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JN 1229-001

May 12, 2025

City of Calimesa
908 Park Avenue
Calimesa, CA 92320

RE: TTM 33536 – CEQA GUIDELINES § 15182 AND § 15162 COMPLIANCE (EIR, ADDENDUM NO. 4)

1.0 Introduction

This document is an Addendum under the California Environmental Quality Act (CEQA) to the Summerwind Ranch at Oak Valley Project Environmental Impact Report (State Clearinghouse [SCH] No. 2004061035) (EIR) prepared by the City of Calimesa ("City"). The EIR disclosed potential impacts associated with implementation of the Summerwind Ranch at Oak Valley Project ("Summerwind Ranch Project") as described in Summerwind Ranch Specific Plan Area No. 1, Amendment No. 1 ("SP-1, A1") and was certified by the Calimesa City Council in 2005. As further described below, the Specific Plan has been amended three times following approval of Amendment No. 1 and three Addenda under CEQA have been prepared, one for each such amendment.

This Addendum has been prepared in connection with the City's consideration of a General Plan Amendment, Specific Plan Amendment No. 5 (SP-1, A5), revisions to Tentative Tract Map No. 33536 ("TTM 33536"), a new Tentative Parcel Map No. 38212 ("TPM 38212"), and a Second Amendment to the Development Agreement to address modifications from the previously approved development project. The General Plan Amendment is required to: 1) modify the Land Use Plan (Figure LU-1) to modify the location of residential, school, park and open space designations, a minor realignment of Street C and Singleton, and to remove the Water Reclamation Facility to be consistent with the current approved TTM 33536 and proposed amended TTM 33536; 2) modify Figure TM-1 – Circulation Map, and 3) modify Figure OSPR2 – Proposed Multi-Use Trail System. The Approved Project (defined below), as so revised, is referred to in this Addendum as the Revised Project.

The property that is affected by Specific Plan Amendment No. 5 and the other modifications described in this Addendum comprises approximately 853.4 acres of land in the City of Calimesa, in Riverside County ("Project site") and constitutes Phases 2 through 5 of the development described in the EIR. The Project site is part of the 2,590.7-acre Summerwind Ranch Project area ("Specific Plan Area") that is the subject of the Summerwind Ranch Specific Plan Area No. 1, Amendment No. 1.

2.0 Background

The Specific Plan Area is located in the western portion of the City of Calimesa, northwest of the junction of Interstate 10 (I-10) and Highway 60 and south of the Riverside-San Bernardino County line. Specifically, the Specific Plan Area is located at the intersection of Roberts Road and Singleton Road and includes the properties located northwest, northeast, and south of the intersection.

Land uses for the Specific Plan Area were originally planned in the Oak Valley Specific Plan 216/216A, which applied to 6,405.5 acres within unincorporated Riverside County along the west side of I-10 to the San Timoteo Wash stretching from what is now the northerly boundary of the City to areas now in the city of Beaumont. Prior to the incorporation of the City, the Oak Valley Specific Plan 216 was approved, and the associated EIR was certified on October 6, 1988, by the Riverside County Board of Supervisors. Subsequently, Oak Valley Specific Plan Amendment 216A, as analyzed in County EIR 229, was approved by the Riverside County Board of Supervisors on May 22, 1990, amending Phases 2-5 of the five phases identified in the original Oak Valley Specific Plan 216. When the City incorporated in December 1990, the City Council adopted portions of the Oak Valley Specific Plan 216 and Oak Valley Specific Plan Amendment 216A and the Oak Valley EIRs previously certified by the County applicable to land within the new City limits and renamed it "Oak Valley SP-1" (the "Specific Plan").

2.1 Specific Plan No. 1, Amendment No. 1

An amendment (SP-1, A1) to the Oak Valley SP-1 was proposed as the Summerwind Ranch at Oak Valley Project in 2005 and included approximately 2,590.7 acres of the original Specific Plan area, comprising the portion of the Specific Plan area located within the City of Calimesa, including the Project site. The amendment was proposed in recognition of the environmental sensitivity of portions of the Specific Plan area outside the limits of the Project and included a change in land uses resulting from the purchase of approximately 358 acres of the Specific Plan Area by the Riverside Land Conservancy. The amendment contemplated future changes that could result should the option be exercised by the Riverside Land Conservancy to convert up to an additional 578.7 acres of the Specific Plan Area for open space purposes. The amended Specific Plan included a variety of residential uses and open space, as well as the Oak Valley Town Center ("Town Center"), located in the east-central portion of the site, west of I-10 and around the proposed junction of Roberts Road and Singleton Road. Residential uses were planned to occur in five villages, identified as Villages A through E. Individual planning areas were identified within these villages (referenced as A-1, etc.) and the Town Center (referenced as TC-1, etc.) Planned uses associated with the Town Center included 130.1 acres of business park and 129.5 acres of commercial uses, along with open space along a drainage channel (Figure 2, SP-1, A-1 Land Use Plan). The potential for construction of a City Hall, fire station, lift station, and detention basin within the area was also contemplated.

An additional EIR (SCH No. 2004061035) was prepared to analyze the impacts of SP-1, A1 pursuant to CEQA, and was certified by the City Council on April 18, 2005; herein described herein as the "2005 EIR." The "EIR" as described herein encompasses the 2005 EIR and all changes made in the adopted Amendment Nos. 2, 3, and 4 and the three related Addenda prepared under CEQA as described in Section 2.2, below.

The EIR concluded that the Summerwind Ranch Project could result in potentially significant environmental impacts to aesthetics, air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, noise, public services, transportation/traffic, and utilities and service systems. Except for air quality impacts, impacts would be reduced to below a level of significance with implementation of the mitigation measures specified in the EIR. Significant and unavoidable impacts were identified related to short-term construction and operational air quality impacts.

2.2 Specific Plan No. 1, Amendment Nos. 2, 3, and 4

In addition to SP-1, A1, three Specific Plan Amendments were processed and approved by the City–SP-1, A2, A3, and A4 (SPAs). SP-1, A1 as amended by these SPAs is referred to herein as the "Amended Specific Plan." The SPAs addressed changes to SP-1, A1 within the Summerwind Ranch Specific Plan's Town Center but did not modify the provisions of the Specific Plan applicable to the Project site (Phases 2 through 5). Three addenda to the 2005 EIR (collectively referred to herein as Addenda) were prepared and adopted which evaluated environmental impacts associated with the SPAs, as follows:

- SP-1, A2. Addendum No. 1 was approved by the City Council on November 2, 2020.
- SP-1, A3. Addendum No. 2 was approved by the City Council on September 6, 2022.
- SP-1, A4 (Summerwind Commons). EIR Consistency Analysis/Addendum No. 3 was approved by the City Council on April 25, 2024.

The development described by the Amended Specific Plan together with TTM . 33536, and all other entitlements previously approved and adopted and as described by the 2005 EIR and the three above referenced Addenda are referred to in this Addendum as the "Approved Project."

An updated traffic study was prepared for SP-1, A4 in Addendum No. 3 pursuant to EIR Mitigation Measure MM TR6-2. The updated traffic study required updates to Mitigation Measures MM T1-13, T2-1, T2-3, T2-11, T3-15, T3-17, T3-21, T3-22, T3-23, T3-24, T4-12, and T4-15. The revised mitigation measures are reflected in this Addendum No. 4 (see Section 5.10, Transportation).

As part of SP-1, A4, 168 units were added in the Town Center Planning Area TC-7C, which was previously designated as Business Park/Commercial. The total unit count increased from 3,841 to 4,009 residential units in the Specific Plan Area.

As set forth in detail in Addendum Nos. 1–3, the City Council found based on substantial evidence in the record that each of the SPAs would not result in any new or increased impacts not already fully disclosed and analyzed in the EIR, nor were there any changed circumstances or new information of substantial importance that would result in new or increased significant impacts. Accordingly, in each case, the City Council found that pursuant to CEQA Guidelines sections 15162 through 15164, a supplemental or subsequent EIR was not required.

Prior to Amendment No. 4, affordable housing requirements were addressed requiring 150 dwelling units below 1,000 square feet in the High Density land use category to be built in one or both of previously designated (prior to Specific Plan Amendment No. 5) Planning Areas D-1 or E-2 or Town Center. With Amendment No. 4, the requirements for affordable housing were changed to 120-150 affordable dwelling units to be constructed.

3.0 Project Description

The Approved Project described in Section 3.1, below, includes the entirety of the Specific Plan, including Specific Plan No. 1, Amendment Nos. 1-4. Note that no changes were made in Phases 2-5 (Revised Project site) in Specific Plan Amendment Nos. 2-4.

3.1 Approved Project Phases 2-5 on Project Site

The 848.8-acre Project site is mostly vacant and undeveloped with a few farmhouses and a well and pump house near the eastern site boundary. Topographically, site elevations range from approximately 2,175 to 2,375 feet above mean sea level, with surface drainage generally directed toward San Timoteo Creek to the southwest via sheet-flow and ephemeral site drainages. The site consists of a series of mesas and ridges separated by drainage channels.

In addition to development of the Town Center, the Approved Project authorizes residential development on the Project site comprised of multiple housing tracts to be constructed in four phases (comprising Phases 2 through 5 under the Amended Specific Plan) consisting of a total of up to 3,129 housing units (or 3,050 housing units if the two schools sites are developed), [1]together with construction of two schools, parks, a fire station, associated fuel modification zones, and public facilities including a sewer lift station, water reservoirs, residential roads, installation of two water quality basins, drainages, associated infrastructure, and utilities.

3.2 Revised Project on Project Site

The Revised Project consists of modifications to the Approved Project for Phases 2-5 of the Specific Plan only, contained in applications for a General Plan Amendment, Specific Plan Amendment (Specific Plan Area No. 1, Amendment No. 5 or "SP-1, 5"), a revision to TTM 33536, a new Tentative Parcel Map No. 38212, and a second amendment to the existing Development Agreement that collectively authorize a revision to the phasing of future residential development within the Project site, relocate an elementary school within the Project site and make the phasing and other infrastructure improvement modifications described below. With the Revised Project, the total unit count that may be developed on the Project site remains within the unit count analyzed for the Project Site in the 2005 EIR. Consistent with the Approved Project, 2 schools are proposed for development on the Project site. The Revised Project retains the four phases of development and the external development limits of Phases 2-5 the Approved Project but revises the interior boundaries of the phases and the number of units constructed per phase in order that Phase 2 can utilize the sewer lift facility being constructed as part of the Town Center development rather than constructing a separate lift facility. The phasing boundaries are revised to conform more closely with the existing TTM 33536, as follows:

- New Phase 2 (new Village B) consists of a portion of the original Village B, C, D and all of Village E;
- New Phase 3 (new Village C) consists of a portion of each of original Village B and Village C;

[1] As further described below, two parcels within the Project site have been identified for school uses. In both the Approved Project and Revised Project, if one or both of these sites is developed with schools, the total number of residential units on Phases 2 through 5 is decreased. For the Approved Project, the Specific Plan authorized construction of an additional 79 units in Phases 2 through 5 units if the two schools were not developed (an additional 79 units were authorized in Phase 1/Village A). For the Revised Project, the Specific Plan amendment would authorize construction of an additional 145 units (102 on B-6 and 43 on E-8) if the two schools are not developed, but as the Revised Project has 66 fewer units than the Approved Project within Phases 2-5, there would be no net increase in units for Phases 2-5 under the Revised Project without schools and with maximum residential buildout as compared with the Approved Project without schools and with maximum residential buildout.

- New Phase 4 (new Village D) consists of a portion of the original Village C, and
- New Phase 5 (new Village E) consists of a portion of each of original Village C and Village D.

Figure 1, *Phasing Plan Comparison*, shows the revised phasing boundaries for the Project site compared to the phasing boundaries for the Project site under the Approved Project. The Revised Project applications are described in more detail in the following subsections. These modifications affect only the Project site.

3.3 General Plan Amendment

A General Plan Amendment to amend the Land Use Plan, Circulation, and Trails Plan is being requested to 1) modify the Land Use Plan (Figure LU-1) to modify the location of residential, school, park and open space designations and to remove the Water Reclamation Facility to be consistent with the current approved TTM 33536 and proposed amended TTM 33536. In addition, Figure TM-1 – Circulation Map is amended to revise a divided collector and intersection location at Singleton, along with a minor alignment revision to Singleton to accommodate the hydromodification facility in Phases 2–5 to be consistent with the approved and proposed amended TTM 33536; and Figure OSPR2 – Proposed Multi-Use Trail System, is amended to move an equestrian trail to match minor alignment changes due to grading refinements.

3.4 Specific Plan Area 1, Amendment No. 5

The fifth amendment to SP-1 (SP-1, A-5) amends the Specific Plan with respect to approximately 853.4 acres of land located in Villages B through E (Phases 2-5) as depicted in Figure I-2 (Specific Plan Area No. 1 Amendments No. 1, 2, 3, 4 & 5 Boundaries) and Figure I-3 (Specific Plan Land Use Plan) and as described above. Except as otherwise specifically noted, all references in the Specific Plan to Villages B through E and all references to Phases 2-5 have been modified pursuant to Amendment No. 5 to reflect the updated phasing plan. The following is a summary of the changes included in Amendment No. 5.

- Development phases 2, 3, 4 and 5 (Villages B, C, D and E) have been reconfigured to take advantage of the sewer lift facility to be built adjacent to the Town Center. The proposed Phase 2 area drains to that lift station. Consistent with TTM 33536, a second lift station, previously planned will continue to be located at the southwest end of the property in Planning Area C-13 and will serve Phases 3 through 5.

- The lift station has been resized by the Yucaipa Valley Water District to accommodate the planned capacity of the entire Summerwind Ranch Project including Phases 2, 3, 4 and 5 which is reduced in SP-1, A5.

- The boundaries of Villages B, C, D and E have been revised to be consistent with the reconfigured phasing boundaries and to more closely follow the approved TTM 33536, specifically to create a Phase 2 that will drain to the first lift station described above. A new TPM No. 38212 is created for conveyance of various planning areas within Phase 2.

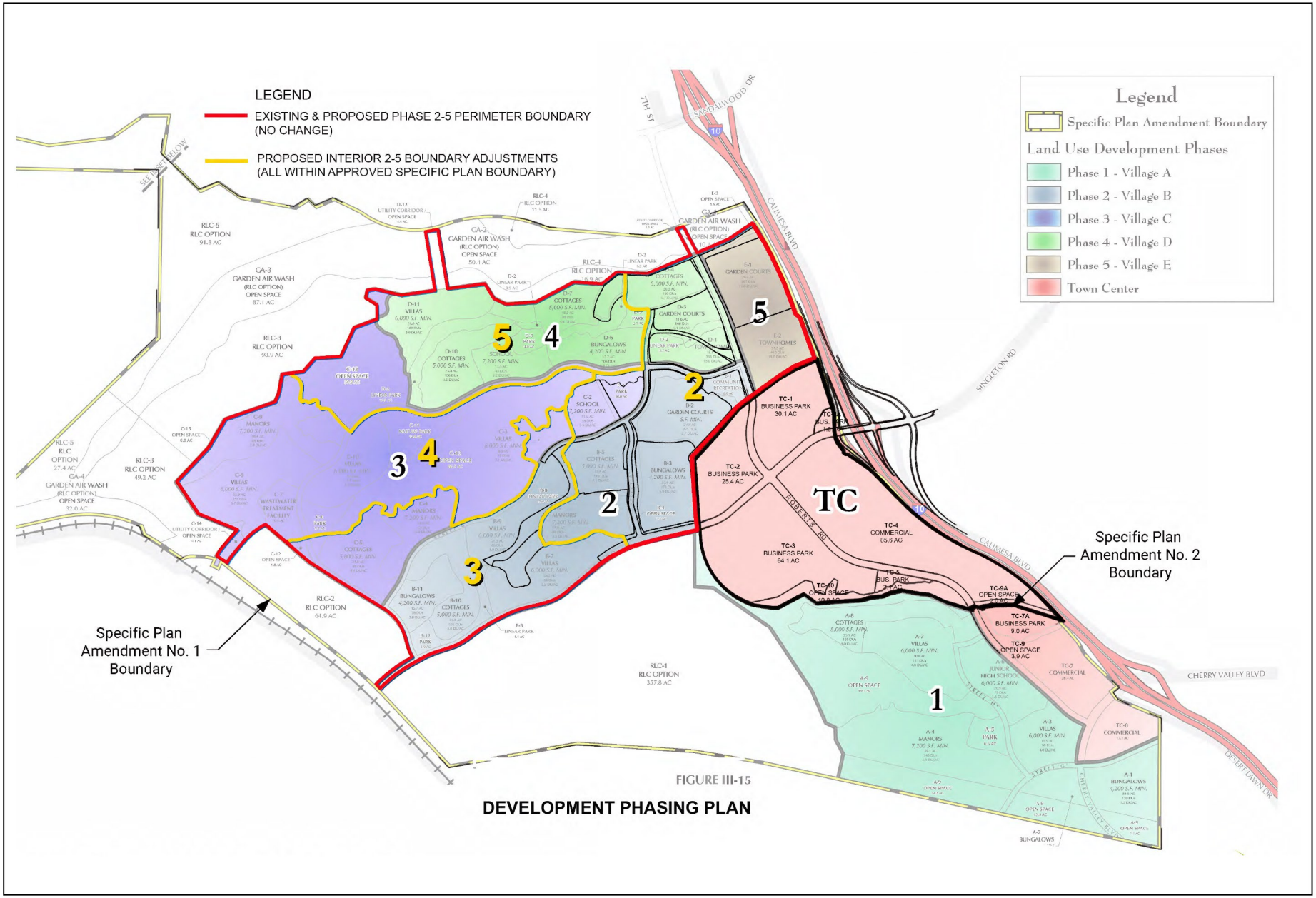


FIGURE III-15

DEVELOPMENT PHASING PLAN

Source(s): Agora Planning and Design (12-21-2021)

Figure 1

Not to Scale

Phasing Plan Comparison

- The Water Reclamation Facility has been removed from the specific plan, consistent with TTM 33536. Yucaipa Valley Water District (YVWD) expanded its treatment facility so the Water Reclamation Facility previously proposed for western portion of the Project site is no longer needed. Approximately 38 lots in the new PA D-6 have replaced the previous water reclamation facility in the old PA C-7. See the existing Development Agreement, page 12, section 6.2 2nd paragraph which indicates if the YVWD reclamation plant is not built, up to 3.7 DU/ac or approximately 39 units can be constructed in this Planning Area. This does not modify the total number of units within Villages B through E.

    - Two potential BUSD elementary school sites were originally designated in Villages B, C, D or E. A K-8 school has been relocated from Planning Area B-11 (Planning Area C-2 under prior iterations of Summerwind Ranch Specific Plan SP-1 to Planning Area B-6, containing 13.2 acres of land) at the request of Beaumont Unified School District (BUSD) to provide a site with frontage on two collector roads and to provide a minimum of 12 acres of land for the proposed elementary school. These two land uses have been swapped so that Planning Area B-11 is now designated as single family lots (Manors) as depicted in Figure I-3 Specific Plan Land Use Plan. The school is proposed as an elementary school with grades K-8 and a maximum number of 950 students. The residential uses previously designated on that site have been shifted to Planning Area B-11 which is designated as single family lots (Manors) as depicted in Figure I-3 Specific Plan Land Use Plan. The school site on Planning Area E-8 (as designated in Amendment No. 5) is retained and is designated as an elementary school site.

- If the school on Planning Area B-6 is not built, 102 dwelling units are allowed to be developed on the B-6 Planning Area. If the school on Planning Area E-8 is not built, 43 dwelling units are allowed to be developed on the E-8 Planning Area. The total number of dwelling units for Phases 2-5, depending on whether schools are built are as follows:

    - If both B-6 and E-8 are built as schools, Phases 2-5 = 2,984 dwelling units
    - If only B-6 is built as a school, Phases 2-5 = 3,027 dwelling units
    - If only E-8 is built as a school, Phases 2-5 = 3,086 dwelling units
    - If neither B-6 or E-8 are built as schools, Phases 2-5 = 3,129 dwelling units

- Amendment No. 5 modifies the reference to the location in which affordable units may be constructed in Phases 2-5 from Planning Areas D-1 and E-2 (per the prior iterations of the Specific Plan Amendment) to Planning Area B-2 (as identified in Amendment No. 5) but makes no other changes. The affordable housing units are included in (not in addition to) the total housing units for Summerwind. Consistent with Amendment No. 4, these units shall be built within any of the following Planning Areas: B-2, TC-4 and/or TC-7C.

- Up to three electrical circuits will be installed from the San Timoteo Substation underground to the east side of the future intersection of San Timoteo & Singleton Road. The electrical circuits will be in two parts. Part 1 is a temporary overhead line from the intersection of San Timoteo & Singleton Road along the southern property line through the Singleton Road access property to the west side of the SCE Transmission easement. From this point it will be underground and be within the Singleton Road

ROW to Street A and the rest of Summerwind. Part 2 will consist of removing the temporary overhead lines to their permanent alignment, underground within the Singleton Bridge. The new circuits are to provide electrical service to a portion of Phase 2 and all of Phases 3-5 in addition to serve as a redundant electrical backup service for the Town Center and Summerwind Phase 1.

3.5 Tentative Tract Map No. 33536 Revision and New Tentative Parcel Map No. 38212

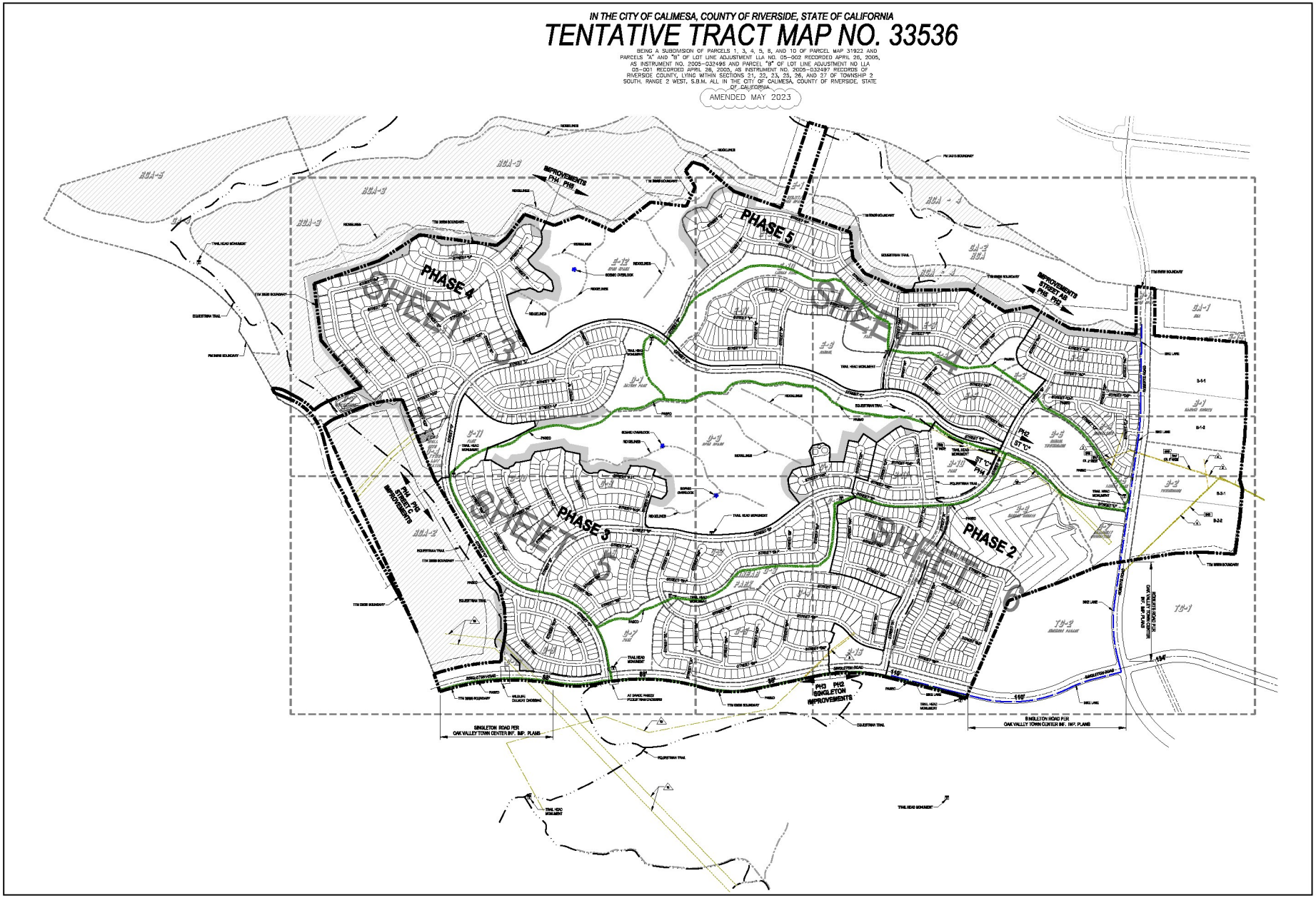
As shown on Figure 2, *Amended Tentative Tract Map No. 33536*, a revision to the previously approved TTM 33536 has been prepared to rephase TTM 33536 for future residential development consistent with the revisions in Amendment No. 5 to the Specific Plan. The proposed revision to TTM 33536 would reconfigure the existing parcels on the Project site to establish 11 separate parcels (APNs 413-290-018, -019, -022, -023, -024, -026; 413-200-046, -047, -052, -058, and -069) on 853.4 acres. The new. TTM 38212 (see Figure 3) is being prepared to subdivide Phase 2 for finance and conveyance purposes.

As shown in Table 1, *Proposed Phasing*, the Revised Project would continue to be built in four phases, Phases 2 – 5. Development of the Revised Project (comprising all of Phases 2 – 5) would include development of 2,577 single family detached residential units, 552 single family attached residential units, 82.6 acres of parks, and a 950-student elementary school as part of Phase 5. However, the timing of the school construction and the number of students on E-8 is speculative and unknown at this time. Therefore, the analysis of the Revised Project below generally considers the change in unit count without school scenario, in which 3,129 residential units would be constructed on the Project site.

Table 1 Proposed Phasing

Phase	Single Family Detached (DUs)	Single Family Attached/ Condos/Apts. (DUs)	Total Units	Parks (acres)	Elementary School (students)	Opening Year
2	1,187	552	1,739	15.0	950	2026
3	584	-	584	24.1	-	2028
4	375	-	375	20.8	-	2030
5	431	-	431	23.7	-	2032
Total:	**2,577***	**552**	**3,129**	**83.6**	**950**	**--**

**This includes an allocated number of units allowed if the schools are not built.*

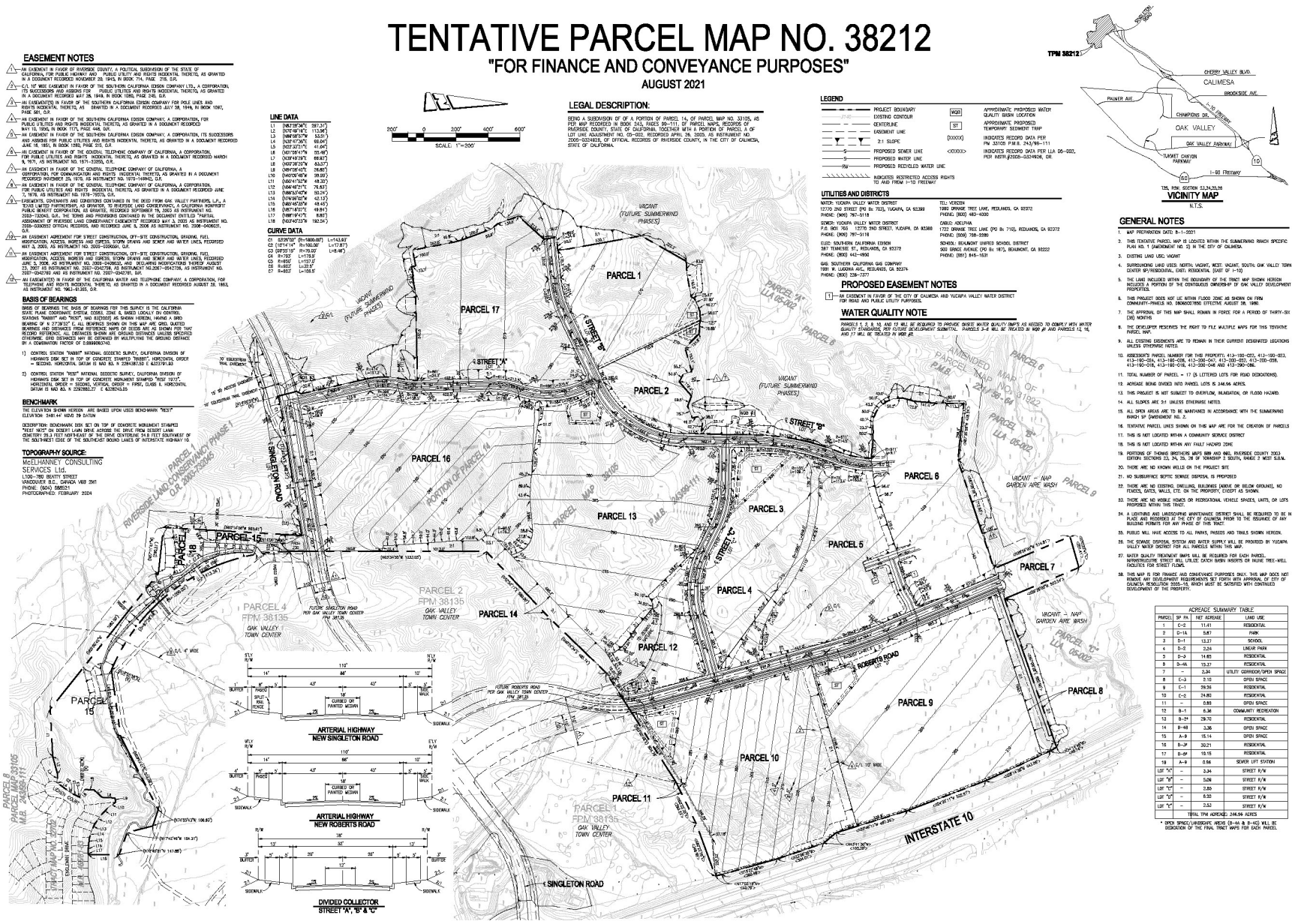


Source(s): Proactive Engineering (05-12-2023)

Figure 2

Not to Scale

Amended Tentative Tract Map No. 33536



Source(s): Proactive Engineering (11-29-2021)

Figure 3

Not to Scale

Tentative Parcel Map No. 38212

As revised by the Revised Project, Phase 2 includes the development of 1,739 homes, including 1,187 single family detached residential units, 552 single family attached/condos/apartment residential units, 17.3 acres of parks, and a 950 student elementary school. Under the Revised Project, more units are constructed in Phase 2 than were constructed in Phase 2 for the Approved Project. Comparing Phase 2 from the Approved Project and the Revised Project, and assuming that the schools[2] are not built, the Revised Project would result in an increase of up to 736 residential units in Phase 2 over the total proposed for the Approved Project as shown in Table 2, *Buildout Comparison- Without Schools*. Additionally, the following roadway improvements would be constructed as part of Phase 2:

- Project to construct Roberts Road at its ultimate full-section width as an Arterial (110-foot right-of-way) from the Project site's northern boundary to the Project site's southern boundary consistent with the City's standards.
- Project to construct Street A at its ultimate full-section width as a Divided Collector (78-foot right-of-way) throughout the Project site consistent with the City's standards.
- Project to construct Singleton at its ultimate half-section width as an Arterial (110-foot right-of-way) from Roberts Road to Street C consistent with the City's standards. Project to construct 86-feet of pavement on the south side of Singleton Road from Roberts Road to Street C to facilitate site access.

As revised by the Revised Project, Phase 3 includes the development of 584 single family attached residential units and 23.6 acres of parks. Assuming that the schools are not built, this would result in an increase of up to 64 residential units in Phase 3 as shown in Table 2, *Buildout Comparison – Without Schools*. Additionally, the following roadway improvements would be constructed as part of Phase 3:

- Project to construct Street B at its ultimate full-section width as a Divided Collector (78-foot right-of-way) throughout the Project site consistent with the City's standards.
- Project to construct Street C at its ultimate full-section width as a Divided Collector (78-foot right-of-way) throughout the Project site consistent with the City's standards.
- Project to construct Singleton Road as a Major roadway (Secondary Singleton Road) (88-foot right-of-way) from Street C to San Timoteo Canyon Road consistent with the City's standards. Project to construct 12-feet of pavement on the south side of Singleton Road from Street C to San Timoteo Canyon Road to facilitate site access.

As revised by the Revised Project, Phase 4 includes the development of 375 single family attached residential units and 20.8 acres of parks; representing a decrease of 471 residential units in Phase 4 compared to the Approved Project. Phase 5 includes the development of 431 single family attached residential units and 23.7 acres of parks; representing a decrease of 286 residential units in Phase 5 compared to the Approved Project.

[2] School on E-8 is speculative but would occur in Phase 5.

3.6 Buildout Comparison

Implementation of the Revised Project would not result in a change in the development potential or impacts analyzed in the EIR. The Revised Project would not result in changes to the distribution of land uses on the site, with the exception of moving the school site from Planning Area B-11 (previously C-2) to B-6. Additionally, with the Revised Project, the four phases comprising the site (Phases 2–5 under the Specific Plan) would have their interior boundaries adjusted by the modification but would not change the exterior development limits on the Project site. Although the phase configurations have been changed under the Revised Project, as compared with the Approved Project, the total unit count would decrease by 66 units if the schools are developed as shown in Table 3, *Buildout Comparison – With Schools*, and would be the same as the Approved Project (3,129 units) if no schools are developed as shown in Table 2, *Buildout Comparison – Without Schools*. Table 2 shows the comparison of acres, densities and dwelling units for the Approved Project and Revised Project if no schools are developed. Table 3 shows the comparison of acres, densities and dwelling units for the Approved Project and Revised Project if schools are built.

Table 2 Buildout Comparison – Without Schools

Phase	Acres	Density	Units	Acres	Density	Units
	Approved Project – Without Schools (SPA Nos. 1–4)			Revised Project–Without Schools (SPA No. 5)		
2	250.3	4.0	1,003	240.0	7.2	1,739
3	356.6	1.5	520	210.5	2.8	584
4	184.3	4.8	889	217.8	1.7	375
5	57.6	12.4	717	185.1	2.3	431
Total:	848.8*	3.7	3,129	853.4*	3.7	3,129

* Acreage difference due to prior SPA's having difference acreages for open space.
**Note that Phase 2-5 delineations have been reconfigured in this amendment so the comparison is not between exact physical locations.

Table 3 Buildout Comparison – With Schools

Phase	Acres	Density	Units	Acres	Density	Units
	Approved Project – With Schools (SPA Nos. 1–4)			Revised Project–With Schools (SPA No. 5)		
2	250.3	4.0	1,003	240.0	6.8	1,637
3	356.6	1.4	484	210.5	2.8	584
4	184.3	4.6	846	217.8	1.7	375
5	57.6	12.4	717	185.1	2.1	388
Total:	**848.8***	**3.6**	**3,050**	**853.4***	**3.5**	**2,984**

* Acreage difference due to prior SPA's having difference acreages for open space.
**Note that Phase 2-5 delineations have been reconfigured in this amendment so the comparison is not between exact physical locations.

A traffic analysis was prepared to evaluate the potential circulation system deficiencies that may result from the revised phasing of the Revised Project and recommended improvements to achieve acceptable operations consistent with the City's General Plan level of service goals and policies. The traffic analysis was prepared in accordance with the City of Calimesa's Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle

Miles Traveled and Level of Service Assessment (May 2020). Trip generation was based on statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for four land use codes:

- Single Family Detached Housing (ITE Land Use Code 210)
- Single Family Attached Housing (ITE Land Use Code 215)
- Public Park (ITE Land Use Code 411)
- Elementary School (ITE Land Use Code 520)

With implementation of the Revised Project, assuming a K-8 school on B-6 and housing on E-8, a total of 29,536 two-way trips per day would be generated with 2,699 AM peak hour trips and 2,800 PM peak hour trips and compared to the Approved Project for Phases 2 through 5 would generate 208 additional trip-ends per day, with 421 fewer AM peak hour trips and 84 fewer PM peak hour trips (see Section 5.10.2, Table 5, of this Addendum).

4.0 Purpose of the Addendum

Pursuant to State CEQA Guidelines Section 15182, certain residential projects that are consistent with a specific plan are exempt from CEQA. As outlined in CEQA Guidelines Section 15182(c):

1) Eligibility. Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of this section. Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments.

2) Limitation. If after the adoption of the specific plan, an event described in Section 15162 occurs, the exemption in this subdivision shall not apply until the city or county which adopted the specific plan completes a subsequent EIR or a supplement to an EIR on the specific plan. The exemption provided by this section shall again be available to residential projects after the Lead Agency has filed a Notice of Determination on the specific plan as reconsidered by the subsequent EIR or supplement to the EIR.

3) Statute of Limitations. A court action challenging the approval of a project under this subdivision for failure to prepare a supplemental EIR shall be commenced within 30 days after the lead agency's decision to carry out or approve the project in accordance with the specific plan.

As outlined in CEQA Guidelines Section 15164(a), an Addendum to a previously certified EIR shall be prepared if only minor technical changes or additions are necessary but none of the conditions described in State CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred.

Under State CEQA Guidelines Section 15162(a), no subsequent or supplemental EIR shall be prepared unless the lead agency has determined, based on substantial evidence in light of the whole record, that one or more of the following s has occurred (State CEQA Guidelines Section 15162(a)):

1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the 2005 EIR was certified as complete, shows any of the following:

   a) The project will have one or more significant effects not discussed in the previous EIR;

   b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   d) Mitigation measures or alternatives which are considerably different from those in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If none of these circumstances are present, and only minor technical changes or additions are necessary to update the previously certified EIR, an Addendum shall be prepared in accordance with CEQA Guidelines Section 15164. This Addendum has been prepared by the City because the construction and operation of the Revised Project is consistent with the Approved Project evaluated in the EIR and does not require major revisions to the EIR due to new significant impacts or substantial increases in the severity of previously identified significant impacts. The anticipated environmental impacts of the proposed modifications, as explained in detail in the following analysis, have been analyzed and were mitigated accordingly in the EIR. Furthermore, given that the Project would not trigger any of the events described in CEQA Guidelines Section 15162 and is a residential project in conformity with the adopted Specific Plan, the Project is exempt from CEQA pursuant to Section 15182.

There is no new information of substantial importance indicating that new significant impacts or a substantial increase in the severity of significant impacts would occur. As evaluated in the supporting analysis of this Addendum, applicable mitigation measures that were previously identified in the EIR would continue to ensure that the majority of impacts (with the exception of previously identified significant and unmitigated air quality impacts disclosed in the EIR) are reduced to less than significant levels. As documented throughout this Addendum and associated technical studies, no new or increased significant impacts would result from the proposed modifications. No other mitigation measures or alternatives that would substantially reduce a significant effect on the environment have been identified or determined to be feasible. The Mitigation Monitoring and Reporting Program (MMRP) containing the mitigation measures applicable to the Project (comprised of a Mitigation Measures from the EIR applicable to the Project and new or revised mitigation measures described in this Addendum) is provided as Attachment A.

