93
Gutter - 45+00 to 44+50	0.00800	3.37	2.00	0.083	0.015	12.64	0.015	1.33	0.33	0.14	2.53
Gutter - 44+50 to 44+00	0.01000	3.37	2.00	0.083	0.010	15.46	0.015	1.34	0.30	0.15	2.51
Gutter - 44+00 to 43+50	0.00800	3.37	2.00	0.083	0.010	16.28	0.015	1.47	0.31	0.15	2.29
Gutter - 43+50 to 43+00	0.00800	3.37	2.00	0.083	0.015	12.64	0.015	1.33	0.33	0.14	2.53
Gutter - 43+00 to 42+50	0.00400	3.37	2.00	0.083	0.017	13.63	0.015	1.71	0.36	0.13	1.97
Gutter - 42+50 to 42+00	0.01000	3.37	2.00	0.083	0.006	21.35	0.015	1.52	0.28	0.15	2.22
Gutter - 42+00 to 41+50	0.00800	3.37	2.00	0.083	0.003	34.89	0.015	1.99	0.26	0.16	1.70
Gutter - 41+50 to 41+00	0.00900	3.37	2.00	0.083	0.007	19.84	0.015	1.53	0.29	0.15	2.20
Gutter - 41+00 to 40+50	0.00600	3.37	2.00	0.083	0.003	37.20	0.015	2.24	0.27	0.16	1.51
Gutter - 40+50 to 40+00	0.00500	3.37	2.00	0.080	0.006	25.04	0.015	2.03	0.30	0.15	1.66
Gutter - 40+00 to 39+50	0.00300	3.37	2.00	0.080	0.004	36.09	0.015	2.76	0.30	0.15	1.22
Gutter - 39+50 to 39+00	0.00100	3.97	2.00	0.080	0.017	19.49	0.015	3.35	0.46	0.13	1.18
Gutter - 39+00 to 38+50	0.00500	3.97	2.00	0.080	0.018	13.51	0.015	1.77	0.37	0.12	2.25
Gutter - 37+50 to 37+00	0.04100	3.82	2.00	0.080	0.020	7.68	0.015	0.71	0.27	0.12	5.38
Gutter - 37+00 to 36+50	0.02900	0.00	2.00	0.080	0.019	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 36+50 to 36+00	0.02300	0.00	2.00	0.080	0.012	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 36+00 to 35+50	0.02200	3.82	2.00	0.083	0.013	11.55	0.015	1.01	0.29	0.14	3.79
Gutter - 35+50 to 35+00	0.02000	3.82	2.00	0.083	0.017	10.02	0.015	0.99	0.30	0.13	3.87
Gutter - 35+00 to 34+50	0.01500	3.82	2.00	0.083	0.022	9.18	0.015	1.05	0.32	0.12	3.64
Gutter - 34+50 to 34+00	0.01500	3.82	2.00	0.083	0.026	8.31	0.015	1.01	0.33	0.11	3.78
Gutter - 34+00 to 33+50	0.01100	3.82	2.00	0.083	0.025	9.12	0.015	1.16	0.34	0.12	3.31
Gutter - 33+50 to 33+00	0.00700	3.82	2.00	0.083	0.020	11.53	0.015	1.46	0.36	0.13	2.62
Gutter - 33+00 to 32+50	0.00600	3.82	2.00	0.083	0.019	12.31	0.015	1.57	0.36	0.13	2.44
Gutter - 32+50 to 32+00	0.00600	3.82	2.00	0.083	0.019	12.31	0.015	1.57	0.36	0.13	2.44

Gutter - Pennsylvania Ave, Lt (West) Report

Label	Channel Slope (ft/ft)	Discharge (ft^3/s)	Gutter Width (ft)	Gutter Cross Slope (ft/ft)	Road Cross Slope (ft/ft)	Spread (ft)	Manning Coefficient	Flow Area (ft^2)	Depth (ft)	Gutter Depression (ft)	Velocity (ft/s)
Gutter - 32+00 to 31+50	0.00300	3.82	2.00	0.083	0.019	14.27	0.015	2.06	0.40	0.13	1.85
Gutter - 31+50 to 31+00	0.00700	3.82	2.00	0.083	0.018	12.31	0.015	1.49	0.35	0.13	2.56
Gutter - 31+00 to 30+50	0.00600	3.82	2.00	0.083	0.020	11.93	0.015	1.55	0.36	0.13	2.47
Gutter - 30+50 to 30+00	0.00600	3.82	2.00	0.083	0.022	11.25	0.015	1.51	0.37	0.12	2.52
Gutter - 30+00 to 29+50	0.00600	3.82	2.00	0.083	0.012	16.37	0.015	1.75	0.34	0.14	2.18
Gutter - 29+50 to 29+00	0.00600	3.82	2.00	0.083	0.009	19.61	0.015	1.88	0.32	0.15	2.03
Gutter - 29+00 to 28+50	0.00700	3.82	2.00	0.083	0.009	18.96	0.015	1.76	0.32	0.15	2.16
Gutter - 28+50 to 28+00	0.00400	3.82	2.00	0.083	0.014	16.23	0.015	1.98	0.37	0.14	1.93
Gutter - 28+00 to 27+50	0.00500	3.82	2.00	0.083	0.017	13.71	0.015	1.73	0.37	0.13	2.21
Gutter - 27+50 to 27+00	0.00500	0.00	2.00	0.083	0.017	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 27+00 to 26+50	0.00600	0.00	2.00	0.083	0.010	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 26+50 to 26+00	0.00400	0.00	2.00	0.083	0.013	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 26+00 to 25+50	0.00500	0.00	2.00	0.083	0.016	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 25+50 to 25+00	0.00600	0.00	2.00	0.083	0.004	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 25+00 to 24+50	0.01100	0.00	2.00	0.083	0.006	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 24+50 to 24+00	0.01400	0.00	2.00	0.083	0.008	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 24+00 to 23+50	0.02500	0.00	2.00	0.083	0.014	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 23+50 to 23+00	0.03200	0.00	2.00	0.083	0.016	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 23+00 to 22+50	0.03600	0.00	2.00	0.083	0.010	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 22+50 to 22+00	0.03800	0.00	2.00	0.083	0.019	0.00	0.015	0.00	0.00	0.00	0.00
Gutter - 22+00 to 21+50	0.03600	1.35	2.00	0.083	0.022	3.93	0.015	0.29	0.21	0.12	4.62
Gutter - 21+50 to 21+00	0.03000	1.35	2.00	0.083	0.026	3.90	0.015	0.31	0.22	0.11	4.32
Gutter - 21+00 to 20+50	0.01300	1.35	2.00	0.083	0.023	5.43	0.015	0.46	0.24	0.12	2.94
Gutter - 20+50 to 20+00	0.00600	1.35	2.00	0.083	0.013	9.44	0.015	0.72	0.26	0.14	1.88

Worksheet for Curb Inlet In Sag - STA 20+64

Project Description

Solve For	Spread

Input Data

Discharge		3.28	ft^3/s
Gutter Width		2.00	ft
Gutter Cross Slope		0.080	ft/ft
Road Cross Slope		0.010	ft/ft
Curb Opening Length		7.00	ft
Opening Height		0.50	ft
Curb Throat Type	Horizontal		
Local Depression		2.00	in
Local Depression Width		2.00	ft
Throat Incline Angle		90.00	degrees

Results

Spread	26.26	ft
Depth	0.40	ft
Gutter Depression	0.14	ft
Total Depression	0.31	ft

Worksheet for Curb Inlet On Grade - STA 26+97

Project Description

Solve For	Efficiency

Input Data

Discharge	4.38	ft³/s
Slope	0.00400	ft/ft
Gutter Width	2.00	ft
Gutter Cross Slope	0.080	ft/ft
Road Cross Slope	0.015	ft/ft
Roughness Coefficient	0.015	
Curb Opening Length	14.00	ft
Local Depression	2.00	in
Local Depression Width	2.00	ft

Results

Efficiency	100.00	%
Intercepted Flow	4.38	ft³/s
Bypass Flow	0.00	ft³/s
Spread	16.52	ft
Depth	0.38	ft
Flow Area	2.18	ft²
Gutter Depression	0.13	ft
Total Depression	0.30	ft
Velocity	2.01	ft/s
Equivalent Cross Slope	0.07216	ft/ft
Length Factor	1.09	
Total Interception Length	12.81	ft

Worksheet for Curb Inlet In Sag - STA 39+31

Project Description

Solve For	Spread

Input Data

Discharge		4.88	ft^3/s
Gutter Width		2.00	ft
Gutter Cross Slope		0.080	ft/ft
Road Cross Slope		0.010	ft/ft
Curb Opening Length		10.00	ft
Opening Height		0.50	ft
Curb Throat Type	Horizontal		
Local Depression		2.00	in
Local Depression Width		2.00	ft
Throat Incline Angle		90.00	degrees

Results

Spread	28.98	ft
Depth	0.43	ft
Gutter Depression	0.14	ft
Total Depression	0.31	ft

APPENDIX D: WSPG RESULTS

```
T1 Pennsylvania Avenue Improvements                                          0
T2  Storm Drain Line "A"
T3  25-year Storm Event (Proposed Conditions)
SO 100000.0002590.480  1                          2590.480
R  100043.6202590.700  1      .013                                  .000
R  100055.0002590.770  1      .013                                  .000
R  100103.2502590.930  1      .013                                  .000
JX 100104.7502590.940  1  2   .013    5.440         2591.180           .0         .000
R  100252.0002591.690  1      .013                                  .000
JX 100256.5002591.890  1      .013                                     .0         .00
R  100432.5002594.840  1      .013                                  .000
SH 100432.5002594.840  1                          142.900
CD   1  4   0    .000   2.000     .000  .000  .000  .000
CD   2  4   0    .000   1.500     .000  .000  .000  .000
Q             7.110   .0
```

Program Package Serial Number: 1911

WATER SURFACE PROFILE LISTING Date: 3- 2-2018 Time: 3:57: 9

Pennsylvania Avenue Improvements
Storm Drain Line "A"
25-year Storm Event (Proposed Conditions)

Station / L/Elem	Invert Elev / Ch Slope	Depth (FT)	Water Elev	Q (CFS)	Vel (FPS)	Vel Head / SF Ave	Energy Grd.El. / HF	Super Elev / SE Dpth	Critical Depth / Froude N	Flow Top Width / Norm Dp	Height/ Dia.-FT / "N"	Base Wt or I.D. / X-Fall	ZL / ZR	No Wth Prs/Pip / Type Ch
100000.000	2590.480	1.274	2591.754	12.55	5.94	.55	2592.30	.00	1.27	1.92	2.000	.000	.00	0 .0
11.938	.0050					.0054	.06	1.27	1.00	1.33	.013	.00	.00	PIPE
100011.900	2590.540	1.328	2591.868	12.55	5.67	.50	2592.37	.00	1.27	1.89	2.000	.000	.00	0 .0
31.680	.0050					.0051	.16	1.33	.92	1.33	.013	.00	.00	PIPE
100043.600	2590.700	1.328	2592.028	12.55	5.67	.50	2592.53	.00	1.27	1.89	2.000	.000	.00	0 .0
3.266	.0062					.0054	.02	1.33	.92	1.24	.013	.00	.00	PIPE
100046.900	2590.720	1.274	2591.994	12.55	5.94	.55	2592.54	.00	1.27	1.92	2.000	.000	.00	0 .0
HYDRAULIC JUMP														
100046.900	2590.720	1.241	2591.961	12.55	6.13	.58	2592.54	.00	1.27	1.94	2.000	.000	.00	0 .0
.555	.0062					.0062	.00	1.24	1.05	1.24	.013	.00	.00	PIPE
100047.400	2590.723	1.241	2591.965	12.55	6.13	.58	2592.55	.00	1.27	1.94	2.000	.000	.00	0 .0
7.563	.0062					.0059	.04	1.24	1.05	1.24	.013	.00	.00	PIPE
100055.000	2590.770	1.274	2592.044	12.55	5.94	.55	2592.59	.00	1.27	1.92	2.000	.000	.00	0 .0
1.984	.0033					.0054	.01	1.27	1.00	1.58	.013	.00	.00	PIPE
100057.000	2590.777	1.328	2592.104	12.55	5.67	.50	2592.60	.00	1.27	1.89	2.000	.000	.00	0 .0
8.430	.0033					.0048	.04	1.33	.92	1.58	.013	.00	.00	PIPE
100065.400	2590.804	1.385	2592.190	12.55	5.40	.45	2592.64	.00	1.27	1.85	2.000	.000	.00	0 .0
22.125	.0033					.0043	.09	1.39	.85	1.58	.013	.00	.00	PIPE

Program Package Serial Number: 1911

WATER SURFACE PROFILE LISTING Date: 3- 2-2018 Time: 3:57: 9

Pennsylvania Avenue Improvements
Storm Drain Line "A"
25-year Storm Event (Proposed Conditions)

Station / L/Elem	Invert Elev / Ch Slope	Depth (FT)	Water Elev	Q (CFS)	Vel (FPS)	Vel Head / SF Ave	Energy Grd.El. / HF	Super Elev / SE Dpth	Critical Depth / Froude N	Flow Top Width / Norm Dp	Height/ Dia.-FT / "N"	Base Wt or I.D. / X-Fall	ZL / ZR	No Wth Prs/Pip / Type Ch
100087.500	2590.878	1.448	2592.325	12.55	5.15	.41	2592.74	.00	1.27	1.79	2.000	.000	.00	0 .0

15.711	.0033					.0039	.06	1.45	.78	1.58	.013		.00	.00	PIPE	
100103.300	2590.930	1.472	2592.402	12.55	5.06	.40	2592.80	.00	1.27	1.76	2.000	.000	.00	0	.0	
JUNCT STR	.0067					.0024	.00	1.47	.75		.013		.00	.00	PIPE	
100104.800	2590.940	1.799	2592.739	7.11	2.39	.09	2592.83	.00	.95	1.20	2.000	.000	.00	0	.0	
22.789	.0051					.0009	.02	1.80	.27	.93	.013		.00	.00	PIPE	
100127.500	2591.056	1.694	2592.750	7.11	2.51	.10	2592.85	.00	.95	1.44	2.000	.000	.00	0	.0	
18.781	.0051					.0010	.02	1.69	.31	.93	.013		.00	.00	PIPE	
100146.300	2591.152	1.607	2592.759	7.11	2.63	.11	2592.87	.00	.95	1.59	2.000	.000	.00	0	.0	
16.414	.0051					.0011	.02	1.61	.35	.93	.013		.00	.00	PIPE	
100162.700	2591.235	1.531	2592.766	7.11	2.76	.12	2592.88	.00	.95	1.70	2.000	.000	.00	0	.0	
14.742	.0051					.0012	.02	1.53	.39	.93	.013		.00	.00	PIPE	
100177.500	2591.310	1.461	2592.772	7.11	2.89	.13	2592.90	.00	.95	1.77	2.000	.000	.00	0	.0	
13.430	.0051					.0013	.02	1.46	.43	.93	.013		.00	.00	PIPE	
100190.900	2591.379	1.398	2592.777	7.11	3.03	.14	2592.92	.00	.95	1.83	2.000	.000	.00	0	.0	
12.367	.0051					.0015	.02	1.40	.47	.93	.013		.00	.00	PIPE	
100203.300	2591.442	1.339	2592.781	7.11	3.18	.16	2592.94	.00	.95	1.88	2.000	.000	.00	0	.0	
11.477	.0051					.0017	.02	1.34	.51	.93	.013		.00	.00	PIPE	

Station	Invert Elev	Depth (FT)	Water Elev	Q (CFS)	Vel (FPS)	Vel Head	Energy Grd.El.	Super Elev	Critical Depth	Flow Top Width	Height/ Dia.-FT	Base Wt or I.D.	ZL	No Wth Prs/Pip
L/Elem	Ch Slope					SF Ave	HF	SE Dpth	Froude N	Norm Dp	"N"	X-Fall	ZR	Type Ch
100214.800	2591.500	1.285	2592.784	7.11	3.33	.17	2592.96	.00	.95	1.92	2.000	.000	.00	0 .0
10.688	.0051					.0019	.02	1.28	.56	.93	.013		.00	PIPE
100225.400	2591.554	1.233	2592.788	7.11	3.50	.19	2592.98	.00	.95	1.94	2.000	.000	.00	0 .0
4.547	.0051					.0021	.01	1.23	.60	.93	.013		.00	PIPE
100230.000	2591.578	1.185	2592.762	7.11	3.67	.21	2592.97	.00	.95	1.97	2.000	.000	.00	0 .0
HYDRAULIC JUMP														
100230.000	2591.578	.704	2592.281	7.11	7.20	.81	2593.09	.00	.95	1.91	2.000	.000	.00	0 .0
5.648	.0051					.0140	.08	.70	1.77	.93	.013		.00	PIPE
100235.600	2591.606	.704	2592.310	7.11	7.20	.80	2593.12	.00	.95	1.91	2.000	.000	.00	0 .0

5.711	.0051					.0150	.09	.70	1.76	.93	.013	.00	.00	PIPE	
100241.300	2591.635	.680	2592.315	7.11	7.55	.89	2593.20	.00	.95	1.89	2.000	.000	.00	0	.0
5.438	.0051					.0171	.09	.68	1.89	.93	.013	.00	.00	PIPE	
100246.800	2591.663	.657	2592.320	7.11	7.92	.97	2593.29	.00	.95	1.88	2.000	.000	.00	0	.0
5.219	.0051					.0195	.10	.66	2.02	.93	.013	.00	.00	PIPE	
100252.000	2591.690	.634	2592.324	7.11	8.31	1.07	2593.40	.00	.95	1.86	2.000	.000	.00	0	.0
JUNCT STR	.0444					.0188	.08	.63	2.16		.013	.00	.00	PIPE	
100256.500	2591.890	.671	2592.561	7.11	7.69	.92	2593.48	.00	.95	1.89	2.000	.000	.00	0	.0
63.719	.0168					.0168	1.07	.67	1.94	.67	.013	.00	.00	PIPE	