Per State CEQA Guidelines Section 15164(c), an Addendum need not be circulated for public review but can be included in or attached to the EIR. Prior to its consideration of the Revised Project's modifications to the Approved

Project, the City will review and consider this Addendum together with the 2005 EIR and other relevant documents in the administrative record.

5.0 Environmental Analysis

Documents containing the environmental analysis supporting the City's action in approving the Revised Project include the EIR, associated technical studies and other documents, and MMRP, City staff reports, resolutions and ordinances, Addenda No. 1–3, and additional supporting documentation for this Addendum, including a traffic analysis (Attachment B).

This Addendum No. 4 analyzes the environmental issue areas that were addressed in detail in the EIR, and discusses whether the proposed minor modifications proposed by the Project described above would trigger significance criteria identified in the State CEQA Guidelines Section 15162, in each of these areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Public Services
- Transportation/Traffic
- Utilities and Service Systems
- Growth-inducing Impacts

In the EIR, population and housing were addressed within the growth-inducing impacts discussion. The environmental topics of agricultural resources, hazards/hazardous materials (except as addressed relative to air quality and fire services analyzed in the respective 2005 EIR sections), mineral resources, and recreation were determined through the Initial Study/Notice of Preparation process to not have the potential to result in significant environmental impacts, and therefore no further environmental analysis was required in the EIR. The Revised Project's proposed modifications would not alter any of these conclusions, and all impacts relating to all those topic areas would remain less than significant, as explained in the Effects Found Not to be Significant section below.

While at the time the 2005 EIR was certified, the explicit topics of forestry resources, energy, greenhouse gases (GHGs), Tribal cultural resources, and wildfire and the analysis of transportation impacts using vehicle miles traveled rather than level of service analysis were not separately included in the CEQA Appendix G Checklist of topics to address, all of those topics were generally known to the public, and the information necessary to analyze the original project impacts with respect to all those categories was disclosed in the 2005 EIR. Additional discussion regarding analysis of these topics is provided in the Agriculture, Air Quality, Cultural Resources, and Public Services sections of this Addendum. Treatment of these issues is consistent with applicable caselaw, most recently including *Olen Properties Corp. v. City of Newport Beach* (2023), where the appellate court concluded that, ". . . it is settled law in California that subsequent changes to the guidelines are not "new information" triggering section

21166, subdivision (c), so long as the underlying environmental issue was understood at the time of the initial EIR." Further, as demonstrated by the analysis herein, the Revised Project's proposed modifications would not result in any new or increased significant impacts, including any impacts related to the foregoing categories, when compared to the project analyzed by the EIR. Instead, the Revised Project would generally reduce environmental impacts. Although the Project would result in an increase of 208 daily trips in Phases 2-5, the increase in daily trips would not result in impacts to the circulation system beyond those identified in the 2005 EIR. The previous modifications would result in over 7,494 fewer trips than were anticipated in the EIR. Therefore, with the addition of 208 ADT generated by the proposed Project, the total trip generation for the Specific Plan area would be lower than anticipated in the 2005 EIR. No forestry resources are located within the Specific Plan Area and no new or increased impacts related to forestry resources would occur as a result of the proposed modifications. Considering Title 24 of the California Code of Regulations updates and the reduction in total traffic generation in the Specific Plan area, the Revised Project's energy consumption would be reduced relative to the Approved Project. Considering the reduced energy usage and the reduction in total traffic generation in the Specific Plan (Attachment B), GHG impacts would also be reduced by the Revised Project. Considering a similar area would be graded, potential Project Tribal cultural resource impacts would be similar to the Approved Project. Additionally, as detailed in Section 5.4.3 below, the City is conducting Native American Tribal consultations pursuant to SB 18. Tribal cultural resources were discovered during grading activities in the Specific Plan Area in the Town Center. Wildfire impacts would also be similar considering development would occur at the same location and designs would comply with the current California Fire Code, which has more stringent standards than the California Fire Code that was in place in 2005.

For each environmental issue area addressed, this Addendum provides a comparative analysis of the impacts identified in the EIR[3] versus the potential impacts posed by the Revised Project. The analysis includes a determination regarding the occurrence of new significant impacts or an increase in the severity of previously identified impacts. Finally, an analysis is presented to determine whether there are any changed circumstances or new information relative to the proposed modifications for the Project that would result in new or substantially more severe environmental impacts. For each environmental issue area, the following are provided to conduct this comparative analysis:

1) Summary of EIR Analysis
2) Analysis of the Proposed Modifications
3) Changes in Circumstances/New Information
4) Conclusion

The following environmental analysis supports the City's determination that approval and implementation of the Revised Project would not result in new significant environmental impacts or a substantial increase in the severity of previously disclosed impacts covered under the EIR and adopted MMRP requiring major revisions of the EIR and there are no changed circumstances or new information of substantial importance that would result in new or increased significant impacts. The analysis contained in this Addendum demonstrates that the additional modifications proposed by the Project are minor, resulting in environmental impacts that are similar to (or less than) those analyzed in the EIR. This environmental analysis is subject to all applicable mitigation measures

[3] It should be noted that most of the analysis in the Addenda covers areas outside of the Project site, therefore, changes analyzed in the Addenda are considered only where applicable to the Project site and Revised Project.

outlined in the EIR and MMRP, which will be imposed on the Project. The following presents the environmental analysis of impacts associated with the modifications to the originally approved project proposed by this Project.

5.1 Aesthetics

5.1.1 Summary of EIR Analysis

Aesthetic impacts are analyzed in the EIR, Section 3.1, pages 3.1-1 through 3.1-11. The EIR concluded that the project had the potential to result in significant visual impacts. The analysis in the EIR states that no scenic resources would be impacted, the proposed site plan had taken into account the environmentally sensitive resources on the site; the Specific Plan includes detailed development standards and design guidelines to ensure the preservation of the scenic quality of the site in addition to creating a high quality development; the project would comply with the applicable design/development guidelines and Community Design goals outlined in the City's General Plan; and the project proposed hillside management regulations. Although not explicitly stated in the analysis of the EIR, the adopted MMRP for the Approved Project states that the project has the potential to significantly impact the hillsides of the site, with this impact reduced to less than significant through implementation of mitigation measure (MM) A1. With regard to the potential to degrade visual quality, the EIR describes that although the site would be developed, it would avoid most of the ridgelines and preserve as much of the open space as possible, therefore maintaining and enhancing its visual quality through project design. The EIR identifies that the project has the potential to degrade the visual quality of ridgelines, with this impact reduced to below a level of significance through implementation of MM A2. The EIR also concluded that although the project would introduce new sources of light and glare, including street lighting, residential and commercial lighting, sports fields lighting, and light intrusion from motor vehicles, those impacts would be less than what would have occurred through implementation of the land use plan in effect at that time. Additionally, the Specific Plan includes extensive guidelines and standards to ensure that light and glare impacts would not create a significant impact to the adjacent areas. With implementation of MM A3, impacts would be less than significant. Similarly, the project has the potential to create cumulative aesthetic light and glare impacts in conjunction with other developments in the area, which would be reduced to below a level of significance through MM A4. The following measures were identified as mitigation to reduce each of these impacts to below a level of significance:

MM A1 All proposed development shall comply with development standards and design guidelines (i.e., building siting, height, setbacks, architecture, landscaping, perimeter walls, fences, lighting, etc.), established in the Specific Plan document.

MM A2 Mitigation Measure MM-A1 is applicable to the impact on visual quality of the site.

MM A3 Mitigation Measure MM-A1 is applicable to the light and glare impact.

MM A4 Mitigation Measure MM-A1 is applicable to the cumulative impacts.

5.1.2 Analysis of the Revised Project's Modifications

The proposed modifications entail the same overall development footprint and type of development as the Approved Project. They would not change any land uses allowed within the Specific Plan and would result in the same aesthetic impacts as analyzed in the EIR. Other than with respect to changing the phasing of the residential

development, relocating an elementary school to an interior lot of the Project site, and the removal and relocation of a sewer lift station within the Project site boundary, there are no changes to the development footprint with the Revised Project and no additional ridgelines or hillsides would be impacted. The Project would accommodate slopes and landscaping as envisioned in the Specific Plan and would not result in additional development of buildings or otherwise result in adverse visual impacts. As with the analysis of the Approved Project, no scenic resources would be impacted, the proposed site plan takes into account the environmentally sensitive resources on and adjacent to the Project site, the Revised Project would comply with the amended Specific Plan including its detailed development standards and design guidelines and the applicable design/development guidelines and Community Design goals outlined in the City's General Plan to ensure the preservation of the scenic quality of the Project site. Therefore, no new impacts related to scenic or other visual resources would result from the Revised Project.

The Project would result in a continuation of similar activities occurring at the Project site and be within the parameters of the types of actions envisioned to occur with implementation of the approved Project. The Project would not alter the visual impacts or substantially increase the severity of impacts relative to the development that would be allowed under the Approved Project. Consistent with the conclusions of the EIR, the development standards would minimize visual impacts, ensuring that no new significant visual impacts would occur. The change in phasing would not result in more lighting than would have occurred under the Approved Project; therefore, the severity of impacts related to light and glare would not increase with the Revised Project. Upon implementation of MM A1 through A4, all of the Revised Project's visual and aesthetic impacts would be less than significant.

5.1.3 Changes in Circumstances/New Information

In the time since the 2005 EIR was certified, portions of the Specific Plan Area (outside of the Project site) have been developed, and development has continued in the surrounding area. Such development was anticipated in the EIR. There have been no substantial, unanticipated, changes in the visual environment since certification of the EIR. There is also no new information of substantial importance which was not known and could not have been known at the time the 2005 EIR was certified. Therefore, no changes in circumstances and no new information of substantial importance relative to aesthetics and visual resources have been identified.

5.1.4 Conclusion

Based on the above, no new significant aesthetic impacts or substantial increases in previously identified aesthetic impacts analyzed and disclosed in the EIR would occur as a result of the Revised Project's proposed modifications. Implementation of requirements identified in MM A1 through MM A4 from the EIR would reduce aesthetic and visual impacts to a less than significant level, as was the case in the EIR. Additionally, there are no substantial changes to the circumstances under which the proposed modifications would be undertaken, and no new information of substantial importance regarding aesthetic and visual resources which was not known and could not have been known when the EIR was adopted has since been identified. Therefore, the proposed modifications do not meet the standards for a subsequent or supplemental EIR as provided pursuant to State CEQA Guidelines Sections 15162 and 15163, and an Addendum is appropriate pursuant to State CEQA Guidelines Section 15164.

5.2 Air Quality

5.2.1 Summary of EIR Analysis

An analysis of air quality impacts is contained in the EIR, Section 3.2, pages 3.2-1 through 3.2-21. Impacts were identified relative to construction and operation, and cumulative conditions. With regard to construction, potential impacts were identified as a result of emissions of fugitive dust (particulate matter 10 microns or less in diameter [PM_{10}]), oxides of nitrogen (NO_X), reactive organic gases (ROGs), carbon monoxide (CO), and volatile organic compounds (VOCs). EIR MM AQ1 (as revised), AQ2-1, AQ2-2, AQ2-3, and AQ3 are required to reduce these emissions, as follows:

MM AQ1 The project proponent will implement Rule 403 as applicable, which would include but not be limited to the following:

- Portions of the site under active construction shall be watered as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction (locations where grading is to occur will be thoroughly watered prior to earthmoving).
- Soils shall be watered/stabilized prior to, during, and following cut and fill activities.
- A minimum soil moisture content of 12% shall be maintained during earth-moving activities using the ASTM method D-2216.
- All trucks hauling dirt, sand, soil, or other loose materials shall be covered, or maintain at least two feet of freeboard in accordance with the requirements of Section 23114 of the California Vehicle Code.
- Construction access roads shall <u>have shaker plates on site at each entry prior to entry</u> ~~be paved at least 100 feet~~ onto the ~~site from~~ main roads.
- Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. Roads shall be watered every two hours during active construction operations, and/or a chemical stabilizer shall be applied to all unpaved surfaces.
- Disturbed areas shall be revegetated as quickly as possible consistent with approved erosion control plans.
- A Traffic Control Plan shall be provided for each major phase of construction by the Applicant and approved by the City Engineer addressing construction site access and egress, temporary road detours, construction traffic parking and staging, and haul routes.
- All streets used for construction site access or egress shall be swept once daily during active construction if visible soil materials are carried to adjacent streets.

MM AQ2-1 Construction equipment with low emission factors and high energy efficiency shall be used where possible and when available.

MM AQ2-2 To minimize equipment emissions, engine maintenance shall be performed regularly.

MM AQ2-3 Alternative fuels such as ultra-low sulfur diesel for off-road construction vehicles/equipment shall be used where possible.

MM AQ3 Application of architectural coatings (i.e., paint, etc.) shall be limited to an average of no more than 225 gallons per week and/or "Zero-VOC" paint shall be used.

With required implementation of these mitigation measures, the EIR concluded that construction period emissions of PM_{10}, CO, and VOCs would be less than significant. Emissions of NO_X and ROGs would, however, remain significant and unavoidable even with implementation of the identified mitigation.

The EIR concluded that the original project's operational emissions would result in potentially significant impacts related to emissions of ROGs, NO_X, CO, and PM_{10}, primarily from vehicular traffic generated by the project. EIR MM AQ4-1, AQ4-2, AQ4-3, AQ4-4, and AQ4-5 are required to reduce these emissions.

MM AQ4-1 On-site bicycle trails linking the facility to designated bicycle commuting routes shall be provided.

MM AQ4-2 Site improvements such as street lighting, street furniture, route signs, bus turnouts, and sidewalks or pedestrian paths shall be provided.

MM AQ4-3 The proposed dwelling units shall exceed minimum statewide energy construction requirements, as follows:

- Use of low emission water heaters
- Use of energy efficient appliances

MM AQ4-4 Park and ride lot shall be provided in the Town Center area by Oak Valley Partners. ~~S shall be provided near freeway access, as follows:~~

- ~~Development of approximately 50-60 parking spaces within the residential component of the project.~~
- ~~Development of approximately 100 parking spaces within the commercial component of the project.~~

MM AQ4-5 According to Ride Guide provided by the Riverside Transit Agency (RTA), Bus Route 36 shall serve the proposed project site. The project will provide bus turnout facilities to serve this route as recommended by RTA.

Even with the required implementation of these mitigation measures, the EIR concluded that operational emissions of ROGs, NO_X, CO, and PM_{10} would remain significant and unavoidable.

The EIR determined that the Approved Project would not expose sensitive receptors to substantial concentrations of air pollutants. The residential and school uses are not located within a quarter mile of any facilities emitting toxic pollutants and/or odors, nor are the residential uses located adjacent to a congested roadway or other area with a high background carbon monoxide concentration. Therefore, impacts were determined to be less than significant.

The EIR determined that the Approved Project would be consistent with the SCAQMD's AQMP because it is consistent with regional growth forecasts and would comply with the County's air quality program, which implements emission reduction measures contained in the AQMP. Impacts were considered to be less than significant.

The EIR determined that implementation of the Approved Project would not result in a CO hotspot and would therefore not expose a substantial number of people to adverse concentrations of CO. Impacts were considered to be less than significant.

The EIR concluded that construction and operational emissions would also contribute to significant cumulative air quality impacts. Although cumulative impacts would be partially alleviated by implementation of the above-noted mitigation measures, they were determined to remain significant and unavoidable.

5.2.2 Analysis of the Revised Project's Modifications

The Project's construction activities would be similar to that described for Phases 2-5 in the EIR. The types and amounts of land uses are equivalent to the Specific Plan as analyzed in the EIR, therefore, the most emission-intensive construction activities that were analyzed in the EIR (site preparation, grading, and vertical building construction) would also occur for the land uses under the Revised Project.

Furthermore, the air quality impacts analyzed in the EIR assumed a buildout year of 2030, while the Revised Project buildout year is 2032. As shown in the CalEEMod User's Guide Version 2022.1, Section 4.3 "Off-Road Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements. Therefore, the increased buildout out year would result in reduced air quality emissions during construction due to emission regulations becoming more stringent. As the Revised Project's modifications would not increase the area of construction as compared with the Approved Project or modify the buildout year of the Project, it would not result in a new or increased significant impact related to construction period air pollutant emissions.

The scope of the Revised Project's operational activities would also be similar to that analyzed under the EIR. The modified Project would not change the buildout assumptions of the EIR. Given that area and energy source emissions are based on building square footage, emissions from these sources are expected to be equivalent in the Project when compared to the Specific Plan.

Additionally, the Revised Project is anticipated to generate 208 additional trip-ends per day, with 421 fewer AM peak hour trips and 84 fewer PM peak hour trips than analyzed in the 2005 EIR for the Approved Project. However, overall trip generation for the Specific Plan area would be reduced. Therefore, mobile source emissions, which represented a majority of the operational emissions, would be reduced. The Revised Project would, therefore,

result in lower emissions than disclosed in the EIR. The Revised Project modifications would not result in a new or increased significant impact to operational air pollutant emissions.

The Revised Project would not result in changes to the distribution of land uses on the site, with the exception of increasing multi-family while decreasing single family residential units and moving the school site from Planning Area B-11 to B-6. The timing of the school construction is unknown at this time; however, buildout of the residential units within Phase 2 would be completed before the construction of the school because the need for a school at this location will require occupied residences. The change in the school location from Planning Area B-11 to B-6 would not result in new or increased significant impacts to air pollutant emissions because total trips from the Revised Project would be reduced compared to the Approved Project and 2005 EIR and the distance from construction activities to sensitive receptors would remain substantially the same due to the location of the school sites within the Project site under both scenarios. The Revised Project would not result in new or increased significant impacts to sensitive receptors as no change in use would occur.

Because the distribution of land uses would remain the same and total trips would be reduced, the total vehicle miles traveled would be reduced, resulting in reduced mobile source emissions. Therefore, the Revised Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

The City has incorporated the Approved Project into its General Plan, which are the basis for the SCAG growth forecasts set forth in the AQMP. As the Revised Project does not modify the proposed land uses at the Project site, no change to the existing General Plan land use designation is required as part of the City's consideration of the Revised Project, other than to relocate the proposed elementary school from one site to another and to make minor modifications to one roadway in the City's Circulation Element. These changes would not increase projected residential growth in the City. Therefore, the Revised Project would be consistent with regional growth forecasts. In addition, the Revised Project would comply with the County's air quality program, which implements emissions reductions measures contained in the Air Quality Management Plan (AQMP), and would support policies, as mentioned in the EIR, related to energy efficiency and conservation through the use of energy-efficient appliances (to comply with California Building Code, Title 24 requirements). Additionally, the Revised Project is required to comply with Title 24, Part 6: The California Energy Code and Part 11: California Green Building Standards Code (CALGreen), which have become increasingly stringent over time. In addition, the Revised Project would comply with policies related to stationary pollution sources through adherence to construction practices that reduce fugitive dust and construction-related emissions (to comply with SCAQMD Rule 403). Through consistency with regional growth forecasts and implementation of these and related policies, the Revised Project would comply with the County's air quality program and the SCAQMD's AQMP and would not result in a new or increased significant impact related to consistency with applicable air quality management plans.

As determined in the EIR, cumulative construction and operational air quality impacts associated with the Project would remain significant and unavoidable, even with implementation of the applicable mitigation measures. However, no new or increased significant impacts would result from the Project when compared to the impacts analyzed in the EIR.

All air quality mitigation measures contained in the EIR would apply to the Project and would be required to be implemented for this Project, with the exception of MM AQ4-5; the RTA has indicated that it does not want bus

turnout facilities, and therefore MM AQ4-5 shall not apply to this Project and will not be implemented by the applicant.

5.2.3 Changes in Circumstances/New Information

There are no changes with respect to the circumstances under which the Revised Project would occur, and there is no new information of substantial importance that has become available relative to air quality. Improvements in construction equipment and vehicle technology to reduce air quality emissions that have occurred since the 2005 EIR was certified, are anticipated to further reduce air quality impacts associated with the Revised Project as compared with the analysis of the project in the EIR. Therefore, no changes in circumstances or new information has been identified that would modify the conclusions in the EIR with respect to air quality impacts.

Although the Revised Project would result in reduced air quality emissions due to the advancement of clean air technologies and reduced total trip generation compared to the 2005 EIR, since certification of the 2005 EIR, additional feasible mitigation measures are available to further reduce air quality impacts. Therefore, the following mitigation measures are hereby incorporated into the Project and will be incorporated into the MMRP:

MM AQ2-4 During mass grading activities, the following heavy-duty construction equipment shall be certified to meet or exceed the following United States Environmental Protection Agency (USEPA) Tier 4 Final standards: crawler tractors, graders, rubber tied dozers, and tractor/loader/backhoes. At least one Scraper shall meet or exceed USEPA Tier 4 Interim standards. Proof of compliance shall be reviewed by the City Public Works and Engineering Department prior to issuance of a grading permit. An exemption from these requirements shall be granted by the City in the event that the applicant documents that (1) equipment with the required tier is not reasonably available (e.g., reasonability factors to be considered include those available within Riverside/San Bernardino County within the scheduled construction period), and (2) corresponding reductions in criteria pollutant emissions are achieved from other available construction equipment.

MM AQ4-6 The City Public Works and Engineering Department shall verify before issuance of all residential building permits that where appliances are installed by residential project developers, Energy Star-rated appliances (or other equivalent technology) for clothes washers, dish washers, refrigerators, and ceiling fans shall be installed in the residences.

MM AQ4-7 The City Building and Safety Department shall verify before issuance of all residential and non-residential building permits that all in-unit fixtures installed in residential and nonresidential buildings will be high efficacy. High efficacy lighting includes compact fluorescent lamps (CFLs), light emitting diodes (LED), and other light bulbs that provide an energy efficiency of at least 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt.

MM AQ4-8 The Project developers shall install broadband infrastructure or other communication technologies that encourage telecommuting and working from home, which reduces mobile source emissions. The applicant shall submit documentation to the City Building and Safety Department prior to occupancy.

The EIR did not model or explicitly discuss GHG emissions. Although not discussed specifically, the topic of GHG emissions and the potential effects of GHGs on climate change were known prior to certification of the EIR, and the information necessary to analyze the original 2005 project's impacts with respect to those categories was disclosed in the 2005 EIR.

This approach is consistent with caselaw such as *Concerned Dublin Citizens v. City of Dublin*, in which the trial court found, "[t]he potential environmental impacts of [GHGs] were known or could have been known at the time the 2002 plan EIR was certified." Specifically, potential impacts of GHGs on climate change were known as early as the 1970s. The Federal Government began devoting serious attention to the possibility that carbon dioxide emissions associated with human activity could provoke climate change. In 1978, Congress enacted the National Climate Program Act, 92 Stat. 601, which required the President to establish a program to 'assist the Nation and the world to understand and respond to natural and man-induced climate processes and their implications. A key international milestone was adoption of the United Nations Framework Convention on Climate Change (UNFCCC), which was adopted on May 9, 1992. The UNFCCC objective is to "stabilize greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system." The parties to the convention have met annually since 1995 to assess progress in dealing with climate change and the regulation of GHG emissions to reduce climate change impacts was extensively debated and analyzed throughout the early 1990s. In 1997, the Kyoto Protocol was concluded and established legally binding obligations for developed countries to reduce their GHGs in the period 2008–2012.

In California, Senate Bill (SB) 1771 (Sher), enacted on September 30, 2000, required the Secretary of the Resources Agency to establish a nonprofit public benefit corporation, known as the "California Climate Action Registry," for the purpose of administering a voluntary GHG emission registry. The consumption of energy, including to generate electricity and provide fuel to mobile sources, was linked to the amount of GHG emissions reported for participating entities in this registry. The California Energy Commission (CEC) was required to develop metrics for use by the Registry and to update the state's inventory of GHG emissions by January 1, 2002, and every five years thereafter, as well as to provide information about potential environmental impacts. In response to the transportation sector accounting for more than half of California's carbon dioxide (a key GHG) emissions, Assembly Bill (AB) 1493 was enacted on July 22, 2002. AB 1493 (also referred to as Pavley or the California Light-Duty Vehicle Greenhouse Gas Standards) required CARB to set statewide GHG emission standards for passenger vehicles and light-duty trucks (and other vehicles determined to be vehicles whose primary use is noncommercial personal transportation) manufactured in model year 2009 and later. In January 2004, Executive Order (EO) S-7-04 called for development of a California Hydrogen Blueprint Plan to, among other things, reduce GHG emissions. Thus, information about the potential impacts of GHGs was widely known in 2005 when the Summerwind EIR was certified.

Therefore, although GHG emissions were not specifically discussed as a separate topic in the EIR, this is not considered new information pursuant to Public Resources Code Section 21166(c), i.e., is not information that was not known and could not have been known at the time the 2005 EIR was certified[4].

The City of Calimesa adopted a Climate Action Plan (CAP) in September 2014. The CAP is intended to address the main sources of the emissions that cause climate change, which include emissions from the energy consumed in

[4] *Citizens for Responsible Equitable Environmental Development v. City of San Diego* ("CREED") (2011) 196 Ca. App 4th 515, 523 and 524

buildings and for transportation, as well as the solid waste sent to landfills. The purpose of the CAP is to guide the development, enhancement, and ultimately the implementation of actions that will reduce Calimesa's GHG emissions by 15 percent below baseline (2010) by 2020 and 49 percent below baseline (2010) by 2035. The CAP is considered a qualified GHG reduction plan in accordance with CEQA Guidelines Section 15183.5 through 2020. Since the Project's buildout is after 2020, the CAP cannot be relied upon to determine project-level significance under CEQA and therefore is not further discussed herein.

Furthermore, since certification of the 2005 EIR, GHG emissions associated with residential use and vehicular travel have substantially decreased due to technological advancements in building, modifications to building codes and vehicle efficiency. Additionally, since 2005, California has adopted more stringent measures to reduce GHG emissions such as the 2022 Building Energy Efficiency Standards which serve to reduce wasteful, uneconomical, and unnecessary uses of energy for the State. In addition, the Revised Project would result in reduced GHG impacts because of the reduction in total trips in the Specific Plan area compared to the 2005 EIR and total vehicle miles traveled and due to the construction of buildings with greater energy efficiency pursuant to current building codes.

Based on the fact that the topic of GHG emissions was known by City decision-makers and commenting members of the public at the time that the 2005 EIR was certified, there is no new information that could not have been known with reasonable due diligence at that time, which indicates that the Project would result in a new or increased significant environmental impact.

5.2.4 Conclusion

Based on the above, no new significant air quality impacts or a substantial increase in the severity previously identified impacts disclosed and analyzed in the EIR would occur as a result of the proposed modifications. All of the Revised Project's impacts on air quality would be substantially similar (or reduced) when compared to those impacts disclosed and analyzed in the 2005 EIR, as the Project would result in the same (although incrementally less) significant and unavoidable construction and operational impacts relating to the same criteria pollutants identified in the 2005 EIR and all the Revised Project's remaining impacts on air quality and additional mitigation that were not contemplated in the EIR have been added to further reduce air quality impacts. As a result, impacts related to air quality would be less than significant after implementation of MM-AQ1 through AQ4-8. As was the case when the 2005 EIR was certified and when the Addenda were adopted, no additional feasible mitigation measures are available to mitigate the Revised Project's significant and unavoidable impacts on air quality to a less than significant level. Additionally, there are no substantial changes to the circumstances under which the proposed modifications would be undertaken, and no new information of substantial importance regarding air quality which was not known and could not have been known when the 2005 EIR was adopted has since been identified. In fact, the regulations addressing these issue areas have become more stringent, and the Project would be required to comply with the regulations in effect at the time of development. Therefore, the proposed modifications do not meet the standards for a subsequent or supplemental EIR as provided pursuant to State CEQA Guidelines Sections 15162 and 15163, and an Addendum is appropriate pursuant to State CEQA Guidelines Section 15164.

5.3 Biological Resources

5.3.1 Summary of EIR Analysis

An analysis of biological resources impacts and identified mitigation measures are contained in the EIR, Section 3.3, pages 3.3-1 through 3.3-37. Potentially significant impacts were identified relative to direct, indirect, and cumulative impacts to coastal sage scrub, oak woodland, native riparian woodland (including jurisdictional wetlands), jurisdictional wetland meadow habitat, non-wetland waters of the U.S. and state, sensitive plant species covered by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), least Bell's vireo, southwestern willow flycatcher, birds listed under the Migratory Bird Treaty Act (MBTA) or Bald Eagle Protection Act (BEPA), habitat for 16 non-listed sensitive wildlife species covered by the MSHCP, and wildlife corridors (MSHCP Proposed Linkage 12 and Proposed Constrained Linkage 23). The EIR contains a series of required standard practices designed to prevent environmental degradation during project construction or operations and maintenance activities, as well as resource-specific mitigation measures MM BR1, MM BR2 (as revised) through MM BR14, which would reduce the identified significant impacts to below a level of significance.

The following measures are standard practices designed to prevent environmental degradation during project construction or operations and maintenance activities, which will be applied to the Project, as applicable.

- The construction crew and any contractor(s) should be informed of the biological constraints of the project through a contractor education program presented by a project biologist. The construction crews and contractor(s) would be responsible for unauthorized impacts from construction activities to sensitive biological resources that are outside the areas ultimately approved for impacts by the County of Riverside and the resource agencies.

- The anticipated impact zones, including staging areas, equipment access, and disposal or temporary placement of spoils, should be delineated with stakes and flagging prior to construction to avoid impacts to natural resources where possible. Construction-related activities outside of the impact zone should be avoided.

- New and existing roads that are planned for either construction or widening should not extend beyond the planned impact area. All vehicles passing or turning around should do so within the planned impact area or in previously disturbed areas. Where new access is required outside of existing roads or the construction zone, the route should be clearly marked (i.e., flagged and/or staked) prior to the onset of construction.

- Soils should be stockpiled in disturbed areas presently lacking native vegetation. Stockpile areas should be marked to define the limits where stockpiling may occur.

- Best management practices (BMPs) should be employed to prevent further loss of habitat resulting from erosion caused by project-related impacts (i.e., grading or clearing for new roads). All detected erosion should be remedied within two days of discovery.

- Fueling of equipment should take place within existing paved roads or in approved containment areas and not within or adjacent to drainages or native desert habitats. Contractor equipment should be checked for leaks prior to operation and repaired as necessary.

Implementation of the following mitigation measures outlined specifically under the MSHCP (by quadrant number) will reduce the level of impacts to biological resources to less than significant in and adjacent to the Specific Plan Area. Specific to MSHCP Reserve Assembly requirements, if a project meets the on-site MSHCP conservation objective, then additional mitigation in the form of additional conservation/replacement lands off-site is not required. The MSHCP conservation objectives by Cell Criteria are depicted in the EIR Table 3.3-4 (reproduced below) and are described in further detail below for each impact expected from the EIR.

Summerwind Ranch EIR Table 3.3-4
CRITERIA AREA CELL CONSERVATION REQUIREMENTS OF THE MSHCP
WITHIN THE SUMMERWIND RANCH EIR

Criteria Area Cell (Quadrant Number)	MSHCP Conservation Amount and Focus Area of Cell	Approx. Percentage of Cell Conserved by Project	Project Meets Conservation Requirements	Explanation
396	55-65% in central portion of cell for upland conservation for assembly of Linkage 23.	95%	Yes	All areas on-site are preserved.
411	30-40% in northern portion of cell for upland conservation (grassland and chaparral) for assembly of Linkage 23.	10%	Yes	Portion of cell is not in the project site. Garden Air Wash corridor (Proposed Constrained Linkage 23) mitigated consistent with MSHCP.
412	35-45% in northern portion of cell for uplands and woodlands conservation for assembly of Linkage 23.	45%	Yes	Garden Air Wash corridor onsite preserved (Proposed Constrained Linkage 23).
417	25-35% in northern portion of cell for upland conservation (grassland and chaparral) for assembly of Linkage 23.	25%	Yes	Garden Air Wash corridor onsite preserved (Proposed Constrained Linkage 23).
479	55-65% in eastern and southern portion of cell for uplands and a small riparian/woodland area conservation associated with San Timoteo Creek for assembly of Linkage 23.	50%	Yes	Portion of cell is not in the project site. Entire project area within cell is preserved.
480	20-30% in northwestern portion of cell for upland conservation for assembly of Linkage 23.	50%	Yes	Garden Air Wash and Riverside Land Conservancy option lands are preserved.
569	30%-40% in central portion of cell for grasslands and riparian woodlands conservation associated with San Timoteo Creek for assembly of Linkage 12.	30%	Yes	Portion of cell is not within the project site.

Summerwind Ranch EIR Table 3.3-4 CRITERIA AREA CELL CONSERVATION REQUIREMENTS OF THE MSHCP WITHIN THE SUMMERWIND RANCH EIR				
Criteria Area Cell (Quadrant Number)	**MSHCP Conservation Amount and Focus Area of Cell**	**Approx. Percentage of Cell Conserved by Project**	**Project Meets Conservation Requirements**	**Explanation**
572	20-30 % in southern portion of cell for grassland conservation for assembly of Linkage 12.	20%	Yes	San Timoteo Wash is preserved.
662	35-45% in northeastern portion of cell for upland conservation (grassland and chaparral) for assembly of Linkage 12.	10%	Yes	Portion of cell is not in the project site. Entire project area within cell is preserved.
663	60-70% in central portion of cell for upland conservation (grassland, coastal sage scrub, and chaparral) for assembly of Linkage 12.	45%	Yes	Portion of cell is not in the project site. Entire project area within cell is preserved.

MM BR1 Permanent direct impacts to 99.3 acres of coastal sage scrub will be offset by compliance with the mitigation requirements listed under the MSHCP. These requirements include on-site preservation of coastal sage scrub habitat. The proposed plan preserves all of the coastal sage scrub habitat on the project site that is within Criteria Cells, which includes approximately 135.4 acres of coastal sage scrub habitat.

MM BR2 Mitigation requirements to minimize permanent direct impacts to 20.8 acres of oak woodlands would involve actions prior to and during construction:

- Prior to issuance of grading permits, on-site preservation shall be implemented in compliance with MSHCP standards for Criteria Area Cells and implementation of an oak tree planting and restoration plan. Approximately 129.6 acres of oak woodland habitat would be preserved on site.

- During construction, oak trees shall be planted from container stock as well as from acorns collected on the site to ensure that the regenerated oak seedlings will have the best genetic adaptation for the Summerwind Ranch development. The Applicant will plant ~~976~~ oak trees per the approved Oak Tree Mitigation Plan ~~using a combination of 50 percent acorns and 50 percent deep one-gallon containers as mitigation for the removal of up to 236 oak trees, as shown in Table 3.3-5~~. The planting program reduces the impact of loss of oak woodland and oak trees to less than significant.

MM BR3 Mitigation requirements to offset permanent direct impacts to 0.3 acre of riparian woodlands would include on-site or off-site habitat creation or enhancement. Regulatory agencies will

establish appropriate mitigation ratios in accordance with their policy of no net loss of riparian and wetland values.

MM BR4 Mitigation recommendations for potential permanent impacts to vegetation communities will be satisfied by applying a native seed mix in the bare areas that are not subject to slope restoration after construction is complete to minimize the potential for exotic species introductions. The native seed mix shall be as specified by a qualified biologist/restoration specialist. In jurisdictional areas, seed mixes would be approved by the appropriate regulatory agency.

MM BR5 Mitigation requirements to offset permanent direct impacts to jurisdictional wetlands will be met by a combination of wetland creation, restoration, or enhancement. The mitigation site should be preserved at a suitable area near the impact area. Mitigation requirements for permanent impacts to jurisdictional wetlands resulting from project-related construction would be determined during the regulatory agency permit process at mitigation ratios consistent with the policy of no net loss of wetland values.

MM BR6 Same as MM BR5, above, as applicable to wetlands impacts.

MM BR7 Mitigation requirements for permanent direct impacts to ephemeral and intermittent drainages would require habitat creation, enhancement or restoration, and preservation at a location approved by the resource agencies through the permitting process.

MM BR8 Mitigation recommendations for potential permanent indirect impacts to wetland habitats will be satisfied by implementation of a Habitat Monitoring Program adequate to prevent a net loss of wetland.

MM BR9-1 Mitigation requirements for permanent direct impacts to the least Bell's vireo and southwestern willow flycatcher habitat will be met through on-site preservation in Criteria Area Cells (Quadrant 479) outlined in Table 3.3-4. This habitat preservation is coincident to the riparian habitat preservation listed in MM-BR3.

MM BR9-2 Preconstruction surveys for least Bell's vireo and southwestern willow flycatcher will be conducted prior to construction in or adjacent to habitat areas in accordance with the applicable protocol. Based on the protocol survey results, appropriate avoidance measures would be determined through consultation with regulatory agencies.

MM BR10 To avoid or minimize impacts to birds covered under the MBTA and/or BEPA, the following will be implemented:

- Clearing and grubbing of vegetation within areas identified as habitat subject to these acts should be conducted outside the March 15 through August 15 nesting season.
- If clearing and grubbing must occur within habitats during the breeding season, preconstruction nest surveys shall be conducted by a qualified biologist no more than one week prior to initiation of construction. The biologist shall identify those areas where clearing and grubbing are to be avoided in order to avoid destruction of nests.

- In the event that least Bell's vireo or southwestern willow flycatcher is found on-site during future surveys, ensure that noise from construction activities does not exceed 60 dBA L_{EQ} (time-averaged noise level) within the occupied habitat of the species during the nesting season.

- Position, direct, and shield lights (streetlights, parking lot lighting, and other project-related illumination sources) so as to avoid "light spill" into the proposed on-site conservation areas or into habitat adjacent to the proposed project site. Night lighting used during the course of construction shall be directed away from onsite habitat conservation areas and offsite properties.

- Provide contractor education and erect fencing or barriers to ensure that contractors do no enter areas of open space or conserved habitat for any purpose except for enhancement projects permitted by the Specific Plan or activities that are otherwise permitted or required for implementation of EIR mitigation measures.

- If construction must occur within or adjacent to these habitats during the breeding season, preconstruction nest surveys shall be conducted by a qualified biologist no more than 1 week prior to construction initiation. The biologist shall identify those areas where construction is to be avoided in order to avoid destruction of nests.

- Preconstruction surveys shall be performed in appropriate habitat areas consistent with requirements of the MSHCP, for the western yellow-billed cuckoo and burrowing owl. Mitigation consistent with MSHCP requirements will be implemented if warranted by survey results.

MM BR11 Indirect impacts to least Bell's vireo and southwestern willow flycatcher habitat will be addressed through on-site preservation coincident to the riparian habitat preservation listed in MM-BR3.

MM BR12 Mitigation measures for indirect impacts to the 16 sensitive and covered species present on-site will be met through the extensive in-kind preservation outlined in Table 3.3-4 and through compliance with other requirements of the MSHCP. For instance, Yucaipa onion and many-stemmed dudleya are not expected to occur on the site; however, focused surveys will be conducted in appropriate habitat during proper time of year. If these species are found on-site, appropriate mitigation will be implemented upon concurrence by regulatory agencies.