Station	Invert Elev	Depth (FT)	Water Elev	Q (CFS)	Vel (FPS)	Vel Head	Energy Grd.El.	Super Elev	Critical Depth	Flow Top Width	Height/ Dia.-FT	Base Wt or I.D.	ZL	No Wth Prs/Pip
L/Elem	Ch Slope					SF Ave	HF	SE Dpth	Froude N	Norm Dp	"N"	X-Fall	ZR	Type Ch
100320.200	2592.958	.671	2593.629	7.11	7.69	.92	2594.55	.00	.95	1.89	2.000	.000	.00	0	.0
57.719	.0168					.0161	.93	.67	1.94	.67	.013	.00	.00	PIPE	
100377.900	2593.926	.685	2594.611	7.11	7.47	.87	2595.48	.00	.95	1.90	2.000	.000	.00	0	.0
24.273	.0168					.0145	.35	.69	1.86	.67	.013	.00	.00	PIPE	
100402.200	2594.333	.710	2595.042	7.11	7.12	.79	2595.83	.00	.95	1.91	2.000	.000	.00	0	.0
11.461	.0168					.0127	.15	.71	1.74	.67	.013	.00	.00	PIPE	
100413.700	2594.525	.735	2595.260	7.11	6.79	.72	2595.98	.00	.95	1.93	2.000	.000	.00	0	.0
6.906	.0168					.0112	.08	.74	1.62	.67	.013	.00	.00	PIPE	
100420.600	2594.640	.761	2595.402	7.11	6.47	.65	2596.05	.00	.95	1.94	2.000	.000	.00	0	.0
4.547	.0168					.0098	.04	.76	1.52	.67	.013	.00	.00	PIPE	
100425.100	2594.717	.789	2595.505	7.11	6.17	.59	2596.10	.00	.95	1.95	2.000	.000	.00	0	.0
3.070	.0168					.0086	.03	.79	1.42	.67	.013	.00	.00	PIPE	
100428.200	2594.768	.818	2595.586	7.11	5.89	.54	2596.12	.00	.95	1.97	2.000	.000	.00	0	.0
2.063	.0168					.0075	.02	.82	1.32	.67	.013	.00	.00	PIPE	
100430.300	2594.802	.848	2595.650	7.11	5.61	.49	2596.14	.00	.95	1.98	2.000	.000	.00	0	.0
1.305	.0168					.0066	.01	.85	1.24	.67	.013	.00	.00	PIPE	

```
100431.600  2594.824     .879  2595.703      7.11    5.35     .44  2596.15     .00     .95     1.99    2.000     .000   .00   0   .0
        -|-       -|-      -|-       -|-       -|-     -|-     -|-       -|-     -|-      -|-      -|-     -|-     -|-     |-
      .711    .0168                                          .0058      .00      .88    1.15     .67    .013       .00   .00  PIPE
♀ FILE: penn-linea.WSW                        W S P G W - CIVILDESIGN Version 14.06                                          PAGE    5
                                 Program Package Serial Number: 1911
                                                WATER SURFACE PROFILE LISTING                    Date: 3- 2-2018  Time: 3:57: 9
                           Pennsylvania Avenue Improvements
                              Storm Drain Line "A"
                                25-year Storm Event (Proposed Conditions)
 ************************************************************************************************************************ ********
          | Invert  |  Depth |  Water  |    Q    |  Vel     Vel  |  Energy | Super |Critical|Flow Top|Height/|Base Wt|      |No Wth
  Station |  Elev   |  (FT)  |  Elev   |  (CFS)  | (FPS)    Head |  Grd.El.|  Elev | Depth  | Width  |Dia.-FT|or I.D.|  ZL  |Prs/Pip
        -|-       -|-      -|-       -|-       -|-     -|-     -|-       -|-     -|-      -|-      -|-     -|-     -|-    -|
  L/Elem  |Ch Slope |        |         |         |         SF Ave|    HF   |SE Dpth|Froude N|Norm Dp |  "N"  | X-Fall|  ZR  |Type Ch
 *********|*********|********|*********|*********|*******|*******|*********|*******|********|********|*******|*******|*****|*******
          |         |        |         |         |               |         |       |        |        |       |       |      |
100432.300  2594.836     .911  2595.748      7.11    5.10     .40  2596.15     .00     .95     1.99    2.000     .000   .00   0   .0
        -|-       -|-      -|-       -|-       -|-     -|-     -|-       -|-     -|-      -|-      -|-     -|-     -|-     |-
      .227    .0168                                          .0051      .00      .91    1.07     .67    .013       .00   .00  PIPE
          |         |        |         |         |               |         |       |        |        |       |       |      |
100432.500  2594.840     .946  2595.787      7.11    4.86     .37  2596.15     .00     .95     2.00    2.000     .000   .00   0   .0
        -|-       -|-      -|-       -|-       -|-     -|-     -|-       -|-     -|-      -|-      -|-     -|-     -|-     |-
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Appendix I

Noise Study Report

Noise Study Report

Pennsylvania Avenue Widening Project

City of Beaumont

Prepared for:

City of Beaumont

Prepared by:

ENTECH CONSULTING GROUP
PLANNING • ENVIRONMENTAL • CONSTRUCTION MANAGEMENT

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February 2021

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1.0 INTRODUCTION

For CEQA purposes, the noise analysis centers around whether an increase in the future noise level would result in a significant effect. A comparison is made between existing noise levels to the predicted noise level with the project. Under CEQA, the assessment entails looking at the noise impact's existing setting and determining how large or perceptible any noise increase would be in the given area. Critical factors considered include the uniqueness of the setting, the noise receptors' sensitive nature, the magnitude of the noise increase, the number of residences affected, and the absolute noise level. As the project is located with the City of Beaumont, the CEQA analysis will also take into consideration the applicability of complying with the City of Beaumont Noise Ordinance, General Plan Noise Element, and other applicable city policies for protecting sensitive land use categories in the project area as well as complying with CEQA threshold requirements. Pursuant to Appendix G of the CEQA Guidelines, a noise analysis will be performed to determine whether the proposed project will result in:

- 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 other agencies' applicable standards?

- Excessive groundborne vibration or groundborne noise levels?

- Expose people residing or working in the project area to excessive noise levels for the project if it is 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?

2.0 PROJECT DESCRIPTION

2.1 Project Location

The City of Beaumont is in the northeast part of Western Riverside County and is surrounded by Calimesa and Banning and unincorporated areas of Riverside County. Located at the junction points of the Interstate 10 (I-10) Freeway, the California State Route 60 (SR-60) Freeway, and the California State Route 79 (SR-79/Beaumont Avenue) Highway, the City of Beaumont is situated in a key regional location. From a land-use perspective, Beaumont is an undeveloped city within its jurisdictional limits and is currently one of the fastest economically growing towns in the State of California.

The City of Beaumont (Lead Agency) is proposing to widen Pennsylvania Avenue consistent with the General Plan Circulation Element in the central part of Beaumont's City along the I-10 corridor from its existing two-lane configuration to four lanes to accommodate projected growth and current congestion. The portion of Pennsylvania Avenue to be widened is a 2,700 foot-long segment (0.51 miles) between 6th Street on the north and 1st Street on the south (see Figure 2.1 - Project Location/Vicinity).

2.2 Project Setting

Within the limits of the project study area, Pennsylvania Avenue is designated as a Major Highway. In its present state, Pennsylvania Avenue is a north-south divided arterial road with one travel lane for each direction separated by a striped centerline division. Additionally, there is a 500-foot long, 12-foot wide painted median along the southerly section. This high-capacity road's existing traffic volumes range from 8,500 vehicles per day to the north of Interstate 10 (I-10) to approximately 11,100 vehicles per day to the south of Interstate 10 (I-10).

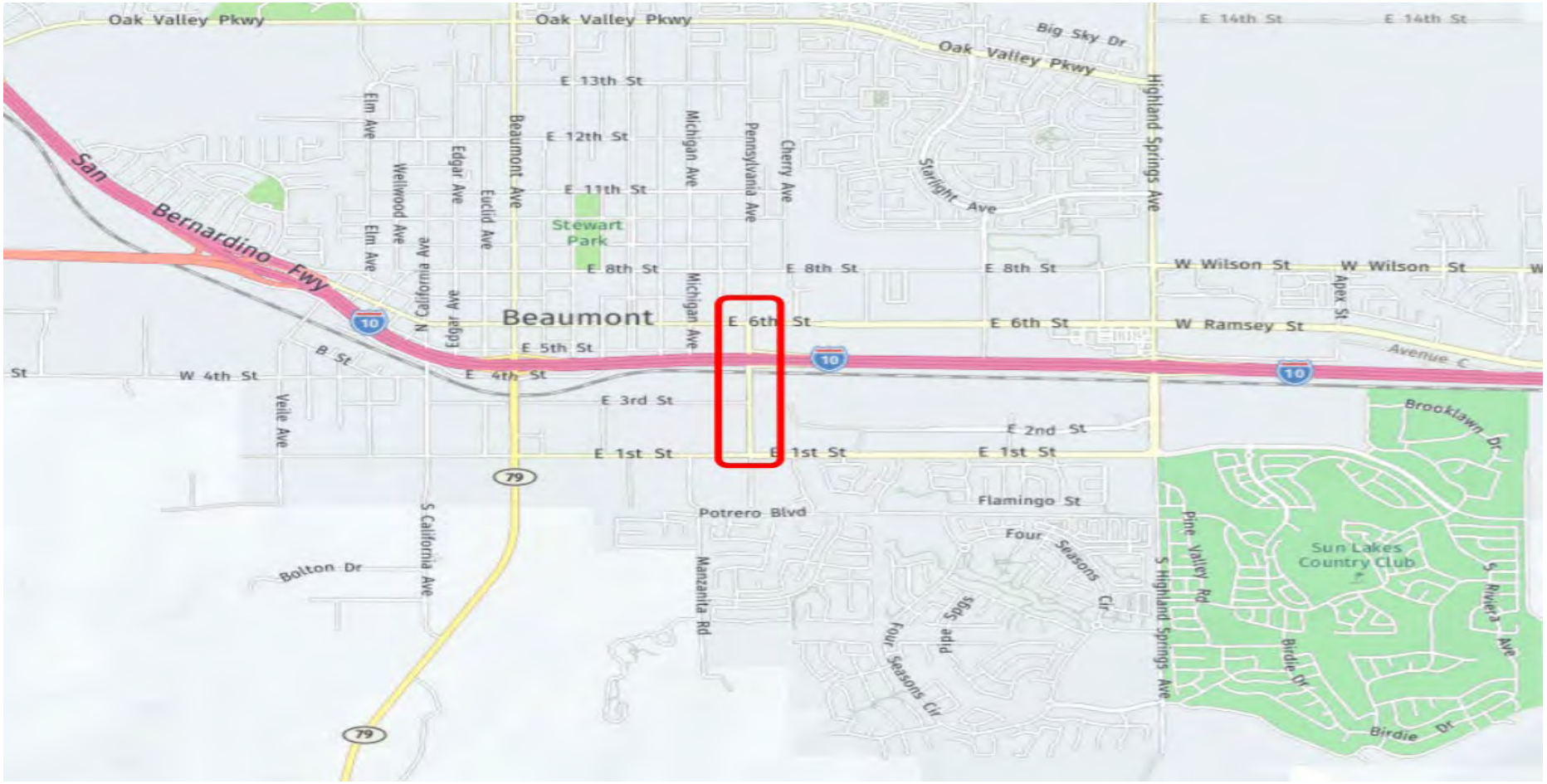


Figure 1. Regional Map

Figure 2. Project Vicinity Map

2.3 Proposed Project

The Pennsylvania Avenue Widening Project (Project) proposes to widen and add two additional lanes to Pennsylvania Avenue between 1st Street and 6th Street, a distance of approximately 2,800 feet, in the City of Beaumont. The proposed widening and associated improvements would be predominantly within existing right-of-way except for areas requiring easements for stormwater infrastructure improvements and temporary construction easements (TCEs) needed for property frontage improvements and minor utility relocations.

The additional lanes within these limits would result in a four-lane Major Highway per Beaumont General Plan Circulation Element. The widening would require improvements to the existing UPRR at-grade crossing and freeway ramp terminals at the I-10 Freeway within Caltrans right-of-way. Pedestrian access with a new sidewalk would be provided for the project's length on the west side, and impacted intersections would be brought up to current Americans with Disabilities Act (ADA) standards with new and/or updated curb ramps.

Work activities include excavation for underground electrical work, storm drain conduit/inlets, utility cover adjustments, relocation of existing power poles; grading and re-grading the existing slopes; roadway excavation of approximately 4,700 cubic yards; the application of approximately 4,750 tons of asphalt paving to new road bed; removal/restriping of lanes, and; removal/replacement and addition of roadway signage. Excavation would be within 4 feet of the existing surface grade with several deeper excavations (up to 20 feet below existing surface grade) for the power pole relocations. Staging of all equipment and materials would occur within the Project limits on the City’s right-of-way and within TCEs on adjacent properties. Project plans are provided in Figure 2.3 shows the site plan of the proposed project site, and the proposed improvements are shown in Figure 2.3.

Construction of the proposed project would occur in three phases. Storm drain and utility relocations would occur before any major roadway improvements to reduce traffic impacts. The first phase would involve constructing the outer improvements for the widening to the north and south of the UPRR tracks with an estimated duration of four months. The second phase would involve the closure of the at-grade crossing to construct the improvements within the UPRR right-of-way with an estimated duration of one month. The last phase would complete the remaining portion of construction within the center of the roadway north of the tracks and final paving with an estimated duration of three months.

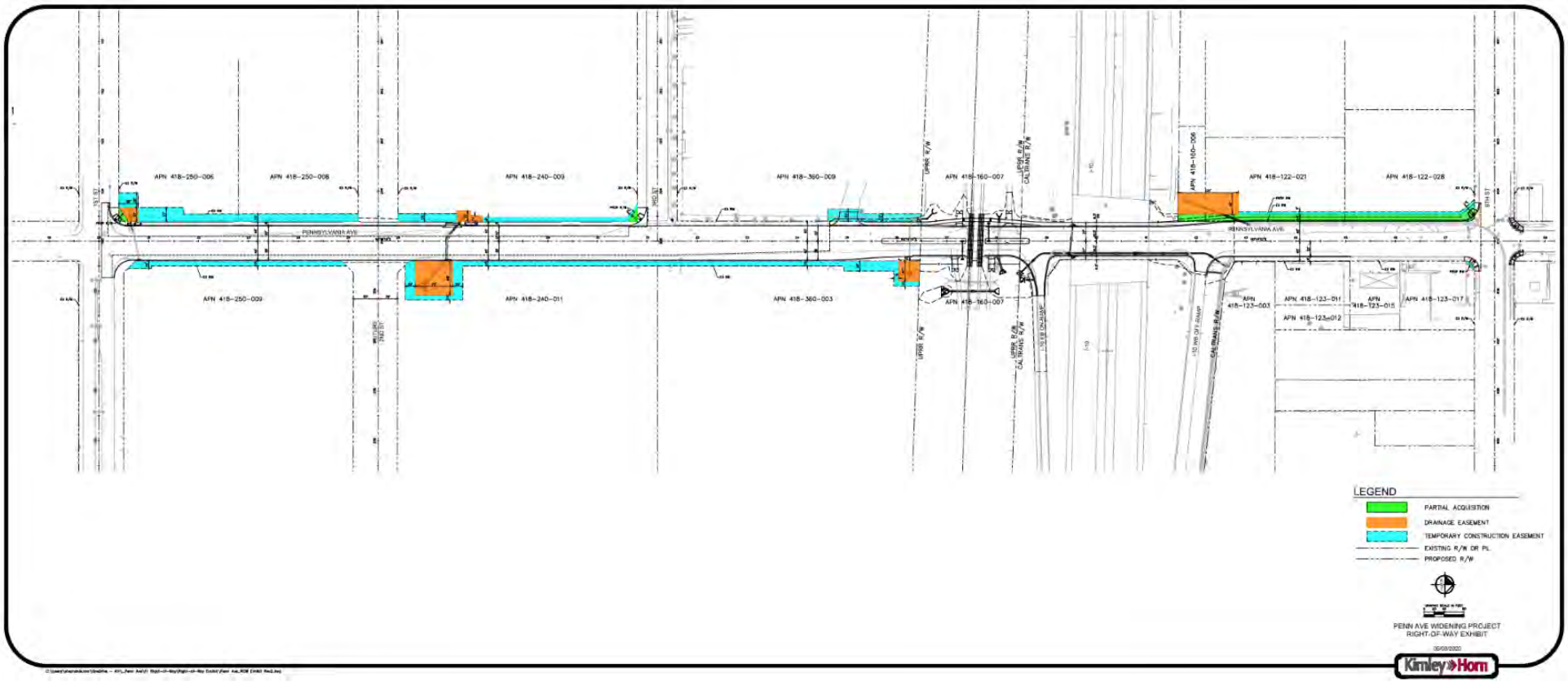


Figure 3. Site Plan

2.4 Construction and Phasing

Construction activities require standard construction equipment for concrete demolition, roadway excavation, paving, traffic signal installation, and storm drain modifications. Construction staging and parking would be accommodated within the project site and/or adjacent undeveloped properties. During construction, travel lanes in each direction along Ramona Boulevard would be operational. Travel lanes would be open in the southbound direction along Valley Boulevard. Access to businesses would be maintained throughout the construction period.

3.0 FUNDAMENTALS OF NOISE

Table 3-1 presents a glossary of general acoustical terminology used in this analysis.

TABLE 3-1. Definition of Acoustical Terms

Term	Definition
Noise	Whether something is perceived as a noise event is influenced by the type of sound, the perceived importance of the sound, and its appropriateness in the setting, the time of day and the type of activity during which the noise occurs, and the sensitivity of the listener.
Sound	For purposes of this analysis, sound is a physical phenomenon generated by vibrations that result in waves that travel through a medium, such as air, and result in auditory perception by the human brain.
Frequency	Sound frequency is measured in Hertz (Hz), which is a measure of how many times each second the crest of a sound pressure wave passes a fixed point. For example, when a drummer beats a drum, the skin of the drum vibrates several times per second. When the drum skin vibrates 100 times per second, it generates a sound pressure wave oscillating at 100 Hz, and this pressure oscillation is perceived by the ear/brain as a tonal pitch of 100 Hz. Sound frequencies between 20 and 20,000 Hz are within the range of sensitivity of the best human ear.
Amplitude or Level	It is measured in decibels (dB) using a logarithmic scale. A sound level of zero dB is approximately the threshold of human hearing and is barely audible under extremely quiet listening conditions. Normal speech has a sound level of approximately 60 dB. Sound levels above approximately 110 dB begin to be felt inside the human ear as discomfort and eventually pain at 120 dB and higher levels. The minimum change in the sound level of individual events that an average human ear can detect is about one to two dB. A three to five dB change is readily perceived. The average person usually perceives a change in the sound level of about 10 dB as a doubling (or decreasing by 10 dB, halving) of the sound's loudness.
Sound pressure	Sound level is usually expressed by reference to a known standard. This report refers to sound pressure level (SPL or Lp). In expressing sound pressure on a logarithmic scale, the sound pressure is compared to a reference value of 20 micropascals (µPa). Lp depends not only on the power of the source but also on the distance from the source and the acoustical characteristics of the space surrounding the source.
A-weighting	Sound from a tuning fork contains a single frequency (a pure tone), but most sounds one hears in the environment do not consist of a single frequency and instead are composed of a broadband of frequencies differing in sound level. The

	method commonly used to quantify environmental sounds consists of evaluating all frequencies of a sound according to a weighting system that reflects the typical frequency-dependent sensitivity of average healthy human hearing. This is called "A-weighting," and the decibel level measured is referred to as dBA. In practice, the level of a noise source is conveniently measured using a sound level meter that includes a filter corresponding to the dBA "curve" of decibel adjustment per octave band center frequency (OBCF) from a "flat" or unweighted SPL.
Equivalent sound level	Although sound level value may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a mixture of noise from distant sources that creates a relatively steady background noise in which no particular source is identifiable. A single descriptor, L_{eq}, may be used to describe sound that is changing in level. L_{eq} is the energy-average dBA during a measured time interval. It is the "equivalent" constant sound level that would have to be produced by a given source to equal the acoustic energy contained in the fluctuating sound level measured.
L_{max} and L_{min}	Additionally, it is often desirable to know the range of amplitudes for the noise source(s) under study. This is typically accomplished by reporting the L_{max} and L_{min} indicators that represent the root mean square (RMS) maximum and minimum noise levels during a given monitoring interval. The L_{min} value obtained for a particular monitoring location is often called the "noise floor."
Statistical sound values	The statistical noise descriptors L10, L50, and L90, are commonly used to describe environmental noise's time-varying character. These noise levels exceeded during 10, 50, and 90 percent of a stated time interval. Sound levels associated with L10 typically describe transient or short-term events, while levels associated with L90 describe the "steady-state" (or most prevalent) background noise conditions.
Day-night sound level	Average sound exposure over 24 hours is often presented as a day-night average, or time-weighted, sound level (L_{dn}). L_{dn} values are calculated from hourly L_{eq} values, with the L_{eq} values for the nighttime period (10 p.m. to 7 a.m.) increased by 10 dB to reflect the greater disturbance potential from nighttime sounds.

In addition, sound is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) is used. On this scale, the human range of hearing extends from approximately 3- dBA to around 140 dBA. **Table 3-2** includes examples of A-weighted noise levels from common indoor and outdoor activities.

Table 3-2. Typical A-Weighted Noise Levels

Common Outdoor Noise	Noise Level (dBA)	Common Indoor Noise
	— 110 —	Rock band (noise to some, music to others)
Jet fly-over at 1000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher in neighboring room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing
SOURCE: Caltrans, 1998.		

Using the decibel scale, sound levels from two or more sources cannot be directly added together to determine the overall sound level. Instead, the combination of two sounds at the same level yields an increase of 3 dBA. The smallest recognizable change in sound levels is approximately 1 dBA. A 3-dBA increase is generally considered perceptible, whereas a 5-dBA increase is readily perceptible. Most people judge a 10-dBA increase as an approximate doubling of the sound loudness.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

3.1 Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

Overall, a wide variation of tolerance to noise exists, based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). The more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- A 3 dBA change in noise levels is considered a barely perceivable difference outside of the laboratory.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as a doubling of the perceived loudness.

These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion; hence the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a straightforward additive fashion but rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

3.2 Noise Attenuation

Stationary point sources of noise, including stationary, mobile sources such as idling vehicles, attenuate (lessen) at a rate between 6 dBA for hard sites and 7.5 dBA for soft sites for each doubling of distance from the reference measurement. Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading of the noise from the source. Soft sites have an absorbent ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3-dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement (Caltrans 2013).

Physical barriers between the noise source and the receiving property are also useful in reducing noise levels. Effective noise barriers can lower noise levels by 10 to 15dBA, which would substantially cut the loudness of traffic noise. A noise barrier is more effective when placed closest to the noise source or receiver, depending upon site geometry. However, there is a limitation on the effectiveness of a noise barrier. Noise barriers must block the line of sight between the receiving property and the noise source. When this occurs, a noise barrier can achieve a 5-dBA noise level reduction. This may require the noise barrier to be sufficiently long and high enough to block the view of a road to reduce traffic noise.

3.3 Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or human-made structures. These energy waves generally dissipate with distance from the vibration source. Familiar sources of groundborne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving, and operation of heavy earthmoving equipment. As described in the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment (FTA 2006), ground-borne vibration can be a serious concern for nearby neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard.

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. The root mean square (RMS) amplitude is most commonly used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The relationship of PPV to RMS velocity is expressed in terms of the "crest factor," defined as the PPV amplitude ratio to the RMS amplitude. Peak particle velocity is typically a factor of 1.7 to 6 times greater than RMS vibration velocity (FTA 2006). The decibel notation acts to compress the range of numbers required to describe vibration. Typically, ground-borne vibration generated by human-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The effects of ground-borne vibration include movement of the building floors, the rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for most projects, with the occasional exception of blasting and pile-driving during construction. Annoyance from vibration often occurs when the vibration levels exceed the perception threshold by only a small margin. A vibration level that causes annoyance will be well below the damage threshold for normal buildings. The FTA measure of the threshold of architectural damage for conventional sensitive structures is 0.2 in/sec PPV (FTA 2006).

In residential areas, the background vibration velocity level is usually around 50 VdB (approximately 0.0013 in/sec PPV). This level is well below the vibration velocity level threshold of perception for humans, which is approximately 65 VdB. A vibration velocity level of 75 VdB is considered to be the approximate dividing line between barely perceptible and distinctly perceptible levels for many people (FTA 2006).

4.0 Regulatory Framework

The proposed project area's governing regulatory framework includes federal, state, and local agencies that enforce noise standards and specific regulations that govern project development, emitted pollutants, and ambient air quality status for the region.

4.1 Federal Regulations and Standards

There are no federal noise standards that directly regulate environmental noise related to the proposed project's construction or operation. With regard to noise exposure and workers, the Office of Safety and Health Administration (OSHA) regulations safeguard the hearing of workers exposed to occupational noise. Federal regulations also establish noise limits for medium and heavy trucks (more than 4.5 tons, gross vehicle weight rating) under 40 Code of Federal Regulations (CFR), Part 205, Subpart B. The federal truck pass-by noise standard is 80 dB at 15 meters from the vehicle pathway centerline. These controls are implemented through regulatory controls on truck manufacturers.

Federal Transit Authority Vibration Standards

The FTA has adopted vibration standards to evaluate potential building damage impacts related to construction activities. The vibration damage criteria adopted by the FTA are shown in **Table 4-1**.

Table 4-1. Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
SOURCE: FTA, 2006.	

The FTA has also adopted the following standards for groundborne vibration impacts related to human annoyance: Vibration Category 1 – High Sensitivity, Vibration Category 2 – Residential, and Vibration Category 3 – Institutional. The FTA defines Category 1 as buildings where vibration would interfere with operations, such as vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and research operations. Category 2 refers to all residential land uses and buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment but still have the potential for activity interference. The vibration thresholds associated with human annoyance for these three land-use categories are shown in **Table 4-2**. No thresholds have been adopted or recommended for commercial and office uses.

Table 4-2. Groundborne Vibration Impact Criteria for General Assessment

Land Use Category	Frequent Events [a]	Occasional Events [b]	Infrequent Events [c]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[d]	65 VdB[d]	65 VdB[d]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB

[a] Frequent Events" is defined as more than 70 vibration events of the same source per day.
[b] Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
[c] Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.
[d] This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes.
SOURCE: FTA, 2006

4.2. State Standards

Senate Bill 860