MM BR13 Mitigation requirements to offset project impacts to wildlife corridors, listed under the MSHCP, include the proposed habitat preservation of open space along Proposed Linkage 12 and Proposed Constrained Linkage 23 within the project Criteria Area Cells. The dedication of land for wildlife conservation, including the Garden Air Wash and other lands, partially achieves this objective. Further enhancement of the corridors and habitat linkages will require installing properly-sized passageways under new on-site roads.

MM BR14 Indirect impacts are mitigated with implementation of MM-BR13.

Mitigation requirements to offset project impacts to wildlife corridors, listed under the MSHCP, include the proposed habitat preservation of open space along Proposed Linkage 12 and Proposed Constrained Linkage 23 within the project Criteria Area Cells. The dedication of land for wildlife conservation, including the Garden Air Wash and other lands, partially achieves this objective. Further enhancement of the corridors and habitat linkages will require installing properly sized wildlife undercrossings under new on-site roads. The Linkage and Constrained Linkage proposed by the MSHCP are located outside of the area affected by the current Project; therefore, associated wildlife undercrossings are not required for the Project and will be the responsibility of developers of other portions of the Specific Plan. Several of these measures (EIR Table 3.3-4 and MM BR1, BR9-1, BR11, BR13, and BR14) require conservation of on-site habitat and have already been fulfilled through sale of land and conveyance through a grant deed to Rivers and Lands Conservancy (RLC). The EIR concluded that these mitigation measures would reduce impacts to sensitive biological resources to below a level of significance.

5.3.2 Analysis of the Revised Project's Proposed Modifications

Project Site

The Revised Project would alter phasing interior to the Project site boundaries and the development impact area would remain the same as identified and analyzed in the EIR. Additionally, there are no changes in land uses and the modified phasing would not alter the previously identified biological resources impacts. Thus, no additional impacts to such resources would occur beyond those previously approved. EIR Mitigation Measures MM BR1 through MM BR 14, as applicable, would be implemented with Phases 2 – 5 of the Revised Project and would mitigate biological resource impacts to less than significant.

MM BR1, BR9-1, BR11, BR13, and BR14, which require conservation of on-site habitat, have already been fulfilled through sale and conveyance through a grant deed of the required land to RLC and the RCA; therefore, these requirements are not applicable to the Project. Impacts to oak trees are addressed through an oak tree planting plan, consistent with MM BR2 (as revised). MM BR12 requires compliance with MSHCP requirements, including conservation of habitat as well as surveys for Yucaipa onion and many-stemmed dudleya in appropriate habitat.

Impacts to resources that occur within areas previously and currently identified for development were previously addressed through the EIR and are subject to MSHCP consistency/Determination of Biologically Equivalent or Superior Preservation (DBESP) process. MSHCP consistency/DBESP process, when applicable to a project, is part of the City's approval process which would result in mitigation consistent with MM BR3, BR5, and BR7 (as revised), below.

MM BR7 Mitigation requirements for permanent direct impacts to ephemeral and intermittent drainages would require habitat creation, enhancement or restoration, and preservation at a location approved by the resource agencies through the permitting process. Direct effects to 0.61 acre (original impact) of MSHCP riverine resources shall be mitigated, as follows:

- The Project proponent, with the guidance of the RCA and Wildlife Agencies, proposes to restore MSHCP riparian/riverine resources within the RLC Cienega Canyon Preserve. For permanent impacts to 0.61 acres of MSHCP riverine resourced (Drainages A-E), the Project proposes to restore 1.22 acres (2:1 ratio) in combination of riparian rehabilitation and/or transitional (riverine) establishment within the Cienega Preserve. If approved, and in

coordination with the agencies, the Project proponent would provide a mitigation plan to the agencies for 1.22 acres of rehabilitation/establishment of riparian and/or transitional riverine habitat within the Cienega Preserve. The Applicant is pursuing to implement a mitigation proposal located in the Cienega Canyon Preserve. If the RLC does not accept the mitigation proposal by April May 1, 2024, then the Applicant would obtain credits from Riverpark Mitigation Bank, as provided below:

- The Project proponent will purchase 1.22 acres of credits from the Riverpark Mitigation Bank. This mitigation strategy was stated in the approved CDFW 1600 and proposed in the Project's 401/404 permit applications. As such, the Project proponent is keeping this alternative mitigation option to purchase 0.61 acre of rehabilitation and 0.61 acre of re-establishment credits, for a total of 1.22 acres (a 2:1 mitigation-to-impact ratio) from the Riverpark Mitigation Bank located in Western Riverside County. According to the Riverpark Mitigation Bank, "rehabilitation" credits are portions of the bank that occur within the 10-year floodplain. These areas historically consisted of dryland farming and lack native vegetation. The bank's goals for these areas are to fully restore them to functional alkali playa, scrub, grasslands, and vernal pool habitats. "Re-establishment" credits occur outside of the 10-year floodplain and these areas are only inundated by significant storm events. The bank's goals for these areas are to restore the historic hydraulic regime, which in time, will provide superior mitigation and preservation of lands with long-term conservation value for MSHCP Riparian species. In a combination of purchasing 50/50 rehabilitation/re-establishment credits, this mitigation will be superior to the existing riverine functions that occur within the Project site (Drainages A-E). A proof of credit purchase (Riverpark Credit Purchase Agreement) for the 0.61 acre of rehabilitation and 0.61 acre of re-establishment credits will be provided to the RCA and Wildlife Agencies prior to grading of the Project.

Revisions to mitigation measure MM BR7 would further reduce significant effects related to biological resources and would not result in new significant impacts to biological resources or a substantial increase in the severity of previously identified significant impacts.

Except as noted above, all other mitigation measures identified in the EIR are applicable to the Project and would be required to be implemented. These applicable mitigation measures include MM BR2, BR3, BR4, BR5, BR7, BR8, BR9-2, BR10, and BR12. Implementation of these mitigation measures and compliance with applicable regulations would reduce impacts to biological resources from the proposed modifications to less than significant.

Determination of Biologically Equivalent or Superior Preservation

A DBESP Analysis for impacts to MSHCP Riparian/Riverine Areas was conducted for Phase 2 of the Project site comprising approximately 245 acres (see Attachment C). The findings of the DBESP are summarized below.

MSHCP Riparian/Riverine Areas

Pursuant to Volume I, Section 6.1.2 of the MSHCP, projects must consider alternatives providing for 100% percent avoidance of riparian/riverine areas. If avoidance is infeasible, then the unavoidable impacts must be mitigated and a DBESP is required. MSHCP riverine areas within the Project site are associated with Drainages A-E (DBESP

Exhibit 7). The Project will result in permanent impacts to all 0.61 acre of MSHCP riverine areas. No riparian vegetation is present within these ephemeral drainages.

Impacts to MSHCP riverine resources associated with Drainages A-E will occur from grading and development of the Project site. Additionally, it should be noted that the northern MSHCP riverine drainages (A-D) have been disturbed from prior agricultural activities and are now dominated by non-native vegetation such as Russian thistle, summer mustard, foxtail brome, and ripgut brome. The non-native grassland field that abuts Drainages A-D has also been routinely maintained for decades. Furthermore, any stormwater that is conveyed by these drainages would potentially flow into the non-native grasslands south of each drainage adjacent to Roberts/Woodhouse Road and would not connect to any downstream MSHCP riverine/riparian areas, vernal pool/seasonal depressions, or conserved lands. All temporary Project impacts occurring on slopes adjacent to MSHCP conserved lands will be replaced to pre-existing conditions. Drainage E, in the southern portion of the Project site, does have the potential to carry stormwater in a southern direction and out of the Project site into MSHCP conserved lands owned by the RLC. However, the extent of Drainage E has shown no recent connection to the unnamed ephemeral feature that can be seen on aerial imagery, which runs in an east-west direction and eventually terminates into San Timoteo Creek. However, as stated below, proper best management practices and post-project water quality infrastructure will be implemented in order to avoid negative effects to downstream waters, habitat, and conserved lands.

The above-referenced MSHCP riverine resources within the Project site exhibit low function and values as compared to the provision of compensatory mitigation at a local mitigation bank or in-lieu fee program as described below. The Project consists of the construction of a residential development including a school, fire station, water quality basins, and associated infrastructure; therefore, it would be infeasible to avoid the ephemeral drainages without a significant modification to the Specific Plan. As mentioned above, the previously approved Specific Plan proposes to move forward with the future development of Phases 3-5 to the west of Phase 2. As such, no feasible alternative for the Phase 2 development and impacts to Drainages A-E exists that would meet the goals of the entire Specific Plan.

Pursuant to mitigation measure MM BR7, as revised, the restoration MSHCP riparian/riverine resources within the RLC Cienega Canyon Preserve or, if not accepted by RLC, the purchase of compensatory mitigation credits from the Riverpark Mitigation Bank of MSHCP riverine resources at a minimum 2:1 mitigation-to-impact ratio (1.22 acre) will be considered superior mitigation as compared to the preservation of 0.61 acre of non-riparian ephemeral drainage features within the Project site. Although the Project will permanently impact 0.61 acre of riverine habitat, no direct effects to MSHCP conserved habitats, riparian/riverine species, existing wildlife linkages and/or functions within the MSHCP are expected. Therefore, the proposed mitigation would result in a superior preservation of the amount and quality of conserved MSHCP riparian/riverine habitat. The proposed mitigation will also benefit MSHCP riparian/riverine-associated species by enhancing and/or establishing habitat to a greater function and value to which is found on the Project site. Project impacts to MSHCP riverine resources and CDFW non-riparian stream are identical (0.61 acre) and the Project proposes to purchase mitigation credits from the Riverpark Mitigation Bank or other approved mitigation bank/in-lieu fee program for both MSHCP and CDFW impacts.

In January 2022, the Project received a final Streambed Alteration Agreement (SAA/1600 Permit) from the California Department of Fish and Wildlife (CDFW – Region 6). This agreement states that permanent impacts to Drainages A-E shall be compensated for with the purchase of "no less than 0.61 acre of reestablishment streambed

and riparian habitat and/or 1.22 acres of rehabilitation credits through a CDFW-approved mitigation bank within Western Riverside County."

Cienega Reserve

As stated within the Wildlife Agencies DBESP comment letter (WRIV-2022-0087594, September 23, 2022), information and clarification of Project encroachment and/or avoidance into the Cienega Canyon Preserve and Conserved Lands is required: 1) Proposed impacts to the Cienega Canyon Preserve 2) A map illustrating the proposed impacts to the Cienega Canyon Preserve, including any Fuel Modification Zones and manufactured slopes if any; and 3) A detailed description (including maps) of how the Applicant will mitigate the affected conservation lands, as well as a discussion of how the impacts in the temporary impact zones will be mitigated, as well as identification of who would be responsible for maintaining fuel modification zones and manufactured slopes if needed.

As a preface to the analysis conducted, the Cienega Canyon Reserve is within MSHCP Conserved Lands, south of the Project site. It should also be noted that the future Cienega restoration and mitigation plan for the adjacent Town Center Project is proposed to occur approximately 700 feet to the south of the Project's impact limit. Approximately 0.27 acre of permanent impacts and 0.46 acre of temporary impacts will occur within the MSHCP [GIS] boundary of Conserved Lands/Cienega Canyon Preserve. Table 4, Summary of MSHCP Conserved Lands/Cienega Canyon Impacts below for specific vegetation impacts.

Table 4 Summary of MSHCP Conserved Lands/Cienega Canyon Impacts

Vegetation /Land Use	Temporary Impact (acres)	Permanent Impact (acres)
Non-native Grasslands	0.35	0.17
Disturbed/Developed	0.01	0.01
Chamise Chaparral	0.29	0.09
Total	**0.64**	**0.27**

Permanent impacts within the Project's southern boundary are attributed mainly to remedial grading for the future Singleton Road, which is main residential road within the Specific Plan and a "covered" road under the MSHCP. The Project will conduct earthwork to create slope embankments for the future construction of the road and associated fuel modification requirements, which are considered a permanent impact. The Project's southern boundary permanent impacts (0.27 acre) are due to fuel modification requirements along these slopes. Fuel modification in this area are Zone B3, which will be irrigated and maintained by a non-profit public maintenance corporation.

As shown in Table 4 above, the approximately 0.64 acre of temporary impacts within the Project's southern boundary will be restored using a combination of native chaparral and native grass seed-mix, which will be approved by the Project's landscape architect, Project biologist, and the City. If approved, the Project may also use a combination of (fuel modification approved) native chaparral container plants.

Permanent impacts (i.e., slope modification and fuel modification zones) to MSHCP Conserved Lands/Cienega Canyon Preserve are not proposed to be mitigated for per the Project's Recorded Grant Deed, 2003 (Appendix D of Attachment C) and Recorded Partial Assignment of Riverside Land Conservancy Easements, 2006 (Appendix E

of Attachment C). The deed language between the Project Proponent (Oak Valley Partners) and the then Riverside Land Conservancy (RLC), stated that through the purchase of County conserved lands and acquisitions, certain allowances were detailed in the deeds permitting specific development of the Benefited Property (Oak Valley Ranch), which included easements for grading, slope stabilization, fuel modification, general repair and maintenance (collectively called the "Reserve Easements"). Additionally, this included a 100-foot easement around the Property for the same improvement and development activities. Therefore, per the deed language and previous agreements between the Project Proponent and County/RLC, no mitigation is proposed for the 0.27 acre of permanent impact in this area of the Project.

Additionally, hydromodification of Drainage E and construction of the detention/water quality basin will mitigate downstream effects to MSHCP Conserved Lands/Cienega Canyon Preserve by allowing post-development hydrological flows to release in a way that mimics pre-development storm flows. In addition, the hydromodification requirement of the Project will allow for a longer seasonality and duration of flow to the downstream Preserve compared to the existing ephemeral characteristics of the drainage.

In order to prevent encroachment into the Preserve due vegetation management that may encroach of the 100-foot fuel modification break, the Wildlife Agencies requested the applicant install a robust metal-rail fence along the line demarcating the boundary between the Summerwind fuel break easement and the Preserve and to also affix signs along the fence that read, "Cienega Canyon Preserve: Vegetation Removal Prohibited Beyond this Fence. Questions? Contact RLC at [insert telephone number for RLC emergency point-of-contact]."

The Project proponent has contacted the RLC regarding the request that a fence to be installed on the 100-foot boundary shared between properties. The RLC has instructed the Project proponent that they do not want a fence on their property. However, to demarcate the beginning of the RLC Reserve, as a condition of approval, the Project will install a fence along the Summerwind property line and signs that say "RLC Reserve Property". Additionally, if approved by the RLC, a six-foot high by two-inch thick PVC-pipe will be installed every 200 feet along the edge of the fuel break area south of Singleton Road to indicate the limits of vegetation maintenance required to meet fuel modification measures.

Indirect Effects

The Project site is adjacent to Garden Air Wash and PLC 23, which is within MSHCP Conserved Lands owned by the RCA. This area potentially supports suitable riparian habitat for MSHCP riparian bird species and is utilized by local species as a movement corridor through the surrounding urban environment. Indirect effects from construction activities and development of the Project site may cause increases in noise, lighting, and modifications to downstream hydrology. Project design features will be implemented in order to reduce these indirect effects to Garden Air Wash, its riparian habitat, and MSHCP Conserved Lands. The Project will implement a stormwater treatment plan as part of its design, which will aid in preventing un-treated runoff from exiting the development and flowing into Garden Air Wash north of the Project site and RLC Conserved Lands in the southern Project boundary. The Project will construct two water-quality/detention basins within the development to capture and treat all stormwater and nuisance flows prior to exiting the Project site. Five separate down drains (v-ditches) will be installed around the Project site which will carry treated water to the bottom of the slopes. Each down drain will be approximately 45 feet long and 3 feet wide and will tie into 10 x 7.5 foot riprap aprons. These aprons will minimize erosion and prevent any stormwater or nuisance flows from entering adjacent lands. Additionally, the Project will adhere to avoidance and minimization measures would include keeping construction

activities/noise limited to daytime hours, directing lighting away from non-developed areas during construction, and using glare-shields around permanent lighting in order to limit the amount of illumination spreading to adjacent areas. Construction of the Project will adhere to the National Pollutant Discharge Elimination System (NPDES) and a Storm Water Pollution Prevention Plan (SWPPP) will be implemented during construction to keep sediment and nuisance flows from exiting the Project site. With the implementation of the water quality measures above, and measures contained in the Revised Project's regulatory agency permits, hydrological impacts are not expected to indirectly affect the adjacent Garden Air Wash.

Narrow Endemic Plant Species

No narrow endemic plants species were observed during focused surveys for Marvin's onion and many-stemmed dudleya; no impacts to these species would occur.

Burrowing Owls

No burrowing owls (BUOW) were detected within the Project site or within the 500-foot surrounding visual buffer. Therefore, no equivalency or mitigation measures are required in regard to burrowing owl for this Project. However, the Project site supports approximately 156.50 acres of potential suitable habitat [Non-native grasslands (151.80 acres) and Disturbed/Developed (4.70 acres) areas] for BUOW. As such, per MSHCP Objective 6 for burrowing owls, a qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls within 30 days prior to site disturbance. If burrowing owls are detected onsite, the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to the approval of the RCA and wildlife agencies. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary.

MSHCP Mammal Survey Area

The Project site is not located within a MSHCP Mammal Survey Area. As such, there are no MSHCP requirements pertaining to small mammals applicable to the Project, including focused surveys and avoidance/mitigation.

MSHCP Amphibian Survey Area

The Project site is not located within a MSHCP Amphibian Survey Area. As such, there are no MSHCP requirements pertaining to amphibians applicable to the Project, including focused surveys and avoidance/mitigation.

Delhi Sands flower-loving fly

The Project site is not located within Delhi soils mapped within the MSHCP baseline data, and therefore habitat assessments/focused surveys are not required for the Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*).

5.3.3 Changes in Circumstances/New Information

In the time since the 2005 EIR was certified, portions of the Summerwind Ranch Specific Plan (outside of the Project site) have been developed, and development has continued in the surrounding area. Such development was anticipated in the 2005 EIR. As described above, current biological resource conditions on the Project site are

similar to those identified in the EIR. No new sensitive species have been identified on the Project site since the EIR was adopted and the Revised Project is consistent with the MSHCP and has conveyed all land described in the EIR to the RLC and the RCA.

The RCA issued Joint Project Review (JPR) findings on April 16, 2024, and Wildlife Agency concurrence with RCA's JPR findings was provided on May 24, 2024. Following Wildlife Agency approval of the DBESP, the City requested review by RLC, which has been conducted and comments have been addressed. The Phase 2 DBESP is complete and no further action is required. The City, RCA and the Wildlife Agencies have agreed that the JPR and HANS processes have been fully addressed with respect to the Revised Project and that no JPR process or amendment is required for the Revised Project either with respect to past approvals by the City or with respect to changes that do not impact the development footprint of the Project site.

There are no changes in circumstances or new information of substantial importance that indicates that the Project would result in new significant impacts to biological resources or a substantial increase in the severity of previously identified significant impacts.

5.3.4 Conclusion

The EIR concluded that significant direct, indirect, and cumulative impacts to biological resources could occur, but would be less than significant after mitigation. Some of these impacts would occur in association with development of the Project, and as was the case for the project analyzed by the EIR, these impacts would be reduced to below a level of significance through the implementation of applicable mitigation measures previously identified in the EIR. MM BR2, BR3, BR4, BR5, BR7, BR8, BR9-2, BR10, and BR12 would be implemented for this Project. No new or increased significant impacts on biological resources not already fully disclosed and analyzed in the EIR would result from the Project, and all impacts related to biological resources would be reduced to a less than significant level. Additionally, there are no substantial changes to the circumstances under which the proposed modifications would be undertaken, and no new information of substantial importance regarding biological resources which was not known and could not have been known when the EIR was adopted has since been identified. Therefore, the proposed modifications do not meet the standards for a subsequent or supplemental EIR as provided pursuant to State CEQA Guidelines Sections 15162 and 15163, and an Addendum is appropriate pursuant to State CEQA Guidelines Section 15164.

5.4 Cultural Resources

5.4.1 Summary of EIR Analysis

Analysis of cultural resources impacts is contained in the EIR, Section 3.4, pages 3.4-1 through 3.4-7. Twelve cultural resources were identified within the Summerwind Ranch Specific Plan area, of which four resources (LSA-SUC-337-S-1/P-33-014999, LSA-SUC-337-S-6/P-33-015000, LSA-SUC-337-S-9/P-33-015001, and LSA-SUC-337-S-10/P-33-015002) within the approved impact area were determined to be significant resources under CEQA. Therefore, direct impacts to those four resources were determined to be potentially significant. Sites LSA-SUC-337-S-1/P-33-014999 and LSA-SUC-337-S-9/P-33-015001 are located to the west of the Town Center. Site LSA-SUC-337-S-6/P-33-015000, part of the Singleton Ranch Complex and Isolate LSA-SUC-337-I-2/P-33-015003, which is also part of the complex, as well as a segment of LSA-SUC-337-S-10/P-33-015002, a historic water conveyance feature, are located within the Summerwind Ranch Project site. Although an additional culturally sensitive site (CA-RIV-7296/P-33-007296) was identified outside of the impact area evaluated in the EIR, indirect impacts

associated with potential future vandalism were considered potentially significant based on the proximity of proposed development to the site. This site is located substantially west of (not adjacent to) the Town Center. Additionally, although isolates (transportable artifacts representing a single activity) are not considered significant under CEQA, mitigation for disturbance of an isolated pestle (Isolate LSA-SUC-337-I-3/P-33-013724) observed within the Town Center was nonetheless recommended. Mitigation requirements are detailed in the EIR Table 3.4-2 (reproduced below with modifications as applicable). The Location column of the table has been updated to indicate whether the site is located in the 2005 SP Area, SP-1A2, and/or the Project site, and revised to correctly indicate that Isolate LSA-SIC-337-I-3 is within the Town Center impact area. No significant cultural resources were identified within the Project Area (SP-1, A5) in the EIR. During grading activities in the Specific Plan area, for the Town Center, certain tribal cultural resources were discovered.

Summerwind EIR Table 3.4-2 (as modified)
CULTURAL RESOURCES MITIGATION MEASURES

Resource	Description	Location	Mitigation Measure
CA-RIV-7296/P-33-007296	Historic ranch complex	SP-1, A1 preservation area	Security fencing
LSA-SUC-337-S-1/P-33-014999	Historic refuse	SP-1, A1 impact area	Phase II test excavations
LSA-SUC-337-S-6/P-33-015000	Will Singleton Farm complex	SP-1, A1, A2 and A3 impact area	Evaluation, including research and oral histories
LSA-SUC-337-S-9/P-33-015001	Historic refuse deposit	SP-1, A1 impact area	Phase II test excavations
LSA-SUC-337-S-10/P-33-013724	Historic water conveyance feature	SP-1, A1 and A2 impact area (various portions)	Focused, intensive surveys; possibly Historic American Engineering Record documentation
LSA-SUC-337-I-3/P-33-013724	Prehistoric isolated pestle	SP-1, A1, A2 and A3 impact area	Collect and donate to a local historical society
Singleton Ranch Historic District/P-33-015004		SP-1, A1, A2, and A3 impact area (various portions)	Production of a popular history

The EIR concluded that implementation of the foregoing mitigation measures would reduce potential impacts to cultural (historic and prehistoric) resources to below a level of significance.

The paleontological investigation prepared in support of the EIR determined that significant paleontological resources were present in the Specific Plan area, with potential impacts identified as significant. MM CR2-1 through CR2-6 were required to reduce the impacts.

MM CR2-1 Preconstruction salvage of known exposed cultural resources shall be conducted.

MM CR2-2 Preconstruction field examination of fossil soil horizons with high potential for paleontological resources, and salvage of fossils as necessary shall be conducted.

MM CR2-3 A project specific sampling plan that will recover standard samples of fossiliferous paleosols in stratigraphic succession within the affected areas shall be developed. The sampling program will include 12 samples from the San Timoteo Formation and three from younger sediments. These samples will be prepared by water-washing through 20 and 30 mesh screens.

MM CR2-4 Excavation in sediments with undetermined potential shall be monitored 50 percent of the time; and if paleontological resources are identified, monitoring shall be changed to full time. Monitors shall be empowered to temporarily redirect earthmoving equipment while fossils are examined and removed. If multiple pieces of earthmoving equipment are working simultaneously or if excavation is conducted in widely separated areas, additional monitors shall be provided as necessary.

MM CR2-5 Fossils collected during the project shall be prepared to a reasonable point of identification. The samples shall be cleaned of excess sediment or matrix and housed in an accredited museum repository. A written fossil specimen repository agreement shall be arranged in advance of excavation monitoring.

MM CR2-6 A report documenting the results of the monitoring and salvage shall be prepared.

The EIR concluded that these measures would reduce all potential impacts to a less than significant level.

5.4.2 Analysis of the Revised Project's Modifications

As with the Approved Project, the Revised Project would not result in additional impacts to identified significant cultural resources, and no such resources occur within the area addressed by the proposed modifications (i.e., the Project site). The development impact area would remain the same, there are no changes in land uses, and the modified phasing and relocation of the school site would not alter the previously identified impacts to known cultural resources as documented in the site records included in the Cultural Resource Assessment prepared for the EIR (LSA 2004 [Appendix D-1 to EIR]). Additionally, an updated Cultural Resource Study was conducted for the Project area. Based upon the current project design, all significant elements of Site P-33-007296 are within an open-space preservation area and will not be impacted by the development. Sites P-33- 014999 and P-33-015001 are historic trash scatters. Site P-33-015002 consists of a series of water conveyance features spread out across the entirety of the SROVSP. Only two of the previously recorded water control features, Feature B and H are within the Summerwind Specific Plan area. Site P-33- 015004 was recorded as a potential historic district comprised of two ranch complexes (including P-33-007296), two trash scatters (P-33-014999 and P-33-015001), one historic isolate, and all the water control features recorded as P-33-015002. Although new water control features (Features Q and R) and two new trash scatters (Temp-1 and Temp-2) were identified during the current survey, these previously unidentified resources are consistent with Site P-33-015002 and the previously recorded P-33-014999 and P-33-015001. Therefore, the Project would not result in additional disturbance of currently unknown sensitive cultural resources and no new significant cultural resource impact or increase in the severity of previously identified significant impact would occur.

Similar to the description above for cultural resources, the Project would not result in a change to the development impact area and would not result in new impacts to currently unknown paleontological resources.

Upon implementation of MM CR2-1 through CR2-6 as identified in the EIR, potential impacts to sensitive paleontological resources would be reduced to a less than significant level.

5.4.3 Changes in Circumstances/New Information

In the time since the 2005 EIR was certified, portions of the Specific Plan (outside of the Project site) have been developed, and development has continued in the surrounding area. Such development was anticipated in the EIR. There have been no substantial changes in cultural and paleontological resource conditions within the area of the proposed modifications since the time of certification of the EIR.

Senate Bill 18 on Traditional Tribal Cultural Places was signed into law in September 2004 and went into effect on March 1, 2005. It places requirements upon local governments for development within or near traditional tribal cultural places (TTCP). SB 18 requires local jurisdictions to provide opportunities for involvement of California Native American tribes in the land planning process for the purpose of preserving TTCP. The Final Tribal Guidelines recommend that the California Native American Heritage Commission (NAHC) provide written information as soon as possible but no later than 30 days after receiving notice of the project to inform the lead agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond to a local government if they want to consult with the local government to determine whether the project would have an adverse impact on the TTCP. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, they would be included in the project's EIR.

SB 18 requires a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant TTCP prior to the adoption, revision, amendment, or update of a city's or county's general plan. In addition, SB 18 law also amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

The General Plan Amendments and Specific Plan Amendments associated with SP-1, A2 and SP-1, A3 triggered Native American consultation in accordance with the requirements of California SB 18. Therefore, the City of Calimesa sent out letters to Native American Tribes from the Native American Heritage Commission SB 18 list identifying the opportunity to consult on the SP-1, A2 project. Requests for Native American monitoring were incorporated into the Specific Plan as part of the SP-1, A2 project efforts to promote an integrated, responsible land use plan. They neither result from, nor would result in, new or substantially more severe significant environmental impacts than were disclosed in the certified EIR.Pursuant to SB 18, the City initiated a new SB 18 process for the Revised Project and sent notification of the Revised Project to the Native American tribes on May 31, 2023 with possible traditional or cultural affiliation to the area. Tribal information submitted to the City are kept confidential pursuant to Public Resources Code 21082.3(c)(1). The following tribes were included as part of the consultation process:

- 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 Cupeño Indians
- Morongo Band of Mission Indians

- Pala Band of Mission Indians
- Pechanga Band of Indians
- Quechan Tribe of the Fort Yuma Reservation
- Ramona Band of Cahuilla
- Rincon Band of Luiseno Indians
- Serrano Nation of Mission Indians
- San Manuel Band of Mission Indians
- Soboba Band of Luiseno Indians
- Santa Rosa Band of Cahuilla Indians
- Torres-Martinez Desert Cahuilla Indians

Subsequently, the City met with 4 of the tribes including Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, San Manuel Band of Mission Indians, and Soboba Band of Luiseno Indians. The tribes provided comments on the cultural report and recommendations for mitigation measures. In response to the information provided by the Tribes, the Project Applicant for Phases 2-5 has agreed to prepare a Cultural Resource Implementation and Monitoring Plan which includes tribal monitoring. Following additional discussions with the Tribes, the City has incorporated 12 conditions of approval required for the Project summarized by condition number and title only, below:

- CUL-01: Tribal Monitoring Agreement
- CUL-02: Number of Monitors
- CUL-03: Retention of an Archaeologist
- CUL-04: Contractor Education Program
- CUL-05: Discovery of Unanticipated Resources
- CUL-06: Discovery of Human Remains
- CUL-07: Non-Disclosure of Reburial Location
- CUL-08: Final Disposition of Collected Resources
- CUL-09: Reporting
- TCR-01: Discovery of Tribal Cultural Resources
- TCR-02: Treatment of Tribal Cultural Resources
- TCR-03: Disposition of Tribal Cultural Resources

Although Native American artifacts were identified at the Town Center during excavation, this was anticipated in the EIR. Therefore, no changes in circumstances and no new information of substantial importance relative to cultural resources have been identified.

Similarly, no changes in circumstances and no new information of substantial importance relative to paleontological resources have been identified.

5.4.4 Conclusion

None of the proposed modifications involve new significant impacts or a substantial increase in previously identified significant impacts disclosed and analyzed in the EIR related to cultural and paleontological resources. Tribal cultural resources were discovered during grading activities in the Specific Plan area for the Town Center.

Sensitive cultural and Tribal resources information are kept confidential from public record. In order to ensure proper treatment of sensitive cultural and Tribal resources and implement MM CR2-1, the Project Applicant has agreed to implement a Cultural Resource Implementation and Monitoring Plan which includes tribal monitoring. All of the Revised Project's impacts relating to paleontological and cultural resources, specifically including tribal cultural resources, would be less than significant after implementation of MM CR2-1 through CR2-6, as was the case in the EIR. Therefore, the proposed modifications do not meet the standards for a subsequent or supplemental EIR as provided pursuant to State CEQA Guidelines Sections 15162 and 15163, and an Addendum is appropriate pursuant to State CEQA Guidelines Section 15164.

5.5 Geology and Soils

5.5.1 Summary of EIR Analysis

Analysis of geology/soils impacts is contained in the EIR, Section 3.5, pages 3.5-1 through 3.5-9. The EIR identified potentially significant impacts related to ground stability during seismic events, including liquefaction, subsidence, and landslides. The EIR includes MM GS1-1 (as revised) through GS1-3 and GS2-1 through GS2-4.

MM GS1-1 The removal of all topsoil, partially saturated alluvium, colluvium, and highly weathered older alluvium and San Timoteo Formation shall be required under all structural fill areas per the geotechnical engineer's recommendation ~~from an estimated range of 1 to 40 feet~~.

MM GS1-2 Unsuitable soils shall be excavated and compacted using conventional grading techniques.

MM GS1-3 Post-Tensioned slab/foundation systems shall be used for all structures to be constructed over areas of shallow groundwater and left-in-place alluvium.

MM GS2-1 Proper grading in accordance with the State of California Special Publication 117 shall be required of all sloped terrain.

MM GS2-2 Conventional shallow foundations and slab-on-grade or post-tensioned slab/foundations shall be utilized for single-family residential structures.

MM GS2-3 Project mass grading and rough grading for individual development projects shall be done in conformance with a detailed Geotechnical and Soils Engineering Study. The study shall be approved by the City Engineer prior to issuance of grading permits and shall address potential hazards associated with ground shaking, secondary seismic hazards, slope stability, and public safety. Such studies shall:

- Conform to code requirements, standards and guidelines of the City of Calimesa;
- Fully and accurately reflect site conditions and hazards; and
- Include all mitigation measures necessary for reducing risks posed by geologic hazards on the project site.

MM GS2-4 All site grading shall be accomplished under the supervision of certified engineering geologist.

The EIR concluded that these mitigation measures, which would require that appropriate design features be incorporated into the proposed project plans and specifications, would reduce impacts to below a level of significance.

5.5.2 Analysis of the Revised Project's Modifications

In the time since the 2005 EIR was certified, portions of the Summerwind Ranch Specific Plan (outside of the Project site) have been developed, and development has continued in the surrounding area. Such development was, however, anticipated in the EIR. However, there have been no substantial changes in geology and soil conditions within the area of the proposed modifications since the adoption of the EIR. Additionally, no new information of substantial importance regarding known geological and soil hazards, conditions, or resources has become available. Therefore, no changes in circumstances and no new information of substantial importance relative to geology and soil resources have been identified.

5.5.3 Changes in Circumstances/New Information

The Revised Project would not substantially alter impacts related to geology or soils. As described above, the Project would be required to comply with MM GS1-1 (as revised) through MM GS2-4. As mandated by MM GS2-3 in the EIR, a site-specific, Supplemental Geotechnical Investigation with updated remedial grading and earthwork recommendations will be prepared. Recommendations from this report would be incorporated into the design and construction of the Project to address potential geologic and soil hazards, to the satisfaction of the City. Therefore, impacts related to geology and soils from the proposed modifications would be less than significant, and no further mitigation is required.

5.5.4 Conclusion

None of the Revised Project's proposed modifications involves new significant impacts or a substantial increase in previously identified impacts disclosed and analyzed in the EIR related to geology and soils. Additionally, there are no substantial changes to the circumstances under which the proposed modifications would be undertaken, and no new information of substantial importance regarding geological resources which was not known and could not have been known when the 2005 EIR was certified or subsequent Addenda adopted has since been identified. All of the Revised Project's impacts related to geology and soils will be less than significant after implementation of MM GS1-1, GS1-2, GS2-1, GS2-3 and GS2-4, as was the case in the EIR. Therefore, the proposed modifications do not meet the standards for a subsequent or supplemental EIR as provided pursuant to State CEQA Guidelines Sections 15162 and 15163, and an Addendum is appropriate pursuant to State CEQA Guidelines Section 15164.

5.6 Hydrology and Water Quality

5.6.1 Summary of EIR Analysis

Analysis of hydrology and water quality impacts are contained in the EIR, Section 3.6, pages 3.6-1 through 3.6-9. The EIR concluded that the project had the potential to result in significant impacts related to surface drainage during construction, as well as operational impacts related to increased runoff and erosion due to increased impermeable surfaces. The EIR requires implementation of MM HW1-1 and HW1-2.

MM HW1-1 Construction and development of all phases shall comply with the National Pollutant Discharge Elimination System (NPDES) regulations. Prior to the issuance of a grading permit, applicants shall

demonstrate compliance with NPDES Storm Water Permit requirements to the satisfaction of the City of Calimesa. Applicable BMP provisions as developed through the specific plan drainage concept and City requirements shall be incorporated into the NPDES Permit.

MM HW1-2 Individual projects within the specific plan area shall be reviewed by the City of Calimesa for the inclusion of appropriate structural and non-structural BMPs to control storm water discharges and protect water quality. Structural controls may include, but are not limited to filtration, common area efficient irrigation, common area runoff-minimizing landscape design, velocity dissipation devices, oil/grease separators, inlet trash racks, and catch basin stenciling. Non-structural BMPs can include education for property owners, tenants and occupants, activity restrictions, common area landscape management, litter control, and catch basin inspection, BMP maintenance; and street sweeping.

The following are examples of BMPs that may be included within NPDES permit requirements for individual projects:

- Use of sandbags and temporary desilting basins during project grading and construction during the rainy season (October through April) to prevent discharge of sediment-laden runoff into storm water facilities.

- Installation of landscaping as soon as practicable after completion of grading to reduce sediment transport during storms. Or application of approved soil binders on graded building pads if they are not built upon before the onset of the rainy season.

- Incorporation of structural BMPs (e.g., grease traps, debris screens, continuous deflection separators, oil/water separators, drain inlet inserts) into the project design to provide detention and filtering of contaminants in urban runoff from the developed site prior to discharge to storm water facilities.

The City shall review subsequent development projects within the specific plan area for the application of BMPs to reduce water pollution from urban runoff. The specific measures to be applied shall be determined in conjunction with review of required project hydrology and hydraulic studies, and shall conform to City standards and any Drainage Area Management Plan under the NPDES program.

These measures require demonstration of compliance with NPDES regulations and inclusion of appropriate structural and non-structural BMPs to control storm water discharges and protect water quality, with specific measures to be determined in conjunction with review of required project hydrology and hydraulic studies and in conformance with City standards and any Drainage Area Management Plan under the NPDES program. Based on the implementation of these mitigation measures, impacts related to hydrology and water quality were determined to be less than significant.

5.6.2 Analysis of the Revised Project's Modifications

The Revised Project would not substantially alter impacts related to hydrology and water quality. Construction activities would be consistent with those previously anticipated and therefore would not result in increased

impacts. The Revised Project is changing the phasing within the Project site boundaries but without changing the land uses. Thus, the amount and quality of runoff from Project development would be comparable to that previously analyzed. Each parcel within the Project site would be responsible for providing stormwater treatment for itself, and accordingly stormwater treatment for the Revised Project, as with the Approved Project, would be accomplished via BMP mitigation measures.

In accordance with MM HW1-1 and MM HW1-2 as well as other applicable City requirements, preliminary drainage studies and project specific water quality management plans would be prepared for each of the Revised Project's proposed development areas. Implementation of the EIR mitigation measures, including preparation of the noted studies, incorporation of their recommendations, and subsequent preparation and implementation of a project-specific Storm Water Pollution Prevention Plan would reduce potential impacts to hydrology and water quality to a less than significant level.

5.6.3 Changes in Circumstances/New Information

Since the 2005 EIR was certified, portions of the Summerwind Ranch Specific Plan (outside of the Project site) have been developed, and development has continued in the surrounding area. Such development was, however, anticipated in the EIR. There have been no substantial changes in hydrology or water quality conditions within the Project site since the time of the certification of the EIR. Additionally, no new information of substantial importance regarding hydrology or water quality has become available. In fact, the regulations addressing these issue areas have become more stringent, and the Revised Project would be required to comply with the regulations in effect at the time of development. Therefore, no changes in circumstances and no new information of substantial importance that would result in increased impacts relative to hydrology or water quality have been identified.