In the State of California, State Senate Bill 860, which became effective January 1, 1976, directed the California Office of Noise Control within the State Department of Health Services to prepare the *Guidelines for the Preparation and Content of Noise Elements of the General Plan*.[1] One purpose of these guidelines was to provide sufficient information concerning the community's noise environment so that noise could be considered in the land-use planning process. As part of this publication, Land Use Compatibility Standards were developed in four categories: Normally Acceptable, Conditionally Acceptable, Normally Unacceptable, and Clearly Unacceptable. These categories were based on earlier work done by the U.S. Department of Housing and Urban Development.

The interpretation of these four categories is as follows:

Normally Acceptable: Specified land use is satisfactory without special insulation.

Conditionally Acceptable: New development requires a detailed analysis of noise insulation requirements.

Normally Unacceptable: New development is discouraged and requires a detailed analysis of insulation features.

Clearly Unacceptable: New development should not be undertaken.

The state has developed a land-use compatibility matrix for community noise environments that further defines four categories of acceptance and assigns CNEL values to them. In addition, the State Building Code (Part 2, Title 24, California Code of Regulations) establishes uniform minimum noise insulation performance standards to protect persons within new hotels, motels, dormitories, long-term care facilities, apartment

[1] State of California, General Plan Guidelines, Governor's Office of Planning and Research, October, 2003.

houses, and residential units other than detached single-family residences from the effects of excessive noise, including, but not limited to, hearing loss or impairment and interference with speech and sleep. Residential structures to be located where the CNEL or L_{dn} is 60 dBA or greater are required to provide sound insulation to limit the interior CNEL to a maximum of 45 dBA. An acoustic or noise analysis report prepared by an experienced acoustic engineer is required to issuance a building permit for these structures. Conversely, land use changes that result in increased noise levels at residences of 60 dBA or greater must be considered in the evaluation of impacts to ambient noise levels. **Table 4-3**, *Land Use Compatibility for Community Noise Environments*, graphically depicts noise levels' acceptability for various uses.

Table 4-3. Land Use Compatibility Matrix

LAND USE CATEGORY	Community Noise Exposure (L_{dn} or CNEL, dB)						
	55	60	65	70	75	80	
Residential - Low-Density Single-Family, Duplex, Mobile Homes							
Residential - Multi-Family							
Transient Lodging - Motels Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning, will normally suffice.

Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable - New construction or development should generally not be undertaken.

SOURCE:
Adapted from: Governor's Office of Planning and Research. 2003. State of California General Plan Guidelines. Appendix C, Noise Element Guidelines, Figure 2. Sacramento, CA.

4.3 Community Noise Assessment Criteria

4.3 Local Standards

The City of Beaumont has included goals and policies within the General Plan Update (GPU) Noise Element to minimize mobile-source generated noise levels. The following goals and policies apply to this project as they apply to roadway improvement projects.

General Plan Update Goal 10.2: A City with minimal mobile source-generated noise levels.

Policies:

10.2.1 Work with Caltrans and the Federal Highway Administration to reduce noise impacts to sensitive receptors along I-10, SR-60, and SR-70.

10.2.2 Regulate traffic flow to enforce speed limits to reduce traffic noise. Periodically evaluate and enforce established truck and bus routes to avoid noise impacts on sensitive receptors.

10.2.3 Prohibit truck routes through neighborhoods with sensitive receptors, where feasible.

10.2.4 Reduce the impacts of roadway noise on noise-sensitive receptors where roadway noise exceeds the normally compatible range.

10.2.5 Require the use of traffic calming measures such as reduced speed limits or roadway design features to reduce noise levels where roadway noise exceeds the normally compatible range.

10.2.6 Encourage the use of noise-reducing paving materials, such as open-grade or rubberized asphalt, for public and private road surfacing projects in proximity to existing and proposed residential land uses.

10.2.7 Consider the noise effects of City purchases and or leases of vehicles and other noise-generating equipment. Take reasonable and feasible actions to reduce the noise generated from City-owned or leased vehicles and equipment, where possible.

10.2.8 Ensure that noise and vibration from existing rail lines are considered during the land use planning and site development processes.

10.2.9 If Metrolink or other passenger rail service is initiated, work with the rail service providers to address noise and vibration considerations adjacent to the rail corridor

City of Beaumont Municipal Code

Title 9 – Public Peace, Morals and Welfare, Chapter 9.02 – Noise Control

Section 9.02.010 of the Beaumont Municipal Code (BMC) states the purpose of Chapter 9.02 is to establish criteria and standards for regulating noise levels within the City and implementing the noise provisions contained in the City's General Plan. For this project, the capital improvements made along Pennsylvania Avenue are exempt as outlined below under Chapter 9.02.120

BMC 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.

Public Works Construction on Pennsylvania Avenue for this project is not precluded as outline in BMC 9.02.100. However, the City of Beaumont will make reasonable efforts to limit construction hours as outlined in BMC 9.02.110F to protect the health, safety, or general welfare of Beaumont residents.

BMC 9.02.110F – Construction Noise Limits.

BMC Chapter 9.02.110F states that no construction activities may occur within a one-quarter mile from an occupied residential dwelling 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. between the months of October through May unless such activities are permitted under the written consent of the City's building official.

The regulations and policies discussed above are intended to protect the community from excessive noise and vibration to ensure residents' and workers' quality of life in the City. The City is responsible for the continued enforcement of federal, state, and local regulations pertaining to noise generation and impacts and implementing Safety Element policies and applicable regulations of the BMC to ensure continued protection of the community from excessive noise and vibration in the future growth and development.

In community noise assessment, changes in noise levels greater than 3 dBA are often identified as "barely perceptible" while changes of 5 dBA are "ready perceptible." In the range of 1 dBA to 3 dBA, people who are very sensitive to noise may perceive a slight change in noise level.

In laboratory testing situations, humans can detect noise level changes of slightly less than 1 dBA. However, in a community situation, noise exposure is extended over a long-time period, and changes in noise levels occur

over the years rather than the immediate comparison made in a laboratory situation. Therefore, the level at which changes in community noise levels become discernible is likely to be some value greater than 1 dBA, and 3 dBA appears to be appropriate for most people.

Off-Site Impact Criteria

Transportation-related noise impacts associated with the development of the project were evaluated. Noise level increases and impacts attributable to the development of the proposed project are estimated by comparing the "with project" traffic volume to the "without project" traffic volume. For purposes of this study, roadway noise impacts would be considered significant if the project increases noise levels above allowable noise exposure levels, as shown in **Table 4.4.** *Significance Changes in Operational Roadway Noise Exposure*.

Table 4.4 Significance Changes in Operational Roadway Noise Exposure

Existing Noise Exposure (dBA Ldn or Leq)	Allowable Noise Exposure Increase (dBA Ldn or Leq)
45-49	7
50-54	5
55-59	3
60-64	2
65-69	1
69-74	1

5.0 THRESHOLDS OF SIGNIFICANCE

Appendix G of the California Environmental Quality Act (CEQA) Guidelines states that a project could have a significant adverse effect related to noise if any of the following would occur:

- 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 other agencies' applicable standards?

- Excessive groundborne vibration or groundborne noise levels?

- Expose people residing or working in the project area to excessive noise levels for the project if it is 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?

- Roadway noise that exceeds the allowable noise exposure levels listed in Table 4.4

6.0 EXISTING NOISE

The existing noise environment was characterized by collecting field noise measurements at sensitive residential properties within the project area. Three (3) short-term measurements were taken at residential locations within the project area. The noise measurements were performed on June 23, 2020. Appendix A includes the field monitoring forms, and Figure 6.1 shows the monitoring locations.

6.1 Measurement Procedure and Criteria

Short-term and long-term noise measurements were taken using a Larson Davis Type 1 precision sound level meter. All noise meters were programmed in "slow" mode to record noise levels in the "A" weighted form. The sound level meters and microphones were mounted on a tripod, five feet above the ground, and equipped with a windscreen during all measurements. The sound level meter was calibrated before the monitoring using a CAL200 calibrator. All noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

6.2 Noise Measurement Locations

Noise monitoring locations were selected near the project site. Noise measurement locations 1 through 3 were monitored for 15 minutes. Site 1 and Site 2 are located along Pennsylvania Avenue, south of and East 6th Street, near the residential properties near the I-10 on-ramp. Site 3 is located at the southern limits of the project site adjacent to a residential property near East 1st Street.

Table 6-1. Existing (Ambient) Short-Term Noise Level Measurements[1,3]

Noise Monitoring Location ID[2]	Description	Time of Measurement[3]	Primary Noise Source	Noise Levels (L_{eq} dBA)
R-1	Pennsylvania Avenue (S. of East 6th Street)	10:00 am	Traffic	61.6
R-2	Pennsylvania Avenue (S. of East 6th Street)	10:30 am	Traffic	67.3
R-3	Pennsylvania Avenue (near East 1st Street)	11:00 am	Traffic	67.3

1 Noise measurements were taken on June 23, 2020

2 See Figure 4 for the location of the monitoring sites and Appendix A for Field Monitoring Forms.

3 Taken with Larson Davis Type 1 noise meter

Figure 4. Short Term Measurement Locations

7.0 METHODOLOGY

The following section outlines the analysis methods utilized to predict future noise and vibration levels from the proposed project's construction and operation.

7.1 Construction

7.1.1 Noise Analysis Methods