5.6.4 Conclusion

None of the proposed modifications would involve new significant impacts or a substantial increase in previously identified impacts disclosed and analyzed in the EIR related to hydrology and water quality. Additionally, there are no substantial changes to the circumstances under which the proposed modifications would be undertaken, and no new information of substantial importance regarding hydrology and water quality which was not known and could not have been known when the 2005 EIR was certified and subsequent Addenda were approved has since been identified. As with the Approved Project, all of the Revised Project's impacts on hydrology and water quality would be less than significant with implementation of MM HW1-1 and MM HW1-2, as was the case in the EIR. Therefore, the proposed modifications do not meet the standards for a subsequent or supplemental EIR as provided pursuant to State CEQA Guidelines Sections 15162 and 15163, and an Addendum is appropriate pursuant to State CEQA Guidelines Section 15164.

5.7 Land Use and Planning

5.7.1 Summary of EIR Analysis

Analysis of land use and planning impacts is contained in EIR Section 3.7, pages 3.7-1 through 3.7-6. The analysis contained therein concluded that impacts related to land use and planning would be less than significant. Therefore, no mitigation measures were required.

5.7.2 Analysis of the Revised Project's Modifications

The Revised Project requires a General Plan Amendment to: 1) to modify the Land Use Plan (Figure LU-1) to modify the location of residential, school, park and open space designations and to remove the Water Reclamation Facility to be consistent with the current approved TTM 33536 and proposed amended TTM 33536; and 2) modify Figure TM-1 – Circulation Map and Figure OSPR2 – Proposed Multi-Use Trail System. The Revised Project's proposed General Plan Amendments would not include changes to the type and quantities of land uses on the Project site. Relocation of the school site from Planning Area B-11 to B-6 is proposed to meet the Beaumont Unified School District's school site planning criteria, which requires a minimum 12 net acre site to front a minimum of two collector roads. As detailed throughout this Addendum, the Revised Project retains the General Plan residential and school site land use designations for the development of the Project site and would not result in new or increased significant environmental impacts not already fully disclosed and analyzed in the EIR. The proposed change in phasing would not introduce land uses not envisioned in the EIR or land uses that are not compatible with the proposed surrounding land uses. No new or increased significant environmental impacts related to land use and planning would result from the Project that were not already fully disclosed in the 2005 EIR and approved Addenda, and impacts would remain less than significant.

5.7.3 Changes in Circumstances/New Information

Since the 2005 EIR was certified, portions of the Specific Plan Area (outside of the Project site) have been developed, and development has continued in the surrounding area. Such development was, however, anticipated in the EIR and the City's General Plan. The City's General Plan was updated in 2014, but the updates did not include modifications to the area addressed by the Specific Plan. The Specific Plan's analysis of consistency with the General Plan addresses the City's current General Plan policies. There have been no substantial changes in land use and planning policies or requirements within the area of the Project site since the time of the certification of the 2005 EIR and the adoption of subsequent Addenda that would increase the severity of land use and planning impacts. Additionally, no new information of substantial importance regarding land use has become available. Therefore, there have been no changes in circumstances and no new information of substantial importance relative to the Revised Project's potential impacts relating to land use.

5.7.4 Conclusion

None of the Revised Project's proposed modifications involve new significant impacts or a substantial increase in previously identified impacts not already disclosed and analyzed in the EIR related to land use and planning. Additionally, there are no substantial changes to the circumstances under which the proposed modifications would be undertaken, and no new information of substantial importance regarding land use and planning which was not known and could not have been known when the EIR was approved has since been identified. The Revised Project's impacts relating to land use would be less than significant, as was the case with the EIR. Therefore, the proposed modifications do not meet the standards for a subsequent or supplemental EIR as provided pursuant to State CEQA Guidelines Sections 15162 and 15163, and an Addendum is appropriate pursuant to State CEQA Guidelines Section 15164.

5.8 Noise

5.8.1 Summary of EIR Analysis

Analysis of noise impacts is contained in the EIR, Section 3.8, pages 3.8-1 through 3.8-20. The EIR concluded that potentially significant noise impacts would occur related to construction noise. The EIR requires implementation of MM N1-1 through N1-4.

MM N1-1 During all project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

MM N1-2 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction related noise sources and noise sensitive receptors nearest the project site during all project construction.

MM N1-3 The construction contractor shall limit all construction related activities that would result in high noise levels according to the construction hours to be determined by City staff.

MM N1-4 The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

The EIR concluded that upon implementation of these mitigation measures, impacts would be less than significant. The EIR also concluded that operational noise impacts, including off-site traffic related noise, would be less than significant.

5.8.2 Analysis of the Revised Project's Modifications

The proposed change in phasing would not result in additional noise impacts during construction. Implementation of the Revised Project would involve the same general construction activities and equipment in the same general locations as what was assumed in the EIR; therefore, construction noise would be similar to what was evaluated in the EIR. Consistent with the conclusions of the EIR, with the implementation of MM N1-1 through N1-4, and construction noise impacts would remain less than significant.

The proposed modifications would not change any land uses or development potential allowed within the Specific Plan with the exception of moving the school site from Planning Area B-11 to B-6 and revising a divided collector and intersection location at Singleton. The school site on Planning Area E-8 (as designated in Amendment No. 5) is retained and is designated as an elementary school site. The timing of the school construction is unknown at this time; however, as noted above, buildout of the residential units in Phase 2 is anticipated to be completed before the construction of the school because the need for a school at this location will require occupied residences. The change in the school location from Planning Area B-11 to B-6 would not result in new or increased significant impacts to construction or operational noise emissions. In addition, the relocation of the proposed

school would result in similar impacts to sensitive receptors as disclosed in the EIR and the Revised Project would not result in new or increased significant impacts to sensitive receptors as no change in use would occur.

Additionally, the Revised Project would result in an overall decrease in vehicle trips in the Specific Plan area (see Section 5.10, below). Therefore, stationary and traffic noise levels would not increase compared to those previously analyzed in EIR. Consistent with the conclusions of the EIR, operational noise impacts would remain less than significant. Therefore, the Revised Project would not result in any new or increased significant impacts not fully disclosed and analyzed in the EIR.

5.8.3 Changes in Circumstances/New Information

The City has adopted limitations on the use of construction equipment Monday through Friday from 7:00 AM to 7:00 PM, and weekends, 10:00 AM to 5:00 PM (CMC Health & Safety Code, Section 8.15.080 Construction Equipment). Compliance with this updated municipal code would provide greater noise protection than implementation of MM N1-3 and would further ensure that noise impacts are consistent with, or less than, the impacts that were analyzed in the EIR. There have been no other substantial changes in noise or vibration policies or requirements within the area of the proposed modifications since the time of the certification of the 2005 EIR and adoption of subsequent Addenda. Modeling of operational noise levels takes future conditions into account. Typical noise sources for residential uses (e.g. landscape equipment, parking lot noise, etc.) have not changed and are not considered significant. Additionally, no new information of substantial importance regarding noise or vibration has become available. Therefore, no changes in circumstances and no new information of substantial importance relative to noise or vibration have been identified.

5.8.4 Conclusion

None of the proposed modifications involve new significant impacts or a substantial increase in previously identified impacts disclosed and analyzed in the EIR related to noise and vibration. Additionally, there are no substantial changes to the circumstances under which the proposed modifications would be undertaken, and no new information of substantial importance regarding noise and vibration which was not known and could not have been known when the EIR was approved has since been identified. The Revised Project's noise impacts would all be less than significant after implementation of MM N1-1 through N1-4, as was the case in the EIR. Therefore, the proposed modifications do not meet the standards for a subsequent or supplemental EIR as provided pursuant to State CEQA Guidelines Sections 15162 and an Addendum is appropriate pursuant to State CEQA Guidelines Section 15164.

5.9 Public Services

5.9.1 Summary of EIR Analysis

Analysis of public services impacts is contained in the EIR, Section 3.9, pages 3.9-1 through 3.9-12. The EIR concluded that an increase in demand for fire protection services, police protection services, schools, and library services would occur. In particular, the EIR identified that buildout of the Approved Project would increase demand for fire protection services and identified that Riverside County Fire Department (RCFD) would have a need for additional fire facilities to serve the Approved Project. Similarly, the Approved Project would result in increase demand for police protection services and the EIR identified a future City Hall/Public Safety facility to house police facilities. The EIR also provided that demand for additional police services and facilities would be met

in part by project development revenues accruing to the General Fund. With respect to increased demand for schools as a result of the Approved Project, the Approved Project designated three school sites within the Specific Plan Area, to be acquired by Beaumont Unified School District. The EIR concluded that the Approved Project would result in an increase in the amount of open space and dedicated park land, exceeding the City's requirement of five acres of parkland per 1,000 residents. With respect to library resources, the EIR found that then existing library resources and services did not meet then-current residential demands and that buildout of the Approved Project would exacerbate the problem and impacts would be potentially significant. The EIR also evaluated future potential locations of a fire station, police station, civic center, and/or library in the Town Center (also see EIR, Figure 2-13). The EIR requires implementation of MM PS1-1 through PS1-5, PS2, PS3-1, PS3-2, and PS5.

MM PS1-1 Developer impact fees shall be paid to contribute to the cost of new fire facilities, and equipment to offset the increase in fire services demand.

MM PS1-2 The City shall coordinate with the Fire District to evaluate potential new station sites within the area of the proposed project to provide adequate response times for emergency services.

MM PS1-3 Prior to construction, the developer shall contact the Fire District for verification of current fire protection development requirements. All new construction shall comply with all applicable statutes, codes, ordinances, and/or Fire District standards.

MM PS1-4 Water lines within the project site shall be designed to meet the fire requirements.

MM PS1-5 Fire hydrants shall be designed and placement specified by the Fire District at the time water lines to the project area are built or as a condition of development project approval.

MM PS2 Police impact fees shall be paid to cover capital costs associated with the creation of additional facilities and improvements to service at the Summerwind at Oak Valley project site.

MM PS3-1 Developers/builders within the plan area shall work with Beaumont Unified School District (BUSD) to plan school service for the proposed development.

MM PS3-2 Prior to issuance of building permits for each phase of development, project developers shall pay statutory developer fees to the BUSD and/or provide land and improvements pursuant to the requirements established in SB 50. The amount of fees or special taxes to be paid or land and improvements to be provided will be determined based on the established state formula for determining construction costs.

[There is no mitigation measure MM PS4.]

MM PS5 Project developers shall contribute impact fees either toward expansion of existing library facilities or construction of new facilities. The proposed development agreement for the project shall include the specific details of the agreement between the City and the developer on satisfying the requirements of this mitigation measure.

With implementation of these measures, the EIR concluded that impacts to public services would be less than significant.

5.9.2 Analysis of the Revised Project's Modifications

The Revised Project would not substantially alter the demand for fire or police services. The change in phasing would not generate additional service demand such that additional public facilities beyond those previously anticipated would be required. Specifically, the development potential would remain consistent with that analyzed in the EIR, which was found to not result in a significant increase in service demand relative to the uses analyzed in the EIR. Upon implementation of MM PS1-1 through PS2, PS3-2, and PS5, and with construction of the fire station in the Town Center, all of the Revised Project's impacts to public services would be less than significant. Additionally, although the allocation of parkland per phase has changed, the Revised Project would continue to provide an increased amount of open space and dedicated park land to the City.

5.9.3 Changes in Circumstances/New Information

Subsequent to preparation of the EIR, the City formed its own Fire Department. This Department has been planned based on anticipated development in the area, and as noted above, the Approved Project would provide a site for a new fire station as stated in the revised PS1-2, within the Town Center as well as contribute impact fees to fund fire apparatus and equipment. Therefore, this change in circumstances would not result in a new significant impact or increase in the severity of a previously identified significant impact. There are no other changes with respect to the circumstances under which the proposed modifications would be undertaken, and there is no new information of substantial importance that has become available relative to public services.

5.9.4 Conclusion

Based on the above, no new significant public service impacts or a substantial increase in previously identified impacts disclosed and analyzed in the EIR a would occur as a result of the proposed modifications. All of the Revised Project's impacts on public services would be less than significant with implementation of MM PS1-1 through PS2 and PS3-2, as was the case with EIR. Additionally, other than formation of the City's own Fire Department (which would not result in a new significant impact or increase in the severity of a previously identified significant impact) , there are no substantial changes to the circumstances under which the proposed modifications would be undertaken, and no new information of substantial importance regarding public services which was not known and could not have been known when the EIR was approved has since been identified.

Long-term demand for public service and facilities would be met in part by development revenues accruing to the General Fund. Furthermore, the Project Applicant is required to pay development impact fees prior to issuance of building permits, which would offset impacts to public facilities (e.g., police, fire, library and park fees) and to pay school fees and/or provide land for future schools which would offset impacts to school facilities. The imposition of such fees would ensure impacts are less than significant. Therefore, the proposed modifications do not meet the standards for a subsequent or supplemental EIR as provided pursuant to State CEQA Guidelines Sections 15162, and an Addendum is appropriate pursuant to State CEQA Guidelines.

5.10 Transportation

5.10.1 Summary of EIR Analysis

Analysis of impacts related to transportation and traffic is contained in the EIR, Section 3.10, pages 3.10-1 through 3.10-83. The EIR concluded that the Approved Project could result in significant direct and cumulative impacts to intersection level of service (LOS). The EIR requires implementation of mitigation measures that are specified for

residential and Town Center development, for Phase 1 (residential only; MM T1-1 through T1-13), Phase 2 (MM T2-1 through T2-16), Phase 3 (MM T3-1 through T3-26), 2030 conditions (MM T4-1 through T4-18), General Plan build-out (MM T5-1 through T5-9), and cumulative conditions (MM T6-1 and T6-2).

MM T1-1 Traffic signals and turn lane improvements ~~left turn lane striping~~ at the I-10 Freeway/Cherry Valley Boulevard Interchange ramp intersections shall be installed.

MM T1-2 Traffic signals and turn lane improvements shall be installed at the following intersections (Figure 3.10-33):

- Roberts Road at Cherry Valley Boulevard
- ~~Realigned Desert Lawn Drive ("G" Street) at Cherry Valley Boulevard~~

MM T1-3 The extension of "J" Street (Cherry Valley Boulevard) shall be constructed from the I-10 Southbound Ramps to Roberts Road as an interim two-lane 32-foot pavement section.

MM T1-4 "J" Street shall be constructed from Roberts Road to the realigned Desert Lawn Drive ("G" Street) at its ultimate half-section width as an Urban Arterial roadway (134-foot ROW) adjacent to the project.

MM T1-5 "J" Street shall be constructed from the realigned Desert Lawn Drive ("G" Street) to the TAZ "G" south boundary at its ultimate full-section width as a Secondary roadway (88-foot ROW).

MM T1-6 "J" Street shall be constructed from the TAZ "G" south boundary to Champions Drive as an interim two-lane 32-foot pavement section.

MM T1-7 Champions Drive shall be constructed from its terminus to "J" Street as an interim two-lane 32-foot pavement section.

MM T1-8 The realignment of Desert Lawn Drive shall be constructed from "J" Street to the TAZ "G" east boundary at its ultimate half-section width as a Secondary roadway (88-foot ROW) adjacent to the project.

MM T1-9 The realignment of Desert Lawn Drive shall be constructed from the TAZ "G" east boundary to its existing alignment adjacent to I-10 Freeway as an interim two-lane 32-foot pavement section.

MM T1-10 "G" Street shall be constructed from "J" Street to the TAZ "A" south boundary at its ultimate full-section width as a Secondary roadway (88-foot ROW).

MM T1-11 Roberts Road shall be constructed from "J" Street to the TAZ "D" west boundary at its ultimate half-section width as an Arterial roadway (110-foot ROW) adjacent to the project.

MM T1-12 Roberts Road shall be constructed from the TAZ "D" west boundary to the TAZ "H" south boundary as an interim two-lane 32-foot pavement section.

MM T1-13 Ultimate Roberts Road improvements shall be constructed north of Singleton Road along the Project frontage. South of Singleton Road along the Project frontage, Roberts Road shall be constructed to a level of interim improvements that include its ultimate half-section on the west side of the road, with lane improvements consistent with Exhibit 15 of the Access Study (Addendum Attachment B). Extend Roberts Road south to Cherry Valley Boulevard with an interim two-lane cross section as a secondary/emergency access roadway, per City staff request.

MM T2-1 For Calimesa Boulevard at Singleton Road (intersection 4), construct interim traffic signal improvements with lane geometry illustrated on Exhibit 16 of the Access Study (Addendum Attachment B).

For Calimesa Boulevard at Singleton Road (intersection 4), provide 2nd eastbound and westbound through lanes, and modify the traffic signal implemented previously in conjunction with Tentative Parcel Map No. 37862, Lots 1 to 6 (if not already accommodated in earlier phases).

MM T2-2 A traffic signal and turn lane improvements shall be installed at the intersection of Roberts Road/Woodhouse Road and Singleton Road.

MM T2-3 The extension of Singleton Road from Roberts Road to San Timoteo Canyon Road shall be constructed as an interim two-lane section.

MM T2-4 Singleton Road from the TAZ "T" west boundary to TAZ "N" Access Driveway shall be constructed at its ultimate half-section width as a Secondary roadway (88-foot ROW).

MM T2-5 "A" Street from Singleton Road to the TAZ "O" north boundary shall be constructed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).

MM T2-6 "A" Street from the TAZ "O" north boundary to "B" Street shall be constructed at its ultimate half-section width as a Divided Collector roadway (78-foot ROW).

MM T2-7 "B" Street from the TAZ "M" north boundary to "A" Street shall be constructed at its ultimate half-section width as a Divided Collector roadway (78-foot ROW).

MM T2-8 "B" Street from "A" Street to the TAZ "M" west boundary shall be constructed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).

MM T2-9 "B" Street west of the TAZ "M" west boundary along the TAZ "N" north boundary shall be constructed at its ultimate half-section width as a Divided Collector roadway (78-foot ROW).

MM T2-10 The Developer shall participate in the I-10 Freeway/Cherry Valley Boulevard Interchange improvement project.

MM T2-11 For Calimesa Boulevard at Singleton Road (intersection 4), provide 2nd eastbound and westbound through lanes, and modify the traffic signal implemented previously in conjunction with Tentative Parcel Map No. 37862, Lots 1 to 6 (if not already accommodated in earlier phases).

MM T2-12 Turn lane improvements shall be provided at the intersection of Roberts Road and "J" Street (Cherry Valley Boulevard).

MM T2-13 "J" Street shall be widened from the I-10 Southbound ramps to Roberts Road at its ultimate half-section width as an Urban Arterial roadway (134-foot ROW).

MM T2-14 Roberts Road from "J" Street to the TAZ "D" west boundary shall be completed at its ultimate full-section width as an Arterial roadway (110-foot ROW).

MM T2-15 Roberts Road shall be widened from the TAZ "D" west boundary to the TAZ "C" north boundary at its ultimate half-section width as an Arterial roadway (110-foot ROW).

MM T2-16 Singleton Road from Roberts Road/Woodhouse Road to the TAZ "T" west boundary shall be constructed at its ultimate half-section width as an Arterial roadway (110-foot ROW).

MM T3-1 The Developer shall participate in the I-10 Freeway/Singleton Road Interchange improvement project.

MM T3-2 The Developer shall participate in providing turn lane improvements at the I-10 Freeway/Cherry Valley Boulevard Interchange.

MM T3-3 Traffic signals and turn lane improvements shall be installed at the following intersections:

- "C" Street at Singleton Road
- "A" Street at Singleton Road

MM T3-4 Roberts Road from the TAZ "B" south boundary to the TAZ "C" north boundary shall be completed at its ultimate full-section width as an Arterial roadway (110-foot ROW).

MM T3-5 Roberts Road shall be widened from the TAZ "C" north boundary to the ~~TAZ "B" north~~Project south boundary at its ultimate half-section width as an Arterial roadway (110-foot ROW).

MM T3-6 Singleton Road from its Phase 2 terminus (see Exhibit 1-D) to "C" Street shall be constructed at its ultimate half-section width as a Secondary roadway (88-foot ROW).

MM T3-7 Singleton Road from "C" Street to San Timoteo Canyon Road shall be constructed as an interim two-lane 32-foot pavement section.

MM T3-8 "C" Street from Singleton Road to the TAZ "I" north boundary shall be constructed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).

MM T3-9 "C" Street from the TAZ "I" north boundary to "B" Street shall be constructed at its ultimate half-section width as a Divided Collector roadway (78-foot ROW).

MM T3-10 "C" Street from "B" Street to Roberts Road shall be constructed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).

MM T3-11 Roberts Road from "C" Street to the TAZ "S" north boundary shall be constructed at its ultimate half-section width as an Arterial roadway (110-foot ROW).

MM T3-12 Complete "B" Street from "C" Street to the TAZ "I" east boundary at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).

MM T3-13 "B" Street from "A" Street to "C" Street shall be completed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).

MM T3-14 "A" Street from "B" Street to the TAZ "V" south boundary shall be completed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).

MM T3-15 Participate in funding to implement the new westerly half of the existing I-10 interchange at Singleton Road, which includes (1) the eastbound off ramp from I-10 to Singleton Road, (2) the westbound on ramp to I-10 from Singleton Road, and (3) realignment of Calimesa Boulevard to move the Calimesa Boulevard / Singleton Road intersection further east of the I-10 westbound ramps intersection on Singleton Road (currently a City CIP project).

For I-10 Eastbound Ramps at Singleton Road (intersection 2), construct interim traffic signal improvements with lane geometry illustrated on Exhibit 16 of the Access Study (Addendum Attachment B).

For I-10 Westbound Ramps at Singleton Road (intersection 3), construct interim traffic signal improvements with lane geometry illustrated on Exhibit 16 of the Access Study (Addendum Attachment B).

Widen and/or reconstruct the I-10/Singleton interchange bridge to provide at least 2 through lanes in each direction, with dual eastbound left turn lanes approaching the I-10 westbound on-ramp (intersection 3).

MM T3-16 The Developer shall participate in providing turn lane improvements at the I-10 Freeway/Cherry Valley Boulevard Interchange.

MM T3-17 For Roberts Road at Singleton Road (intersection 5), construct interim traffic signals and provide at least the following lanes (interim design subject to City determination):

- Northbound – 1 left turn lane, 1 through lane, and 1 right turn lane
- Southbound – 1 left turn lane, 2 through lanes, and 1 right turn lane
- Eastbound – 1 left turn lane, 2 through lanes, and 1 right turn lane
- Westbound – 1 left turn lane, 2 through lanes, and 1 right turn lane

For Roberts Road at Singleton Road (intersection 5), modify traffic signal to provide a northbound right turn overlap signal phase (if not already accommodated in earlier phases) and provide an additional southbound left turn lane, an additional westbound left turn lane, and 2nd northbound through lane.

MM T3-18 Turn lane improvements shall be provided at the following intersections:

- Roberts Road at "J" Street (Cherry Valley Boulevard)
- ~~Realigned Desert Lawn Drive ("G" Street) at "J" Street (Cherry Valley Boulevard)~~

MM T3-19 Turn lane improvements shall be provided at the following intersections:

- Roberts Road at "J" Street (Cherry Valley Boulevard)
- Realigned Desert Lawn Drive ("G" Street) at "J" Street (Cherry Valley Boulevard)

MM T3-20 The realigned Desert Lawn Drive from "J" Street to the TAZ "F" east boundary shall be completed at its ultimate full-section width as a Secondary roadway (88-foot ROW).

MM T3-21 Roberts Road shall be widened from the TAZ "U" south boundary to Singleton Road its ultimate half-section width as an Arterial roadway (110-foot ROW).

MM T3-22 Between the eastbound I-10 Ramps/Singleton Road intersection and the Roberts Road/Singleton Road intersection, Singleton Road shall be constructed to a level of interim improvements that include its ultimate half-section on the north side of the road, with lane improvements consistent with Exhibits 15 and 16 of the Access Study (Addendum Attachment B).

MM T3-23 Roberts Road from Singleton Road to the TAZ "S" north boundary shall be constructed at its ultimate full-section width as an Arterial roadway (110-foot ROW).

MM T3-24 Ultimate Singleton Road improvements shall be completed from the western Project boundary to Roberts Road.

MM T3-25 "F" Street from Roberts Road to Singleton Road shall be constructed at its ultimate half-section width as a Major roadway (100-foot ROW).

MM T3-26 The realignment of Roberts Road south of Singleton Road shall be constructed as an interim 32-foot pavement section.

MM T4-1 The Developer shall participate in the northerly extension of Roberts Road from the northerly Summerwind Ranch project boundary to "D" Street (southerly Fiesta Property boundary) on a fair share basis.

MM T4-2 The Developer shall participate in providing turn lane improvements at the following locations:

- I-10 Freeway/Cherry Valley Boulevard Interchange
- I-10 Freeway/Singleton Road Interchange

MM T4-3 Traffic signals and turn lane improvements shall be installed at the following intersections:

- "C" Street at Singleton Road
- Roberts Road at "C" Street

MM T4-4 Turn lane improvements shall be provided at the following intersections:

- Singleton Road at San Timoteo Canyon Road
- Realigned Desert Lawn Drive ("G" Street) at "J" Street (Cherry Valley Boulevard)

MM T4-5 Singleton Road from the TAZ "P" west boundary to "A" Street shall be completed at its ultimate full-section width as an Arterial roadway (110-foot ROW).

MM T4-6 Singleton Road from "A" Street to San Timoteo Canyon Road shall be completed at its ultimate full-section width as a Secondary roadway (88-foot ROW).

MM T4-7 Roberts Road from the TAZ "S" north boundary to the TAZ "K" north boundary shall be completed at its ultimate full-section width as an Arterial roadway (110-foot ROW).

MM T4-8 "C" Street from the TAZ "I" north boundary to "B" Street shall be completed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).

MM T4-9 San Timoteo Canyon Road from the TAZ "I" north boundary to Singleton Road shall be completed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).

MM T4-10 The Developer shall participate in the completion of San Timoteo Canyon Road from the TAZ "6b" north boundary to Singleton Road at its ultimate full-section width as a Secondary Frontage roadway (76-foot ROW).

MM T4-11 The Developer shall participate in the northerly extension of Roberts Road from the northerly Summerwind Ranch project boundary to "D" Street (southerly Fiesta Property boundary) on a fair share basis.

MM T4-12 The Developer shall participate in providing turn lane improvements at the following locations:

- I-10 Freeway/Cherry Valley Boulevard Interchange
- ~~I-10 Freeway/Singleton Road Interchange~~

MM T4-13 A traffic signal and turn lane improvements shall be installed at the intersection of Roberts Road and "F" Street.

MM T4-14 Turn lane improvements shall be provided at the following intersections:

- "F" Street at Singleton Road
- Woodhouse Road at Singleton Road

MM T4-15 Singleton Road from the I-10 Southbound Ramps to Roberts Road shall be completed at its ultimate full-section width as an Urban Arterial roadway (134-foot ROW).

MM T4-16 Singleton Road from Roberts Road to "F" Street shall be completed at its ultimate full-section width as an Arterial roadway (110-foot ROW).

MM T4-17 Roberts Road from Singleton Road to the TAZ "R" south boundary shall be completed at its ultimate full-section width as an Arterial roadway (110-foot ROW).

MM T4-18 "F" Street from Singleton Road to Roberts Road shall be completed at its ultimate full-section width as a Major roadway (100-foot ROW).

MM T5-1 "J" Street shall be increased between Roberts Road and "G" Street, from the Enhanced Secondary (104-foot ROW) designation in the Oak Valley Specific Plan to the recommended Urban Arterial roadway (134-foot ROW).

MM T5-2 San Timoteo Canyon Road shall be decreased west of Singleton Road, from the Arterial (114-foot ROW) designation in the Oak Valley Specific Plan to the recommended Divided Collector roadway (78-foot ROW).

MM T5-3 San Timoteo Canyon Road shall be decreased between Singleton Road and "J" Street, from the Major Frontage roadway (90-foot ROW) designation in the Oak Valley Specific Plan to the recommended Secondary Frontage roadway (76-foot ROW).

MM T5-4 Singleton Road shall be decreased between San Timoteo Canyon Road and "A" Street, from the Arterial roadway (114-foot ROW) designation in the Oak Valley Specific Plan to the recommended Secondary roadway (88-foot ROW).

MM T5-5 "G" Street shall be decreased between San Timoteo Canyon Road and the TAZ "7b" north boundary, from the Secondary roadway (88-foot ROW) designation in the Oak Valley Specific Plan to the recommended Divided Collector roadway (78-foot ROW).

MM T5-6 "F" Street shall be decreased between Singleton Road and Roberts Road, from the Arterial roadway (114-foot ROW) designation in the Oak Valley Specific Plan to the recommended Major roadway (100-foot ROW).

MM T5-7 Roberts Road shall be decreased between Singleton Road and "J" Street, from the Urban Arterial roadway (134-foot ROW) designation in the Oak Valley Specific Plan to the recommended Arterial roadway (110-foot ROW).

MM T5-8 "J" Street shall be decreased between "G" Street and Champions Drive, from the Enhanced Secondary roadway (104-foot ROW) designation in the Oak Valley Specific Plan to the recommended Secondary roadway (88-foot ROW).

MM T5-9 The realigned Desert Lawn Drive shall be decreased between "J" Street and the I-10 Freeway, from the Enhanced Secondary roadway (104-foot ROW) designation in the Oak Valley Specific Plan to the recommended Secondary roadway (88-foot ROW).

MM T6-1 Cumulative impacts from traffic growth can be mitigated by implementing the traffic improvements designated herein on a fair-share basis.

MM T6-2 A traffic study shall be prepared at the initiation of each new phase of the Summerwind Ranch Specific Plan, or other frequency specified by the City Engineer, as a means of monitoring traffic conditions in the study area. The study will be used to determine the effectiveness of constructed improvements, the nature of traffic growth, and whether phased improvements are sufficient. Recommendations for timing of proposed mitigation measures or new measures will be made.

In summary, these measures include specific requirements related to physical traffic improvements (e.g., traffic signals, turn lane improvements, roadway construction, roadway widening), fair share contribution to costs, and monitoring of traffic growth in the area. Specifically, MM T6-2 requires that a traffic study be prepared at the initiation of each new phase of development to determine the effectiveness of constructed improvements, the nature of traffic growth, and whether phased improvements are sufficient, as well as make recommendations for timing of proposed mitigation measures or new measures. With implementation of these requirements, the EIR determined that impacts to transportation and traffic would be less than significant.

5.10.2 Analysis of the Revised Project's Modifications

In compliance with MM T6-2, a traffic analysis (Attachment B) has been prepared to evaluate current traffic conditions and the Revised Project's modifications to the Approved Project to identify potential intersection deficiencies under five scenarios (2026, 2028, 2030, 2032 and 2040), queuing analysis, and provide updated recommendations regarding necessary transportation improvements. For purposes of this analysis, the following land use codes and vehicle mixes have been utilized:

- Single Family Detached Housing (ITE Land Use Code 210)
- Single Family Attached Housing (ITE Land Use Code 215)
- Public Park (ITE Land Use Code 411)
- Elementary School (ITE Land Use Code 520)

Table 5, *Trip Generation Summary–With School Scenario*, provides a comparison of the trip generation from the Approved Project, Phases 2 through 5, and the Revised Project, under the with school scenario.[5] As shown, compared to the Approved Project in the with schools scenario, Phases 2 through 5, the Revised Project, under the with school scenario, is anticipated to generate 208 additional trip-ends per day, with 421 fewer AM peak hour trips and 84 fewer PM peak hour trips.

The trip generation of the proposed Project and other nearby recent projects within the Summerwind Ranch Specific Plan have been compared to the currently adopted Summerwind Ranch trip generation. Table 6 provides the comparison of the currently proposed implementing projects within the Summerwind Ranch Specific Plan, which includes the proposed Project, Oak Valley Town Center, and Summerwind Commons. Based on the trip generation changes to the nearby projects Oak Valley Town Center and Summerwind Commons, the new Summerwind Ranch Specific Plan trip generation is anticipated to be 51,476 trip-ends per day, with 2,194 AM peak hour trips and 5,039 PM peak hour trips.

[5] Although the phasing boundaries have changed, this comparison considers the same Project site boundary for the Approved Project and the Revised project.

With the addition of the trip generation changes for the proposed Project, the new Summerwind Ranch Specific Plan is anticipated to generate 7,494 fewer trip-ends per day, with 1,322 fewer AM peak hour trips, and 790 fewer PM peak hour trips. Therefore, the proposed Project, in conjunction with the other recently completed projects in the area, is anticipated to generate 7,494 fewer trips per day even though the proposed Project itself is anticipated to generate 208 additional trips compared to the 2005 Specific Plan. In other words, total trip generation for the Specific Plan area would be lower than anticipated in the 2005 Environmental Impact Report (EIR). However, the Project is not proposing to delete mitigation measures from the original 2005 EIR. Consistent with the 2005 Specific Plan, the study area intersections are anticipated to operate at an acceptable LOS under all analysis scenarios with the implementation of the identified intersection improvements.

Table 5 Trip Generation Summary – With School Scenario

Project Trip Generation	Quantity Units[1]	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Phase 2:								
Single Family Detached Housing	1,085 DU	197	562	759	643	377	1,020	10,232
Single Family Attached/Condos/Apts. Housing	552 DU	82	183	265	179	135	314	3,974
Public Park	17.3 AC	0	0	0	1	1	2	14
Elementary School	950 STU	380	323	703	70	82	152	2,158
Phase 2 Subtotal		*659*	*1,068*	*1,727*	*893*	*595*	*1,488*	*16,378*
Phase 3:								
Single Family Detached Housing	584 DU	106	303	409	346	203	549	5,508
Public Park	23.6 AC	0	0	0	1	1	2	18
Phase 3 Subtotal		*106*	*303*	*409*	*347*	*204*	*551*	*5,526*
Phase 4:								
Single Family Detached Housing	375 DU	68	194	262	222	130	352	3,536
Public Park	18.0 AC	0	0	0	1	1	2	14
Phase 4 Subtotal		*68*	*194*	*262*	*223*	*131*	*354*	*3,550*
Phase 5:								
Single Family Detached Housing	431 DU	78	223	301	255	150	405	4,064
Public Park	23.7 AC	0	0	0	1	1	2	18
Phase 5 Subtotal		*78*	*223*	*301*	*256*	*151*	*407*	*4,082*
Revised Project Total								
Approved Project (Phases–2 - 5)		1,089	2,031	3,120	1,783	1,101	2,884	29,328
Total Variance [2]		**-178**	**-243**	**-421**	**-64**	**-20**	**-84**	**208**

[1] DU = Dwelling Units; AC = Acres

[2] It should be noted, the phasing from the 2005 Summerwind Ranch Specific Plan does not match up with the phasing for the proposed Project. However, for comparative and informational purposes only, and at the request of the City, a trip generation comparison to the original Specific Plan has been provided.

Table 6 Comparison of Adopted Summerwind Ranch Specific Plan to Currently Proposed Summerwind Ranch Specific Plan Trip Generation

Trip Generation Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Summerwind Ranch Specific Plan Total[1]	2,397	698	3,095	2,251	3,494	5,745	59,178
Variance from Oak Valley Town Center Update[2]	-1,116	242	-874	290	-1,022	-732	-8,052
Variance from Summerwind Commons[3]	-91	64	-27	69	-43	26	350
Updated (with Oak Valley) Summerwind Ranch Specific Plan Total	**1,190**	**1,004**	**2,194**	**2,610**	**2,429**	**5,039**	**51,476**
Summerwind Trails (Phases 2-5) Total Variance (from Table 4-1)[4]	-178	-243	-421	-64	-20	-84	208
Updated (with Oak Valley + Summerwind Trails) Summerwind Ranch Specific Plan Total	**1,012**	**761**	**1,773**	**2,546**	**2,409**	**4,955**	**51,684**
New Summerwind Ranch Specific Plan Total[5]	**-1,385**	**63**	**-1,322**	**295**	**-1,085**	**-790**	**-7,494**

1 Trip Generation Source: Summerwind Ranch Traffic Impact Analysis (Final), March 2005, prepared by Urban Crossroads, Inc.

2 Trip Generation Source: Trip Generation and Circulation Context for the Oak Valley Town Center, September 2020, prepared by Urban Crossroads, Inc. This source is the Phase 1 component of the 2005 Specific Plan.

3 Trip Generation Source: Summerwind Commons II, March 2024, prepared by Urban Crossroads, Inc.

4 Total variance is the difference in trips for the proposed Project compared to the 2005 Specific Plan (See "Total Variance" from Traffic Analysis Table 4-1).

5 Total Variance consists of the difference in trips between the New Summerwind Ranch Specific Plan Total and the original Summerwind Ranch Specific Plan Total (2005).

Because the Revised Project would result in fewer total trips overall than the Approved Project analyzed in the EIR, the Revised Project would result in a reduction in trip generation relative to the analysis as presented in the EIR and associated potential traffic impacts would be reduced when compared to the Approved Project analyzed in the EIR. Although as indicated under Section 5.10.3, below, level of service deficiencies are no longer used as a metric for determining transportation impacts under CEQA. Section 1.6 of the Traffic Analysis summarizes the recommended transportation infrastructure improvements required for the Revised Project. The recommended improvements at the intersections listed were already contemplated in the EIR as demonstrated in the Traffic Analysis Tables 1-4 through 1-8 and EIR MM T1-13, T2-1, T2-3, T2-11, T3-15, T3-17, T3-21, T3-22, T3-23, T3-24, T4-12, and T4-15, in compliance with MM and T6-1 and TR6-2. Additionally, no site adjacent queues are anticipated with the recommended improvements.

In summary, the evaluation of the Revised Project's proposed modifications indicates that they would not result in new significant transportation impacts or an increase in the severity of previously identified significant impacts. The Revised Project would implement the required street improvements consistent with the updated traffic study, as required by MM TR6-2. Through implementation of these street improvements in compliance with MM TR6-2, all of the Revised Project's impacts to transportation and traffic would remain less than significant. Other mitigation measures contained in the EIR would apply to various other portions of the Summerwind Ranch Specific Plan as they are implemented.

5.10.3 Changes in Circumstances/New Information

The updated traffic analysis included a review of the existing and planned circulation network, as well as long-range future volumes and peak hour intersection operations. As indicated above, the traffic analysis conducted with this updated information as well as updated project characteristics indicated that changes in circumstances

under which the proposed modifications are undertaken would not result in new significant impacts or an increase in the severity of previously identified significant impacts.