The assessment of the construction noise impacts must be relatively general at this phase of the project because many of the decisions affecting noise will be at the Contractor's discretion. However, an assessment based on the type of equipment expected to be used by the Contractor can provide a reasonable estimate of potential noise impacts and the need for noise mitigation. A worst-case construction noise scenario was developed to estimate the loudest activities occurring at the project site. Pile driving and blasting activities are not anticipated; therefore, the loudest construction activities are centered around the movement of heavy construction equipment during excavation, grading operations, and the erection of buildings. Noise levels were estimated based on a worst-case scenario, which assumed all pieces of equipment would be operating simultaneously during each construction phase. The calculated noise level was then compared to the respective local noise regulation to determine if construction would cause a short-term noise impact at nearby residential sensitive land uses along Massachusetts Avenue. Receiver distance to the construction activity along with the construction equipment operating at the maximum load will have the greatest influence on construction noise levels experienced at residential land uses along Massachusetts Avenue, approximately 200 feet away from Pennsylvania Avenue.

7.1.2 Vibration Analysis Methods

Groundborne vibration levels resulting from construction activities within the project area were estimated using the FTA data in its Transit Noise and Vibration Impact Assessment Manual (FTA, 2006). Potential vibration levels resulting from the proposed project's construction activities are identified at the nearest off-site sensitive receptor location and compared to the FTA damage criteria, as shown previously in Table 2-4.

7.2 Operational Noise & Vibration Analysis

7.2.1 Operational Traffic Noise Analysis Methods

The project roadway noise impacts from vehicular traffic were predicted using the FHWA-TNM 2.5 Model. The FHWA TNM 2.5 Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to account for: the roadway classification (e.g., collector, secondary, major, or arterial), the active roadway width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), traffic volumes on nearby roadways, the travel speed, the percentages of automobiles, medium trucks, and heavy trucks, and the site conditions (“hard” or “soft” relates to the adsorption of the ground, pavement, or landscaping).

7.2.2 Operational Traffic Vibration Analysis

As a conservative measure, the vibration vs. distance curve obtained from the Caltrans Transportation and Construction Vibration Guidance Manual will be used to represent worst-case vibration levels from traffic noise. These vibration levels will be compared to the Caltrans and FTA vibration annoyance criteria, as shown previously in Tables 2-6 and 2-7 for Continuous Sources. These criteria will be utilized to evaluate the level of significance associated with vibration effects from traffic.

7.3 Predicted Noise and Vibration Impacts

This section discusses the noise and vibration impacts compared to the applicable noise significance thresholds. When a significant impact has been set forth, mitigation measures to address that potential impact are presented, along with determining whether the impact will continue to be significant after implementing the mitigation measure.

7.3.1 Cause 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;

Permanent Impacts

The Traffic Noise Model 2.5 (TNM) and the project's traffic data, provided by the City's traffic consultant, were utilized to predict Existing, Future 2020, and 2035 project noise levels. **Table 7-1** presents existing and future noise levels. Changes in noise levels between existing and 2020 are negligible (less than 3 dBA increase) and remain unnoticeable under 2035 future with project conditions. The proposed project improvements will not add additional traffic; therefore, no new exceedances will occur. Due to the negligible change in noise levels, operational noise impacts are less-than-significant.

TABLE 7.1. EXISTING AND FUTURE TRAFFIC NOISE LEVELS

Location	Existing Noise Levels L_{eq} (dBA)	2020 No Build Noise Levels L_{eq} (dBA)	2020 with Project Noise Levels L_{eq} (dBA)	2035 with Project Noise Levels L_{eq} (dBA)	2020 Project Increase over Existing	2035 Project Increase over Existing	Allowable Noise Exposure Increase (dBA)
R1	61.7	61.9	64.4	65.6	2.7	3.9	2
R2	65.4	65.5	66	66.3	0.6	0.9	1
R3	56.8	57.1	58.8	60.7	2.0	3.9	3

As shown in **Table 7-1**, changes in noise levels between existing and 2020 are less than 3 dBA increase. Although these noise increases are barely audible by the human ear, receivers R1 and R3 still exceed the allowable noise exposure increase. Noise levels continue to increase under 2035 future over existing conditions with project

conditions and exceed the City of Beaumont's noise exposure levels. For consistency with the City of Beaumont's GPU Policy 10.2.6, noise-reducing paving materials, such as open-grade or rubberized asphalt, will be used to surface Pennsylvania Avenue to reduce noise increases at the closest residential land uses near the project along Massachusetts Avenue. Implementation of noise-reducing paving materials would reduce noise levels by 4 to 5 dBA. This noise reduction level would reduce the noise level to less than significant, bringing the resultant noise level within the acceptable noise compatibility levels near residential land uses.

Temporary Impacts

The operation of heavy-duty equipment would produce noise. Construction noise levels were estimated using FTA guidance (FTA, 2006), which provides a method for calculating noise levels for the two noisiest pieces of equipment operating in each construction phase using reference noise levels for individual pieces of equipment. Full power operation for a time period of one hour was assumed because most construction equipment operates continuously for periods of one hour or more at some point in the construction period. No ground effects were considered. The closest sensitive receptors are residential homes located approximately 200 feet west of Pennsylvania Avenue near the I-10 westbound on-ramp. The noise levels associated with equipment used during the various construction phases are shown in **Table 7-2**. As shown in **Table 7-2**, during each phase of construction, the noise level would have the potential to exceed existing background noise levels.

Construction-related noise at the nearest sensitive receptors would reach up-to an estimated exterior maximum unmitigated noise level of 76 dBA (Table 7.2). This temporary increase in construction noise would be readily perceivable. The residential structure itself would reduce interior noise levels. Typical noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA (NCHRP 1971). Considering these attenuation factors, maximum interior noise levels during construction are anticipated to be maintained at or below approximately 51 dBA in structures with closed windows.

Actual construction noise levels may be lower than predicted noise levels depending upon construction phasing and the implementation of typical best management practices such as reducing equipment idling, operating equipment with mufflers, limiting equipment operating hours, utilizing construction staging techniques that buffer noise emanating from the project boundary to the nearest sensitive receptors and maintaining construction equipment in good working order. These best management practices have been effective in reducing construction noise levels within acceptable maximum allowable levels.

Although the City of Beaumont Noise Ordinances is exempted from established base ambient and maximum exterior and interior noise levels provided under BMC section 9.02.50, it is recommended that the City incorporates the best management practices consistent with the implementation measures listed in the General Plan. Construction noise impacts at the site of the closest sensitive receptors along Massachusetts Avenue are unlikely to be sustained during the entire construction period but will occur only when heavy construction equipment is operating near the Project site perimeter.

Adherence to local noise ordinances and implementation of construction Best Management Practices, such as limiting construction operating hours between 7:00 am to 6:00 on and implementing the control measures outlined in the mitigation section below, would reduce construction impacts at sensitive receptors to less than significant.

TABLE 7.2. CONSTRUCTION EQUIPMENT BY PHASE WITH ASSOCIATED MAXIMUM 1-hr L_{eq}

Equipment Type	Number of equipment	dBA at 50 feet	Predicted Noise Levels (dBA) 1-hr L_{eq} at Nearest Residential Property
Civil			
Dump Trucks	1	76	75
Rubber Tired Dozer	1	85	
Tractor/Loader/Backhoe	1	80	
Hydraulic Excavator	2	85	
Site Preparation			
Grader	1	85	76
Rubber Tired Dozer	1	85	
Tractor/Loader/Backhoe	1	85	
Grading			
Grader	1	85	74
Rubber Tired Dozer	1	85	
Paving			
Cement and Mortar Mixer	1	85	74
Pavers	1	89	
Paving Equipment	1	89	
Rollers	1	74	
Tractor/Loader/Backhoe	1	85	

7.3.2 Expose persons to or generate excessive groundborne vibration or groundborne noise levels;

As a result of the proposed project's construction, groundborne vibration may occur from heavy equipment during demolition, grading, and paving. Based on the FTA's reference vibration levels, a large bulldozer represents the peak source of vibration with a reference level of 0.089 (in/sec) at a distance of 25 feet. At the nearest residential receptor along Massachusetts Avenue, approximately 200 feet west of Pennsylvania Avenue, the vibration level would be 0.004 in/sec (60 VdB). Using the construction vibration assessment annoyance criteria provided by the FTA for infrequent events, as shown in **Tables 4-1** and **4-2**, the proposed project site will not include nor require equipment, facilities, or activities that would result in causing building damage or perceptible human response (annoyance) that exceeds the FTA criteria of 0.2 in/sec or 80 VdB respectively. Further, vibration impacts at the site of the closest sensitive receptor are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction

equipment is operating near the Project site perimeter. Moreover, construction at the Project site will be restricted to daytime hours consistent with City requirements, thereby eliminating potential vibration impact during the sensitive nighttime hours. On this basis, the potential for the proposed project to result in persons' exposure to or generation of excessive ground-borne vibration is determined to be less than significant.

Groundborne vibration from vehicular traffic rarely causes a disturbance within buildings located in urban environments unless the pavement surface is uneven or the receptor is highly sensitive (e.g., a scientific research establishment) to groundborne vibration. Therefore, groundborne vibration levels within the project are not expected to increase as a result of the implementation of the Proposed Project.

7.3.3 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?

The nearest airport is Banning Airport. The project site is 6.7 miles from the airport and is outside of its noise contour. The proposed project will not generate operational noise levels that would increase the noise within the existing environment. Therefore, the proposed project area would not exposure people working in the project area to excessive noise levels associated with aircraft.

8.0 RECOMMENDATIONS & MITIGATION MEASURES

The City of Beaumont will implement the following recommendations and mitigation measures to reduce temporary and operational noise impacts from the Pennsylvania Avenue Widening Project to less than significant.

Temporary Impacts

MM NOI-1 The City shall implement a construction notification plan described herein to keep nearby occupants informed of the Project's construction schedule. Prior to construction activities and within 2 weeks following award and execution of the construction contract, the Contractor shall provide the City with a construction schedule that identifies: (1) start date of construction, (2) anticipated weekly work zones by the estimated date shown on an aerial map (or plan sheet overview), (3) estimated construction completion date and (4) website address for accessing the construction schedule on-line. The construction contractor shall update the schedule at least every two weeks and provide the City's schedule by the following day for posting on the City's website.

MM NOI-2 All construction equipment, stationary and mobile, shall be equipped with properly operating and maintained muffling devices, intake silencers, and engine shrouds no less effective than as initially equipped by the manufacturer. The Contractor shall be required to document compliance in a written and signed statement provided to the City.

MM NOI-3 The construction contractor shall adequately maintain and tune all construction equipment to minimize noise emissions. The Contractor shall be required to document compliance in a weekly construction log or weekly email provided to the City.

MM NOI-4 The construction contractor shall post a contact name and telephone number of the owner's authorized representative on-site.

Operational Impacts

Traffic noise levels with the project are expected to exceed allowable noise exposure levels above existing noise levels. In efforts to reduce these noise increase, the City of Beaumont's GPU Policy 10.2.6 requires the implementation of noise-reducing paving materials, such as open-grade or rubberized asphalt on Pennsylvania Avenue, to reduce noise increases at the closest sensitive residential land uses near the project along Massachusetts Avenue. Implementation of noise-reducing paving materials would reduce noise levels by 4 to 5 dBA. This noise reduction level would reduce the noise level to less than significant, bringing the resultant noise level within the acceptable noise compatibility levels near residential land uses.

9.0 REFERENCES

Caltrans. (2013) Caltrans Transportation and Construction Vibration Guidance Manual

CEQA Checklist (2019). http://califaep.org/docs/2019-Appendix_G_Checklist.pdf

City of Beaumont. (2020). City of Beaumont Municipal Code.

City of Beaumont. (2020). City of Beaumont General Plan Update 2040

City of Beaumont. (2020). City of Beaumont General Plan Update 2040 Draft Environmental Impact Report

Minagar & Associates (2020). Traffic Data

Federal Transit Administration. (2006, May). Chapter 7 (Vibration) and Chapter 12 (Construction Noise). Transit Noise and Vibration Impact Assessment.

US Department of Housing and Urban Development (HUD). (1991). Chapter 5. The Noise Guidebook.

US Department of Transportation, Federal Highway Administration (FHWA). (2006). Highway Construction Handbook.

Appendix A Noise Monitoring Forms

ENTECH CONSULTING GROUP

FIELD NOISE MEASUREMENT

Project: City of Beaumont Pennsylvania Ave. Widening

ID

Site ID: R1 Engineer (s): Cammila Blasquez

Date: 06/23/2020 Start Time: 10:00

Property Owner: N/A

Address: Pennsylvania Ave. and E 6th St., Beaumont CA

WEATHER

Temp. 82 °F Hum. 39 % R.H. Wind Spd: 8 mph

Wind Dir. NW N NE W (Calm) E SW S SE

Sky: ☐ OVRCST ☐ PARTLY CLOUDY ☑ CLEAR ☑ SUNNY ☐ FOG ☐ RAIN ☐ OTHER: _____

SOUND

SLM ID: LD 824 Calibration: (Pre) 94.1 dBA (Post) 94.1 dBA

SLM Record ID: # 1 Duration: 15:00 L_{eq} 68.6 dBA

NOISE SOURCE

Contamination:
- ☑ Aircraft
- ☐ Rustling leaves
- ☐ Dogs barking
- ☐ Birds
- ☐ Children playing
- ☐ Other_____

Speed Estimated By:
☐ Radar ☐ Driving ☑ Other Speed Limit

Major Source: ☑ Traffic ☐ Rail ☐ Industrial ☐ Aircraft ☐ Other_____

Traffic Count Duration: 15:00

Dir.	Auto		M. Truck		H. Truck		Bus		Motorcycle	
	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)
N	91	35	0	35	1	35	0	35	1	35
S	91	35	3	35	0	35	0	35	0	35

FILING

Photo: Camera ID Galaxy S8 File #: TimePhoto_20200623_095645.jpg

Video: Camera ID Galaxy S8 File #: 20200623_100014.mp4

TOPO & COMMENTS

Pavement:	Terrain:	Land Use:
☑ Hard	☑ Flat	Cu.____
☐ Soft	☐ Uneven	Fu. ✓
☐ Mixed	☐ Shape	

Δ Elev.

COMMENTS

Flat terrain, dirt ground, open clearing with minimal trees.

Monitor location was ≈ 8 feet from the road, (Pennsylvania Ave.)

FIELD NOISE MEASUREMENT

ENTECH CONSULTING GROUP

Project: City of Beaumont Pennsylvania Ave. Widening

ID

Site ID: R2 Engineer (s): Cammila Blasquez

Date: 06/23/2020 Start Time: 10:30

Property Owner: N/A

Address: Pennsylvania Ave. and E 6th St., Beaumont CA

WEATHER

Temp. 82 °F Hum. 39 % R.H. Wind Spd: 8 mph

Wind Dir. NW N NE W (Calm) E SW S SE

Sky: ☐ OVRCST ☐ PARTLY CLOUDY ☑ CLEAR ☑ SUNNY

☐ FOG ☐ RAIN ☐ OTHER: _____

SOUND

SLM ID: LD 824 Calibration: (Pre) 94.1 dBA (Post) 94.1 dBA

SLM Record ID: # 2 Duration: 15:00 L_{eq} 69.8 dBA

NOISE SOURCE

Contamination:
- ☐ Aircraft
- ☐ Rustling leaves
- ☐ Dogs barking
- ☐ Birds
- ☐ Children playing
- ☐ Other_____

Speed Estimated By:
☐ Radar ☐ Driving
☑ Other Speed Limit

Major Source: ☑ Traffic ☐ Rail ☐ Industrial ☐ Aircraft ☐ Other_____

Traffic Count Duration: 15:00

Dir.	Auto		M. Truck		H. Truck		Bus		Motorcycle	
	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)
N	95	35	4	35	3	35	0	35	0	35
S	87	35	5	35	0	35	0	35	0	35

FILING

Photo: Camera ID Galaxy S8 File #: TimePhoto_20200623_102703.jpg

Video: Camera ID Galaxy S8 File #: 20200623_102944.mp4

TOPO & COMMENTS

Pavement:	Terrain:	Land Use:
☑ Hard	☑ Flat	Cu.____
☐ Soft	☐ Uneven	Fu. ✓
☐ Mixed	☐ Shape	

Δ Elev.

COMMENTS

Flat terrain, dirt ground, open clearing, minimal trees.

Monitor location was ≈ 8 feet from the road (Pennsylvania Ave.)

ENTECH CONSULTING GROUP

FIELD NOISE MEASUREMENT

Project: City of Beaumont Pennsylvania Ave. Widening

ID

Site ID: R1 Engineer (s): Cammila Blasquez

Date: 06/23/2020 Start Time: 10:00

Property Owner: N/A

Address: Pennsylvania Ave. and E 6th St., Beaumont CA

WEATHER

Temp. 82 °F Hum. 39 % R.H. Wind Spd: 8 mph

Wind Dir. NW N NE W (Calm) E SW S SE

Sky: ☐ OVRCST ☐ PARTLY CLOUDY ☑ CLEAR ☑ SUNNY ☐ FOG ☐ RAIN ☐ OTHER: _____

SOUND

SLM ID: LD 824 Calibration: (Pre) 94.1 dBA (Post) 94.1 dBA

SLM Record ID: # 1 Duration: 15:00 L_{eq} 68.6 dBA

NOISE SOURCE

Contamination:
- ☑ Aircraft
- ☐ Rustling leaves
- ☐ Dogs barking
- ☐ Birds
- ☐ Children playing
- ☐ Other_____

Speed Estimated By:
☐ Radar ☐ Driving ☑ Other Speed Limit

Major Source: ☑ Traffic ☐ Rail ☐ Industrial ☐ Aircraft ☐ Other_____

Traffic Count Duration: 15:00

Dir.	Auto		M. Truck		H. Truck		Bus		Motorcycle	
	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)
N	91	35	0	35	1	35	0	35	1	35
S	91	35	3	35	0	35	0	35	0	35

FILING

Photo: Camera ID Galaxy S8 File #: TimePhoto_20200623_095645.jpg

Video: Camera ID Galaxy S8 File #: 20200623_100014.mp4

TOPO & COMMENTS

Pavement:	Terrain:	Land Use:
☑ Hard	☑ Flat	Cu.____
☐ Soft	☐ Uneven	Fu. ✓
☐ Mixed	☐ Shape	

Δ Elev.

COMMENTS

Flat terrain, dirt ground, open clearing with minimal trees.

Monitor location was ≈ 8 feet from the road, (Pennsylvania Ave.)

FIELD NOISE MEASUREMENT

ENTECH CONSULTING GROUP

Project: City of Beaumont Pennsylvania Ave. Widening

ID

Site ID: R2 Engineer (s): Cammila Blasquez

Date: 06/23/2020 Start Time: 10:30

Property Owner: N/A

Address: Pennsylvania Ave. and E 6th St., Beaumont CA

WEATHER

Temp. 82 °F Hum. 39 % R.H. Wind Spd: 8 mph

Wind Dir. NW N NE W (Calm) E SW S SE

Sky: ☐ OVRCST ☐ PARTLY CLOUDY ☑ CLEAR ☑ SUNNY

☐ FOG ☐ RAIN ☐ OTHER: _____

SOUND

SLM ID: LD 824 Calibration: (Pre) 94.1 dBA (Post) 94.1 dBA

SLM Record ID: # 2 Duration: 15:00 L_{eq} 69.8 dBA

NOISE SOURCE

Contamination:
- ☐ Aircraft
- ☐ Rustling leaves
- ☐ Dogs barking
- ☐ Birds
- ☐ Children playing
- ☐ Other_____

Speed Estimated By:
☐ Radar ☐ Driving
☑ Other Speed Limit

Major Source: ☑ Traffic ☐ Rail ☐ Industrial ☐ Aircraft ☐ Other_____

Traffic Count Duration: 15:00

Dir.	Auto		M. Truck		H. Truck		Bus		Motorcycle	
	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)
N	95	35	4	35	3	35	0	35	0	35
S	87	35	5	35	0	35	0	35	0	35

FILING

Photo: Camera ID Galaxy S8 File #: TimePhoto_20200623_102703.jpg

Video: Camera ID Galaxy S8 File #: 20200623_102944.mp4

TOPO & COMMENTS

Pavement:	Terrain:	Land Use:
☑ Hard	☑ Flat	Cu.____
☐ Soft	☐ Uneven	Fu. ✓
☐ Mixed	☐ Shape	

Δ Elev.

COMMENTS

Flat terrain, dirt ground, open clearing, minimal trees.

Monitor location was ≈ 8 feet from the road (Pennsylvania Ave.)

ENTECH CONSULTING GROUP

FIELD NOISE MEASUREMENT

Project: City of Beaumont Pennsylvania Ave. Widening

ID

Site ID: R3 Engineer (s): Cammila Blasquez

Date: 06/23/2020 Start Time: 11 : 00

Property Owner: N/A

Address: Pennsylvania Ave. and E 1st St., Beaumont CA

WEATHER

Temp. 85 °F Hum. 33 % R.H. Wind Spd: 11 mph

Sky: ☐ OVRCST ☐ PARTLY CLOUDY ☑ CLEAR ☑ SUNNY ☐ FOG ☐ RAIN ☐ OTHER: _____

Wind Dir.: NW N NE / W (Calm) E / SW S SE

SOUND

SLM ID: LD 824 Calibration: (Pre) 94.1 dBA (Post) 94.1 dBA

SLM Record ID: # 3 Duration: 15 : 00 L_{eq} 68.5 dBA

NOISE SOURCE

Contamination:
- ☐ Aircraft
- ☐ Rustling leaves
- ☑ Dogs barking
- ☑ Birds
- ☐ Children playing
- ☑ Other Train Horn

Speed Estimated By:
- ☐ Radar ☐ Driving
- ☑ Other Speed Limit

Major Source: ☑ Traffic ☐ Rail ☐ Industrial ☐ Aircraft ☐ Other _____

Traffic Count Duration: 15 : 00

Dir.	Auto		M. Truck		H. Truck		Bus		Motorcycle	
	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)	Count	Speed (mph)
W	84	45	6	45	2	45	0	45	0	45
E	57	45	7	45	0	45	0	45	0	45

FILING

Photo: Camera ID N/A File #: N/A

Video: Camera ID Galaxy S8 File #: 20200623_110030.mp4

TOPO & COMMENTS

Pavement:	Terrain:	Land Use:
☐ Hard	☑ Flat	Cu. ___
☐ Soft	☑ Uneven	Fu. ✓
☑ Mixed	☐ Shape	

Δ Elev.

COMMENTS

Mostly flat terrain with some uneven sections. Open clearing with minimal trees. Monitor location was ≈ 5 feet from the shoulder of E 1st Street.

Appendix J

CEQA Transportation Vehicle Miles Traveled (VMT) Screening

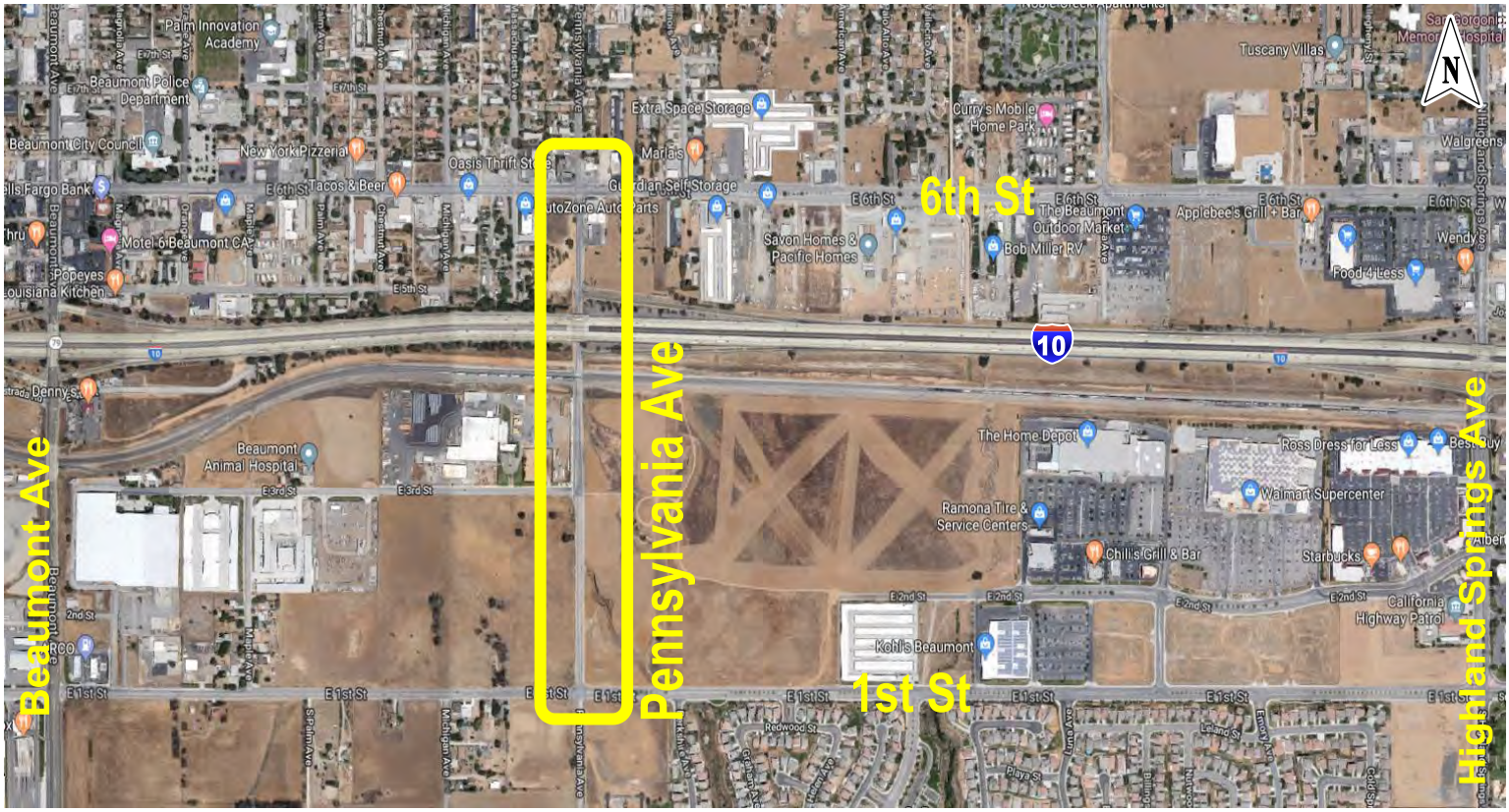
CEQA Transportation (VMT) Screening

for the

Pennsylvania Avenue Widening between 6th Street and 1st Street Improvements Project

in the

City of Beaumont, CA



PREPARED FOR:

City of Beaumont
Department of Public Works
550 E. 6th Street
Beaumont, CA 92223

PREPARED BY:

MINAGAR & ASSOCIATES, INC.
Traffic/Civil/Electrical Engineering – ITS – Transportation Planning – CEM
23282 Mill Creek Drive
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Laguna Hills, CA 92653
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December 18, 2020

Section 1: Project Summary & Background

1.0 Executive Summary

As of September 19, 2017, the City of Beaumont began the design process for the Pennsylvania Avenue Interchange and Widening Project. The 95% final plans were prepared on May 22, 2020 for the project. The project widening entails expanding the existing Pennsylvania Avenue Corridor between 1st Street and 6th Street from two lanes (one lane per direction) to four lanes (two lanes per direction). The portion of Pennsylvania Avenue to be widened is a 2,700-foot long segment (0.51 miles), *less than a mile*, between 6th Street on the north, and 1st Street on the south (see ***Figure 1*** - Project Location/Vicinity).

As a result of the widening of Pennsylvania Avenue from two to four through lanes, it is expected that a certain amount of diverted traffic inflowing from the adjacent parallel north-south arterials (i.e., Beaumont Avenue to the west, and Highland Springs Avenue to the east) will offset some of the capacity benefits gained by the improvements;

This report has been prepared for the specific purpose of addressing the potential impact of the Pennsylvania Avenue Widening Project on Vehicle Miles Traveled (VMT) within the City, subject to California Environmental Quality Act (CEQA) Guidelines for Implementing Senate Bill 743 (SB743). This analysis has been performed to screen out the project from further VMT assessment due to the roadway improvements.