California Senate Bill (SB 743) resulted in replacement of the level of service metric previously used for transportation impact analysis with a new metric, known as vehicle miles traveled (VMT), effective July 1, 2020. Reflecting this requirement, the City adopted VMT thresholds of significance on June 15, 2020 pursuant to Resolution No. 2020-22. In the SB 743 Frequently Asked Questions portion of its website, the Governor's Office of Planning and Research (OPR), which is responsible for drafting CEQA Guidelines states, "[i]n reviewing the applicability of these conditions, an agency may use its discretion to determine that a VMT analysis is not required for later-prepared documents. (See, e.g., *CREED v. San Diego* [2011] 196 Cal.App.4th 515; *Concerned Dublin Citizens v. City of Dublin* [2013] 214 Cal.App.4th 1301, 1320.)" The exercise of discretion is subject to the analysis required under Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15163. The cases referenced by OPR in its response to comments address the addition of specific impact categories related to GHG emissions to the State CEQA Guidelines in the interim period between certification of an EIR and subsequent environmental review of a project, which is analogous to the recent change to the traffic analysis guidelines to require VMT analysis. In both cases, the courts determined that even though GHGs were not specifically analyzed in the prior environmental documentation, new information or standards regarding GHGs did not constitute "new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was adopted."

CEQA Guidelines Section 15064.3 defines VMT as "the amount and distance of automobile travel attributable to a project." This type of information was available at the time the 2005 EIR was certified. It is a metric that has long been the subject of research regarding transportation patterns and their associated effects. Frequently Asked Questions Regarding the Proposed Updates to the CEQA Guidelines issued by OPR in 2017 stated, "Vehicle miles traveled is already used in CEQA to study other potential impacts such as greenhouse gas, air quality, and energy impacts and is used in planning for regional sustainable communities' strategies. Therefore, the proposal is not adding a new CEQA requirement; instead, it suggests replacing level of service with a metric that is already widely used in CEQA."

More specifically, the Air Quality Impact Analysis for the Summerwind Ranch EIR (circulated as Appendix B of the EIR) included modeling that specifically considered both the number and anticipated distance of vehicle trips. In other words VMT was considered for purposes of determining air quality impacts of the Approved Project. Thus, while VMT represents an updated metric for the analysis of transportation impacts under CEQA, and the specific methods for its measurement and evaluation have been updated and become more sophisticated; it is not a new concept.

Furthermore, analysis of VMT for the previously approved land uses and the revised land uses reveals that the Revised Project's proposed modifications would result in a decrease in trip generation (see Table 6) and, thus, a reduction in overall VMT. Additionally, trip length is expected to remain the same as that analyzed in the EIR because the types of uses allowed in each land use category would be the same. The reduction in overall trips with the same trip length would result in a reduction of total VMT.

Information regarding VMT clearly could have been known with reasonable diligence at the time the 2005 EIR was certified, and in fact was included as part of the EIR's analysis. Therefore, it does not comprise "new information of substantial importance" under CEQA. Additionally, no other new information of substantial importance

regarding transportation and traffic has become available. Therefore, no changes in circumstances and no new information of substantial importance that would result in increased impacts relative to transportation and traffic have been identified.

5.10.4 Conclusion

None of the Revised Project's proposed modifications involve new significant impacts or a substantial increase in previously identified impacts in the EIR related to transportation and traffic. Additionally, there are no substantial changes to the circumstances under which the proposed modifications would be undertaken, and no new information of substantial importance regarding transportation and traffic which was not known and could not have been known when the EIR was approved has since been identified. All of the Revised Project's impacts relating to transportation and traffic would be less than significant with updated MM T1-13, T2-1, T2-3, T2-11, T3-15, T3-17, T3-21, T3-22, T3-23, T3-24, T4-12, and T4-15, in compliance with MM and T6-1 and TR6-2, as was the case in the EIR. Therefore, the proposed modifications do not meet the standards for a subsequent or supplemental EIR as provided pursuant to State CEQA Guidelines Sections 15162 and 15163, and an Addendum is appropriate pursuant to State CEQA Guidelines Section 15164.

5.11 Utilities and Service Systems

5.11.1 Summary of EIR Analysis

Analysis of utilities and service systems impacts is contained in the EIR, Section 3.11, pages 3.11-1 through 3.11-11. The EIR determined that the Approved Project could result in impacts related to wastewater infrastructure and treatment, water supply and infrastructure, and storm water drainage. The EIR concluded that although the Approved Project would increase solid waste, Riverside County Waste Management Department has stated that the Approved Project would not require a landfill expansion or the development of a new landfill, and impacts would be less than significant. The EIR requires implementation of MM UT1-1 through UT1-4, MM UT2-1 through UT2-6, and MM UT-3 (as modified) to mitigate these impacts.

MM UT1-1 The applicant shall be responsible for payment of all wastewater related development impact fees and related charges, as determined by the water supply assessment at the time a building permit is issued for this project. Said fees include, but are not limited to, sewer treatment expansion fees and necessary permit fees.

MM UT1-2 Wastewater service will be denied if any of the terms and conditions is not satisfied.

MM UT1-3 The Applicant shall be responsible for complying with the Regional Water Quality Control Board (RWQCB) 2004 Basin Plan and Maximum Benefit demonstration as adopted by the Regional Board.

MM UT1-4 This project will be required to construct and/or participate in the Oak Valley Regional Water Reclamation Facility. This facility is a wastewater treatment plant that will utilize a membrane bioreactor and denitrification facilities to both comply with the RWQCB 2004 Basin Plan and provide a high-quality recycled water source for a significant portion of the irrigation uses within the development.

MM UT2-1 Adequate source water is available for domestic water supplies and recycled water supplies for both potable use and fire protection. The applicant shall be responsible for the construction or supplemental production, transmission and storage facilities to serve the project in accordance with the water supply assessment. These facilities include, but are not limited to, the construction and/or participation in the construction of reservoirs in Pressure Zones 10, 11 and 12.

MM UT2-2 The applicant shall be responsible for all costs associated with the preparation, recommendations and decisions resulting from the completion of a water supply assessment, if required for this project.

MM UT2-3 The applicant shall be responsible for the water related development impact fees and water related charges in effect at the time building permit is issued for this project.

MM UT2-4 The District reserves the right to deny water service to the project if any of the District's required conditions is not satisfied.

MM UT2-5 The applicant shall be responsible for installing the necessary infrastructure to achieve fire protection and minimum/maximum water pressure service standards as provided for by the District.

MM UT2-6 This project will be required to install both potable water and recycled water to each residential and commercial lot within the proposed development in order to provide sufficient water for compliance with SB 221 and SB 610. Connection to the existing recycled (non-potable) water system will be the responsibility of the applicant.

MM UT-3 An NPDES permit from the RWQCB will be required prior to the commencement of construction and post-development activities (unless waived by Resources Agencies).

With implementation of these measures, the EIR concluded that impacts to utilities and service systems would be less than significant.

5.11.2 Analysis of the Revised Project's Modifications

The Revised Project would not result in a change in the development potential analyzed in the EIR. Therefore, it would not result in new or substantially more significant utilities impacts than analyzed in the EIR. Upon implementation of UT1-1 through UT1-4 and MM UT2-1 through UT-3, all of the Revised Project's utilities and service systems impacts would be less than significant. Mitigation Measure MM UT1-4 has been met, since the Yucaipa Valley Water District expanded the wastewater treatment plant (see Attachment D). Therefore, the proposed modifications would not result in any new significant impacts or increase in the severity of impacts identified in the EIR. The updated conditions of approval would ensure that the associated impacts would be less than significant.

5.11.3 Changes in Circumstances/New Information

The Water Supply Assessment/Water Verification was completed in 2005. In 2018, during review for implementation of other portions of the Summerwind Ranch Specific Plan, the City Planning Commission

determined that no update to this document was required. Because a Water Supply Assessment was adopted for the Approved Project, water demand has been accounted for in the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan[6] (UWMP; see Chapter 11: Yucaipa Valley Water District), which demonstrates that the District has surplus water supply under single dry year and multiple dry year conditions (see UWMP; Tables 11-28 and 11-29). Will-serve letters from Yucaipa Valley Water District are provided in Attachment D. No other new information of substantial importance regarding utilities and service systems has become available. Therefore, no changes in circumstances and no new information of substantial importance that would result in new significant impacts or a substantial increase in the severity of previously identified significant impacts relative to utilities and service systems have been identified.

5.11.4 Conclusion

The proposed modifications do not involve new or increased significant impacts related to utilities and service services that were not already fully disclosed and analyzed in the EIR. Additionally, other than as discussed above, there are no substantial changes to the circumstances under which the proposed modifications would be undertaken, and no new information of substantial importance regarding utilities and service systems which was not known and could not have been known when the 2005 EIR was certified and subsequent Addenda adopted has since been identified. All of the Revised Project's impacts related to utilities would be less than significant with implementation of MM UT1-1 through UT1-3 and MM UT2-1 through MM UT-3, as was the case in the EIR. Therefore, the proposed modifications do not meet the standards for a subsequent or supplemental EIR as provided pursuant to State CEQA Guidelines Sections 15162 and 15163, and an Addendum is appropriate pursuant to State CEQA Guidelines Section 15164.

5.12 Growth-inducing Impacts

5.12.1 Summary of EIR Analysis

Analysis of growth-inducing impacts of the Approved Project is contained in the EIR, Chapter 6, page 6-1. The EIR acknowledge that development of the Approved Project may induce various types of growth, such as new construction of residential, commercial, and retail structures, as well as increased employment opportunities in the City and the region. However, the majority of the Approved Project is residential with supporting park and recreational facilities, which tends to be more growth-accommodating rather than growth-inducing. The EIR also specifically notes that the Town Center would provide an employment base for the residents of the Summerwind Ranch project, as well as the residents of the City in general. While implementation of the Specific Plan has the potential to be growth-inducing in terms of a localized employment increase, the EIR found that the projected increase in local employment is consistent with the City's General Plan, such as Land Use Element Goal LU-4, "Commercial and industrial development that serves the needs of Calimesa and the surrounding area, provides local job opportunities, and creates a greater job/housing balance." (Calimesa 2014). Therefore, the EIR concluded that implementation of the Specific Plan would not result in a major extension of infrastructure outside of the Specific Plan boundaries that would induce additional growth and would be a logical extension of development that currently exists in the area and was planned for in the City's capital improvement program.

6 https://www.yvwd.us/services/urban_water_management_plan.php#:~:text=The%202020%20IRUWMP%20is%20a,25%20years%20into%20the%20future.

5.12.2 Analysis of the Revised Project's Modifications

The Revised Project would result in a change in phasing, but the scope of development of Phases 2-5 analyzed in the EIR would remain the same. A General Plan Amendment to amend the Land Use Plan, Circulation, and Trails Plan is being requested to: 1) modify the Land Use Plan (Figure LU-1) to modify the location of residential, school, park and open space designations and to remove the Water Reclamation Facility to be consistent with the current approved TTM 33536 and proposed amended TTM 33536. In addition, Figure TM-1 – Circulation Map is amended to revise a divided collector and intersection location at Singleton to be consistent with the approved and amended TTM 33536; and Figure OSPR2 – Proposed Multi-Use Trail System, is amended to move an equestrian trail that crosses Singleton away from an intersection and to match minor alignment changes due to grading refinements. The amendment to the Land Use Plan will not result in an increase in growth. The Revised Project is consistent with the land use and growth assumptions in the City's General Plan and would not induce unplanned growth. The Revised Project is not anticipated to result in a meaningful increase in employment opportunities. Additionally, the Revised Project's modifications would not result in an unplanned extension of infrastructure and would be a logical extension of development that currently exists in the area and was already planned for in the City's capital improvement program. Therefore, the Revised Project would not result in growth inducing impacts.

5.12.3 Changes in Circumstances/New Information

The City has continued to grow, as was anticipated at the time the 2005 EIR was certified. There are no substantial, unanticipated changes under which the Revised Project will be undertaken, that would affect the analysis contained in the EIR. No new information of substantial importance relative to growth inducement has become available since the certification of the EIR.

5.12.4 Conclusion

None of the proposed modifications involve new significant impacts or a substantial increase in previously identified impacts disclosed and analyzed in the EIR related to growth inducement. Additionally, there are no substantial changes to the circumstances under which the proposed modifications would be undertaken, and no new information of substantial importance regarding growth inducement which was not known and could not have been known when the EIR was approved has since been identified. All of the Revised Project's impacts related to growth inducement would be less than significant, as was the case in the EIR. Therefore, the proposed modifications do not meet the standards for a subsequent or supplemental EIR as provided pursuant to State CEQA Guidelines Sections 15162 and 15163, and an Addendum is appropriate pursuant to State CEQA Guidelines Section 15164.

6.0 Determination

Impacts associated with the Revised Project would not result in a new significant impact not analyzed in the EIR or substantial increase in the severity of previously identified impacts in the EIR. There are no substantial changes to the circumstances under which the Revised Project will be undertaken, and no new information of substantial importance which was not known and could not have been known when the EIR was approved has since been identified. All of the Revised Project's impacts would be the substantially the same for each impact category (or incrementally decreased) when compared to the impacts analyzed in the EIR. Except for minor changes and additions to mitigation measures related to air quality, there are no mitigation measures or alternatives previously found not to be feasible or not previously analyzed and considerably different from those analyzed that would in

fact be feasible and would substantially reduce one or more significant effects of the Revised Project, but the project proponents decline to adopt. Therefore, the proposed modifications associated with the Revised Project do not meet the standards for a subsequent or supplemental EIR as provided pursuant to State CEQA Guidelines Sections 15162 and 15163. As such, this Addendum to the EIR satisfies CEQA requirements for the modifications resulting from the Revised Project, pursuant to State CEQA Guidelines Section 15164.

Attachment A:
Mitigation Monitoring and Reporting Program

Attachment B:
Traffic Assessment

Attachment C:
DBESP Analysis

Attachment D:
Will-Serve Letters

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

SUMMERWIND RANCH AT OAK VALLEY
FINAL ENVIRONMENTAL IMPACT REPORT
(SCH# 2004061035)

ADAPTED FOR

Summerwind Specific Plan Amendment No. 5

Lead Agency:

City of Calimesa
Planning Department
908 Park Avenue
P.O. Box 1190
Calimesa, California 92320

MAY 2025

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MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

Summerwind Ranch at Oak Valley
Final Environmental Impact Report
(SCH# 2004061035)
Summerwind Specific Plan Amendment No. 5

INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to State of California Public Resources Code Section 21081.6, which requires adoption of a MMRP for projects in which the Lead Agency has required changes or adopted mitigation to avoid significant environmental effects. The City of Calimesa (City) is the lead agency for the Summerwind Ranch at Oak Valley project and, therefore, responsible for administering and implementing the MMRP. The decision-makers must define specific reporting and/or monitoring requirements to be enforced during project implementation prior to final approval of the proposed project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Summerwind Ranch at Oak Valley EIR are implemented to reduce or avoid identified environmental effects. The Summerwind Ranch at Oak Valley MMRP has been adapted to clarify which requirements are applicable to the proposed General Plan Amendment, Specific Plan Amendment No. 5 (SP-1, A5), revisions to Tentative Tract Map No. 33536 ("TTM 33536"), a new Tentative Parcel Map No. 38212 ("TPM 38212"), and a Second Amendment to the Development Agreement to address modifications from the previously approved development project. An Addendum to the Summerwind Ranch EIR has been prepared to analyze the differences in environmental impacts resulting from the proposed Specific Plan Amendment.

The purpose of discussing the MMRP in the Final EIR and Addendum is to reiterate to the reader the mitigation responsibilities of the Lead Agency in implementing the proposed project. The mitigation measures listed in the MMRP are required by law or regulation and will be adopted by the City as the primary project approval. Certain elements of the project will be adopted or approved by other entities, as indicated in the MMRP matrix.

Mitigation is defined by the California Environmental Quality Act (CEQA) as a measure which:

- Avoids the impact altogether by not taking a certain action or parts of an action
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment
- Reduces or eliminates the impact over time by preservation and maintenance activities during the life of the project
- Compensates for the impacts by replacing or providing substitute resources or environments

Mitigation measures provided in this MMRP were initially identified in Section 3.0, Environmental Analysis of the Draft EIR, as feasible and effective in mitigating project-related environmental impacts. Several of the mitigation measures are modified as a result of the public review process. Certain measures applicable

to other portions of the Summerwind Specific Plan are not applicable to the Summerwind Specific Plan Amendment No. 5 and are therefore not included in this adapted, project-specific MMRP.

BASIS FOR THE MITIGATION MONITORING AND REPORTING PROGRAM

The legal basis for the development and implementation of the MMRP lies within CEQA (including the California Public Resources Code). Sections 21002 and 21002.1 of the California Public Resources Code state:

- Public agencies are not to approve projects as proposed if there are feasible alternatives or feasible mitigation measures available that would substantially lessen the significant environmental effects of such projects; and

- Each public agency shall mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so.

Section 21081.6 of the California Public Resources Code further requires that: the public agency shall adopt a reporting or 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. The reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program must be adopted when a public agency makes its findings under CEQA so that the program can be made a condition of project approval in order to mitigate significant effects on the environment. The program must be designed to ensure compliance with mitigation measures during project implementation to mitigate or avoid significant environmental effects.

<u>Mitigation Monitoring Program Procedures</u>

The MMRP for the proposed project will be in place through all phases of the project, including design, prior to construction, during construction, and during operation. City of Calimesa shall have primary responsibility for administering the MMRP activities to staff, consultants, or contractors. The City has the responsibility of ensuring that monitoring is documented through periodic reports and that deficiencies are promptly corrected. The City's designated environmental monitor will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems. Specific responsibilities of the City include:

- Coordination of all mitigation monitoring activities.

- Management of the preparation, approval, and filing of monitoring or permit compliance reports.

- Maintenance of records concerning the status of all approved mitigation measures.

- Assure quality control of field monitoring personnel.

- Coordinate with other agencies regarding compliance with mitigation or permit requirements.

- Review and recommend or deny acceptance and certification of implementation documentation.

- Act as a contact for interested parties and surrounding property owners who wish to register complaints and observations of unsafe conditions and environmental violations; verify any such actions; and develop any necessary corrective actions.

RESOLUTION OF NONCOMPLIANCE COMPLAINTS

Any person or agency may file a complaint that states noncompliance with the mitigation measures that were adopted as part of the approval process for the Summerwind Ranch at Oak Valley project and Summerwind Specific Plan Amendment No. 5 project. The complaint shall be directed to the City of Calimesa in written form providing detailed information on the purported violation. The City shall conduct an investigation and determine the validity of the complaint. If noncompliance with a mitigation measure is verified, the City shall take the necessary action(s) to remedy the violation. The complaint shall receive written confirmation indicating the results of the investigation or the final corrective action that was implemented in response to the specific noncompliance issue.

MITIGATION MONITORING AND REPORTING PLAN MATRIX

The MMRP is organized in a matrix format. The first column identifies the mitigation measure numbers. The second column summarizes the identified significant impact. The third column identifies the mitigation measures. The fourth column, entitled "Time Frame for Implementation," refers to when monitoring will occur. The fifth column, entitled "Responsible Monitoring Agency," refers to the agency responsible for ensuring that the mitigation measure is implemented. The sixth column, entitled "Verification of Compliance," has sub-columns for Initials, Date, Remarks, and Method of Verification. This last column will be used by the lead agency to document the person who verified the implementation of the mitigation measure, the date on which this verification occurred, and any other notable remarks.

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MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
Aesthetics							
Impact A1 The project has the potential to significantly impact the hillsides of the site. ***Less than significant with mitigation.***	**MM-A1** All proposed development shall comply with development standards and design guidelines (i.e., building siting, height, setbacks, architecture, landscaping, perimeter walls, fences, lighting, etc.), established in the Specific Plan document.	Prior to approval for each implementing map within the Specific Plan	City of Calimesa Planning and Public Works Departments			SP Section VI - Hillside Management Per SP Figure VI-2, all Planning Areas have hillsides of varying slopes.	Site plan approval for implementing Tentative Tract Maps and/or Tentative Parcel Maps by the City of Calimesa.
Impact A2 The project has the potential to degrade the visual quality of ridgelines and preserve open space on the site. ***Less than significant with mitigation.***	**MM-A2** Mitigation Measure MM-A1 is applicable to the impact on visual quality of the site.	Prior to approval for each implementing map within the Specific Plan	City of Calimesa Planning and Public Works Departments			Per SP Figure II-7, no ridgelines are located on the OVTC site.	Site plan approval for implementing Tentative Tract Maps and/or Tentative Parcel Maps by the City of Calimesa.
Impact A3 The project has the potential to result in significant light and glare impacts. ***Less than significant with mitigation.***	**MM-A3** MM-A1 is applicable to light and glare.	Prior to approval for each implementing map within the Specific Plan	City of Calimesa Planning and Public Works Departments				Site plan approval for implementing Tentative Tract Maps and/or Tentative Parcel Maps by the City of Calimesa.
Impact A4 The proposed project has the potential to create cumulative aesthetic and light and glare impacts, in conjunction with other cumulative developments in the area. ***Less than significant with mitigation.***	**MM-A4** MM-A1 is applicable to cumulative impacts.	Prior to approval for each implementing map within the Specific Plan	City of Calimesa Planning and Public Works Departments				Site plan approval for implementing Tentative Tract Maps and/or Tentative Parcel Maps by the City of Calimesa.

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
Air Quality							
Impact AQ1 Construction activity would result in significant short-term impacts on local and regional air quality due to generation of fugitive dust. ***Significant and unavoidable. Remains significant with mitigation.***	**MM-AQ1** The project proponent will implement Rule 403 as applicable, which would include but not be limited to the following: ▪ Portions of the site under active construction shall be watered as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction (locations where grading is to occur will be thoroughly watered prior to earthmoving). ▪ Soils shall be watered/stabilized prior to, during, and following cut and fill activities. ▪ A minimum soil moisture content of 12% shall be maintained during earth-moving activities using the ASTM method D-2216. ▪ All trucks hauling dirt, sand, soil, or other loose materials shall be covered, or maintain at least two feet of freeboard in accordance with the requirements of Section 23114 of the California Vehicle Code (CVC). ▪ Construction access roads shall have shaker plates on site at each entry prior to entry onto the main roads.	During grading and construction for any portion of the Specific Plan	City of Calimesa Engineering Department				The full MMRP will be attached to the Project Specifications in the Contract Documents. The following mitigation measures will be excerpted in their entirety from the full MMRP and added to the City's preferred section of the Spec: MM-AQ1, MM-AQ2-1, MM-AQ2-2, MM-AQ2-3, MM-AQ2-4 and MM-AQ3. The construction site is subject to inspection by the City of Calimesa at any time during construction.

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
	▪ Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. Roads shall be watered every two hours during active construction operations, and/or a chemical stabilizer shall be applied to all unpaved surfaces. ▪ Disturbed areas shall be revegetated as quickly as possible consistent with approved erosion control plans. ▪ A Traffic Control Plan shall be provided for each major phase of construction by the Applicant and approved by the City Engineer addressing construction site access and egress, temporary road detours, construction traffic parking and staging, and haul routes. ▪ All streets used for construction site access or egress shall be swept once daily during active construction if visible soil materials are carried to adjacent streets.						
Impact AQ2 Construction activities would result in significant short-term impacts on local and regional air quality due to generation of NO_X, ROG, and CO. ***Less than significant with mitigation.***	**MM-AQ2-1** Construction equipment with low emission factors and high energy efficiency shall be used where possible and when available.	During grading and construction for any portion of the Specific Plan	City of Calimesa Engineering Department				The full MMRP will be attached to the Project Specifications in the Contract Documents. The following mitigation measures will be excerpted in their entirety from the full MMRP and added to the City's preferred section of the Spec: MM-AQ1, MM-AQ2-1, MM-AQ2-2, MM-AQ2-3, MM-AQ2-4 and MM-AQ3. The construction site is subject to inspection by the City of Calimesa at any time during construction.

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
Impact AQ2 Construction activities would result in significant short-term impacts on local and regional air quality due to generation of NO_X, ROG, and CO. ***Less than significant with mitigation*.**	**MM-AQ2-2** To minimize equipment emissions, engine maintenance shall be performed regularly.	During grading and construction for any portion of the Specific Plan	City of Calimesa Engineering Department				The full MMRP will be attached to the Project Specifications in the Contract Documents. The following mitigation measures will be excerpted in their entirety from the full MMRP and added to the City's preferred section of the Spec: MM-AQ1, MM-AQ2-1, MM-AQ2-2, MM-AQ2-3, MM-AQ2-4 and MM-AQ3. The construction site is subject to inspection by the City of Calimesa at any time during construction.
Impact AQ2 Construction activities would result in significant short-term impacts on local and regional air quality due to generation of NO_X, ROG, and CO. ***Less than significant with mitigation*.**	**MM-AQ2-3** Alternative fuels such as ultra-low sulfur diesel for off-road construction vehicles/equipment shall be used where possible.	During grading and construction for any portion of the Specific Plan	City of Calimesa Engineering Department				The full MMRP will be attached to the Project Specifications in the Contract Documents. The following mitigation measures will be excerpted in their entirety from the full MMRP and added to the City's preferred section of the Spec: MM-AQ1, MM-AQ2-1, MM-AQ2-2, MM-AQ2-3, MM-AQ2-4 and MM-AQ3. The construction site is subject to inspection by the City of Calimesa at any time during construction.

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
Impact AQ2 Construction activities would result in significant short-term impacts on local and regional air quality due to generation of NO_X, ROG, and CO. ***Less than significant with mitigation*.**	**MM-AQ2-4** During mass grading activities, the following heavy-duty construction equipment shall be certified to meet or exceed the following United States Environmental Protection Agency (USEPA) Tier 4 Final standards: crawler tractors, graders, rubber tied dozers, and tractor/loader/backhoes. At least one Scraper shall meet or exceed USEPA Tier 4 Interim standards. Proof of compliance shall be reviewed by the City Public Works and Engineering Department prior to issuance of a grading permit. An exemption from these requirements shall be granted by the City in the event that the applicant documents that (1) equipment with the required tier is not reasonably available (e.g., reasonability factors to be considered include those available within Riverside/San Bernardino County within the scheduled construction period), and (2) corresponding reductions in criteria pollutant emissions are achieved from other available construction equipment.	During mass grading activities	City of Calimesa Engineering Department				The full MMRP will be attached to the Project Specifications in the Contract Documents. The following mitigation measures will be excerpted in their entirety from the full MMRP and added to the City's preferred section of the Spec: MM-AQ1, MM-AQ2-1, MM-AQ2-2, MM-AQ2-3, MM-AQ2-4 and MM-AQ3. The construction site is subject to inspection by the City of Calimesa at any time during construction.
Impact AQ3 Construction activities would potentially exceed the SCAQMD threshold for VOCs. ***Less than significant with mitigation*.**	**MM-AQ3** Application of architectural coatings (i.e., paint, etc.) shall be limited to an average of no more than 225 gallons per week and/or "Zero-VOC" paint shall be used.	During construction	City of Calimesa Engineering Department				The full MMRP will be attached to the Project Specifications in the Contract Documents. The following mitigation measures will be excerpted in their entirety from the full MMRP and added to the City's preferred section of the Spec: MM-AQ1, MM-AQ2-1, MM-AQ2-2, MM-AQ2-3, MM-AQ2-4 and MM-AQ3. The construction site is subject to inspection by the City of Calimesa at any time during construction.

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
Impact AQ4 Project operation would result in significant long-term operational (vehicular) impacts on regional air quality by exceeding SCAQMD thresholds. ***Significant and unavoidable. Remains significant with mitigation.***	**MM-AQ4-1** On-site bicycle trails linking the facility to designated bicycle commuting routes shall be provided.	Prior to issuance of residential building permits in each implementing map within the Specific Plan	City of Calimesa Planning and Public Works Departments				The Tentative Tract Maps and Tentative Parcel Maps for the Planning Areas identified in MM-AQ4-1 must show the location of the bike trails including cross sections.
Impact AQ4 Project operation would result in significant long-term operational (vehicular) impacts on regional air quality by exceeding SCAQMD thresholds. ***Significant and unavoidable. Remains significant with mitigation.***	**MM-AQ4-2** Site improvements such as street lighting, street furniture, route signs, bus turnouts, and sidewalks or pedestrian paths shall be provided.	Prior to approval for each implementing map within the Specific Plan	City of Calimesa Planning Department				Site plan approval for implementing Tentative Tract Maps and/or Tentative Parcel Maps by the City of Calimesa.
Impact AQ4 Project operation would result in significant long-term operational (vehicular) impacts on regional air quality by exceeding SCAQMD thresholds. ***Significant and unavoidable. Remains significant with mitigation.***	**MM-AQ4-3** The proposed dwelling units shall exceed minimum statewide energy construction requirements, as follows: • Use of low emission water heaters • Use of energy efficient appliances.	Prior to issuance of residential building permits	City of Calimesa Public Works and Engineering Department				Documentation of low emission water heaters and energy efficient appliances.
Impact AQ4 Project operation would result in significant long-term operational (vehicular) impacts on regional air quality by exceeding SCAQMD thresholds. ***Significant and unavoidable. Remains significant with mitigation.***	**MM-AQ4-6** The City Public Works and Engineering Department shall verify before issuance of all residential building permits that where appliances are installed by residential project developers, Energy Star-rated appliances (or other equivalent technology) for clothes washers, dish washers, refrigerators, and ceiling fans shall be installed in the residences.	Prior to issuance of residential building permits	City of Calimesa Public Works and Engineering Department				Documentation of Energy Star-rated appliances (or other equivalent technology) for clothes washers, dish washers, refrigerators, and ceiling fans within residences

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
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Impact AQ4 Project operation would result in significant long-term operational (vehicular) impacts on regional air quality by exceeding SCAQMD thresholds. ***Significant and unavoidable. Remains significant with mitigation.***	**MM-AQ4-7** The City Building and Safety Department shall verify before issuance of all residential and non-residential building permits that all in-unit fixtures installed in residential and nonresidential buildings will be high efficacy. High efficacy lighting includes compact fluorescent lamps (CFLs), light emitting diodes (LED), and other light bulbs that provide an energy efficiency of at least 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt.	Prior to issuance of residential and non-residential building permits	City of Calimesa Building and Safety Department				Documentation of high efficacy in-unit fixtures within residential and non-residential uses
Impact AQ4 Project operation would result in significant long-term operational (vehicular) impacts on regional air quality by exceeding SCAQMD thresholds. ***Significant and unavoidable. Remains significant with mitigation.***	**MM-AQ4-8** The Project developers shall install broadband infrastructure or other communication technologies that encourage telecommuting and working from home, which reduces mobile source emissions. The applicant shall submit documentation to the City Building and Safety Department prior to occupancy.	Prior to issuance of occupancy permits	City of Calimesa Building and Safety Department				Documentation verifying the installation of broadband infrastructure or other communication technologies within residences
Impact AQ9 The proposed project would result in significant construction and operational cumulative impacts. ***Significant and unavoidable. Remains significant with mitigation.***	Cumulative impacts are reduced by implementation of mitigation measures for construction and operations. But the impacts remain significant.	Prior to issuance of occupancy permits	City of Calimesa Planning and Public Works Departments				Compliance with all AQ MM in the MMRP and each specific verification method.
Biological Resources							
Impact BR2 Construction of the proposed project would directly and permanently impact approximately 20.8 acres of native oak woodland considered sensitive by the California Department of Fish and Wildlife (CDFW). The impact would include direct and permanent impacts on approximately 198 individual trees with potential	**MM-BR2** Mitigation requirements to minimize permanent direct impacts to 20.8 acres of oak woodlands would involve actions prior to and during construction: ▪ Prior to issuance of grading permits, on-site preservation shall be implemented in compliance with MSHCP standards for Criteria Area Cells and implementation of an oak	Prior to the issuance of grading permits for each phase Prior to issuance of certificates of occupancy for each phase	City of Calimesa Planning Department California Department of Fish and Wildlife (CDFW)			A limited amount of oak woodland occurs within the OVTC site. No additional on-site preservation of oak woodland is required. Oak plantings will be required in accordance with the mitigation measure, at a 4.14:1 ratio to trees impacted at the site.	Documentation verifying permanent on-site preservation of oak woodland within Criteria Cells shall be submitted to the City of Calimesa by the applicant that includes documentation that implementation occurred during construction. An Oak Tree Planting and Restoration Plan (OTPRP) will be prepared and approved by CDFW prior to issuance of grading permit(s).

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impacts to an additional 38 individual trees. Thus, 236 oak trees are impacted or potentially impacted by the proposed project. ***Less than significant with mitigation.***	tree planting and restoration plan. Approximately 129.6 acres of oak woodland habitat would be preserved on site. ▪ During construction, oak trees shall be planted from container stock as well as from acorns collected on the site to ensure that the regenerated oak seedlings will have the best genetic adaptation for the Summerwind Ranch development. The Applicant will plant oak trees per the approved Oak Tree mitigation plan The planting program reduces the impact of loss of oak woodland and oak trees to less than significant.						Documentation that the OTPRP was implemented during construction and planting of 976 oak trees, with 50% acorns (488) and 50% (488) container-grown deep one-gallon oaks.
Impact BR3 Construction of the proposed project would directly and permanently impact approximately 0.3 acre of native riparian woodland considered sensitive by CDFW. (Of the total, approximately 0.2 acre is delineated as jurisdictional wetlands). ***Less than significant with mitigation.***	**MM-BR3** Mitigation requirements to offset permanent direct impacts to 0.3 acre of riparian woodlands would include on-site or off-site habitat creation or enhancement. Regulatory agencies will establish appropriate mitigation ratios in accordance with their policy of no net loss of riparian and wetland values.	Prior to approval of tentative tract(s) and issuance of grading permit(s) in Phase 3: The applicant shall submit tentative tract map(s) demonstrating on-site or off-site restoration or creation of 0.3 acre of riparian woodland habitat *or* documentation that the applicant has obtained mitigation credits in a regional mitigation bank or paid in-lieu fees to offset these impacts.	City of Calimesa Planning Department Concurrence by CDFW			OVTC would result in impacts to jurisdictional resources, requiring resource agency permits.	Applicant shall submit copies of permits and verification of permit compliance prior to impacts to jurisdictional resources.

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
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Impact BR4 Permanent indirect impacts could occur to coastal sage scrub, oak woodland, and riparian woodland in the future if graded areas are left bare after project construction, thus encouraging exotic species introduction and invasion. ***Less than significant with mitigation.***	**MM-BR4** Mitigation recommendations for potential permanent impacts to vegetation communities will be satisfied by applying a native seed mix in the bare areas that are not subject to slope restoration after construction is complete to minimize the potential for exotic species introductions. The native seed mix shall be as specified by a qualified biologist/restoration specialist. In jurisdictional areas, seed mixes would be approved by the appropriate regulatory agency.	Prior to approval of tentative tract(s) and issuance of grading permits: The applicant shall include a restoration plan to the City that identifies the areas to be reseeded after grading. It is anticipated that the reseeding plan would be a part of any regulatory permits needed prior to grading	City of Calimesa Engineering Department CDFW/U.S. Army Corps of Engineers (USACE) when regulatory permits are needed.			OVTC is adjacent to open space areas with sensitive vegetation.	A qualified botanist or restoration biologist shall prepare a reseeding plan showing native seeds and submit to the City of Calimesa for each grading permit application
Impact BR5 Construction of the proposed project would directly and permanently impact approximately 0.2 acre of jurisdictional wetland riparian woodland habitat. ***Less than significant with mitigation.***	**MM-BR5** Mitigation requirements to offset permanent direct impacts to jurisdictional wetlands will be met by a combination of wetland creation, restoration, or enhancement. The mitigation site should be preserved at a suitable area near the impact area. Mitigation requirements for permanent impacts to jurisdictional wetlands resulting from project-related construction would be determined during the regulatory agency permit process at mitigation ratios consistent with the policy of no net loss of wetland values.	Prior to issuance of grading permit, the applicant shall submit evidence of regulatory permits and associated mitigation for jurisdictional impacts.	City of Calimesa Engineering Department Concurrence by regulatory agency as evidenced by permit issuance.			OVTC would result in impacts to jurisdictional resources, requiring resource agency permits.	Applicant shall submit copies of permits and verification of permit compliance prior to impacts to jurisdictional resources.
Impact BR7 Construction of the proposed project would directly and permanently impact approximately 2.0 acres of non- wetland waters of the U.S., also considered waters of the state. ***Less than significant with mitigation.***	**MM-BR7** Mitigation requirements for permanent direct impacts to ephemeral and intermittent drainages would require habitat creation, enhancement or restoration, and preservation at a location approved by the resource agencies through the permitting process. Direct effects to 0.61 acre (original impact) of MSHCP riverine resources shall be mitigated, as follows: • The Project proponent, with the guidance of the RCA and Wildlife Agencies, proposes to restore MSHCP	Prior to the issuance of grading permits. The Applicant(s) will submit a current jurisdictional delineation to determine if there are impacts, and if so, then regulatory permit approvals shall be provided.	City of Calimesa Planning and Engineering Departments Regulatory agency as evidenced by permit issuance sign-off.			OVTC would result in impacts to jurisdictional resources, requiring resource agency permits.	Applicant shall submit copies of permits and verification of permit compliance prior to impacts to jurisdictional resources.

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	riparian/riverine resources within the RLC Cienega Canyon Preserve. For permanent impacts to 0.61 acres of MSHCP riverine resourced (Drainages A-E), the Project proposes to restore 1.22 acres (2:1 ratio) in combination of riparian rehabilitation and/or transitional (riverine) establishment within the Cienega Preserve. If approved, and in coordination with the agencies, the Project proponent would provide a mitigation plan to the agencies for 1.22 acres of rehabilitation/establishment of riparian and/or transitional riverine habitat within the Cienega Preserve. The Applicant is pursuing to implement a mitigation proposal located in the Cienega Canyon Preserve. If the RLC does not accept the mitigation proposal by April May 1, 2024, then the Applicant would obtain credits from Riverpark Mitigation Bank, as provided below: • The Project proponent will purchase 1.22 acres of credits from the Riverpark Mitigation Bank. This mitigation strategy was stated in the approved CDFW 1600 and proposed in the Project's 401/404 permit applications. As such, the Project proponent is keeping						

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
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	this alternative mitigation option to purchase 0.61 acre of rehabilitation and 0.61 acre of re-establishment credits, for a total of 1.22 acres (a 2:1 mitigation-to-impact ratio) from the Riverpark Mitigation Bank located in Western Riverside County. According to the Riverpark Mitigation Bank, "rehabilitation" credits are portions of the bank that occur within the 10-year floodplain. These areas historically consisted of dryland farming and lack native vegetation. The bank's goals for these areas are to fully restore them to functional alkali playa, scrub, grasslands, and vernal pool habitats. "Re-establishment" credits occur outside of the 10-year floodplain and these areas are only inundated by significant storm events. The bank's goals for these areas are to restore the historic hydraulic regime, which in time, will provide superior mitigation and preservation of lands with long-term conservation value for MSHCP Riparian species. In a combination of purchasing 50/50 rehabilitation/re-establishment credits, this mitigation will be superior to the existing riverine functions that occur within the Project site (Drainages A-E). A proof of credit purchase (Riverpark						

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	Credit Purchase Agreement) for the 0.61 acre of rehabilitation and 0.61 acre of re-establishment credits will be provided to the RCA and Wildlife Agencies prior to grading of the Project.						
Impact BR8 Permanent indirect impacts could occur to jurisdictional wetlands and waters in the future if the graded areas are left bare after project construction, thus encouraging exotic species introduction and invasion. ***Less than significant with mitigation.***	**MM-BR8** Mitigation recommendations for potential permanent indirect impacts to wetland habitats will be satisfied by implementation of a Habitat Monitoring Program adequate to prevent a net loss of wetland.	Prior to grading the applicant(s) shall verify whether or not wet meadow is on the site. If wet meadow habitats are found to be impacted by development, then appropriate regulatory permits will be required.	City of Calimesa Engineering Department			No wet meadow habitat is present within the OVTC site; however, other wetland habitats are adjacent to the site.	Applicant shall submit copies of permits and verification of permit compliance prior to impacts to jurisdictional resources.
Impact BR9 Construction of the proposed project would directly and permanently impact approximately 0.3 acre of suitable habitat for the least Bell's vireo and southwestern willow flycatcher, which is coincident with the riparian woodland habitat discussed above. ***Less than significant with mitigation.***	**MM-BR9-2** Preconstruction surveys for least Bell's vireo and southwestern willow flycatcher will be conducted prior to construction in or adjacent to habitat areas in accordance with the applicable protocol. Based on the protocol survey results, appropriate avoidance measures would be determined through consultation with regulatory agencies.	N/A	N/A			Potential habitat for least Bell's vireo is present on the OVTC site, but no suitable habitat for southwestern willow flycatcher is present.	Applicant shall submit preconstruction survey report describing habitat suitability and survey results.
Impact BR10 Permanent and temporary direct impacts to birds listed under the MBTA or BEPA would potentially occur during vegetation clearing and grading, and could occur incidentally during other project phases. These impacts are considered by the U.S. Fish and Wildlife Service and MSHCP to be a violation of these federal and regional acts. However, because significant impacts associated with project construction or operation would be an unintended or incidental occurrence, it is unlikely that this would be considered a	**MM-BR10** To avoid or minimize impacts to birds covered under the Migratory Bird Treaty Act (MBTA) and/or Bald Eagle Protection Act (BEPA) the following will be implemented: ▪ Clearing and grubbing of vegetation within areas identified as habitat subject to these acts should be conducted outside the March 15 through August 15 nesting season. ▪ If clearing and grubbing must occur within habitats during the breeding season, preconstruction nest surveys shall be conducted by a	Prior to issuance of grading and during construction	City of Calimesa Planning and Engineering Departments			Preconstruction nesting bird surveys shall be conducted and recommendations for temporal or areal buffers to avoid impacts shall be adhered to. Per EIR page 3.3-8, follow up surveys are not required for western yellow-billed cuckoo. The applicant shall prepare a Worker Environmental Awareness Program (WEAP) that clearly explains all	The applicant shall demonstrate on construction documents/ plan sets that all night lighting (temporary and permanent) is positioned and directed away from conservation areas and shielded to prevent light spill into such areas. Documentation that a qualified biologist has been retained prior to construction activities. Documentation that pre-construction biological surveys have been completed and if species are found, documentation about how to

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"take" under either the MBTA or BEPA. ***Less than significant with mitigation.***	qualified biologist no more than one week prior to initiation of construction. The biologist shall identify those areas where clearing and grubbing are to be avoided in order to avoid destruction of nests. ▪ In the event that least Bell's vireo or southwestern willow flycatcher is found on-site during future surveys, ensure that noise from construction activities does not exceed 60 dBA L_{EQ} within the occupied habitat of the species during the nesting season.					mandatory biological mitigation measures. The WEAP shall be provided to all construction personnel through oral presentations, and a printed hand out shall be provided to construction supervisors.	relocate or avoid the birds will be completed.
	▪ Position, direct, and shield lights (streetlights, parking lot lighting, and other project-related illumination sources) so as to avoid "light spill" into the proposed on-site conservation areas or into habitat adjacent to the proposed project site. Night lighting used during the course of construction shall be directed away from onsite habitat conservation areas and offsite properties. ▪ Provide contractor education and erect fencing or barriers to ensure that contractors do no enter areas of open space or conserved habitat for any purpose except for enhancement projects permitted by the Specific Plan or activities that are otherwise permitted or required for implementation of EIR mitigation measures.						Pre-construction BUOW surveys will be required in compliance with the MSCHP Burrowing Owl Surveys. Install protective barriers, if determined necessary if construction will occur with the breeding season.

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	▪ If construction must occur within or adjacent to these habitats during the breeding season, preconstruction nest surveys shall be conducted by a qualified biologist no more than 1 week prior to construction initiation. The biologist shall identify those areas where construction is to be avoided in order to avoid destruction of nests. ▪ Preconstruction surveys shall be performed in appropriate habitat areas consistent with requirements of the MSHCP, for the western yellow-billed cuckoo and burrowing owl. Mitigation consistent with MSHCP requirements will be implemented if warranted by survey results.						
Impact BR12 Permanent indirect impacts to the 16 sensitive species detected on site could occur from alteration of habitat within the upland and riparian areas. ***Less than significant with mitigation.***	**MM-BR12** Mitigation measures for indirect impacts to the 16 sensitive and covered species present on-site will be met through the extensive in-kind preservation outlined in Table 3.3-4 and through compliance with other requirements of the MSHCP. For instance, Yucaipa onion and many-stemmed dudleya are not expected to occur on the site; however, focused surveys will be conducted in appropriate habitat during proper time of year. If these species are found on-site, appropriate mitigation will be implemented upon concurrence by regulatory agencies.	MSCHP compliance mitigates for impacts to the 16 sensitive species.	City of Calimesa Planning Department			Potential indirect impacts are addressed through preservation elsewhere within Summerwind Ranch.	MSHCP compliance is the mitigation verification.

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Cultural Resources							
Impact CR1 The project would impact cultural resources sites within the project area. ***Less than significant with mitigation.***	**MM-CR2-1** Preconstruction salvage of known exposed cultural resources shall be conducted.	Prior to issuance of grading permit. The impacted cultural sites and associated mitigation is located in Table 3.4-2 in the EIR.	City of Calimesa Engineering			Impacted Resources: LSA-SIC-337-I-3 LSA-SIC-337-S-6 (including contributing element LSA-SIC-337-I-2) Mitigation will comply with Table 3.4-2 from the EIR (also located in the Addendum).	Coordinate with consulting tribes to determine appropriate disposition of the prehistoric isolate and submit written evidence to the City of Calimesa of implementation.
Impact CR2 The project's adverse impacts from construction and indirect impacts from increased land use and fossil collection would impact the paleontological resources within the project site. ***Less than significant with mitigation.***	**MM-CR2-2** Preconstruction field examination of fossil soil horizons with high potential for paleontological resources, and salvage of fossils as necessary shall be conducted.	Prior to grading, a qualified paleontologist shall survey the site to determine if the soil is suitable for fossils or other paleontological resources. If there are suitable soils, a paleontological monitor shall be on site for grading.	City of Calimesa Planning Department			If there are suitable soils for fossils, MM CR2-3 applies. Specific known fossil localities as identified in the paleo resources assessment need to be collected as well. All salvaged fossils need to be curated with an accredited museum, such as the Natural History Museum of Los Angeles County.	Preconstruction soils survey report submitted to the City of Calimesa by a qualified paleontologist.
Impact CR2 The project's adverse impacts from construction and indirect impacts from increased land use and fossil collection would impact the paleontological resources within the project site. ***Less than significant with mitigation.***	**MM-CR2-3** A project specific sampling plan that will recover standard samples of fossiliferous paleosols in stratigraphic succession within the affected areas shall be developed. The sampling program will include 12 samples from the San Timoteo Formation and three from younger sediments. These samples will be prepared by water-washing through 20 and 30 mesh screens.	If there are suitable soils for fossils found prior to construction during the site survey per MM CR2-2, a qualified paleontologist or paleontological monitor shall be on site for the grading portion of construction.	City of Calimesa Planning Department			All fossils collected from matrix screen washing shall be curated with an accredited museum, such as the Natural History Museum of Los Angeles County. This measure may be completed in conjunction with MM-CR2-2 above.	Report of findings of the pre-construction survey and salvage shall be completed by the qualified paleontologist and submitted to the City of Calimesa and the museum repository. This measure may be completed in conjunction with MM-CR2-2 above.

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Impact CR2 The project's adverse impacts from construction and indirect impacts from increased land use and fossil collection would impact the paleontological resources within the project site. ***Less than significant with mitigation.***	**MM-CR2-4** Excavation in sediments with undetermined potential shall be monitored 50 percent of the time; and if paleontological resources are identified, monitoring shall be changed to full time. Monitors shall be empowered to temporarily redirect earthmoving equipment while fossils are examined and removed. If multiple pieces of earthmoving equipment are working simultaneously or if excavation is conducted in widely separated areas, additional monitors shall be provided as necessary.	Prior to grading, a qualified paleontologist shall survey the site to determine if the soil is suitable for fossils or other paleontological resources. If there are suitable soils, a paleontological monitor shall be on site for grading.	City of Calimesa Planning Department				The Paleontological Resources Monitoring Plan (PRMP) will need to be drafted and submitted to the City for approval before construction begins. After all ground-disturbing activities are completed the project paleontologist will need to prepare a report detailing the monitoring carried out as well as a summary of the results of monitoring. This report will be submitted to the City of Calimesa and the museum repository.
Impact CR2 The project's adverse impacts from construction and indirect impacts from increased land use and fossil collection would impact the paleontological resources within the project site. ***Less than significant with mitigation.***	**MM-CR2-5** Fossils collected during the project shall be prepared to a reasonable point of identification. The samples shall be cleaned of excess sediment or matrix and housed in an accredited museum repository. A written fossil specimen repository agreement shall be arranged in advance of excavation monitoring.	Within 60 days after completion of construction	City of Calimesa Planning Department			The LACM is the most likely repository for fossils collected from the project, as the San Bernardino Co. Museum was not accepting new material at the time of this review.	See MM-CR2-6 below for reporting requirements.
Impact CR2 The project's adverse impacts from construction and indirect impacts from increased land use and fossil collection would impact the paleontological resources within the project site. ***Less than significant with mitigation.***	**MM-CR2-6** A report documenting the results of the monitoring and salvage shall be prepared.	Within 60 days after completion of construction	City of Calimesa Planning Department				Report of the results of the monitoring program described for MM-CR2-5 above shall include reporting of all fossils salvaged from the monitoring program. This report will be submitted to the City of Calimesa and the museum repository.

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Geology and Soils							
Impact GS1 Potential impacts related to faulting and seismicity (including liquefaction) could occur with project implementation. ***Less than significant with mitigation.***	**MM-GS1-1** The removal of all topsoil, partially saturated alluvium, colluvium, and highly weathered older alluvium and San Timoteo Formation shall be required under all structural fill areas per the geotechnical engineers recomendation.	During grading	City of Calimesa Engineering Department			Removal of top soil, to the degree necessary, shall be in compliance with the geotechnical report submitted to the City.	The full MMRP will be attached to the Project Specifications in the Contract Documents. The following mitigation measures will be excerpted in from the full MMRP and added to the City's preferred section of the Spec: MM-GS1-1, MM-GS1-2, MM-GS1-3, MM-GS2-1, MM-GS2-1, and MM-GS2-2. The construction site is subject to inspection by the City of Calimesa at any time during construction.
Impact GS1 Potential impacts related to faulting and seismicity (including liquefaction) could occur with project implementation. ***Less than significant with mitigation.***	**MM-GS1-2** Unsuitable soils shall be excavated and compacted using conventional grading techniques.	During grading	City of Calimesa Public Works Department			Potential impacts related to faulting and seismicity, to the degree necessary, will be implemented through performance of the terms and recommendations of the geotechnical report.	The full MMRP will be attached to the Project Specifications in the Contract Documents. The following mitigation measures will be excerpted in from the full MMRP and added to the City's preferred section of the Spec: MM-GS1-1, MM-GS1-2, MM-GS1-3, MM-GS2-1, MM-GS2-1, and MM-GS2-2. The construction site is subject to inspection by the City of Calimesa at any time during construction.
Impact GS2 Potential impacts related to soils and stability (i.e., seismically induced landslides) could occur with project implementation. ***Less than significant with mitigation.***	**MM-GS2-1** Proper grading in accordance with the State of California Special Publication 117 shall be required of all sloped terrain.	During grading	City of Calimesa Engineering Department			Potential impacts related to soil stability, to the degree necessary, will be implemented through performance of the terms and recommendations of the geotechnical report.	The full MMRP will be attached to the Project Specifications in the Contract Documents. The following mitigation measures will be excerpted in from the full MMRP and added to the City's preferred section of the Spec: MM-GS1-1, MM-GS1-2, MM-GS1-3, MM-GS2-1, MM-GS2-1, and MM-GS2-2. The construction site is subject to inspection by the City of Calimesa at any time during construction.

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Impact GS2 Potential impacts related to soils and stability (i.e., seismically induced landslides) could occur with project implementation. ***Less than significant with mitigation.***	**MM-GS2-3** Project mass grading and rough grading for individual development projects shall be done in conformance with a detailed Geotechnical and Soils Engineering Study. The study shall be approved by the City Engineer prior to issuance of grading permits and shall address potential hazards associated with groundshaking, secondary seismic hazards, slope stability, and public safety. Such studies shall: ▪ Conform to code requirements, standards and guidelines of the City of Calimesa; ▪ Fully and accurately reflect site conditions and hazards; and ▪ Include all mitigation measures necessary for reducing risks posed by geologic hazards on the project site.	During grading	City of Calimesa Engineering Department			Potential impacts related to soil stability, to the degree necessary, will be implemented through performance of the terms and recommendations of the geotechnical report.	Approval of Geotechnical and Soils Engineering Study by the City of Calimesa.
Impact GS2 Potential impacts related to soils and stability (i.e., seismically induced landslides) could occur with project implementation. ***Less than significant with mitigation.***	**MM-GS2-4** All site grading shall be accomplished under the supervision of certified engineering geologist.	During grading	City of Calimesa Engineering Department			Potential impacts related to soil stability, to the degree necessary, will be implemented through performance of the terms and recommendations of the geotechnical report.	A report from certified engineering geologist shall be submitted and approved by the City of Calimesa during the grading portion of construction.
Hydrology and Water Quality							
Impact HW1 The project could potentially result in impacts to surface drainage through construction, impacts to hillsides and the introduction of impermeable surfaces. ***Less than significant with mitigation.***	**MM-HW1-1** Construction and development of all phases shall comply with the National Pollutant Discharge Elimination System (NPDES) regulations. Prior to the issuance of a grading permit, applicants shall demonstrate compliance with NPDES Storm water Permit requirements to the satisfaction of the City of Calimesa. Applicable BMP provisions as developed through the specific plan drainage concept and City requirements shall be incorporated into the NPDES Permit.	Prior to issuance of grading permit	City of Calimesa Engineering Department				Copy of each implementing Tentative Parcel Map or Tentative Tract Map's Storm Water Pollution Prevention Plan prepared by a Qualified SWPPP Developer (QSD) and Receipt of the Notice of Intent from the State Water Resources Control Board shall be submitted to the City of Calimesa. Site inspection during construction with City Department of Public Works staff to meet with the Qualified SWPPP Practitioner (QSP) for the project.

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Impact HW1 The project could potentially result in increased runoff and erosion due to increased impermeable surfaces. ***Less than significant with mitigation.***	**MM-HW1-2** Individual projects within the specific plan area shall be reviewed by the City of Calimesa for the inclusion of appropriate structural and non-structural Best Management Practices (BMPs) to control storm water discharges and protect water quality. Structural controls may include, but are not limited to filtration, common area efficient irrigation, common area runoff-minimizing landscape design, velocity dissipation devices, oil/grease separators, inlet trash racks, and catch basin stenciling. Non-structural BMPs can include education for property owners, tenants and occupants, activity restrictions, common area landscape management, litter control, and catch basin inspection, BMP maintenance; and street sweeping. The following are examples of BMPs that may be included within NPDES permit requirements for individual projects: ▪ Use of sand bags and temporary desilting basins during project grading and construction during the rainy season (October through April) to prevent discharge of sediment-laden runoff into storm water facilities. ▪ Installation of landscaping as soon as practicable after completion of grading to reduce sediment transport during storms. Or application of approved soil binders on graded building pads if they are not built upon before the onset of the rainy season.	Prior to issuance of grading permit	City of Calimesa Department of Public Works				<u>Construction NDPES Compliance:</u> Copy of the implementing Tentative Parcel Map or Tentative Tract Map's Storm Water Pollution Prevention Plan prepared by a Qualified SWPPP Developer (QSD) and Receipt of the Notice of Intent from the State Water Resources Control Board shall be submitted to the City of Calimesa. Site inspection during construction with City Department of Public Works staff to meet with the Qualified SWPPP Practitioner (QSP) for the project. <u>Post-Construction NPDES Compliance:</u> Approval by the City of Calimesa of a Water Quality Management Plan (WQMP) prepared for the TMP or TTM. City staff site inspection of permanent BMPs at the conclusion of construction.

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
	▪ Incorporation of structural BMPs (e.g., grease traps, debris screens, continuous deflection separators, oil/water separators, drain inlet inserts) into the project design to provide detention and filtering of contaminants in urban runoff from the developed site prior to discharge to storm water facilities. The City shall review subsequent development projects within the specific plan area for the application of BMPs to reduce water pollution from urban runoff. The specific measures to be applied shall be determined in conjunction with review of required project hydrology and hydraulic studies, and shall conform to City standards and any Drainage Area Management Plan under the NPDES program.						
Noise							
Impact N1 The proposed project would create a significant short-term construction noise impact. ***Less than significant with mitigation.***	**MM-N1-1** During all project site excavation and grading, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.	During excavation and grading	City of Calimesa Planning Department				The full MMRP will be attached to the Project Specifications in the Contract Documents. The following mitigation measures will be excerpted in from the full MMRP and added to the City's preferred section of the Spec: MM-N1-1, MM-N1-2, MM-N1-3, AND MM-N1-4. The construction site is subject to inspection by the City of Calimesa at any time during construction.
Impact N1 The proposed project would create a significant short-term construction noise impact. ***Less than significant with mitigation.***	**MM-N1-2** The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction related noise sources and noise sensitive receptors nearest the project site during all project construction.	During construction	City of Calimesa Planning Department				The full MMRP will be attached to the Project Specifications in the Contract Documents. The following mitigation measures will be excerpted in from the full MMRP and added to the City's preferred section of the Spec: MM-N1-1, MM-N1-2, MM-N1-3, AND MM-N1-4. The construction site is subject to inspection by the City of Calimesa at any time during construction.

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
Impact N1 The proposed project would create a significant short-term construction noise impact. ***Less than significant with mitigation.***	**MM-N1-3** The construction contractor shall limit all construction related activities that would result in high noise levels according to the construction hours to be determined by City staff.	During construction	City of Calimesa Planning Department				The full MMRP will be attached to the Project Specifications in the Contract Documents. The following mitigation measures will be excerpted in from the full MMRP and added to the City's preferred section of the Spec: MM-N1-1, MM-N1-2, MM-N1-3, AND MM-N1-4. The construction site is subject to inspection by the City of Calimesa at any time during construction.
Impact N1 The proposed project would create a significant short-term construction noise impact. ***Less than significant with mitigation.***	**MM-N1-4** The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.	During construction	City of Calimesa Planning Department				The full MMRP will be attached to the Project Specifications in the Contract Documents. The following mitigation measures will be excerpted in from the full MMRP and added to the City's preferred section of the Spec: MM-N1-1, MM-N1-2, MM-N1-3, AND MM-N1-4. The construction site is subject to inspection by the City of Calimesa at any time during construction.
Public Services							
Impact PS1 The proposed project would increase demand for fire protection services. ***Less than significant with mitigation.***	**MM-PS1-1** Developer impact fees shall be paid to contribute to the cost of new fire facilities, and equipment to offset the increase in fire services demand.	Prior to issuance of building permit	City of Calimesa Fire Department				Proof of Developer-paid fees based on current fee schedule to be submitted to the City of Calimesa by each developer.
Impact PS1 The proposed project would increase demand for fire protection services including designating a site for public facility use within the Project site. ***Less than significant with mitigation.***	**MM-PS1-2** The City shall coordinate with the Fire District to evaluate potential new station sites within the area of the proposed project to provide adequate response times for emergency services.	Prior to site plan approval for development within the Town Center	City of Calimesa Planning Department and City of Calimesa Fire Department			Fire facility location to be determined in coordination with the City	Approval by City of Calimesa Fire Department of fire station site in the Town Center Tentative Parcel Map(s). Approval to be received in written form from City of Calimesa Fire Department via email or on City of Calimesa Fire Department letterhead.
Impact PS1 The proposed project would increase demand for fire protection services. ***Less than significant with mitigation.***	**MM-PS1-3** Prior to construction, the developer shall contact the Fire District for verification of current fire protection development requirements. All new construction shall comply with all applicable statutes, codes, ordinances, and/or Fire District standards.	Prior to site plan approval	City of Calimesa Engineering Department and City of Calimesa Fire Department				Approval by City of Calimesa Fire Department of fire protection requirements shown on the final site plan for each implementing Tentative Tract Map and Tentative Parcel Map. Approval to be received in written form via email or on City of Calimesa Fire Department letterhead.

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
Impact PS1 The proposed project would increase demand for fire protection services. ***Less than significant with mitigation.***	**MM-PS1-4** Water lines within the project site shall be designed to meet the fire requirements.	Prior to site plan approval	City of Calimesa Engineering Department and City of Calimesa Fire Department				Approval by City of Calimesa Fire Department of water lines shown on the final site plan for each implementing Tentative Tract Map and Tentative Parcel Map. Approval to be received in written form via email or on City of Calimesa Fire Department letterhead.
Impact PS1 The proposed project would increase demand for fire protection services. ***Less than significant with mitigation.***	**MM-PS1-5** Fire hydrants shall be designed and placement specified by the Fire District at the time water lines to the project area are built or as a condition of development project approval.	Prior to site plan approval	City of Calimesa Engineering Department and City of Calimesa Fire Department				Approval by City of Calimesa Fire Department of fire hydrant locations shown on the Tentative Tract Map and Tentative Parcel Map for each implementing project. Approval to be received in written form via email or on City of Calimesa Fire Department letterhead.
Impact PS2 The proposed project would increase demand for police protection services including designating a site for public facility use within the Town Center portion of the Project site. ***Less than significant with mitigation.***	**MM-PS2** Police impact fees shall be paid to cover capital costs associated with the creation of additional facilities and improvements to service at the Summerwind at Oak Valley project site.	Prior to issuance of building permits for each phase	City of Calimesa Planning Department and Riverside County Sheriff's Department				Proof of Developer-paid fees based on current fee schedule to be submitted to the City of Calimesa by each developer.
Impact PS3 The proposed project would result in an increase of students attending local schools. ***Less than significant with mitigation.***	**MM-PS3-2** Prior to issuance of building permits for each phase of development, project developers shall pay statutory developer fees to the BUSD and/or provide land and improvements pursuant to the requirements established in SB 50. The amount of fees or special taxes to be paid or land and improvements to be provided will be determined based on the established state formula for determining construction costs.	Prior to issuance of building permits for each phase	Beaumont Unified School District				Proof of Developer-paid fees based on current fee schedule to be submitted to the City of Calimesa by each developer.

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
Transportation and Traffic							
Impact T1 The proposed project would potentially impact the LOS in Phase 2 for the intersections listed in Table 3.10-5. ***Less than significant with mitigation.***	**MM-T1-13** Ultimate Roberts Road improvements shall be constructed north of Singleton Road along the Project frontage. South of Singleton Road along the Project frontage, Roberts Road shall be constructed to a level of interim improvements that include its ultimate half-section on the west side of the road, with lane improvements consistent with Exhibit 15 of the Access Study (Addendum Attachment C). Extend Roberts Road south to Cherry Valley Boulevard with an interim two-lane cross section as a secondary/emergency access roadway, per City staff request.	With Project implementation[1] OVTC Buildout (2030) conditions	City of Calimesa Public Works Department				
Impact T2 The proposed project would potentially impact the LOS in Phase 2 for the intersections listed in Table 3.10-5 (page 3.10-29 of the EIR). ***Less than significant with mitigation***	**MM-T2-1** For Calimesa Boulevard at Singleton Road (intersection 4), construct interim traffic signal improvements with lane geometry illustrated on Exhibit 16 of the Access Study (Addendum Attachment C). For Calimesa Boulevard at Singleton Road (intersection 4), provide 2nd eastbound and westbound through lanes, and modify the traffic signal implemented previously in conjunction with Tentative Parcel Map No. 37862, Lots 1 to 6 (if not already accommodated in earlier phases).	OVTC Buildout (2030) conditions OVTC Buildout (2030) conditions	City of Calimesa Public Works Department				
Impact T2 The proposed project would potentially impact the LOS in Phase 3 for the intersections listed in Table 3.10-5 (page 3.10-29 of the EIR). ***Less than significant with mitigation.***	**MM-T2-3** The extension of Singleton Road from Roberts Road to San Timoteo Canyon Road shall be constructed as an interim two-lane section.	With Project implementation	City of Calimesa Public Works Department				

[1] Phasing regarding traffic improvements cited in this MMRP reflects the phasing identified in the Access Evaluation (Attachment C). These phases are equivalent to or coincide with Phase 2 as identified in the 2005 EIR.

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
Impact T2 The proposed project would potentially impact the LOS in Phase 2 for the intersections listed in Table 3.10-5 (page 3.10-29 of the EIR). ***Less than significant with mitigation.***	**MM-T2-11** For Calimesa Boulevard at Singleton Road (intersection 4), provide 2nd eastbound and westbound through lanes, and modify the traffic signal implemented previously in conjunction with Tentative Parcel Map No. 37862, Lots 1 to 6 (if not already accommodated in earlier phases).	OVTC Buildout (2030) conditions	City of Calimesa Public Works Department			Mitigation Measure listed in Phase 2 for both commercial and residential in the TIA pages 1-16 and 1-19. A portion of the improvement is outside of SP.	
Impact T3 The proposed project would potentially impact the LOS in Phase 3 for the intersections listed in Table 3.10-5 (page 3.10-29 of the EIR). *Less than significant with mitigation.*	**MM-T3-15** Participate in funding to implement the new westerly half of the existing I-10 interchange at Singleton Road, which includes (1) the eastbound off ramp from I-10 to Singleton Road, (2) the westbound on ramp to I-10 from Singleton Road, and (3) realignment of Calimesa Boulevard to move the Calimesa Boulevard / Singleton Road intersection further east of the I-10 westbound ramps intersection on Singleton Road (currently a City CIP project).	OVTC Buildout (2030) conditions	City of Calimesa Public Works Department				
	For I-10 Eastbound Ramps at Singleton Road (intersection 2), construct interim traffic signal improvements with lane geometry illustrated on Exhibit 16 of the Access Study (Addendum Attachment C).	OVTC Buildout (2030) conditions					
	For I-10 Westbound Ramps at Singleton Road (intersection 3), construct interim traffic signal improvements with lane geometry illustrated on Exhibit 16 of the Access Study (Addendum Attachment C).	OVTC Buildout (2030) conditions					
	Widen and/or reconstruct the I-10/Singleton interchange bridge to provide at least 2 through lanes in each direction, with dual eastbound left turn lanes approaching the I-10 westbound on-ramp (intersection 3).	OVTC Buildout (2030) conditions					

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
Impact T3 The proposed project would potentially impact the LOS in Phase 3 for the intersections listed in Table 3.10-5 (page 3.10-29 of the EIR). ***Less than significant with mitigation.***	**MM-T3-17** For Roberts Road at Singleton Road (intersection 5), construct interim traffic signal improvements and provide at least the following lanes (interim design subject to City determination): *Northbound – 1 left turn lane, 1 through lane, and 1 right turn lane* *Southbound – 1 left turn lane, 2 through lanes, and 1 right turn lane* *Eastbound – 1 left turn lane, 2 through lanes, and 1 right turn lane* *Westbound – 1 left turn lane, 2 through lanes, and 1 right turn lane* For Roberts Road at Singleton Road (intersection 5), modify traffic signal to provide a northbound right turn overlap signal phase (if not already accommodated in earlier phases) and provide an additional southbound left turn lane, an additional westbound left turn lane, and 2nd northbound through lane.	OVTC Buildout (2030) conditions OVTC Buildout (2030) conditions	City of Calimesa Public Works Department				
Impact T3 The proposed project would potentially impact the LOS in Phase 3 for the intersections listed in Table 3.10-5 (page 3.10-29 of the EIR). ***Less than significant with mitigation.***	**MM-T3-21** Roberts Road shall be widened from the TAZ "U" south boundary to Singleton Road at its ultimate half-section width as an Arterial roadway (110-foot ROW).	With development of the commercial land uses east of Roberts Road	City of Calimesa Public Works Department				
Impact T3 The proposed project would potentially impact the LOS in Phase 3 for the intersections listed in Table 3.10-5 (page 3.10-29 of the EIR). ***Less than significant with mitigation.***	**MM-T3-22** Between the eastbound I-10 ramps/Singleton Road intersection and the Roberts Road/Singleton Road intersection, Singleton Road shall be constructed to a level of interim improvements that include its ultimate half-section on the north side of the road, with lane improvements consistent with Exhibits 15 and 16 of the Access Study (Addendum Attachment C).	OVTC Buildout (2030) conditions	City of Calimesa Public Works Department				

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
Impact T3 The proposed project would potentially impact the LOS in Phase 3 for the intersections listed in Table 3.10-5 (page 3.10-29 of the EIR). ***Less than significant with mitigation.***	**MM-T3-23** Roberts Road from Singleton Road to the TAZ "S" north boundary shall be constructed at its ultimate full-section width as an Arterial roadway (110-foot ROW).	OVTC Buildout (2030) conditions	City of Calimesa Public Works Department				
Impact T3 The proposed project would potentially impact the LOS in Phase 3 for the intersections listed in Table 3.10-5 (page 3.10-29 of the EIR). ***Less than significant with mitigation.***	**MM-T3-24** Ultimate Singleton Road improvements shall be completed from the western Project boundary to Roberts Road.	With Project implementation	City of Calimesa Public Works Department				
Impact T4 The proposed project would potentially impact the LOS in 2030 for the intersections listed in Table 3.10-5 (page 3.10-29 of the EIR). ***Less than significant with mitigation.***	**MM-T4-12** For the I-10 Eastbound off-ramp at Singleton Road (intersection 2), modify traffic signal to provide an 2nd southbound right turn lane, 2nd eastbound through lane, and 2nd westbound through lane. For the I-10 Westbound off-ramp at Singleton Road (intersection 3), modify traffic signal to provide a 2nd eastbound left turn lane, 2nd eastbound through lane, 2nd westbound though lane, and an additional northbound left turn lane.	OVTC Buildout (2030) conditions	City of Calimesa Public Works Department				
Impact T4 The proposed project would potentially impact the LOS in 2030 for the intersections listed in Table 3.10-5 (page 3.10-29 of the EIR). ***Less than significant with mitigation.***	**MM-T4-15** Singleton Road from the I-10 Southbound Ramps to Roberts Road shall be completed at its ultimate full-section width as an Urban Arterial roadway (134-foot ROW).	OVTC Buildout (2030) conditions	City of Calimesa Public Works Department				

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
Utilities and Service Systems							
Impact UT1 The proposed project would increase wastewater generation and require additional wastewater infrastructure and treatment facilities. ***Less than significant with mitigation.***	**MM-UT1-1** The applicant shall be responsible for payment of all wastewater related development impact fees and related charges, as determined by the water supply assessment at the time a building permit is issued for this project. Said fees include, but are not limited to, sewer treatment expansion fees and necessary permit fees.	Prior to issuance of building permits for each phase	City of Calimesa Public Works Department and Yucaipa Valley Water District			The project will follow the specific current plan for sewerage from the YVWD.	Proof of Developer-paid fees based on current fee schedule.
Impact UT1 The proposed project would increase wastewater generation and require additional wastewater infrastructure and treatment facilities. ***Less than significant with mitigation.***	**MM-UT1-2** Wastewater service will be denied if any of the terms and conditions is not satisfied.	On-going requirement for each phase	City of Calimesa Public Works Department and Yucaipa Valley Water District				Proof of meeting the terms and conditions for each implementing project to be submitted by the Developer to the YVWD for the agency's approval.
Impact UT1 The proposed project would increase wastewater generation and require additional wastewater infrastructure and treatment facilities. ***Less than significant with mitigation.***	**MM-UT1-3** The Applicant shall be responsible for complying with the Regional Water Quality Control Board (RWQCB) 2004 Basin Plan and Maximum Benefit demonstration as adopted by the Regional Board.	On-going requirement for each phase	City of Calimesa Public Works Department and Yucaipa Valley Water District			The project will follow the specific current plan for sewerage from the YVWD.	Proof of meeting requirements for each implementing project to be submitted by the Developer to the YVWD for the agency's approval.
Impact UT2 The proposed project would increase water demand and require additional water supply and infrastructure. ***Less than significant with mitigation.***	**MM-UT2-1** Adequate source water is available for domestic water supplies and recycled water supplies for both potable use and fire protection. The applicant shall be responsible for the construction or supplemental production, transmission and storage facilities to serve the project in accordance with the water supply assessment. These facilities include, but are not limited to, the construction and/or participation in the construction of reservoirs in Pressure Zones 10, 11 and 12.	Prior issuance of building permits	City of Calimesa Public Works Department and Yucaipa Valley Water District			The WSA/WV was done in 2005. In 2018 Calimesa Planning Commission found no update was needed. The project will follow the specific current plan for water service from the YVWD.	Documentation shall be provided to the City of Calimesa from YVWD indicating what facilities the development is required to install.

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
Impact UT2 The proposed project would increase water demand and require additional water supply and infrastructure. ***Less than significant with mitigation.***	**MM-UT2-2** The applicant shall be responsible for all costs associated with the preparation, recommendations and decisions resulting from the completion of a water supply assessment, if required for this project.	Prior to site plan approval	City of Calimesa Public Works Department and Yucaipa Valley Water District			The project will follow the specific current plan for water service from the YVWD.	Water supply assessment shall be provided to the City of Calimesa
Impact UT2 The proposed project would increase water demand and require additional water supply and infrastructure. ***Less than significant with mitigation.***	**MM-UT2-3** The applicant shall be responsible for the water related development impact fees and water related charges in effect at the time building permit is issued for this project.	Prior to issuance of building permits	City of Calimesa Public Works Department and Yucaipa Valley Water District				Proof of Developer-paid fees based on current fee schedule.
Impact UT2 The proposed project would increase water demand and require additional water supply and infrastructure. ***Less than significant with mitigation.***	**MM-UT2-4** The District reserves the right to deny water service to the project if any of the District's required conditions is not satisfied.	Prior to issuance of grading permits	City of Calimesa Public Works Department and Yucaipa Valley Water District				Written proof of YVWD ability to provide water service to implementing projects.
Impact UT2 The proposed project would increase water demand and require additional water supply and infrastructure. ***Less than significant with mitigation.***	**MM-UT2-5** The applicant shall be responsible for installing the necessary infrastructure to achieve fire protection and minimum/maximum water pressure service standards as provided for by the District.	Prior to issuance of building permits	City of Calimesa Public Works Department and Yucaipa Valley Water District				Site visit by City of Calimesa Public Works and City of Calimesa Fire Department.
Impact UT2 The proposed project would increase water demand and require additional water supply and infrastructure. ***Less than significant with mitigation.***	**MM-UT2-6** This project will be required to install both potable water and recycled water to each residential and commercial lot within the proposed development in order to provide sufficient water for compliance with SB 221 and SB 610. Connection to the existing recycled (non-potable) water system will be the responsibility of the applicant.	Prior to issuance of building permits	City of Calimesa Public Works Department and Yucaipa Valley Water District				Written approval by YVWD of water lines on site plans.

Impact	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	Method of Verification
Impact UT3 The proposed project would result in an alteration to the existing storm water drainage patterns. ***Less than significant with mitigation.***	**MM-UT3** An NPDES permit from the RWQCB will be required prior to the commencement of construction and post-development activities.	NPDES prior to construction Stormwater Management Plan post development	City of Calimesa Public Works Department				<u>Construction Mitigation:</u> Submittal of Storm Water Pollution Prevention Plan (SWPPP) prepared by a Qualified SWPPP Developer (QSD) and Receipt of Notice of Intent (NOI) from State Water Resources Control Board (SWRCB) to the City of Calimesa. <u>Post-Construction Mitigation:</u> Review and approval of a Water Quality Management Plan (WQMP).

URBAN | CROSSROADS

SUMMERWIND TRAILS

TRAFFIC ANALYSIS

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Reference Number	Agency	Date
13999-14 TA Report	City of Calimesa	July 24, 2024

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
BUSD	Banning Unified School District
CAMUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
DIF	Development Impact Fee
EIR	Environmental Impact Report
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
OPR	Office of Planning and Research
NCHRP	National Cooperative Highway Research Program
PHF	Peak Hour Factor
Project	Summerwind Trails
RCTC	Riverside County Transportation Commission
RIVCOM	Riverside County Transportation Analysis Model
RTA	Riverside Transit Authority
SB 743	Senate Bill 743
SCAG	Southern California Association of Governments
SHS	State Highway System
TA	Traffic Analysis
TUMF	Transportation Uniform Mitigation Fee
WRCOG	Western Riverside Council of Governments
VMT	Vehicle Miles Traveled
vphgpl	Vehicles per Hour Green per Lane

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1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for Summerwind Trails development ("Project"), which is located north of Singleton Road and on either side of Roberts Road in the City of Calimesa, as shown on Exhibit 1-1. The purpose of this TA is to evaluate the potential circulation system deficiencies that may result from the revised phasing of the proposed Project, and where necessary recommend improvements to achieve acceptable operations consistent with the City's General Plan level of service goals and policies. This TA has been prepared in accordance with the City of Calimesa's Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (May 2020) and through consultation with City of Calimesa staff during the scoping process. (1) The Project traffic study scoping agreement is provided in Appendix 1.1 of this TA, which has been reviewed by the City of Calimesa.