As the Pennsylvania Avenue Corridor involved in the Project has been included in Riverside County's Circulation Element of the General Plan and classified as an major highway in accordance with the classification of the Project roadway upon completion, the Air Quality Element which ensures that developments within the County reduce Greenhouse Gas (GHG) emissions overall. The subject project is also a part of SCAG's RTP/SCS RTPID#2016A319: Grade Separation Under Crossing at Pennsylvania Ave and UPRR, including Widening, Sidewalk Improvements and Traffic Signalization. Therefore based upon the City of Beaumont's SB743 VMT Thresholds for CEQA Compliance Related to Transportation Analysis ratified by the City Council on June 16, 2020, **the 0.51-mile widening project is screened out of further VMT analysis.** It should be noted that the project improve and enhance pedestrian facilities and improve traffic operations not only at Pennsylvania interchange but also at the two nearby Beaumont Ave interchange (to the west) and Highland Springs (to the east) interchange and it will also enhance pedestrian facilities along the corridor.

2.0 Introduction

2.1 Purpose of the TIA and Study Objective

The City of Beaumont is in the northeast part of Western Riverside County and surrounded by the cities of Calimesa and Banning, as well as unincorporated areas of Riverside County. Located at the junction points of the Interstate 10 (I-10) Freeway, the California State Route 60 (SR-60) Freeway, and the California State Route 79 (SR-79/Beaumont Avenue) Highway, the City of Beaumont is situated in a key regional location.

Pennsylvania Avenue within the project limits is designated within the General Plan Circulation Element as a Major Highway. A major highway is defined by the City generally as a 76-78' wide, four-lane divided arterial (i.e., two lanes per direction, separated by a painted or raised median) with on-street parking provided next to the curb, and designed to accommodate typical daily traffic volumes of 40,000 vehicles per day. Currently, Pennsylvania Avenue is built as a mostly undivided two-lane road (i.e., one lane per direction with a striped centerline division, with a 500-foot long, 12' wide painted median along the southerly section) with existing traffic volumes ranging from 8,500 vehicles per day to the north of Interstate 10 (I-10), to about 11,100 vehicles per day south of I-10.

Pennsylvania provides access to the regional transportation network (i.e., I-10 Eastbound and Westbound On/Off-Ramps), as well as a north-south connection between the residential and commercial neighborhoods north and south of I-10. As the City of Beaumont has rapidly increased its economic development over the last several years, many existing city streets are experiencing increasing amounts of traffic congestion during peak periods. This includes Pennsylvania Avenue between 6th Street and 1st Street, which serves as an alternative access route to the surrounding community, particularly during the times when the adjacent Beaumont Avenue and Highland Springs Avenue interchanges approach peak capacities. As the typical daily capacity of similar two-lane roadways is between 10,000 and 12,000 vehicles per day, the regular traffic volume carrying capacity of Pennsylvania is close to being reached.

This condition is anticipated to worsen in the future as planned, approved, and other development projects under construction continue to open and generate additional traffic. The existing cross-section of Pennsylvania is deficient in several locations and does not meet existing City of Beaumont standards for its configuration in the current General Plan and future updates.

The objectives for the project are as follows:

- Provide pedestrian sidewalk improvements to accommodate future and horizon-years;
- Design and construct Pennsylvania Avenue to be consistent with the City's General Plan Circulation Element as a Major Highway;
- Alleviate traffic congestion and delays on regionally-significant, adjacent parallel routes within the study limits of the Pennsylvania Avenue Widening Improvements Project.

2.2 Project Size and Description

The City of Beaumont (Lead Agency) is proposing to widen Pennsylvania Avenue consistent with the City's General Plan Circulation Element, in the central part of the City of Beaumont along the I-10 corridor from its existing two-lane configuration to four lanes. The portion of Pennsylvania Avenue to be widened is a 2,700-foot long segment (0.51 miles), *less than a mile* between 6th Street on the north, and 1st Street on the south (see ***Figure 1*** - Project Location/Vicinity). Project Location and Vicinity Map Site Plan and Proposed Project. For detailed figures of the Pennsylvania Avenue Modifications, see ***Figure 2A*** – Pennsylvania Avenue Widening Project Conceptual Design Plan through ***Figure 2F***– Pennsylvania Avenue Widening Project Conceptual Design Cross Sections 1st Street to 6th Street.

2.3 Existing and Proposed Land Use and Zoning

As the project is a Corridor improvement project, there is neither a designated land use nor zoning. However, beginning from the intersection of Pennsylvania Avenue at 1st Street and proceeding north, the zoning designation is General Commercial (GC) to the East and West of the corridor from the City of Beaumont's Draft General Plan Update of the Land Use Map as of August 21, 2020. Upon reaching the intersection of Pennsylvania Avenue at 3rd Street, the zoning changes from Industrial (I) to the west and GC to the east. Finally, after reaching the On/Off Ramps for Interstate 10 (I-10), the zoning designation is Downtown Mixed Use (DMX) to the east and west of the corridor up until the northerly project limits (6th Street).

Figure 1
Project Location/Vicinity

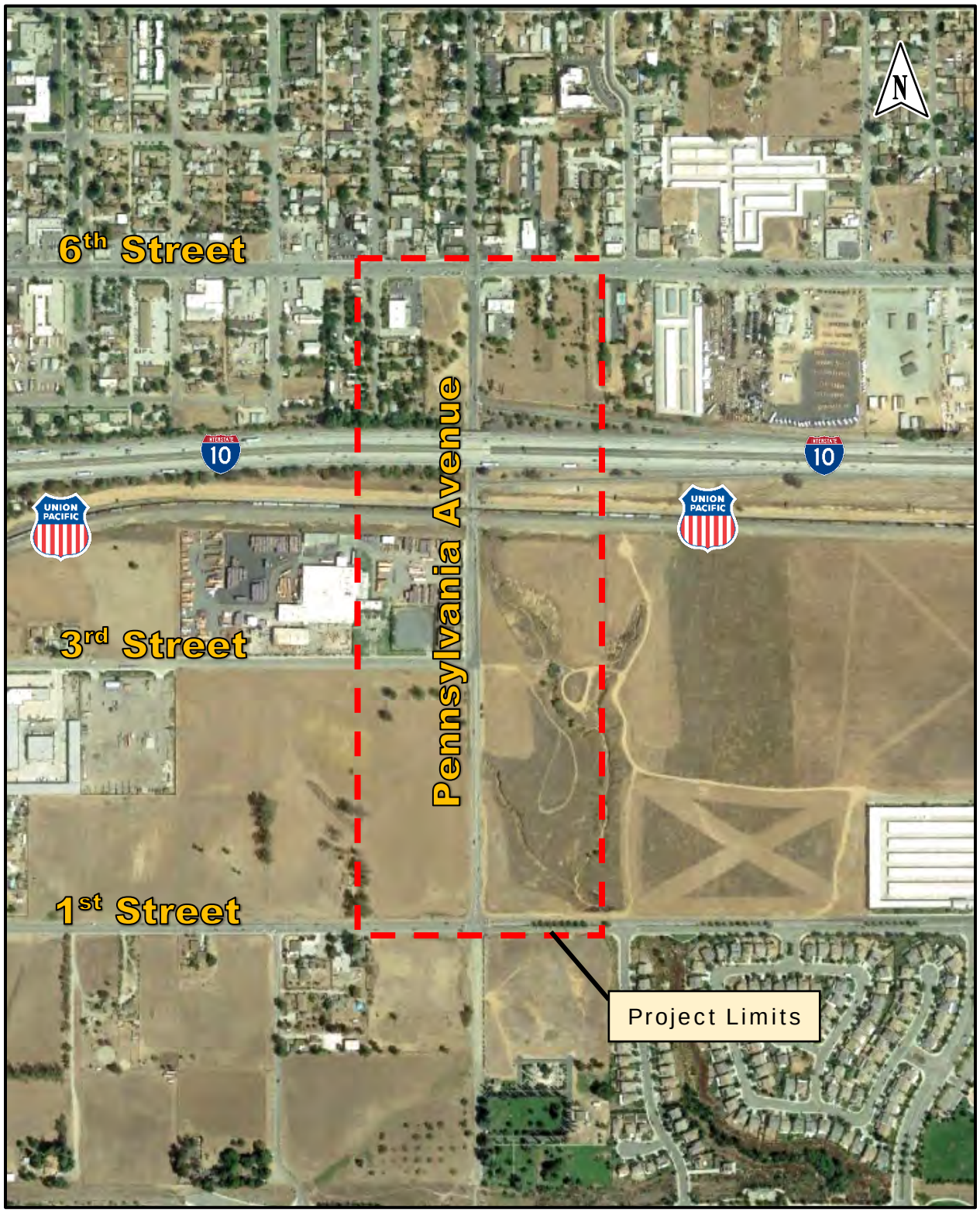
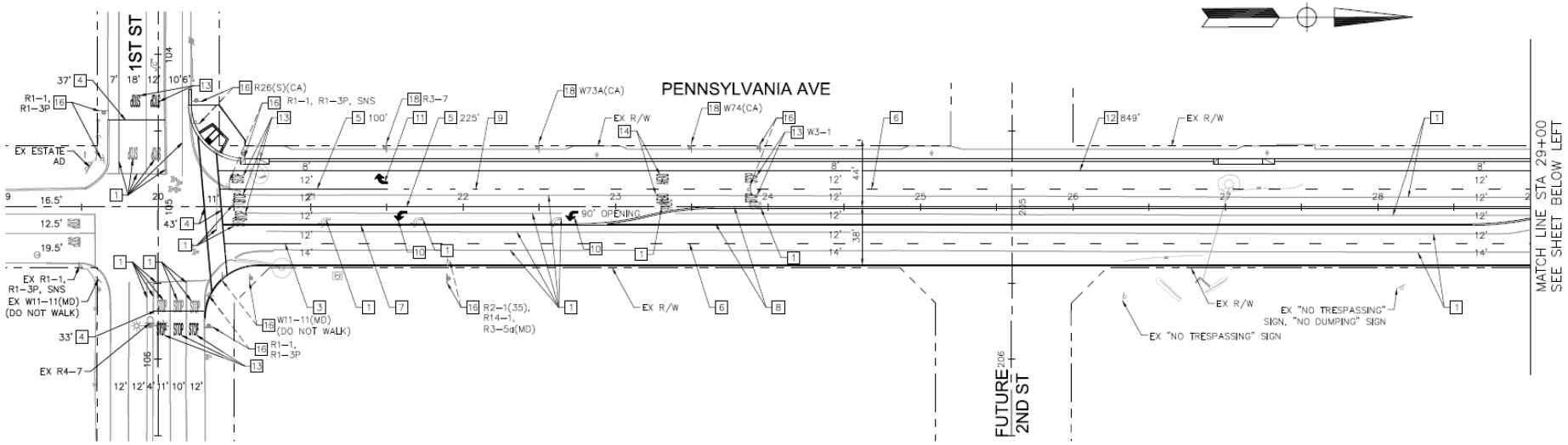


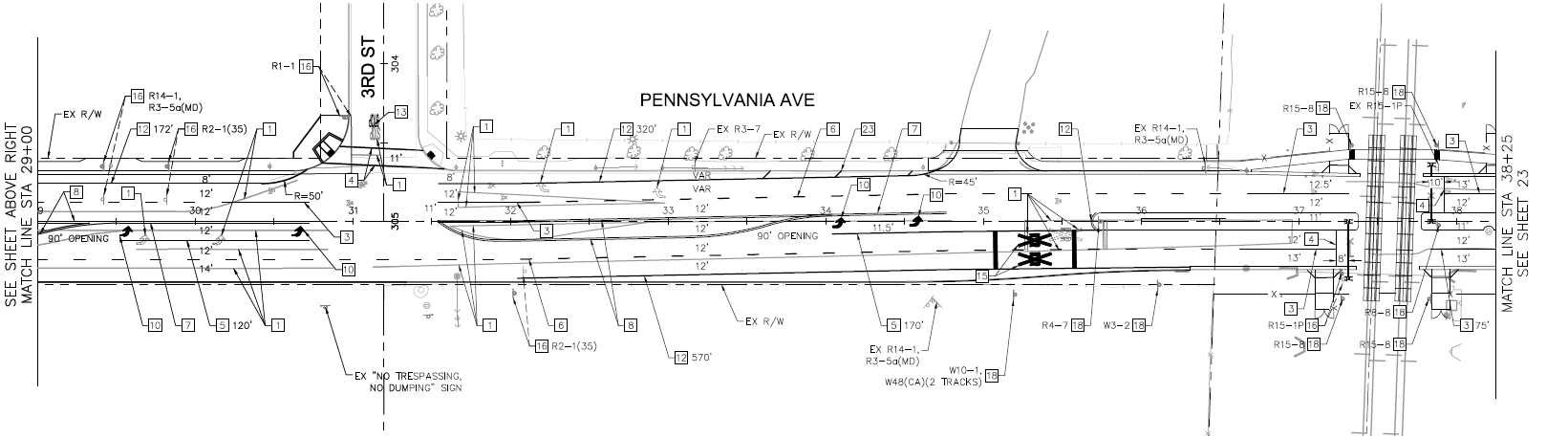
Figure 2A
Pennsylvania Avenue Widening 95% Conceptual Design Plan



SIGNING AND STRIPING NOTES

1. REMOVE CONFLICTING STRIPING AND MARKERS.
3. INSTALL 50' OF 4" WHITE STRIPING LINE WITH TYPE G MARKERS
4. INSTALL 12" WHITE CROSSWALK OR LIMIT LINE AS SHOWN PER CALTRANS STANDARD PLAN A24E.
5. INSTALL DETAIL 38 CHANNELIZING LINE PER CALTRANS STANDARD PLAN A20D.
6. INSTALL DETAIL 9 STRIPING PER CALTRANS STANDARD PLAN A20A.
7. INSTALL DETAIL 22 STRIPING PER CALTRANS STANDARD PLAN A20A.
8. INSTALL DETAIL 29 MEDIAN ISLANDS PER CALTRANS STANDARD PLAN A20B.
9. INSTALL DETAIL 37B LANE DROP LINE PER CALTRANS STANDARD PLAN A20B.
10. INSTALL TYPE IV(L) PAVEMENT MARKING ARROW PER CALTRANS STANDARD PLAN A24A.
11. INSTALL TYPE IV(R) PAVEMENT MARKING ARROW PER CALTRANS STANDARD PLAN A24A.
12. INSTALL DETAIL 27B STRIPING PER CALTRANS STANDARD PLAN A20B.
13. INSTALL "STOP" LEGEND PER CALTRANS STANDARD PLAN A24D.
14. INSTALL "AHEAD" LEGEND PER CALTRANS STANDARD PLAN A24D.
15. INSTALL NEW RAILROAD LEGEND PER CALTRANS STANDARD PLAN A24B.
16. RELOCATE SIGN(S) ONTO NEW STREET POST. SIGN TYPE PER PLAN.
18. INSTALL NEW SIGN(S) AND POST. SIGN TYPE PER PLAN.
23. INSTALL 4" WHITE STRIPING LINE AT 45 DEGREES, SPACED 35' O/C.

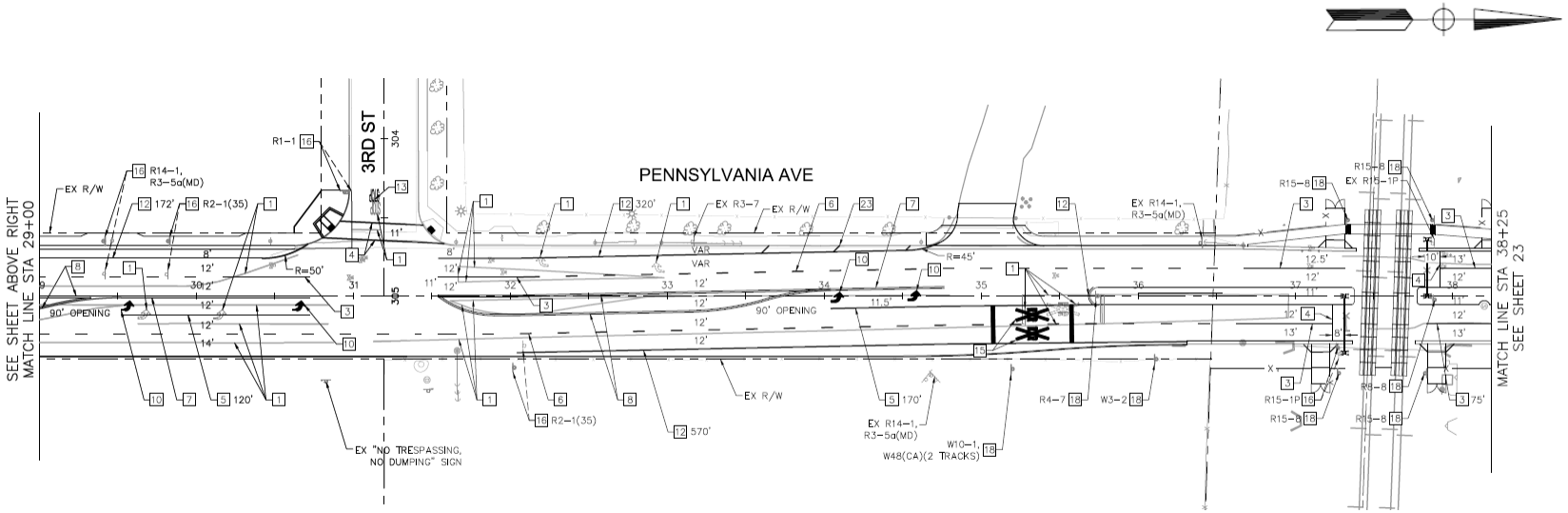
Figure 2B
Pennsylvania Avenue Widening 95% Conceptual Design Plan Continued



SIGNING AND STRIPING NOTES

1. REMOVE CONFLICTING STRIPING AND MARKERS.
3. INSTALL 50' OF 4" WHITE STRIPING LINE WITH TYPE G MARKERS
4. INSTALL 12" WHITE CROSSWALK OR LIMIT LINE AS SHOWN PER CALTRANS STANDARD PLAN A24E.
5. INSTALL DETAIL 38 CHANNELIZING LINE PER CALTRANS STANDARD PLAN A20D.
6. INSTALL DETAIL 9 STRIPING PER CALTRANS STANDARD PLAN A20A.
7. INSTALL DETAIL 22 STRIPING PER CALTRANS STANDARD PLAN A20A.
8. INSTALL DETAIL 29 MEDIAN ISLANDS PER CALTRANS STANDARD PLAN A20B.
9. INSTALL DETAIL 37B LANE DROP LINE PER CALTRANS STANDARD PLAN A20B.
10. INSTALL TYPE IV(L) PAVEMENT MARKING ARROW PER CALTRANS STANDARD PLAN A24A.
11. INSTALL TYPE IV(R) PAVEMENT MARKING ARROW PER CALTRANS STANDARD PLAN A24A.
12. INSTALL DETAIL 27B STRIPING PER CALTRANS STANDARD PLAN A20B.
13. INSTALL "STOP" LEGEND PER CALTRANS STANDARD PLAN A24D.
14. INSTALL "AHEAD" LEGEND PER CALTRANS STANDARD PLAN A24D.
15. INSTALL NEW RAILROAD LEGEND PER CALTRANS STANDARD PLAN A24B.
16. RELOCATE SIGN(S) ONTO NEW STREET POST. SIGN TYPE PER PLAN.
18. INSTALL NEW SIGN(S) AND POST. SIGN TYPE PER PLAN.
23. INSTALL 4" WHITE STRIPING LINE AT 45 DEGREES, SPACED 35' O/C.

Figure 2C
Pennsylvania Avenue Widening 95% Conceptual Design Plan Continued



SIGNING AND STRIPING NOTES

1. REMOVE CONFLICTING STRIPING AND MARKERS.
3. INSTALL 50' OF 4" WHITE STRIPING LINE WITH TYPE G MARKERS
4. INSTALL 12" WHITE CROSSWALK OR LIMIT LINE AS SHOWN PER CALTRANS STANDARD PLAN A24E.
5. INSTALL DETAIL 38 CHANNELIZING LINE PER CALTRANS STANDARD PLAN A20D.
6. INSTALL DETAIL 9 STRIPING PER CALTRANS STANDARD PLAN A20A.
7. INSTALL DETAIL 22 STRIPING PER CALTRANS STANDARD PLAN A20A.
8. INSTALL DETAIL 29 MEDIAN ISLANDS PER CALTRANS STANDARD PLAN A20B.
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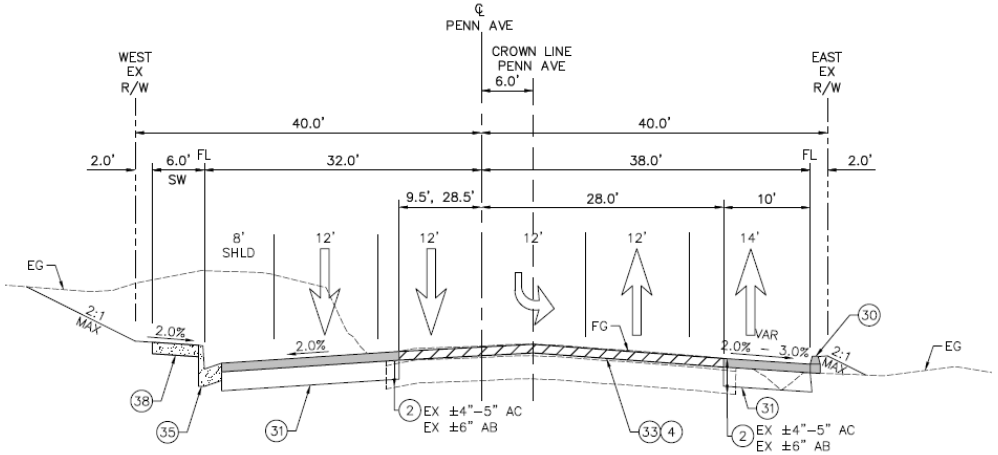
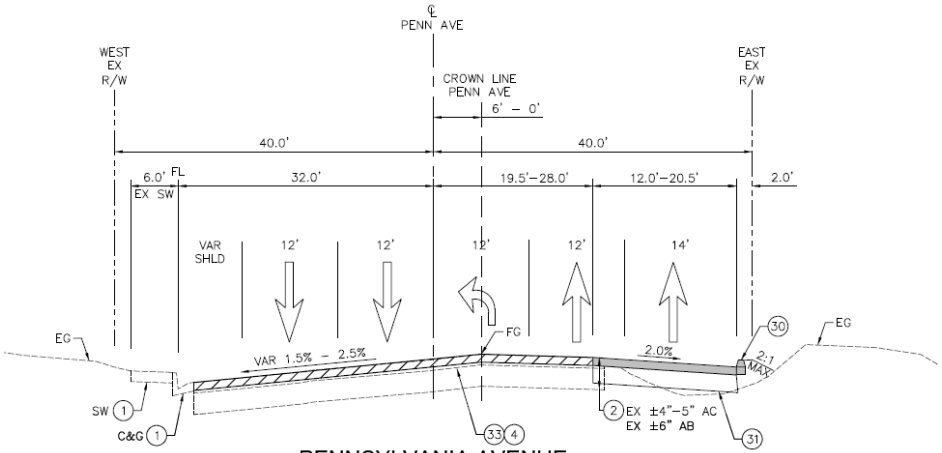
11. INSTALL TYPE IV(R) PAVEMENT MARKING ARROW PER CALTRANS STANDARD PLAN A24A.
12. INSTALL DETAIL 27B STRIPING PER CALTRANS STANDARD PLAN A20B.
13. INSTALL "STOP" LEGEND PER CALTRANS STANDARD PLAN A24D.
14. INSTALL "AHEAD" LEGEND PER CALTRANS STANDARD PLAN A24D.
15. INSTALL NEW RAILROAD LEGEND PER CALTRANS STANDARD PLAN A24B.
16. RELOCATE SIGN(S) ONTO NEW STREET POST. SIGN TYPE PER PLAN.
18. INSTALL NEW SIGN(S) AND POST. SIGN TYPE PER PLAN.
23. INSTALL 4" WHITE STRIPING LINE AT 45 DEGREES, SPACED 35' O/C.

Figure 2D

Pennsylvania Avenue Widening Project 95% Design Cross Sections
1st Street to 6th Street



PENNSYLVANIA AVENUE
STA 20+00 TO STA 31+00



PENNSYLVANIA AVENUE
STA 31+00 TO STA 34+65

CONSTRUCTION NOTES

(1) PROTECT EXISTING IMPROVEMENT IN PLACE.

(2) SAWCUT AND REMOVE EXISTING AC PAVEMENT TO SUBGRADE.

(4) COLDMILL EXISTING AC PAVEMENT (2").

(6) REMOVE EXISTING CURB AND GUTTER.

(18) REMOVE PCC SW.

(30) CONSTRUCT 6" HMA DIKE TYPE A PER CALTRANS STD PLAN A87B.

(31) CONSTRUCT 6" HMA (1/2 INCH TYPE A PG–64–10) OVER 15" CLASS 2 AB OVER COMPACTED SUBGRADE.

(33) CONSTRUCT VARIABLE DEPTH AC OVERLAY (2" MIN).

(35) CONSTRUCT TYPE A–8 CURB AND GUTTER PER COUNTY OF RIVERSIDE STD DETAIL 201.

(36) CONSTRUCT TYPE D (8–INCH) CURB PER COUNTY OF RIVERSIDE STD DETAIL 204.

(38) CONSTRUCT PCC SIDEWALK PER COUNTY OF RIVERSIDE STD DETAIL 401.

(39) CONSTRUCT 2" STAMPED CONCRETE HARDSCAPE OVER COMPACTED SUBGRADE.

(47) CONSTRUCT CURB AND GUTTER TYPE A2–8 PER CALTRANS STD PLAN A87A.

LEGEND

COLD MILL AND AC OVERLAY

AC PAVEMENT

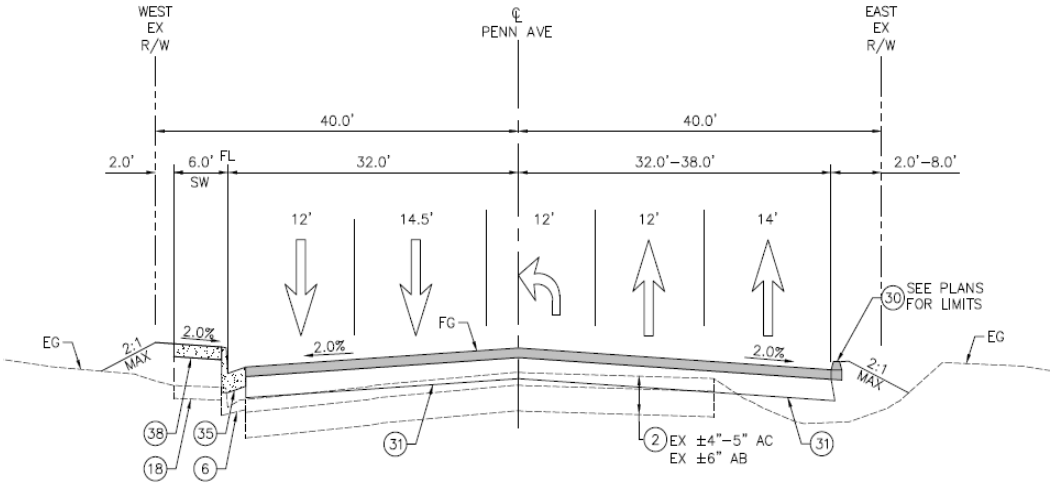
PROPOSED PCC IMPROVEMENTS

PROPOSED AB

Figure 2E

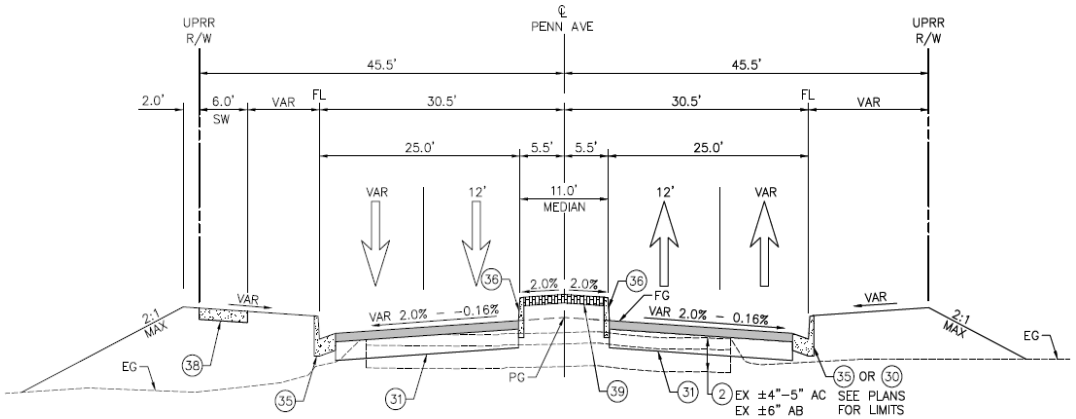
Pennsylvania Avenue Widening Project 95% Design Cross Sections Continued

1st Street to 6th Street



PENNSYLVANIA AVENUE

STA 34+65 TO STA 35+70



PENNSYLVANIA AVENUE

STA 35+70 TO STA 39+50

CONSTRUCTION NOTES

1. PROTECT EXISTING IMPROVEMENT IN PLACE.
2. SAWCUT AND REMOVE EXISTING AC PAVEMENT TO SUBGRADE.
4. COLDMILL EXISTING AC PAVEMENT (2").
6. REMOVE EXISTING CURB AND GUTTER.
18. REMOVE PCC SW.
30. CONSTRUCT 6" HMA DIKE TYPE A PER CALTRANS STD PLAN A87B.
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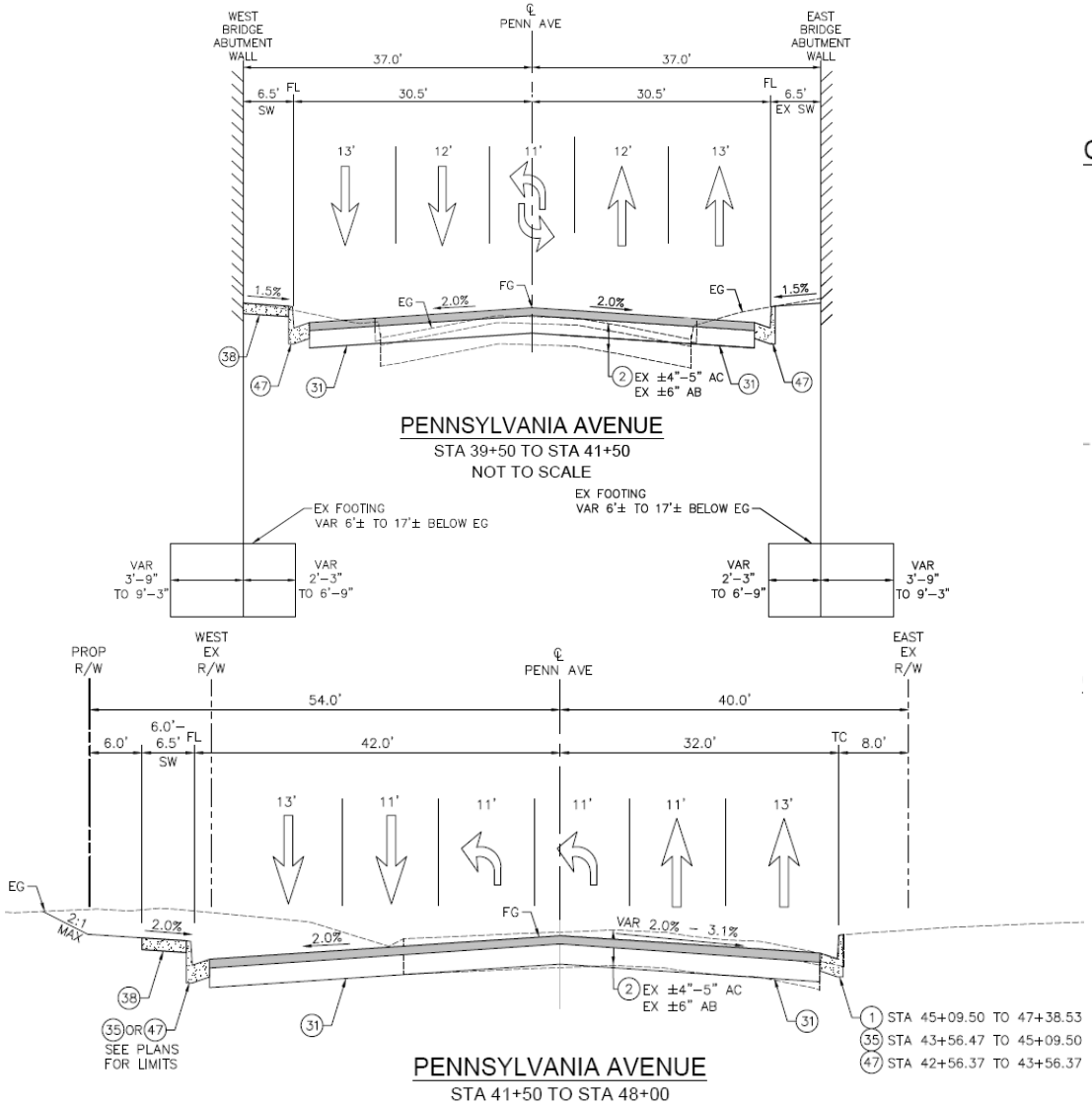
47. CONSTRUCT CURB AND GUTTER TYPE A2–8 PER CALTRANS STD PLAN A87A.

LEGEND

- COLD MILL AND AC OVERLAY
- AC PAVEMENT
- PROPOSED PCC IMPROVEMENTS
- PROPOSED AB

Figure 2F

Pennsylvania Avenue Widening Project 95% Design Cross Sections Continued
1st Street to 6th Street



CONSTRUCTION NOTES

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47. CONSTRUCT CURB AND GUTTER TYPE A2–8 PER CALTRANS STD PLAN A87A.

LEGEND

- COLD MILL AND AC OVERLAY
- AC PAVEMENT
- PROPOSED PCC IMPROVEMENTS
- PROPOSED AB

3.0 Existing Conditions

3.1 Existing Roadway Network

The existing cross-sections on Pennsylvania vary by segment: south of 6th Street, the cross section consists of limited curb and gutter along the commercial frontage on the east side of the street, with the roadway narrowing from 54 feet at 6th Street to 40 feet where it passes underneath the I-10 Freeway deck; south of the I-10 Freeway, the roadway narrows further to 38 feet wide where it crosses the existing at-grade railroad crossing (Union Pacific, "UPRR") located 200 feet from the freeway undercrossing, with no curb and gutter improvements; south of the UPRR rail crossing to 3rd Street, Pennsylvania Avenue widens to 58 feet with curb and gutter on the west side only, alongside a 500-long section of industrial frontage and turning pockets onto 3rd Street; south of 3rd Street to 1st Street, the roadway narrows to 42 feet wide, with a painted median separating the singular northbound and southbound traffic lanes, with no curb and gutter on either side. There are currently no striped bicycle lanes, and on-street parking is not allowed. The posted speed limit is 35 miles per hour. The following intersections have existing intersection traffic controls with Pennsylvania Avenue:

- 6th Street at Pennsylvania Avenue – *4-way Traffic Signalized Intersection*
- I-10 Westbound Off-Ramp at Pennsylvania Avenue – *1-way Stop Controlled Intersection*
- UPRR Railroad At-Grade Crossing at Pennsylvania Avenue – *2-Track Gated Railroad Signal*
- 3rd Street at Pennsylvania Avenue – *1-way Stop Controlled Intersection*
- 1st Street at Pennsylvania Avenue – *4-way Stop Controlled Intersection*

3.2 Roadway Configuration

The proposed project involves the widening of an approximately half-mile section of Pennsylvania Avenue from 6th Street to 1st Street from its current two lanes to four lanes (see ***Figure 3*** – Pennsylvania Avenue Existing Typical Cross Sections and ***Figure 4*** – Study Area, Project Location and Existing Intersection Conditions). To meet the project objectives, the City's design engineer, Kimley-Horn Associates, developed a project design involving some right-of-way acquisition and four basic cross section modifications to the existing roadway, including as currently proposed in ***Table 5*** *on the following page*:

TABLE 5
Proposed Pennsylvania Avenue Widening Cross Sections

Cross-Section/ Station	Roadside		Roadway					Roadside	
	West Side		Southbound Lanes		Center Lane Configuration	Northbound Lanes		East Side	
	Pkwy/Slope	Sidewalk	Shoulder	Thru		Thru	Shoulder	Sidewalk	Pkwy/Slope
A	**100' Right-of-Way (ROW) - 1st Street to 350' north of 3rd Street**								
20+50 to 35+00	12'		32'		12' Striped Median + NB/SB Left	32'		12'	
	6'	6'	8'	12' + 12'		12' + 12'	8'	-	12'
B	**91' Right-of-Way (ROW) - Railroad At-Grade Crossing**								
37+50 to 39+50	15'		25'		11' Raised Median	25'		15'	
	9'	6'	-	13' + 12'		12' + 13'	-	6'	9'
C	**74' Right-of-Way (ROW) - I-10 Freeway Undercrossing**								
38+50 to 41+00	6.5'		25'		11' SB Left Turn Pocket	25'		6.5'	
	-	6.5'	-	13' + 12'		12' + 13'	-	-	6.5'
D	**100' Right-of-Way (ROW) - I-10 Westbound Off-Ramp to 6th Street**								
43+00 to 47+50	12'		32'		22' (11' + 11') Dual Left Turn Pockets	32'		6'	
	6'	6'	6'	12' + 12'		12' + 12'	6'	6'	-

Figure 3
Pennsylvania Avenue Existing Typical Cross Sections

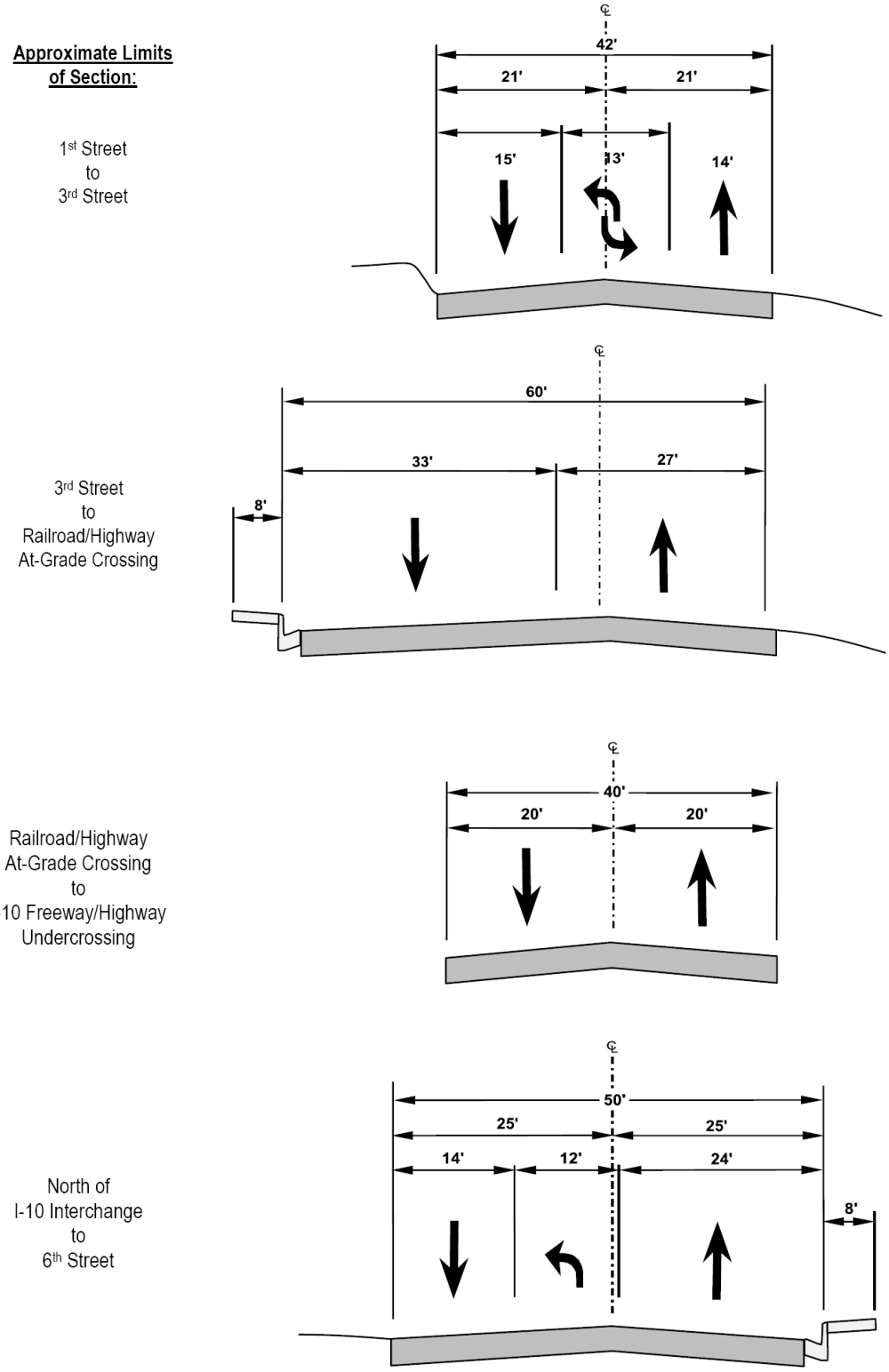
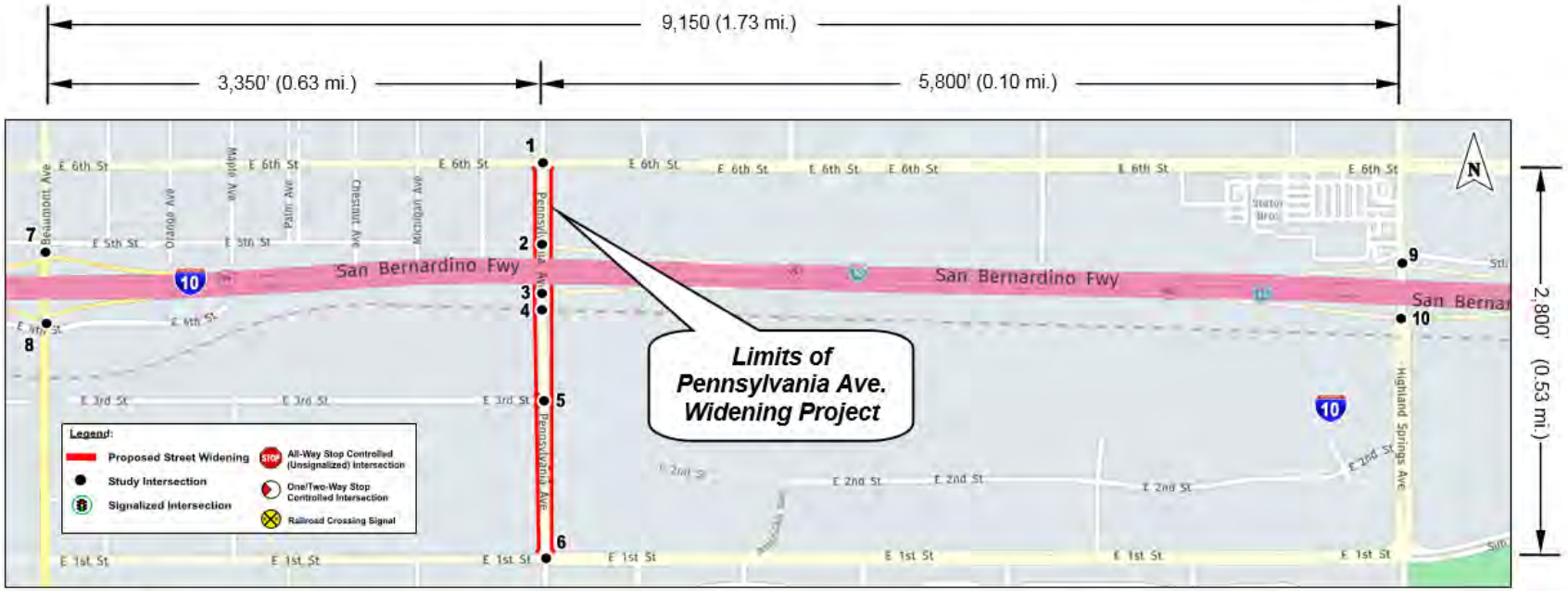
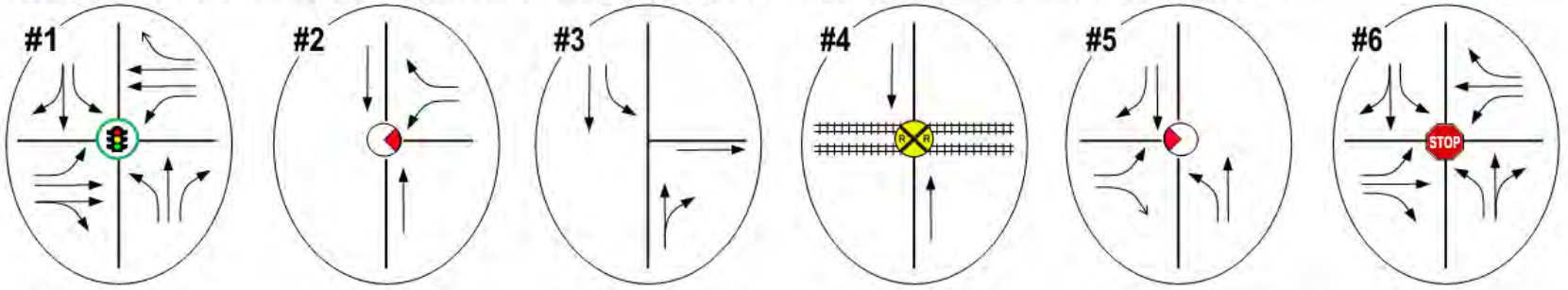


Figure 4
Study Area, Project Location and Existing Intersection Condition



Existing Lane Geometries and Traffic Controls: ***Key Intersections along Pennsylvania Avenue between 6th Street and 1st Street***



Pennsylvania Ave. at 6th Street | Pennsylvania Ave. at I-10 Westbound Off-Ramp | Pennsylvania Ave. at I-10 Eastbound On-Ramp | Pennsylvania Ave. at U.P. Railroad Crossing | Pennsylvania Ave. at 3rd Street | Pennsylvania Ave. at 1st Street

3.3 Existing Project Area Conditions

A summary of the existing operating and field conditions for the Project itself is provided in this section, including the relevant supporting traffic data.

Pennsylvania Avenue interchange is located 1.5 miles east of the I-10/SR-60 confluence; 0.63 miles to the east of Beaumont Avenue; and 1.1 miles west of Highland Springs Avenue which forms the boundary line between the Cities of Beaumont and Banning. Regional access to the study area is provided via Interstate 10 (I-10), an east-west freeway that runs through Riverside County from San Bernardino County on the west to the California-Arizona state boundary line, far to the east.

3.4 Existing Facilities

3.4.1 Existing Transit Facilities

As of this Environmental Impact Report and the foreseeable future until COVID-19 restrictions lift, the existing transit facilities have been limited to the following transit routes:

- Casino Express
- Commuter Link 120/125 Combo
- Route 3/4

However, based on the route maps provided by the City of Beaumont's Transit Department, none of the routes utilize the Pennsylvania Avenue corridor and would therefore be unaffected by the Project.

Once the restrictions have listed, in accordance with the City's Transit Priority Network in the City of Beaumont's Draft General Plan Update, the Project Site is classified as Transit Priority and would therefore be the primary access road for the potential transit station as well as providing a transit route for the southern residential areas to the central commercial and northern residential areas. See ***Figure 5*** – Transit Priority Network.

3.4.2 Existing Bike and Pedestrian Facilities

The existing bicycle and pedestrian facilities on the Pennsylvania Avenue Corridor consist of partially developed pedestrian sidewalks and no striped bicycle lanes. The pedestrian facilities consist of a 500 foot strip of paved sidewalk on the west side only of Pennsylvania Avenue. The paved sidewalk runs from the intersection of Pennsylvania Avenue and 3rd Street north to the UPRR Railroad tracks.

In accordance with the General Plan Draft Update, the Pennsylvania Avenue corridor from 1st Street to 6th Street has been designated as bicycle and pedestrian priority facility. The widening

Project design plans are to reflect this prioritization by constructing a complete pedestrian sidewalk on the west side of the Pennsylvania Avenue Corridor as well as on the east side where possible. See ***Figure 6*** – Bicycle and Pedestrian Priority Facilities.

3.4.3 Existing Golf Cart Facilities

In addition to transit, pedestrian, and bicycle facilities, the City of Beaumont also permits the usage of golf carts and provides the Golf Cart Transportation plan within its General Plan Update. The provided map on ***Figure 7*** shows that the Project would not affect any of the existing golf cart facilities.

Figure 5

City of Beaumont's Transit Priority Network

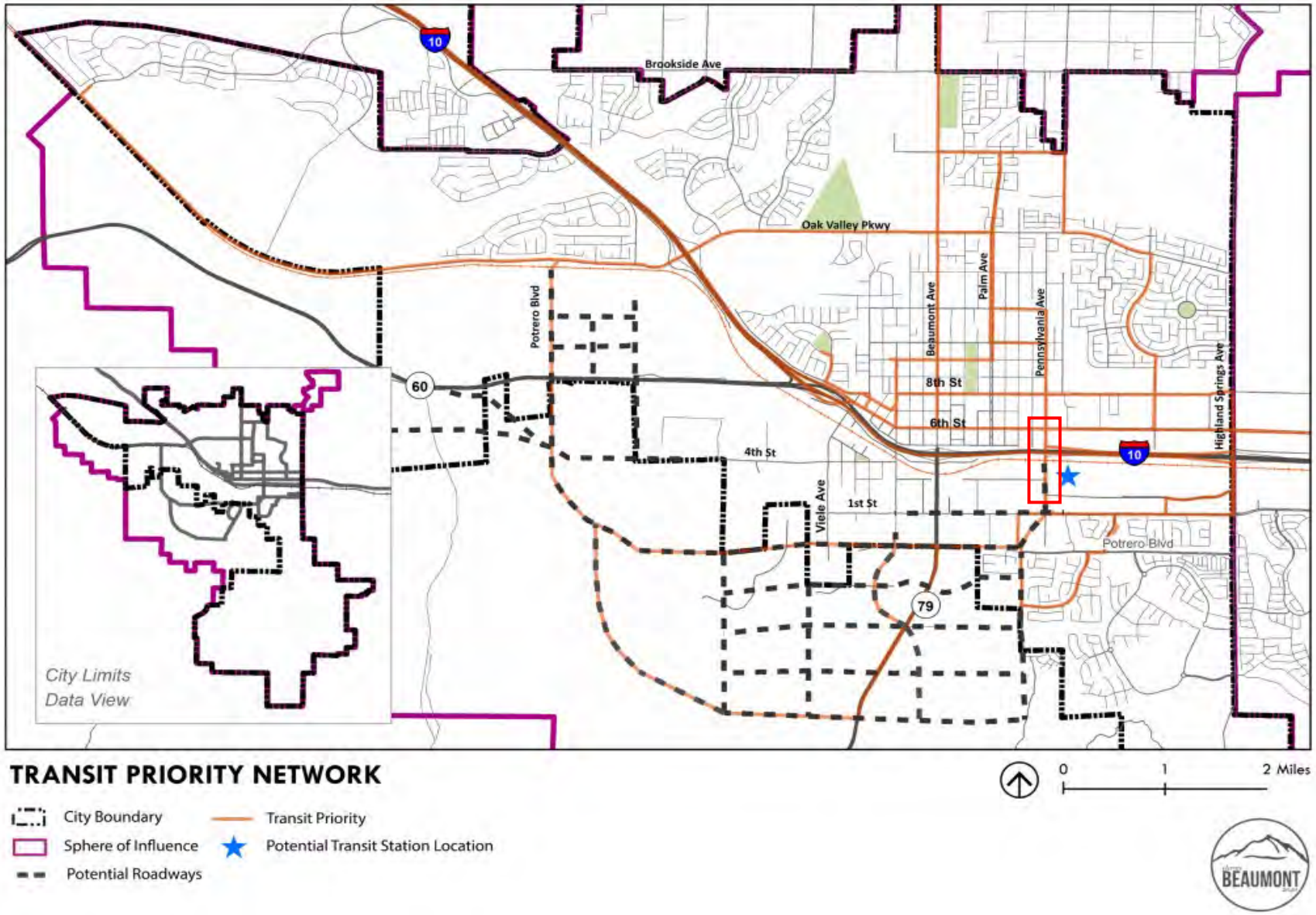


Figure 6

City of Beaumont's Bicycle and Pedestrian Priority Network

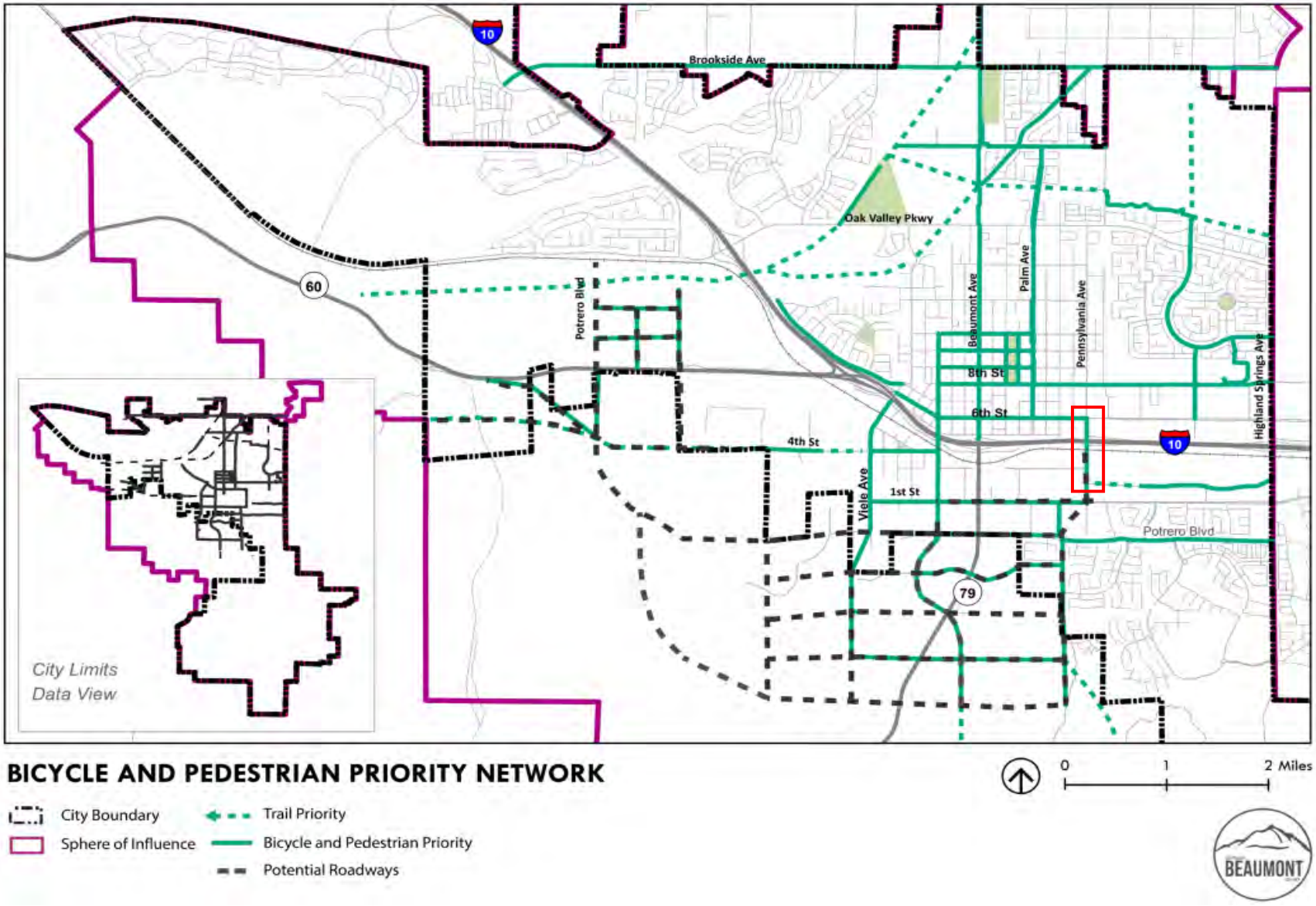
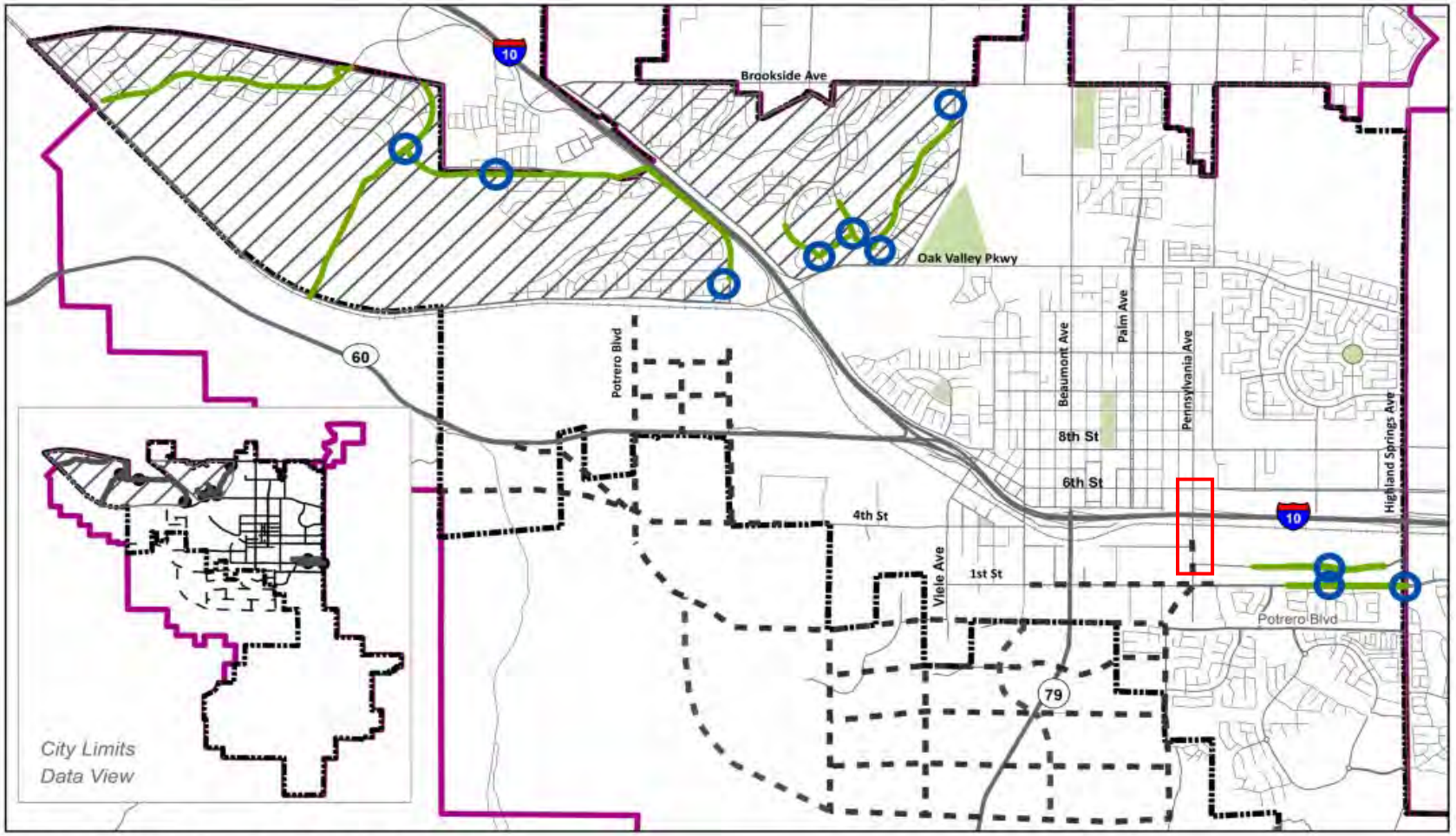


Figure 7

City of Beaumont's Golf Cart Transportation Plan



6.0 Safety and Operation Improvement Analysis

As this Project is considered a roadway improvement project that is growth accommodating, not growth inducing. Additionally, the design of the proposed widened roadway will increase safety and traffic mobility within this corridor by accommodating a similar amount of traffic to that which presently exists, with more space for traffic flow because this Project will effectively double the number of lanes that currently exist on Pennsylvania Avenue.

7.0 Active Transportation and Public Transit Analysis

As mentioned previously, the Project involved improving active transportation by promoting the usage of pedestrian facilities through constructing a paved sidewalk to the west of Pennsylvania Avenue. Additionally, under non-COVID-19 restrictions, Pennsylvania Avenue is utilized for bus routes connecting the southern residential areas to central and northern Beaumont as well as a potential bus station. Through the lane widening, the travel time for the routes along Pennsylvania Avenue will decrease, promoting an increase in transit ridership.

Section 2: CEQA Transportation (VMT) Screening

8.0 Methodology and Impact Thresholds

With the passing of Senate Bill 743 (SB 743), amendments made to the California Environmental Quality Act (CEQA) requires cities to utilize measures of Vehicle Miles Travelled (VMT) to reduce Greenhouse Gas (GHG) emissions to support the reduction goals passed in the California Global Warming Solutions Act of 2006 (AB 32). In order to provide intermediate goals, which would ensure the State is maintain its path for the final goal set in AB 32 for 2050, Senate Bill 375 was passed, which required GHG emissions to be reduced to 1990 levels by 2020. Additionally, the responsibility overseeing the progress of the State in obtaining the goals in SB 372 was assigned to California Air Resources Board (CARB).

Most recently, as strategy for reducing GHG emissions, Senate Bill 743 was passed in September 27, 2013. Within SB 743, the creation of the methodology for reducing the Greenhouse gases (VMT Analyses) would be assigned to the Governor's Office of Planning and Research (OPR). Leading up to the passing of SB 743 and upcoming changes to Traffic Impact Analysis methodology, additional Executive Orders (EO) and State Bills were passed as part of strategies to reduce GHG emissions.

8.1 Screening Criteria

Per the OPR guidelines, the screening criteria for transportation is based off of the type of roadway improvement. Once the initial screening criteria is performed, additional consideration is taken regarding whether the project will reduce route trips, promote greater vehicular travel, etc. For example, with the construction of an entirely new roadway, per the screening criteria, it would be considered a project that would have a significant impact on VMT and the induced VMT would need to be calculated. However, in the scenario that the new roadway provides a shorter route alternative, VMT would be decreasing as vehicles travel a shorter distance and the project would have a less-than-significant impact.

For the initial screening criteria, transit and active transportation projects promoting alternative modes of travel and/or carpooling tends to reduce VMT and would not be required to perform a VMT analysis as they are presumed to have a less-than-significant impact. Other examples of projects with a less-than-significant VMT impact as listed below:

- Grade Separation to separate vehicles from trail, transit, pedestrians, or bicycles
- Rehabilitation, maintenance, replacement, and safety project to improve condition of existing transportation infrastructure
- Roadside Safety Devices
- Roadway Shoulder Enhancements

Based upon the City of Beaumont's SB743 VMT Thresholds for CEQA Compliance Related to Transportation Analysis ratified by the City Council on June 16, 2020, if a project is consistent with the RTP/SCS , then the project should not require additional analysis for VMT. The subject project is also a part of SCAG's RTP/SCS RTPID#2016A319: Grade Separation Under

Crossing at Pennsylvania Ave and UPRR, including Widening, Sidewalk Improvements and Traffic Signalization

8.2 Conclusions

As the Pennsylvania Avenue Corridor involved in the Project has been included in Riverside County's Circulation Element of the General Plan and classified as an major highway in accordance with the classification of the Project roadway upon completion, the Air Quality Element which ensures that developments within the County reduce Greenhouse Gas (GHG) emissions overall. The subject project is also a part of SCAG's RTP/SCS RTPID#2016A319: Grade Separation Under Crossing at Pennsylvania Ave and UPRR, including Widening, Sidewalk Improvements and Traffic Signalization. Therefore based upon the City of Beaumont's SB743 VMT Thresholds for CEQA Compliance Related to Transportation Analysis ratified by the City Council on June 16, 2020, **the 0.51-mile widening project is screened out of further VMT analysis.** It should be noted that the project improve and enhance pedestrian facilities and improve traffic operations not only at Pennsylvania interchange but also at the two nearby Beaumont Ave interchange (to the west) and Highland Springs (to the east) interchange and it will also enhance pedestrian facilities along the corridor.

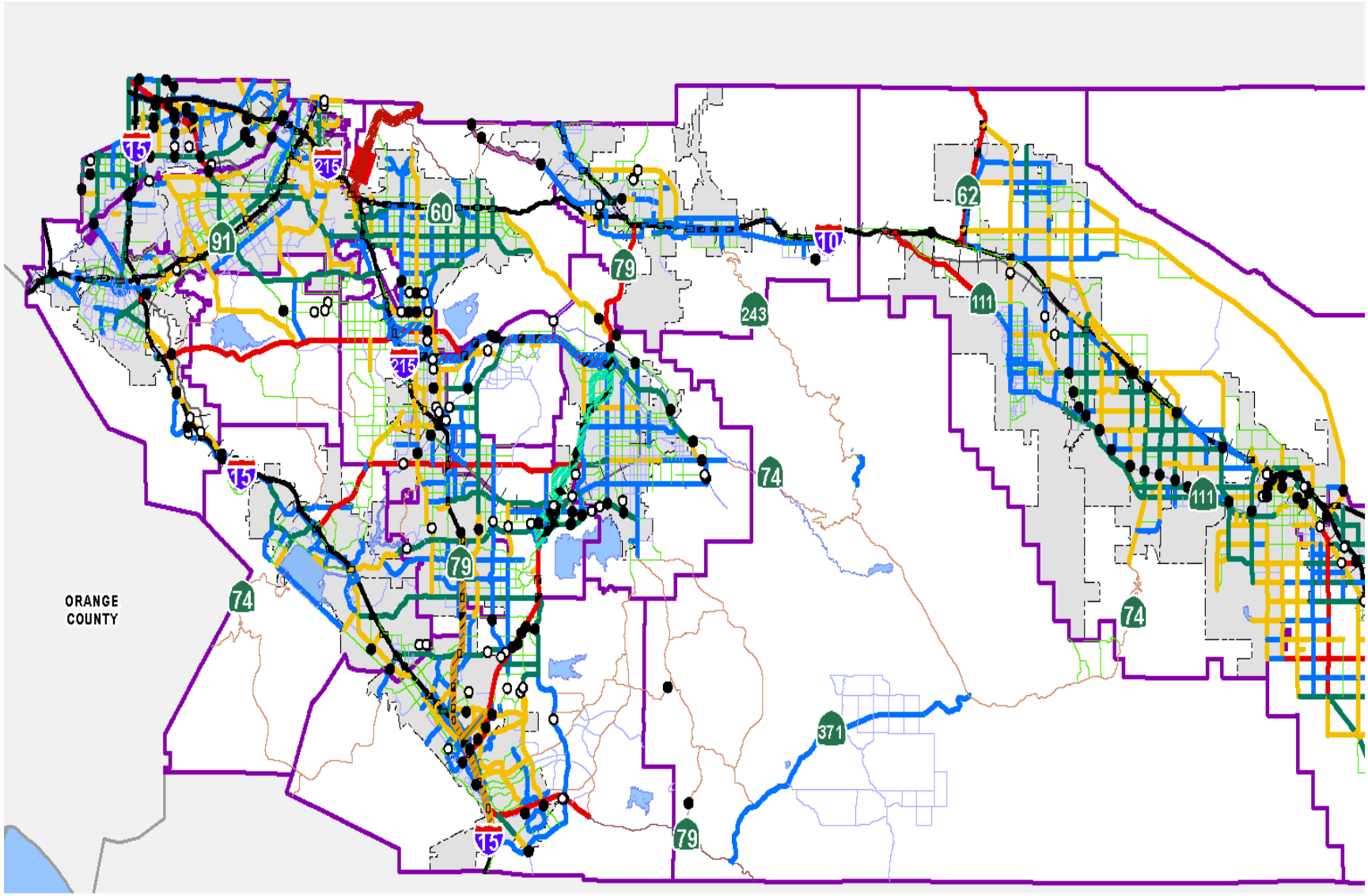



Figure 8
Riverside County General Plan Circulation Map