1.1 SUMMARY OF FINDINGS

The Project is to construct the following improvements as design features in conjunction with development of the site:

Phase 2

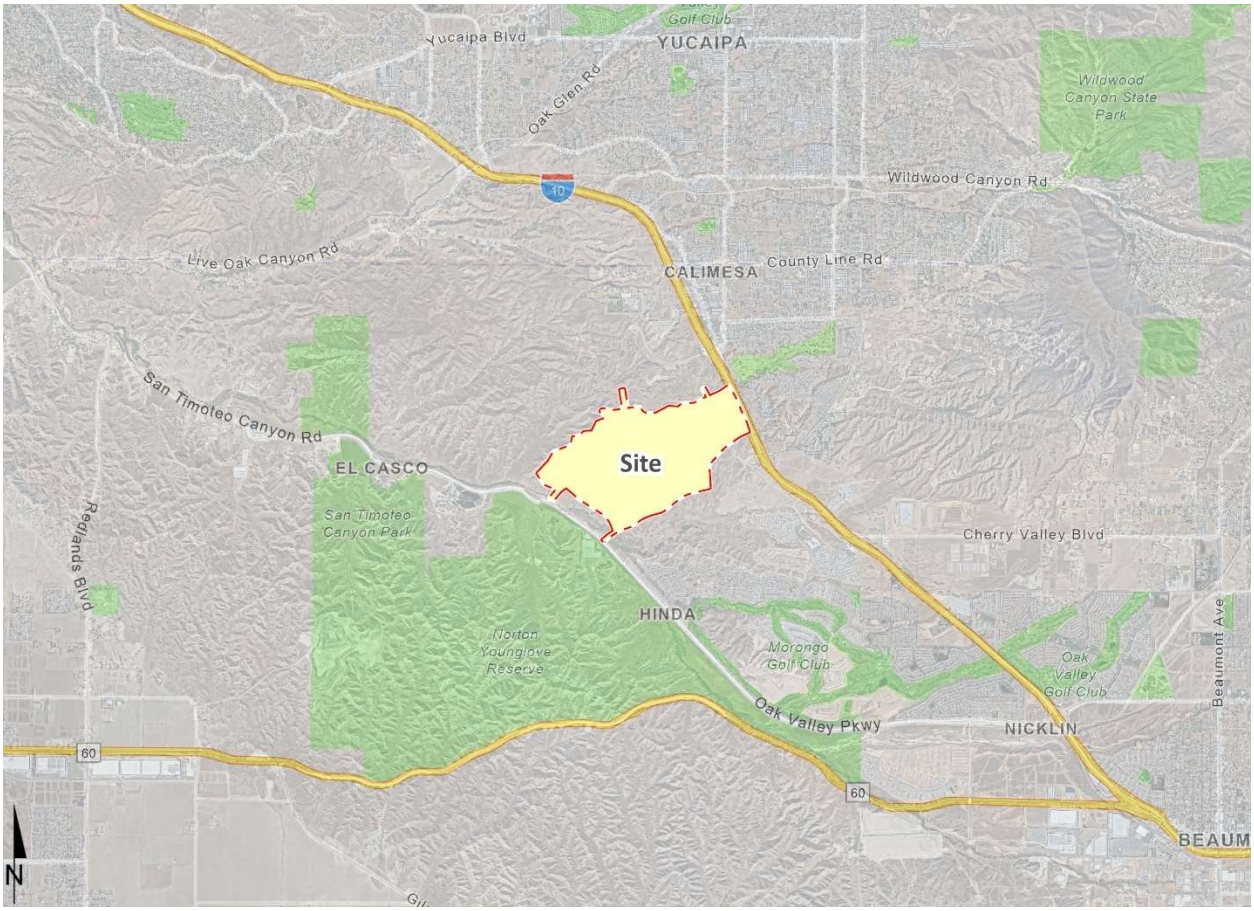
- Project to construct Roberts Road at its ultimate full-section width as an Arterial (110-foot right-of-way) from the Project's northern boundary to the Project's southern boundary consistent with the City's standards.
- Project to construct Street A at its ultimate full-section width as a Divided Collector (78-foot right-of-way) throughout the Project site consistent with the City's standards.
- Project to construct Singleton at its ultimate half-section width as an Arterial (110-foot right-of-way) from Roberts Road to Street C consistent with the City's standards. Project to construct 12-feet of pavement on the south side of Singleton Road from Roberts Road to Street C to facilitate site access.

Phase 3

- Project to construct Street B at its ultimate full-section width as a Divided Collector (78-foot right-of-way) throughout the Project site consistent with the City's standards.
- Project to construct Street C at its ultimate full-section width as a Divided Collector (78-foot right-of-way) throughout the Project site consistent with the City's standards.
- Project to construct Singleton Road as a Major roadway (100-foot right-of-way) from Street C to San Timoteo Canyon Road consistent with the City's standards. Project to construct 12-feet of pavement on the south side of Singleton Road from Street C to San Timoteo Canyon Road to facilitate site access.

Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report. The Project Applicant's responsibility for the Project's contributions towards deficient off-site intersections is fulfilled through construction of improvements, payment into pre-existing fee programs (if applicable) that would be assigned to the future construction of regional roadway infrastructure improvements, and/or fair share contribution. The Project Applicant would be required to pay requisite fees consistent with the City's requirements (see Section 10 *Local and Regional Funding Mechanisms*).

EXHIBIT 1-1: LOCATION MAP



1.2 PROJECT OVERVIEW

The Project includes the development of the following uses within 4 phases of development:

- Phase 2 (Opening Year of 2026):
  - 1,085 single family detached dwelling units
  - 552 single family attached dwelling units
  - 17.3 acres of parks
  - 950 student K-8 school
- Phase 3 (Opening Year of 2028):
  - 584 single family detached dwelling units
  - 23.6 acres of parks
- Phase 4 (Opening Year of 2030):
  - 375 single family detached dwelling units
  - 18.0 acres of park
- Phase 5 (Opening Year of 2032):
  - 431 single family detached dwelling units
  - 23.7 acres of parks

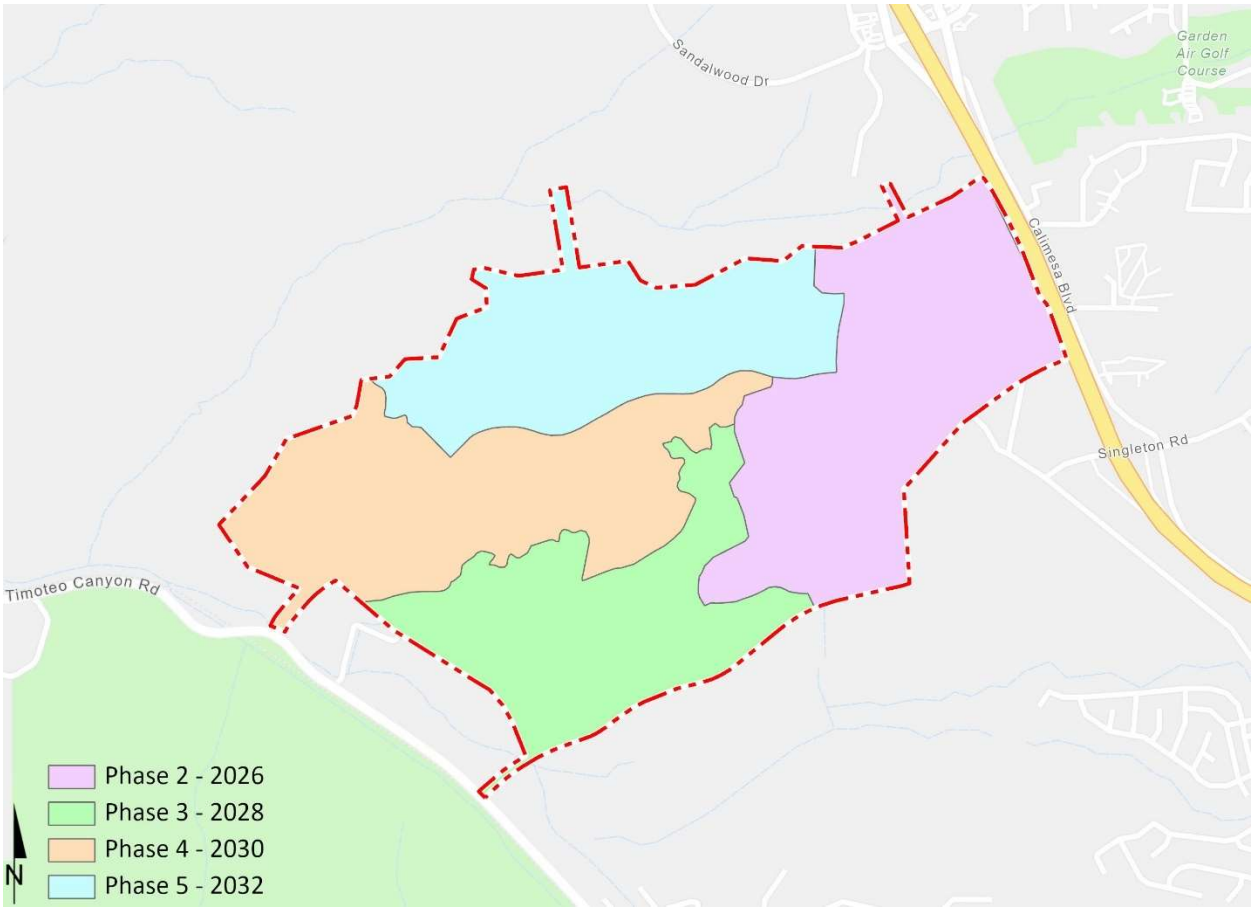
It should be noted, the Specific Plan has allocated additional dwelling units overlaid at the two school sites (within Phase 2 and Phase 5) in the event the schools are not constructed. However, the school in phase 2 is programmed by Banning Unified School District (BUSD) as a K-8 school with up to 950 students and has been evaluated in this traffic study as opposed to the overlay residential dwelling units since the K-8 school land use provides a more conservative analysis compared to the residential dwelling unit overlay. BUSD has not programmed the Phase 5 school site and any school use there is speculative. Therefore, the 43 additional dwelling units that can be constructed on the school parcel for Phase 5, assuming no school is built, has been analyzed in this traffic study and is included in the 431 dwelling units in Phase 5.

For the purposes of this traffic assessment, Project (Buildout) includes Phases 2 + 3 + 4 + 5. A preliminary phasing plan of the proposed Project is shown on Exhibit 1-2. Access to the Project site is available via the I-10 Freeway/Singleton Road interchange. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for the following land uses (2):

- Single Family Detached Housing (ITE Land Use Code 210)
- Single Family Attached Housing (ITE Land Use Code 215)
- Public Park (ITE Land Use Code 411)
- Elementary School (ITE Land Use Code 520)

The Project is anticipated to generate a total of 29,536 two-way trips per day with 2,699 AM peak hour trips and 2,800 PM peak hour trips. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

EXHIBIT 1-2: PRELIMINARY PHASING PLAN



1.3 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Opening Year Cumulative (2026) (Phase 2)
- Opening Year Cumulative (2028) (Phase 2 + Phase 3)
- Opening Year Cumulative (2030) (Phase 2 + Phase 3 + Phase 4)
- Opening Year Cumulative (2032) (Phase 2 + Phase 3 + Phase 4 + Phase 5) (Project Buildout)
- Horizon Year (2040) With Project (Project Buildout)

1.3.1 OPENING YEAR CUMULATIVE (2026, 2028, 2030 & 2032) CONDITIONS

The Opening Year Cumulative conditions analysis determines the potential near-term cumulative circulation system deficiencies. To account for background traffic growth, traffic associated with other known cumulative development projects in conjunction with an ambient growth from Existing (2022) conditions of 2% per year, compounded annually, is included for Opening Year Cumulative traffic conditions. The following growth factors were utilized for the Opening Year Cumulative scenarios:

- 8.24% for Opening Year Cumulative (2026) conditions
- 12.62% for Opening Year Cumulative (2028) conditions
- 17.17% for Opening Year Cumulative (2030) conditions
- 21.90% for Opening Year Cumulative (2032) conditions

A list of cumulative development projects was compiled from information provided by the City of Calimesa and is consistent with other recent studies in the study area.

1.3.2 HORIZON YEAR (2040) CONDITIONS

Traffic projections for Horizon Year (2040) conditions were derived from the latest Riverside County Transportation Analysis Model (RIVCOM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year conditions analysis will be utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the Transportation Uniform Mitigation Fee (TUMF) program or City of Calimesa Development Impact Fee (DIF) programs, can accommodate the long-range cumulative traffic at the target Level of Service (LOS) identified in the City of Calimesa (lead agency) General Plan. (3) Each of these regional transportation fee programs are discussed in more detail in Section 10 *Local and Regional Funding Mechanisms*.

1.4 STUDY AREA

To ensure that this TA satisfies the City of Calimesa's traffic study requirements, Urban Crossroads, Inc. prepared a Project traffic study scoping package for review by City of Calimesa staff prior to the preparation of this report. This agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology. The agreement provided to the City is included in Appendix 1.1 of this TA.

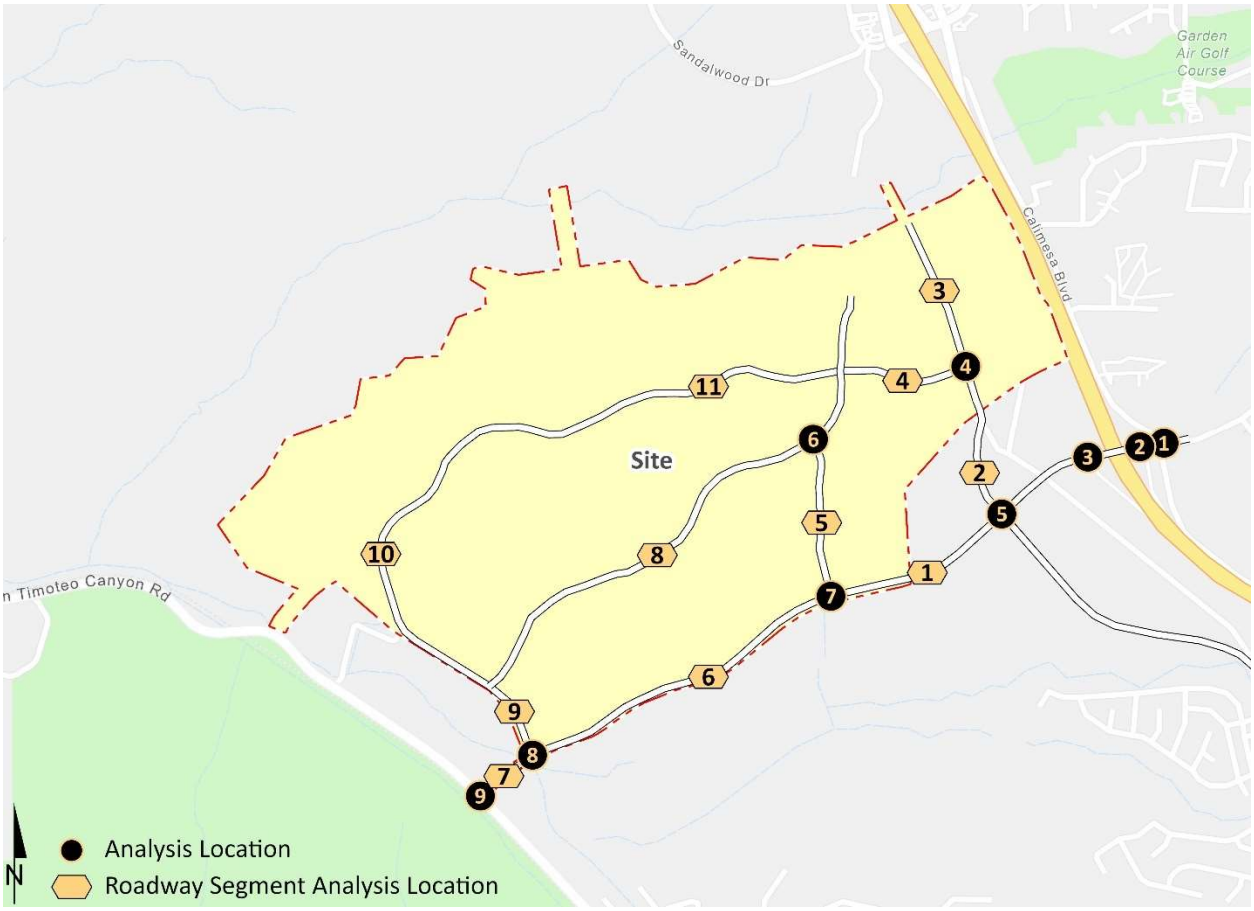
The 9 study area intersections shown on Exhibit 1-3 and listed in Table 1-1 were selected for evaluation in this TA based on consultation with City of Calimesa staff and include key locations to compare the operations analysis results with the 2005 Summerwind Ranch Specific Plan.

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and most recently updated in 2019 as part of the Riverside County Long Range Transportation Study. The Riverside County Transportation Commission (RCTC) adopted the 2019 CMP for the County of Riverside in December 2019. (4) There are no study area intersections identified as Riverside County CMP intersections.

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

#	Intersection
1	Calimesa Bl. & Singleton Rd.
2	I-10 WB Ramps & Singleton Rd.
3	I-10 EB Ramps & Singleton Rd.
4	Roberts Rd. & Street A
5	Roberts Rd. & Singleton Rd.
6	Street C & Street B
7	Street C & Singleton Rd.
8	Street A & Singleton Rd.
9	San Timoteo Canyon Rd. & Singleton Rd.

EXHIBIT 1-3: STUDY AREA



1.5 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis and Section 5 *Opening Year Cumulative (2026) Traffic Conditions*, Section 6 *Opening Year Cumulative (2028) Traffic Conditions,* Section 7 *Opening Year Cumulative (2030) Traffic Conditions,* Section 8 *Opening Year Cumulative (2032) Traffic Conditions,* and Section 9 *Horizon Year (2040) Traffic Conditions* include the detailed analysis. A summary of LOS results for all analysis scenarios is presented in Table 1-2.

TABLE 1-2: SUMMARY OF LOS

#	Intersection	2026 With Project (Phase 2)		2028 With Project (Phase 2 + Phase 3)		2030 With Project (Phase 2 + Phase 3 + Phase 4)		2032 With Project (Project Buildout)		2040 With Project (Project Buildout)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Calimesa Bl. & Singleton Rd.	F	F	F	F	F	F	F	F	F	F
2	I-10 WB Ramps & Singleton Rd.	F	F	F	F	F	F	F	F	F	F
3	I-10 EB Ramps & Singleton Rd.	F	F	F	F	F	F	F	F	F	F
4	Roberts Rd. & Street A	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
5	Roberts Rd. & Singleton Rd.	F	F	F	F	F	F	F	F	F	F
6	Street C & Street B	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D	A - D
7	Street C & Singleton Rd.	A - D	A - D	A - D	A - D	E	F	F	F	F	F
8	Street A & Singleton Rd.	N/A	N/A	N/A	N/A	A - D	E	A - D	F	F	F
9	San Timoteo Canyon Rd. & Singleton Rd.	N/A	N/A	A - D	A - D	A - D	A - D	A - D	F	F	F

A - D = A - D E = E F = F

1.5.1 OPENING YEAR CUMULATIVE (2026) WITH PROJECT (PHASE 2) CONDITIONS

Intersections

The following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2026) With Project (Phase 2) traffic conditions:

- Calimesa Boulevard & Singleton Road (#1) – LOS F AM and PM peak hours
- I-10 WB Ramps & Singleton Road (#2) – LOS F AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) – LOS F AM and PM peak hours
- Roberts Road & Singleton Road (#5) – LOS AM and PM peak hours

Roadway Segments

All study area roadway segments currently operate at an acceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria.

Queues

The following movements are anticipated experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2026) With Project (Phase 2):

- I-10 WB Ramps & Singleton Road (#2) NBL/T/R – AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) SBL/T/R – AM and PM peak hours

1.5.2 OPENING YEAR CUMULATIVE (2028) WITH PROJECT (PHASE 2 + PHASE 3) CONDITIONS

Intersections

The following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) traffic conditions:

- Calimesa Boulevard & Singleton Road (#1) – LOS F AM and PM peak hours
- I-10 WB Ramps & Singleton Road (#2) – LOS F AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) – LOS F AM and PM peak hours
- Roberts Road & Singleton Road (#5) – LOS AM and PM peak hours
- Street C & Singleton Road (#7) – LOS F PM peak hour only

Roadway Segments

All study area roadway segments currently operate at an acceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria.

Queues

The following movements are anticipated experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3):

- I-10 WB Ramps & Singleton Road (#2) NBL/T/R – AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) SBL/T/R – AM and PM peak hours

1.5.3 OPENING YEAR CUMULATIVE (2030) WITH PROJECT (PHASE 2 + PHASE 3 + PHASE 4) CONDITIONS

Intersections

The following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) traffic conditions:

- Calimesa Boulevard & Singleton Road (#1) – LOS F AM and PM peak hours
- I-10 WB Ramps & Singleton Road (#2) – LOS F AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) – LOS F AM and PM peak hours
- Roberts Road & Singleton Road (#5) – LOS AM and PM peak hours
- Street C & Singleton Road (#7) – LOS E AM peak hour; LOS F PM peak hour
- Street A & Singleton Road (#8) – LOS E PM peak hour only

Roadway Segments

The following study area roadway segment is anticipated to operate at an unacceptable LOS:

- Roberts Road, between Street A & Singleton Road (#2) – LOS F

Queues

The following movements are anticipated experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4):

- I-10 WB Ramps & Singleton Road (#2) NBL/T/R – AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) SBL/T/R – AM and PM peak hours

1.5.4 OPENING YEAR CUMULATIVE (2032) WITH PROJECT (PROJECT BUILDOUT) CONDITIONS

Intersections

The following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2032) With Project (Project Buildout) traffic conditions:

- Calimesa Boulevard & Singleton Road (#1) – LOS F AM and PM peak hours
- I-10 WB Ramps & Singleton Road (#2) – LOS F AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) – LOS F AM and PM peak hours
- Roberts Road & Singleton Road (#5) – LOS AM and PM peak hours
- Street C & Singleton Road (#7) – LOS F AM and PM peak hours
- Street A & Singleton Road (#8) – F PM peak hour only
- San Timoteo Canyon Road & Singleton Road (#9) – LOS F PM peak hour only

Roadway Segments

The following study area roadway segment is anticipated to operate at an unacceptable LOS:

- Roberts Road, between Street A & Singleton Road (#2) – LOS F
- Street A, between Roberts Road & Street B (#4) – LOS D

Queues

The following movements are anticipated experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2032) With Project (Project Buildout):

- I-10 WB Ramps & Singleton Road (#2) NBL/T/R – AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) SBL/T/R – AM and PM peak hours

1.5.5 HORIZON YEAR WITH PROJECT (PROJECT BUILDOUT) CONDITIONS

Intersections

The following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2040) With Project (Project Buildout) traffic conditions:

- Calimesa Boulevard & Singleton Road (#1) – LOS F AM and PM peak hours
- I-10 WB Ramps & Singleton Road (#2) – LOS F AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) – LOS F AM and PM peak hours
- Roberts Road & Singleton Road (#5) – LOS AM and PM peak hours
- Street C & Singleton Road (#7) – LOS AM and PM peak hours
- Street A & Singleton Road (#8) – LOS AM and PM peak hours
- San Timoteo Canyon Road & Singleton Road (#9) – LOS F AM and PM peak hours

Roadway Segments

The following study area roadway segment is anticipated to operate at an unacceptable LOS:

- Singleton Road, between Street C and Roberts Road (#1) – LOS F
- Street A, between Roberts Road & Street B (#4) – LOS D

It should be noted, the roadway segment of Roberts Road, between Street A and Singleton Road, (#2) is anticipated to improve operations compared to Opening Year Cumulative (2032) With Project (Project Buildout) traffic conditions since the Roberts Road extension to the north is assumed to be completed. As such, a portion of traffic can utilize Roberts Road to the north to access Sandalwood Drive to the north, as opposed to utilizing Roberts Road to the south to access Singleton Road and Calimesa Boulevard.

Queues

The following movements are anticipated experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Horizon Year (2040) With Project (Project Buildout):

- I-10 WB Ramps & Singleton Road (#2) NBL/T/R – AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) SBL/T/R – AM and PM peak hours

1.6 RECOMMENDATIONS

1.6.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project. The site adjacent recommendations are shown on Exhibit 1-4. The site adjacent queuing analysis worksheets are provided in Appendix 1.2. No site adjacent queues are anticipated with the proposed improvements.

Phase 2 (2026):

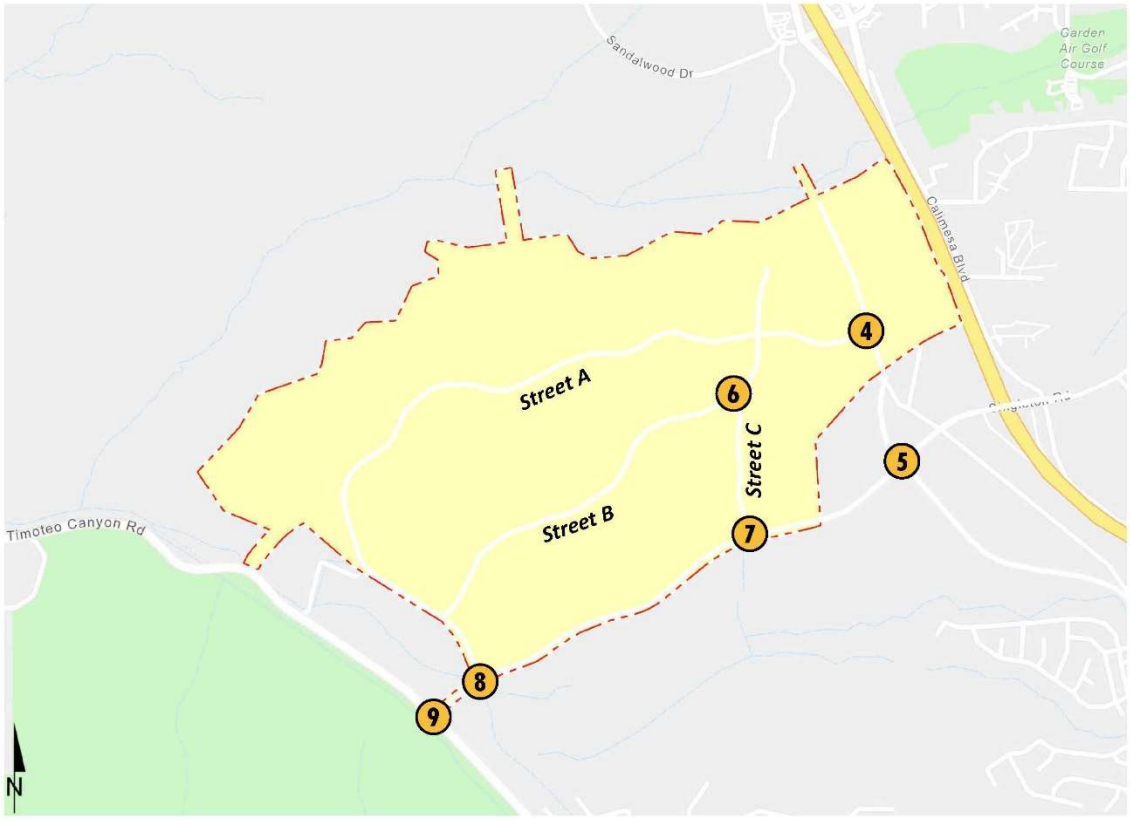
Recommendation 1 – Roberts Road & Street A (#4) – The following improvements are necessary to accommodate site access:

- Install a traffic signal.
- Construct a northbound left turn lane with a minimum of 175-feet of storage and two through lanes.
- Construct a southbound through lanes and shared through-right turn lane.
- Construct an eastbound left turn lane with a minimum of 175-feet of storage and a right turn lane.

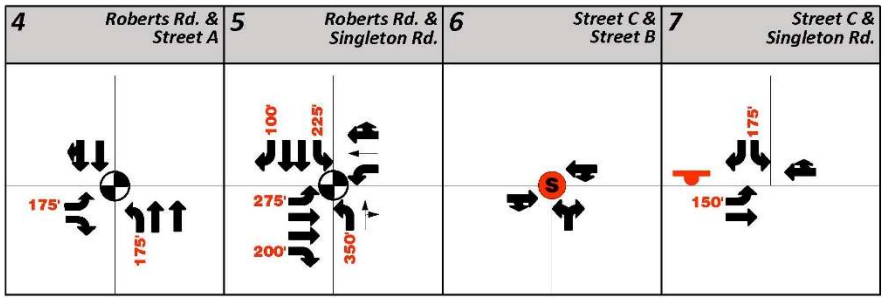
Recommendation 2 – Roberts Road & Singleton Road (#5) – The following improvements are necessary to accommodate site access:

- Install a traffic signal.
- Construct a northbound left turn lane with a minimum of 350-feet of storage.
- Construct a southbound left turn lane with a minimum of 225-feet of storage.
- Construct two southbound through lanes.
- Construct a southbound right turn lane with a minimum of 100-feet of storage.
- Construct an eastbound left turn lane with a minimum of 275-feet of storage.
- Construct two eastbound through lanes.
- Construct an eastbound right turn lane with a minimum of 200-feet of storage.
- Construct a westbound left turn lane.
- Construct a westbound shared through-right turn lane.

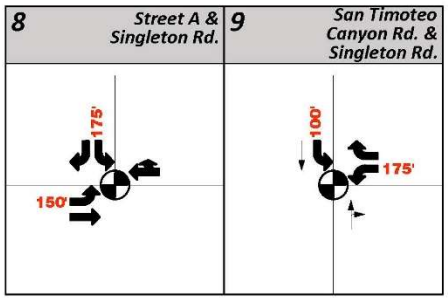
EXHIBIT 1-4: SITE ACCESS RECOMMENDATIONS



Phase 2



Phase 3





Recommendation 3 – Street C & Street B (#6) – The following improvements are necessary to accommodate site access:

- Install a stop control on the northbound, eastbound, and westbound approaches.
- Construct a northbound shared left-right turn lane.
- Construct an eastbound shared through-right turn lane.
- Construct a westbound shared left-through lane.

Recommendation 4 – Street C & Singleton Road (#7) – The following improvements are necessary to accommodate site access:

- Install a stop control on the southbound approach
- Construct a southbound left turn lane with a minimum of 175-feet of storage.
- Construct a southbound right turn lane.
- Construct an eastbound left turn lane with a minimum of 150-feet of storage.
- Construct an eastbound through lane.
- Construct a westbound shared through-right turn lane.

Recommendation 5 – Roberts Road is a north-south oriented roadway located on the Project's eastern boundary. Project to construct Roberts Road at its ultimate full-section width as an Arterial (110-foot right-of-way) from the Project's northern boundary to the Project's southern boundary consistent with the City's standards.

Recommendation 6 – Street A is a roadway located within the Project site. Project to construct Street A at its ultimate full-section width as a Divided Collector (78-foot right-of-way) throughout the Project site consistent with the City's standards.

Recommendation 7 – Singleton Road is an east-west oriented roadway located on the Project's southern boundary. Project to construct Singleton at its ultimate half-section width as an Arterial (110-foot right-of-way) from Roberts Road to Street C consistent with the City's standards. Project to construct 12-feet of pavement on the south side of Singleton Road from Roberts Road to Street C to facilitate site access.

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard California Department of Transportation (Caltrans) and City of Calimesa sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

Phase 3 (2028):

Recommendation 8 – Street A & Singleton Road (#8) – The following improvements are necessary to accommodate site access:

- Install a traffic signal.
- Construct a southbound left turn lane with a minimum of 175-feet of storage.
- Construct a southbound right turn lane.
- Construct an eastbound left turn lane with a minimum of 150-feet of storage.
- Construct an eastbound through lane.

Recommendation 9 – San Timoteo Canyon Road & Singleton Road (#9) – The following improvements are necessary to accommodate site access:

- Install a traffic signal.
- Construct a southbound left turn lane with a minimum of 100-feet of storage.
- Construct a westbound left turn lane with a minimum of 175-feet of storage.
- Construct a westbound right turn lane.

Recommendation 10 – Street B is a roadway located within the Project site. Project to construct Street B at its ultimate full-section width as a Divided Collector (78-foot right-of-way) throughout the Project site consistent with the City's standards.

Recommendation 11 – Street C is a roadway located within the Project site. Project to construct Street C at its ultimate full-section width as a Divided Collector (78-foot right-of-way) throughout the Project site consistent with the City's standards.

Recommendation 12 – Singleton Road is an east-west oriented roadway located on the Project's southern boundary. Project to construct Singleton Road as a Major roadway (100-foot right-of-way) from Street C to San Timoteo Canyon Road consistent with the City's standards. Project to construct 12-feet of pavement on the south side of Singleton Road from Street C to San Timoteo Canyon Road to facilitate site access.

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard California Department of Transportation (Caltrans) and City of Calimesa sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

1.6.2 OFF-SITE RECOMMENDATIONS

The recommended improvements needed to address the cumulative deficiencies are summarized in Table 1-3. For those improvements listed in Table 1-3 and not constructed as part of the Project, the Project Applicant's responsibility for the Project's contributions towards deficient intersections is fulfilled through payment of fees or fair share that would be assigned to construction of the identified recommended improvements.

It should be noted that interchange improvements are currently planned at Singleton Road. The City of Calimesa, in coordination with Caltrans District 8, plans to complete the existing partial interchange at the I-10 Freeway/Singleton Road to improve accessibility to the I-10 Freeway, improve traffic circulation, and reduce traffic congestion. The initial improvements at the I-10 Freeway/Singleton Road interchange include (1) the eastbound off-ramp from the I-10 Freeway to Singleton Road, (2) the westbound on-ramp to the I-10 Freeway from Singleton Road, and (3) realignment of Calimesa Boulevard. Additionally, the improvements involve signalizing the two intersections within the interchange. The ultimate improvements aim to create a full configuration of the interchange which includes widening the existing bridge structure.

1.6.3 COMPARISON OF IMPROVEMENTS

The intersection improvement recommendations have been compared to those identified in the mitigation measures and conditions of approval for the Summerwind Ranch at Oak Valley Specific Plan, by phase. Specifically, the original transportation conditions of approval and the original mitigation section from the original traffic study have been listed and used to compare to the ultimate improvements and identify any deletion or reduction of requirements. This comparison has been used to demonstrate consistency with the Specific Plan. It should be noted that the phasing boundaries have shifted as compared with the phasing in the 2005 Specific Plan and some land use adjustments have taken place. As such, the tables have been provided for informational and comparative purposes only at the request of the City. The following tables show the improvements from the Summerwind Ranch at Oak Valley Specific Plan to the proposed Project:

- Table 1-4: Comparison of Improvements – Phase 2
- Table 1-5: Comparison of Improvements – Phase 3
- Table 1-6: Comparison of Improvements – Phase 4
- Table 1-7: Comparison of Improvements – Project Buildout
- Table 1-8: Comparison of Improvements – Horizon Year (Project Buildout)

Per the request of the City of Calimesa, Table 1-9 provides a summary of the original Specific Plan mitigation measures and identifies if the measure is still applicable or is no longer applicable. Note, for mitigation measures identified as "Not Applicable," the mitigation measure will be completed by others, or as required by the City of Calimesa. The mitigation measures from the original 2005 Specific Plan are provided in Appendix 1.2. For mitigation measures listed as "Applicable," the proposed Project would meet the mitigation measure based on the recommendations from the traffic study. "Not Applicable" mitigation measures would be completed by others, however the Project is not proposing to delete mitigation measures from the original 2005 Specific Plan. Consistent with the 2005 Specific Plan, the study area intersections are anticipated to operate at an acceptable LOS under all analysis scenarios with the implementation of the identified intersection improvements.

TABLE 1-3: SUMMARY OF IMPROVEMENTS

#	Intersection Location	Jurisdiction	Analysis Scenario					Project Responsibility	Improvements in DIF[1,2]	Estimated Cost[3,4]	Project Fair Share	Fair Share Cost[5]
			2026 With Project (Phase 2)	2028 With Project (Phase 2 + Phase 3)	2030 With Project (Phase 2 + Phase 3 + Phase 4)	2032 With Project (Project Buildout)	2040 With Project (Project Buildout)					
1	Calimesa Bl. & Singleton Rd.	Calimesa	Install a Traffic Signal	Same	Same	Same	Same	Fair Share	No	$418,500	11.0%	$46,139
			Add NB left turn lane	Same	Same	Same	Same	Fair Share	No	$83,700		$9,228
			Add SB left turn lane	Same	Same	Same	Same	Fair Share	No	$83,700		$9,228
			Add EB left turn lane	Same	Same	Same	Same	Fair Share	No	$83,700		$9,228
			Add 2nd EB through lane	Same	Same	Same	Same	Fair Share	No	$301,320		$33,220
			Add WB left turn lane	Same	Same	Same	Same	Fair Share	No	$83,700		$9,228
			Add 2nd WB through lane	Same	Same	Same	Same	Fair Share	No	$301,320		$33,220
						Add SB right turn lane	Same	Fair Share	No	$83,700		$9,228
							Add EB right turn lane	Fair Share	No	$83,700		$9,228
							Add 2nd NB left turn lane	Fair Share	No	$83,700		$9,228
							Add 2nd NB through lane	Fair Share	No	$301,320		$33,220
							Add 2nd SB through lane	Fair Share	No	$301,320		$33,220
							Add 2nd EB left turn lane	Fair Share	No	$83,700		$9,228
									Total:	**$2,293,380**		**$252,843**
2	I-10 WB Ramps & Singleton Rd.	Caltrans	Install a Traffic Signal	Same	Same	Same	Same	Fair Share	No	$418,500	24.8%	$103,782
			Add NB left turn lane	Same	Same	Same	Same	Fair Share	No	$83,700		$20,756
			Add 2nd EB left turn lane	Same	Same	Same	Same	Fair Share	No	$83,700		$20,756
			Add 2nd EB through lane	Same	Same	Same	Same	Fair Share	No	$301,320		$74,723
			Add 2nd WB through lane	Same	Same	Same	Same	Fair Share	No	$301,320		$74,723
							Add NB right turn lane	Fair Share	No	$83,700		$20,756
							Add WB right turn lane	Fair Share	No	$83,700		$20,756
									Total:	**$1,355,940**		**$336,253**
3	I-10 EB Ramps & Singleton Rd.	Caltrans	Install a Traffic Signal	Same	Same	Same	Same	Fair Share	No	$418,500	45.4%	$189,801
			Add SB left turn lane	Same	Same	Same	Same	Fair Share	No	$83,700		$37,960
			Add 2nd EB through lane	Same	Same	Same	Same	Fair Share	No	$301,320		$136,657
			Add EB right turn lane	Same	Same	Same	Same	Fair Share	No	$83,700		$37,960
			Add 2nd WB through lane	Same	Same	Same	Same	Fair Share	No	$301,320		$136,657
				Add 2nd WB left turn lane	Same	Same	Same	Fair Share	No	$83,700		$37,960
							Add 2nd SB right turn lane	Fair Share	No	$83,700		$37,960
							Add EB right turn lane	Fair Share	No	$83,700		$37,960
									Total:	**$1,439,640**		**$652,916**
5	Roberts Rd. & Singleton Rd.	Calimesa	Install a Traffic Signal	Same	Same	Same	Same	Construct	No	--	39.6%	--
			Add NB left turn lane	Same	Same	Same	Same	Construct	No	--		--
			Add NB right turn lane	Same	Same	Same	Same	Fair Share	No	$83,700		$33,163
			Add SB left turn lane	Same	Same	Same	Same	Construct	No	--		--
			Add EB left turn lane	Same	Same	Same	Same	Construct	No	--		--
			Add EB through lane	Same	Same	Same	Same	Construct	No	--		--
			Add 2nd EB through lane	Same	Same	Same	Same	Construct	No	--		--
			Add EB right turn lane	Same	Same	Same	Same	Construct	No	--		--
			Add WB left turn lane	Same	Same	Same	Same	Construct	No	--		--
			Add 2nd WB through lane	Same	Same	Same	Same	Construct	No	--		--
				Modify the traffic signal to implement overlap phasing for the NB right turn lane	Same	Same	Same	Fair Share	No	$125,550		$49,744
						Add 2nd NB through lane	Same	Fair Share	No	$301,320		$119,386
						Add 2nd SB through lane	Same	Construct	No	--		--
						Add SB right turn lane	Same	Construct	No	--		--
						Add 2nd WB left turn lane	Same	Fair Share	No	$83,700		$33,163
						Add WB right turn lane	Same	Fair Share	No	$83,700		$33,163
									Total:	**$594,270**		**$235,456**

#	Intersection Location	Jurisdiction	Analysis Scenario: 2026 With Project (Phase 2)	2028 With Project (Phase 2 + Phase 3)	2030 With Project (Phase 2 + Phase 3 + Phase 4)	2032 With Project (Project Buildout	2040 With Project (Project Buildout)	Project Responsibility	Improvements in DIF[1,2]	Estimated Cost[3,4]	Project Fair Share	Fair Share Cost[5]
7	Street C & Singleton Rd.	Calimesa	None	Install a Traffic Signal	Same	Same	Same	Construct	No	--	--	--
				Add SB left turn lane	Same	Same	Same	Construct	No	--		--
				Add SB right turn lane	Same	Same	Same	Construct	No	--		--
				Add EB left turn lane	Same	Same	Same	Construct	No	--		--
				Add EB through lane	Same	Same	Same	Construct	No	--		--
				Add WB through lane	Same	Same	Same	Construct	No	--		--
									Total:	**$0**		**$0**
8	Street A & Singleton Rd.	Calimesa	None	None	Install a Traffic Signal	Same	Same	Construct	No	--	--	--
					Add SB left turn lane	Same	Same	Construct	No	--		--
					Add SB right turn lane	Same	Same	Construct	No	--		--
					Add EB left turn lane	Same	Same	Construct	No	--		--
					Add EB through lane	Same	Same	Construct	No	--		--
					Add WB through lane	Same	Same	Construct	No	--		--
									Total:	**$0**		**$0**
9	San Timoteo Canyon Rd. & Singleton Rd.	Calimesa	None	None	None	None	Install a Traffic Signal	Construct	No	--	--	--
							Add SB left turn lane	Construct	No	--		--
							Add WB left turn lane	Construct	No	--		--
									Total:	**$0**		**$0**
									Total Cost for Improvements	$5,683,230		$1,477,469
									Total Project Fair Share Contribution to the City of Calimesa (non-DIF/other)[6]		$1,477,469	

[1] Improvements included in regional/City DIF programs have been identified as such.

[2] Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at the discretion of the City.

[3] Costs have been estimated using the data provided in Appendix "G" of the CMP (2003 Update) for preliminary construction costs with an application of 1.674 factor to adjust costs to 2022.

[4] Total project fair share contribution consists of the improvements which are not already included in a pre-existing fee program.

[5] Rough order of magnitude cost estimate.

[6] Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections wholly or partially within the City of Calimesa.

TABLE 1-4: COMPARISON OF IMPROVEMENTS – PHASE 2

#	Intersection Location	Jurisdiction	Analysis Scenario Summerwind Ranch at Oak Valley Specific Plan (Phase 2)	Opening Year Cumulative (2026) With Project (Phase 2)
1	Calimesa Bl. & Singleton Rd.	Calimesa	Install a Traffic Signal	Same
			Add NB left turn lane	Same
			Add SB left turn lane	Same
			Add EB left turn lane	Same
			Not Applicable	Add 2nd EB through lane
			Add WB left turn lane	Same
			Not Applicable	Add 2nd WB through lane
2	I-10 WB Ramps & Singleton Rd.	Caltrans	Not Applicable	Install a Traffic Signal
			Not Applicable	Add NB left turn lane
			Not Applicable	Add 2nd EB left turn lane
			Not Applicable	Add 2nd EB through lane
			Not Applicable	Add 2nd WB through lane
3	I-10 EB Ramps & Singleton Rd.	Caltrans	Not Applicable	Install a Traffic Signal
			Not Applicable	Add SB left turn lane
			Not Applicable	Add 2nd EB through lane
			Not Applicable	Add EB right turn lane
			Not Applicable	Add WB left turn lane
			Not Applicable	Add 2nd WB through lane
5	Roberts Rd. & Singleton Rd.	Calimesa	Install a Traffic Signal	Same
			Add NB left turn lane	Same
			Not Applicable	Add NB right turn lane
			Add SB left turn lane	Same
			Add SB through lane	Not Applicable
			Add EB left turn lane	Same
			Add EB through lane	Same
			Not Applicable	Add 2nd EB through lane
			Not Applicable	Add EB right turn lane
			Add WB left turn lane	Same
			Not Applicable	Add 2nd WB through lane

TABLE 1-5: COMPARISON OF IMPROVEMENTS – PHASE 3

#	Intersection Location	Jurisdiction	Analysis Scenario Summerwind Ranch at Oak Valley Specific Plan (Phase 3)	Opening Year Cumulative (2028) With Project (Phase 2 + 3)
1	Calimesa Bl. & Singleton Rd.	Calimesa	Install a Traffic Signal	Same
			Add NB left turn lane	Same
			Add SB left turn lane	Same
			Add SB right turn lane	Not Needed
			Modify the traffic signal to implement overlap phasing for the SB right turn lane	Not Needed
			Add EB left turn lane	Same
			Not Applicable	Add 2nd EB through lane
			Add WB left turn lane	Same
			Not Applicable	Add 2nd WB through lane
			Add WB right turn lane	Not Needed
			Modify the traffic signal to implement overlap phasing for the WB right turn lane	Not Needed
2	I-10 WB Ramps & Singleton Rd.	Caltrans	Install a Traffic Signal	Same
			Add NB left turn lane	Same
			Add EB left turn lane	Same
			Not Applicable	Add 2nd EB left turn lane
			Add 2nd EB through lane	Same
			Add 2nd WB through lane	Same
			Add WB right turn lane	Not Needed
3	I-10 EB Ramps & Singleton Rd.	Caltrans	Install a Traffic Signal	Same
			Add SB left turn lane	Same
			Add 2nd EB through lane	Same
			Add WB left turn lane	Same
			Not Applicable	Add 2nd WB left turn lane
			Add 2nd WB through lane	Same
5	Roberts Rd. & Singleton Rd.	Calimesa	Install a Traffic Signal	Same
			Add NB left turn lane	Same
			Not Applicable	Add NB right turn lane
			Not Applicable	Modify the traffic signal to implement overlap phasing for the NB right turn lane
			Add SB left turn lane	Same
			Add SB through lane	Not Applicable
			Add EB left turn lane	Same
			Add EB through lane	Same
			Not Applicable	Add 2nd EB through lane
			Not Applicable	Add EB right turn lane
			Add WB left turn lane	Same
			Not Applicable	Add 2nd WB through lane
9	San Timoteo Canyon Rd. & Singleton Rd.	Calimesa	Install a Traffic Signal	Not Needed
			Add SB left turn lane	Same
			Add WB left turn lane	Not Needed
			Add WB right turn lane	Not Needed
			Not Applicable	Add WB shared left-right turn lane

TABLE 1-6: COMPARISON OF IMPROVEMENTS – PHASE 4

#	Intersection Location	Jurisdiction	Analysis Scenario Summerwind Ranch at Oak Valley Specific Plan (2030)	Opening Year Cumulative (2030) With Project (Phase 2 + 3 + 4)
1	Calimesa Bl. & Singleton Rd.	Calimesa	Install a Traffic Signal	Same
			Add NB left turn lane	Same
			Add 2nd NB through lane	Not Needed
			Add SB left turn lane	Same
			Add 2nd SB through lane	Not Needed
			Add SB right turn lane	Not Needed
			Modify the traffic signal to implement overlap phasing for the SB right turn lane	Not Needed
			Add EB left turn lane	Same
			Add 2nd EB through lane	Same
			Add WB left turn lane	Same
			Add 2nd WB through lane	Same
			Add WB right turn lane	Not Needed
			Modify the traffic signal to implement overlap phasing for the WB right turn lane	Not Needed
2	I-10 WB Ramps & Singleton Rd.	Caltrans	Install a Traffic Signal	Same
			Add NB left turn lane	Same
			Add 2nd NB left turn lane	Not Needed
			Add NB right turn lane	Not Needed
			Add EB left turn lane	Same
			Add 2nd EB left turn lane	Same
			Add 2nd EB through lane	Same
			Add 2nd WB through lane	Same
			Add WB right turn lane	Not Needed
3	I-10 EB Ramps & Singleton Rd.	Caltrans	Install a Traffic Signal	Same
			Add SB left turn lane	Same
			Add 2nd SB right turn lane	Not Needed
			Add 2nd EB through lane	Same
			Add EB right turn lane	Same
			Add 2nd WB left turn lane	Same
			Add 2nd WB through lane	Same
5	Roberts Rd. & Singleton Rd.	Calimesa	Install a Traffic Signal	Same
			Add NB left turn lane	Same
			Add NB right turn lane	Same
			Modify the traffic signal to implement overlap phasing for the NB right turn lane	Same
			Add SB left turn lane	Same
			Add SB through lane	Not Applicable
			Add EB left turn lane	Same
			Add EB through lane	Same
			Not Applicable	Add 2nd EB through lane
			Not Applicable	Add EB right turn lane
			Add WB left turn lane	Same
			Not Applicable	Add 2nd WB through lane
9	San Timoteo Canyon Rd. & Singleton Rd.	Calimesa	Install a Traffic Signal	Not Needed
			Add SB left turn lane	Same
			Add WB left turn lane	Not Needed
			Add WB right turn lane	Not Needed
			Not Applicable	Add WB shared left-right turn lane

TABLE 1-7: COMPARISON OF IMPROVEMENTS – PROJECT BUILDOUT

#	Intersection Location	Jurisdiction	Analysis Scenario Summerwind Ranch at Oak Valley Specific Plan (2030)	Opening Year Cumulative (2032) With Project (Project Buildout)
1	Calimesa Bl. & Singleton Rd.	Calimesa	Install a Traffic Signal	Same
			Add NB left turn lane	Same
			Not Applicable	Add 2nd NB left turn lane
			Add 2nd NB through lane	Not Needed
			Add SB left turn lane	Same
			Add 2nd SB through lane	Not Needed
			Add SB right turn lane	Same
			Modify the traffic signal to implement overlap phasing for the SB right turn lane	Not Needed
			Add EB left turn lane	Same
			Add 2nd EB through lane	Same
			Add WB left turn lane	Same
			Add 2nd WB through lane	Same
			Add WB right turn lane	Not Needed
			Modify the traffic signal to implement overlap phasing for the WB right turn lane	Not Needed
2	I-10 WB Ramps & Singleton Rd.	Caltrans	Install a Traffic Signal	Same
			Add NB left turn lane	Same
			Add 2nd NB left turn lane	Not Needed
			Add NB right turn lane	Not Needed
			Add EB left turn lane	Same
			Add 2nd EB left turn lane	Same
			Add 2nd EB through lane	Same
			Add 2nd WB through lane	Same
			Add WB right turn lane	Not Needed
3	I-10 EB Ramps & Singleton Rd.	Caltrans	Install a Traffic Signal	Same
			Add SB left turn lane	Same
			Add 2nd SB right turn lane	Not Needed
			Add 2nd EB through lane	Same
			Add EB right turn lane	Same
			Add 2nd WB left turn lane	Same
			Add 2nd WB through lane	Same
5	Roberts Rd. & Singleton Rd.	Calimesa	Install a Traffic Signal	Same
			Add NB left turn lane	Same
			Add NB right turn lane	Same
			Modify the traffic signal to implement overlap phasing for the NB right turn lane	Same
			Add SB left turn lane	Same
			Add SB through lane	Not Applicable
			Add EB left turn lane	Same
			Not Applicable	Add 2nd EB left turn lane
			Add EB through lane	Same
			Not Applicable	Add 2nd EB through lane
			Not Applicable	Add EB right turn lane
			Add WB left turn lane	Same
			Not Applicable	Add 2nd WB through lane
9	San Timoteo Canyon Rd. & Singleton Rd.	Calimesa	Install a Traffic Signal	Not Needed
			Add SB left turn lane	Same
			Add WB left turn lane	Not Needed
			Add WB right turn lane	Not Needed
			Not Applicable	Add WB shared left-right turn lane

TABLE 1-8: COMPARISON OF IMPROVEMENTS – HORIZON YEAR (PROJECT BUILDOUT)

#	Intersection Location	Jurisdiction	Analysis Scenario: Summerwind Ranch at Oak Valley Specific Plan	Analysis Scenario: 2040 With Project (Project Buildout)
1	Calimesa Bl. & Singleton Rd.	Calimesa	Install a Traffic Signal	Same
			Add NB left turn lane	Same
			Add 2nd NB through lane	Same
			Add NB right turn lane	Not Needed
			Add SB left turn lane	Same
			Add 2nd SB left turn lane	Not Needed
			Add 2nd SB through lane	Same
			Add SB right turn lane	Same
			Modify the traffic signal to implement overlap phasing for the SB right turn lane	Not Needed
			Add EB left turn lane	Same
			Add 2nd EB left turn lane	Same
			Add 2nd EB through lane	Same
			Add 3rd EB through lane	Not Needed
			Add EB right turn lane	Same
			Add WB left turn lane	Same
			Add 2nd WB left turn lane	Not Needed
			Add 2nd WB through lane	Same
			Add 3rd WB through lane	Not Needed
			Add WB right turn lane	Not Needed
			Modify the traffic signal to implement overlap phasing for the WB right turn lane	Not Needed
2	I-10 WB Ramps & Singleton Rd.	Caltrans	Install a Traffic Signal	Same
			Add NB left turn lane	Same
			Add NB right turn lane	Same
			Add 2nd EB left turn lane	Same
			Add 2nd EB through lane	Same
			Add 3rd EB through lane	Not Needed
			Add 2nd WB through lane	Same
			Add 3rd WB through lane	Not Needed
			Add WB right turn lane	Same
3	I-10 EB Ramps & Singleton Rd.	Caltrans	Install a Traffic Signal	Same
			Add SB left turn lane	Same
			Add 2nd EB through lane	Same
			Add 3rd EB through lane	Not Needed
			Add 2nd WB left turn lane	Same
			Add 2nd WB through lane	Same
			Add 3rd EB through lane	Not Needed
			Add 2nd SB right turn lane	Same
			Add EB free right turn lane	Not Needed
			Not Applicable	Add EB right turn lane

5	Roberts Rd. & Singleton Rd.	Calimesa	Install a Traffic Signal	Same
			Add NB left turn lane	Same
			Add 2nd NB through lane	Same
			Add NB free right turn lane	Not Needed
			Not Applicable	Add NB right turn lane
			Not Applicable	Modify the traffic signal to implement overlap phasing for the NB right turn lane
			Add SB left turn lane	Same
			Add 2nd SB left turn lane	Not Needed
			Add SB through lane	Same
			Add 2nd SB through lane	Same
			Add SB right turn lane	Same
			Modify the traffic signal to implement overlap phasing for the SB right turn lane	Not Needed
			Add EB left turn lane	Same
			Add 2nd EB left turn lane	Not Needed
			Add EB through lane	Same
			Add 2nd EB through lane	Same
			Add EB right turn lane	Same
			Add WB left turn lane	Same
			Add 2nd WB left turn lane	Same
			Add 2nd WB through lane	Same
			Add 3rd WB through lane	Not Needed
			Add WB free right turn lane	Not Needed
			Not Applicable	Add WB right turn lane
9	San Timoteo Canyon Rd. & Singleton Rd.	Calimesa	Install a Traffic Signal	Same
			Add 2nd NB through lane	Not Needed
			Add SB left turn lane	Same
			Add 2nd SB through lane	Not Needed
			Add WB left turn lane	Same

TABLE 1-9: SUMMARY OF SPECIFIC PLAN MITIGATION MEASURES

Mitigation Measure ID	2005 Specific Plan Mitigation Measure	2023 Traffic Study
Phase 1		
MM-T1-1	Traffic signals and left tum lane striping at the I-10 Freeway/Cherry Valley Interchange ramp intersections shall be installed.	Not Applicable - Already Constructed
MM-T1-2	Traffic signals and tum lane improvements shall be installed at the following intersections: Roberts Roads & Cherry Valley Boulevard, Realigned Desert Lawn Drive (''G'' Street) at Cherry Valley Boulevard	Not Applicable - Already Constructed
MM-T1-3	The extension of ''J'' Street (Cherry Valley Boulevard) shall be constructed from the I-10 Southbound Ramps to Roberts Road as an interim two-lane 32-foot pavement section.	Not Applicable - Already Constructed
MM-T1-4	"J" Street shall be constructed from Roberts Road to the realigned Desert Lawn Drive ("G" Street) at its ultimate half-section width as an Urban Arterial roadway (134-foot ROW) adjacent to the project.	Not Applicable - Already Constructed
MM-T1-5	"J" Street shall be constructed from the realigned Desert Lawn Drive ("G" Street) to the TAZ "G" south boundary at its ultimate full-section width as a Secondary roadway (88-foot ROW).	Not Applicable - Already Constructed
MM-T1-6	"J" Street shall be constructed from the TAZ "G" south boundary to Champions Drive as an interim two-lane 32-foot pavement section.	Not Applicable - Already Constructed
MM-T1-7	Champions Drive shall be constructed from its terminus to ''J'' Street as an interim two-lane 32-foot pavement section.	Not Applicable - Already Constructed
MM-T1-8	The realignment of Desert Lawn Drive shall be constructed from "J" Street to the T AZ "G" east boundary at its ultimate half-section width as a Secondary roadway (88-foot ROW) adjacent to the project.	Not Applicable - Already Constructed
MM-T1-9	The realignment of Desert Lawn Drive shall be constructed from the TAZ "G" east boundary to its existing alignment adjacent to I-10 Freeway as an interim two-lane 32-foot pavement section.	Not Applicable - Already Constructed
MM-T1-10	"G" Street shall be constructed from "J" Street to the TAZ "A" south boundary at its ultimate full-section width as a Secondary roadway (88-foot ROW).	Not Applicable - Already Constructed
MM-T1-11	Roberts Road shall be constructed from "J" Street to the TAZ "D" west boundary at its ultimate half-section width as an Arterial roadway (110-foot ROW) adjacent to the project.	Not Applicable - Already Constructed
MM-T1-12	Roberts Road shall be constructed from the TAZ "D" west boundary to the TAZ "H" south boundary as an interim two-lane 32-foot pavement section.	Not Applicable - Already Constructed
MM-T1-13	Roberts Road shall be constructed from the TAZ "H" south boundaiy to the existing Roberts Road/Woodhouse Road alignment at its ultimate half-section width as an Arterial roadway (110-foot ROW) adjacent to the project.	Not Applicable - Already Constructed
Phase 2		
MM-T2-1	The Developer shall participate in the installation of a traffic signal and tum lane improvements at the intersection of Calimesa Boulevard and Singleton Road.	Applicable
MM-T2-2	A traffic signal and turn lane improvements shall be installed at the intersection of Roberts Road/Woodhouse Road and Singleton Road.	Applicable
MM-T2-3	The extension of Singleton Road from Roberts Road/Woodhouse Road to the TAZ "T" west boundary shall be constructed as an interim two-lane 32-foot pavement section.	Applicable
MM-T2-4	Singleton Road from the TAZ "T" west boundary to TAZ "N" Access Driveway shall be constructed at its ultimate half-section width as a Secondary roadway (88-foot ROW).	Applicable
MM-T2-5	"A" Street from Singleton Road to the TAZ "O" north boundary shall be constructed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).	Applicable
MM-T2-6	"A" Street from the TAZ "O" north boundary to "B" Street shall be constructed at its ultimate half-section width as a Divided Collector roadway (78-foot ROW).	Applicable
MM-T2-7	"B" Street from the TAZ "M" north boundary to "A" Street shall be constructed at its ultimate half-section width as a Divided Collector roadway (78-foot ROW).	Applicable

Mitigation Measure ID	2005 Specific Plan Mitigation Measure	2023 Traffic Study
MM-T2-8	"B" Street from "A" Street to the TAZ "M" west boundary shall be constructed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).	Applicable
MM-T2-9	"B" Street east of the T AZ "M" west boundary along the TAZ "N" north boundary shall be constructed at its ultimate half-section width as a Divided Collector roadway (78-foot ROW).	Applicable
MM-T2-10	The Developer shall participate in the I-10 Freeway/Cherry Valley Interchange improvement project.	Applicable (Per Development Agreement)
MM-T2-11	The Developer shall participate in the installation of a traffic signal and turn lane improvements at the intersection of Calimesa Boulevard and Singleton Road.	Applicable
MM-T2-12	Turn lane improvements shall be provided at the intersection of Roberts Road and "J" Street (Cherry Valley Boulevard).	Not Applicable - Already Constructed
MM-T2-13	"J" Street shall be widened from the I-10 Southbound ramps to Roberts Road at its ultimate half-section width as an Urban Arterial roadway (134-foot ROW).	Not Applicable - Already Constructed
MM-T2-14	Roberts Road from "J" Street to the TAZ "D" west boundary shall be completed at its ultimate full-section width as an Arterial roadway (110-foot ROW).	Not Applicable - Already Constructed
MM-T2-15	Roberts Road shall be widened from the TAZ "D" west boundary to the TAZ "C" north boundary at its ultimate half-section width as an Arterial roadway (110-foot ROW).	Not Applicable - Already Constructed
MM-T2-16	Singleton Road from Roberts Road to the TAZ "T" shall be constructed at its ultimate half-section width as an Arterial roadway (110-foot ROW).	Applicable
Phase 3		
MM-T3-1	The Developer shall participate in the I-10 Freeway/Singleton Interchange improvement project.	Applicable
MM-T3-2	The Developer shall participate in providing turn lane improvements at the I-10 Freeway/Cherry Valley Interchange.	Applicable
MM-T3-3	Traffic signals and turn lane improvements shall be installed at the following intersections: ''C'' Street at Singleton Road, ''A'' Street at Singleton Road	Only Applicable for Street A & Singleton. Street C & Singleton can remain a cross-street stop control.
MM-T3-4	Roberts Road from the TAZ "B" south boundary to the TAZ "C" north boundary shall be completed at its ultimate full-section width as an Arterial roadway (110-foot ROW).	Not Applicable (will be completed as part of the Town Center project)
MM-T3-5	Roberts Road shall be widened from the TAZ "C" north boundary to the TAZ "B" north boundary at its ultimate half-section width as an Arterial roadway (110-foot ROW).	Not Applicable (will be completed as part of the Town Center project)
MM-T3-6	Singleton Road from its Phase 2 terminus (See Exhibit 1-D) to "C" Street shall be constructed at its ultimate half-section width as a Secondary roadway (88-foot ROW).	Applicable
MM-T3-7	Singleton Road from "C" Street to San Timoteo Canyon Road shall be constructed as an interim two-lane 32-foot pavement section.	Applicable
MM-T3-8	"C" Street from Singleton Road to the TAZ "I" north boundary shall be constructed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).	Applicable
MM-T3-19	"C" Street from the TAZ "I" north boundary to "B" Street shall be constructed at its ultimate half-section width as a Divided Collector roadway (78-foot ROW).	Applicable
MM-T3-10	"C" Street from "B" Street to Roberts Road shall be constructed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).	Applicable
MM-T3-11	Roberts Road from "C" Street to the T AZ "S" north boundary shall be constructed at its ultimate half-section width as an Arterial roadway (110-foot ROW).	Applicable
MM-T3-12	Complete "B" Street from "C" Street to the TAZ "I'' east boundary at its ultimate full-section width as a Divided Collector roadway (78-foot R.O.W.).	Applicable
MM-T3-13	"B" Street from "A" Street to "C" Street shall be completed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).	Applicable
MM-T3-14	"A" Street from "B" Street to the TAZ "V" south boundary shall be completed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).	Applicable
MM-T3-15	The Developer shall participate in the I-10 Freeway/Singleton Interchange improvement project.	Applicable

Mitigation Measure ID	2005 Specific Plan Mitigation Measure	2023 Traffic Study
MM-T3-16	The Developer shall participate in providing turn lane improvements at the I-10 Freeway/Cherry Valley Interchange.	Applicable (Per Development Agreement)
MM-T3-17	Traffic signals and tum lane improvements shall be installed at the following intersections: 'F'' Street at Singleton Road, Roberts Road & Singleton Road	Applicable
MM-T3-18	Turn lane improvements shall be provided at the following intersections: Roberts Road at ''J'' Street (Cherry Valley Boulevard), Realigned Desert Lawn Drive ("G" Street) at "J" Street (Cherry Valley Boulevard)	Not Applicable - Already Constructed
MM-T3-19	"J" Street from the I-10 Southbound Ramps to the realigned Desert Lawn Drive shall be completed at its ultimate full-section width as an Urban Arterial roadway (134-foot ROW).	Not Applicable - Already Constructed
MM-T3-20	The realigned Desert Lawn Drive from "J" Street to the TAZ "F" east boundary shall be completed at its ultimate full-section width as a Secondary roadway (88-foot ROW).	Not Applicable - Already Constructed
MM-T3-21	Roberts Road shall be widened from the T AZ "U" south boundary to "F" Street at its ultimate half-section width as an Arterial roadway (110-foot ROW).	Not Applicable (F Street has been removed per Specific Plan #2)
MM-T3-22	Singleton Road shall be widened from the I-10 Southbound Ramps to Roberts Road at its ultimate half-section width as an Urban Arterial roadway (134-foot ROW).	Applicable
MM-T3-23	Roberts Road from Singleton Road to the TAZ "S" north boundary shall be constructed at its ultimate full-section width as an Arterial roadway (110-foot ROW).	Applicable
MM-T3-24	Singleton Road from "F" Street to the TAZ "P" west boundary shall be completed at its ultimate full-section width as an Arterial roadway (110-foot ROW).	Applicable
MM-T3-25	"F" Street from Roberts Road to Singleton Road shall be constructed at its ultimate half-section width as a Major roadway (100-foot ROW).	Not Applicable (F Street has been removed per Specific Plan #2)
MM-T3-26	The realignment of Roberts Road south of Singleton Road shall be constructed as an interim 32-foot pavement section.	Not Applicable (will be completed as part of the Town Center project)
2030 - Residential Development		
MM-T4-1	The Developer shall participate in the northerly extension of Roberts Road from the northerly Summerwind Ranch project boundary to "D" Street (southerly Fiesta Property boundary) on a fair share basis.	Applicable
MM-T4-2	The Developer shall participate in providing tum lane improvements at the following locations: I-10 Freeway/Cherry Valley Interchange, I-10 Freeway/Singleton Interchange.	Applicable (Per Development Agreement)
MM-T4-3	Traffic signals and tum lane improvements shall be installed at the following intersections: ''C'' Street at Singleton Road, Roberts Road at ''C'' Street.	Applicable
MM-T4-4	Turn lane improvements shall be provided at the following intersections: Singleton Road at San Timoteo Canyon Road, Realigned Desert Lawn Drive ("G" Street) at "J" Street (Cherry Valley Boulevard).	Applicable only for Singleton & San Timoteo Canyon (Other improvement has been constructed)
MM-T4-5	Singleton Road from the TAZ "P" west boundary to "A" Street shall be completed at its ultnnate full-section width as an Arterial roadway (I IO-foot ROW).	Applicable
MM-T4-6	Singleton Road from "A" Street to San Timoteo Canyon Road shall be completed at its ultimate full-section width as a Secondary roadway (88-foot ROW).	Applicable
MM-T4-7	Roberts Road from the TAZ "S" north boundary to the TAZ "K" north boundary shall be completed at its ultimate full-section width as an Arterial roadway (110-foot ROW).	Applicable
MM-T4-8	"C" Street from the TAZ "I'' north boundary to "B" Street shall be completed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).	Applicable
MM-T4-9	San Timoteo Canyon Road from the TAZ "I" north boundary to Singleton Road shall be completed at its ultimate full-section width as a Divided Collector roadway (78-foot ROW).	Applicable
MM-T4-10	San Timoteo Canyon Road from the TAZ "6b" north boundary to Singleton Road shall be completed at its ultimate full-section width as a Secondary Frontage roadway (76-foot ROW).	Applicable
MM-T4-11	The Developer shall participate in the northerly extension of Roberts Road from the northerly Summerwind Ranch project boundary to "D" Street (southerly Fiesta Property boundary) on a fair share basis.	Applicable

Mitigation Measure ID	2005 Specific Plan Mitigation Measure	2023 Traffic Study
MM-T4-12	The Developer shall participate in providing turn lane improvements at the following locations: I-10 Freeway/Cherry Valley Interchange, 1-10 Freeway/Singleton Interchange	Applicable (Per Development Agreement)
MM-T4-13	A traffic signal and tum lane improvements shall be installed at the intersection of Roberts Road and ''F'' Street.	Not Applicable (F Street has been removed per Specific Plan #2)
MM-T4-14	Turn lane improvements shall be provided at the following intersections: ''F'' Street at Singleton Road, Woodhouse Road at Singleton Road	Applicable only for Woodhouse & Singleton; Not Applicable for F Street (has been removed per Specific Plan #2)
MM-T4-15	Singleton Road from the I-10 Southbound Ramps to Roberts Road shall be completed at its ultimate full-section width as an Urban Arterial roadway (134-foot ROW).	Applicable
MM-T4-16	Singleton Road from Roberts Road to "F" Street shall be completed at its ultimate full-section width as an Arterial roadway (110-foot ROW).	Applicable
MM-T4-17	Roberts Road from Singleton Road to the TAZ "R" south boundary shall be completed at its ultimate full-section width as an Arterial roadway (I IO-foot ROW).	Not Applicable (will be completed as part of the Town Center project)
MM-T4-18	"F" Street from Singleton Road to Roberts Road shall be completed at its ultimate full-section width as a Major roadway (100-foot ROW).	Not Applicable (F Street has been removed per Specific Plan #2)
General Plan Buildout		
MM-T5-1	MM-T5-1 "J" Street shall be increased between Roberts Road and "G" Street, from the Enhanced Secondary roadway (104-foot ROW) designation in the Oak Valley Specific Plan to the recommended Urban Arterial roadway (134-foot ROW).	Not Applicable - Already Constructed
MM-T5-2	San Timoteo Canyon Road shall be decreased west of Singleton Road, from the Arterial roadway (114-foot ROW) designation in the Oak Valley Specific Plan to the recommended Divided Collector roadway (78-foot ROW).	Not Applicable - Already Constructed
MM-T5-3	San Timoteo Canyon Road shall be decreased between Singleton Road and "J" Street, from the Major Frontage roadway (90-foot ROW) designation in the Oak Valley Specific Plan to the recommended Secondary Frontage roadway (76-foot ROW).	Not Applicable - Already Constructed
MM-T5-4	Singleton Road shall be decreased between San Timoteo Canyon Road and "A" Street, from the Arterial roadway (114-foot ROW) designation in the Oak Valley Specific Plan to the recommended Secondary roadway (88-foot ROW).	Not Applicable - Already Constructed
MM-T5-5	"G" Street shall be decreased between San Timoteo Canyon Road and the TAZ "7b" north boundary, from the Secondary roadway (88-foot ROW) designation in the Oak Valley Specific Plan to the recommended Divided Collector roadway (78-foot ROW).	Not Applicable - Already Constructed
MM-T5-6	F" Street shall be decreased between Singleton Road and Roberts Road, from the Arterial roadway (114-foot ROW) designation in the Oak Valley Specific Plan to the recommended Major roadway (100-foot ROW).	Not Applicable (F Street has been removed per Specific Plan #2)
MM-T5-7	Roberts Road shall be decreased between Singleton Road and "J" Street, from the Urban Arterial roadway (134-foot ROW) designation in the Oak Valley Specific Plan to the recommended Arterial roadway (110-foot ROW).	Not Applicable - Already Constructed
MM-T5-8	"J" Street shall be decreased between "G" Street and Champions Drive, from the Enhanced Secondary roadway (104-foot ROW) designation in the Oak Valley Specific Plan to the recommended Secondary roadway (88-foot ROW).	Not Applicable - Already Constructed
MM-T5-9	The realigned Desert Lawn Drive shall be decreased between "J" Street and the I-10 Freeway, from the Enhanced Secondary roadway (104-foot ROW) designation in the Oak Valley Specific Plan to the recommended Secondary roadway (88-foot ROW).	Not Applicable - Already Constructed
MM-T6-1	Cumulative impacts from traffic growth can be mitigated by implementing the traffic improvements designated herein on a fair-share basis.	Applicable
MM-T6-2	A traffic study shall be prepared at the initiation of each new phase of the Summerwind Ranch Specific Plan, or other frequency specified by the City Engineer, as a means of monitoring traffic conditions in the study area. The study will be used to determine the effectiveness of constructed improvements, the nature of traffic growth, and whether phased improvements are sufficient. Recommendations for timing of proposed mitigation measures or new measures will be made.	Applicable

1.7 QUEUING ANALYSIS

The traffic modeling/signal timing optimization software package SimTraffic has been utilized to assess the queues. SimTraffic uses the input parameters from Synchro to generate random simulations, which been utilized to determine the 95th percentile queue lengths observed for each applicable turn lane. A SimTraffic simulation has been recorded up to 5 times, during the weekday AM and weekday PM peak hours, and has been seeded for 15-minute periods with 60-minute recording intervals. The results of the queuing analysis worksheets for the weekday AM and PM peak hours are provided in Appendix 1.3 of this report for Horizon Year (2040) traffic conditions and have been used to verify the recommended pocket lengths shown on Exhibit 1-4.

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2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with City of Calimesa's Guidelines. (1)

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 6th Edition Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (5) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The City of Calimesa requires signalized intersection operations analysis based on the methodology described in the HCM. (5) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1.

The traffic modeling and signal timing optimization software package Synchro (Version 11) has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

A saturation flow rate of 1900 has been utilized for all study area intersections located within the study area. The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (5)

2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Calimesa requires the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (5) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Little or no delays.	0 to 10.00	A
Short traffic delays.	10.01 to 15.00	B
Average traffic delays.	15.01 to 25.00	C
Long traffic delays.	25.01 to 35.00	D
Very long traffic delays.	35.01 to 50.00	E
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (6)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (6) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Rural warrants have been used as posted speed limits on the major roadways with unsignalized intersections are over 40 miles per hour while urban warrants have been used where speeds are 40 miles per hour or below.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Similarly, the speed limit has been used as the basis for determining the use of Urban and Rural warrants. Traffic signal warrant analyses were performed for the following study area intersection shown in Table 2-3:

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersection
1	Calimesa Bl. & Singleton Rd.
2	I-10 WB Ramps & Singleton Rd.
3	I-10 EB Ramps & Singleton Rd.
4	Roberts Rd. & Street A
5	Roberts Rd. & Singleton Rd.
6	Street C & Street B
7	Street C & Singleton Rd.
8	Street A & Singleton Rd.
9	San Timoteo Canyon Rd. & Singleton Rd.

The traffic signal warrant analyses for future conditions are presented in Section 5 *Opening Year Cumulative (2026) Traffic Conditions,* Section 6 *Opening Year Cumulative (2028) Traffic Conditions,* Section 7 *Opening Year Cumulative (2030) Traffic Conditions,* Section 8 *Opening Year Cumulative (2032) Traffic Conditions*, and Section 9 *Horizon Year (2040) Traffic Conditions* of this report. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 ROADWAY SEGMENT CAPACITY ANALYSIS

Roadway segment operations have been evaluated using the County of Riverside Roadway Capacity Thresholds provided in the County of Riverside General Plan. (7) These roadway capacities are "rule of thumb" estimates for planning purposes and are affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian bicycle traffic. In other words, while using ADT for planning purposes is suitable with regards to evaluating potential volume to capacity with future forecasts, it is not suitable for operational analysis because it does not account for the factors listed previously. As such, where the ADT based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis and progression analysis are undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity.

2.5 QUEUING ANALYSIS

Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the I-10 Freeway at the Singleton Road interchange. Specifically, the off-ramp queuing analysis is utilized to identify any potential queuing and "spill back" onto the freeway mainline from the off-ramps. The 95th percentile queue has also been utilized to assess the queues at the Singleton Road interchanges to identify any potential peak hour queuing issues.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the intersections with traffic added from the proposed Project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The footnote from the Synchro output sheets indicates if the 95th percentile cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays. The 95th percentile queue is derived from the average queue plus 1.65 standard deviations.

2.6 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

Minimum Acceptable LOS and associated definitions of intersection deficiencies has been obtained from each of the applicable surrounding jurisdictions.

2.6.1 CITY OF CALIMESA

According to the City of Calimesa, LOS C is the minimum acceptable condition that should be maintained during the peak commute hours. However, a peak hour LOS of D, or lower, may be allowed on City-maintained roadway segments in commercial and employment areas or any combination of major highways, urban arterials, secondary highways, or freeway ramp intersections. For the purposes of this traffic study, LOS C is defined as the minimum acceptable condition for on-site intersections and LOS D is defined as the minimum acceptable condition for off-site intersections.

2.6.2 CALTRANS

Senate Bill 743 (SB 743), approved in 2013, endeavors to change the way transportation impacts will be determined according to the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles traveled (VMT) as the replacement for automobile delay-based LOS. Caltrans acknowledges automobile delay will no longer be considered a CEQA impact for development projects and will use VMT as the metric for determining impacts on the State Highway System (SHS). However, LOS D has been utilized as the target LOS for Caltrans facilities, consistent with the County of Riverside and City of Calimesa.

2.7 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies. To determine whether the addition of project traffic at a study intersection result in a deficiency, the following thresholds of significance will be utilized:

- A deficiency occurs at study area intersections if the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and the addition of project trips causes the peak hour LOS of the study area intersection to operate at unacceptable LOS (i.e., LOS E or F).

2.8 PROJECT FAIR SHARE CALCULATION METHODOLOGY

Improvements found to be included in the TUMF and/or DIF will be identified as such. For improvements that do not appear to be in either of the pre-existing fee programs, a fair share contribution based on the Project's proportional share may be imposed in order to address the Project's share of deficiencies in lieu of construction. It should be noted that fair share calculations are for informational purposes only and the City Traffic Engineer will determine the appropriate improvements to be implemented by a project (to be identified in the conditions of approval). The Project's fair share contribution is determined based on the following equation, which is the ratio of Project traffic to net new traffic (where net new traffic is the future traffic less existing traffic):

Project Fair Share % = Project Buildout Traffic / (2040 With Project Total Traffic – Existing Traffic)

3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Calimesa General Plan Circulation Network.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the scoping agreement with City of Calimesa staff (Appendix 1.1), the study area includes a total of 9 existing and future intersections as shown previously on Exhibit 1-3, where the Project is anticipated to contribute 50 or more peak hour trips. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 CITY OF CALIMESA GENERAL PLAN CIRCULATION ELEMENT

As noted previously, the Project site is located within the City of Calimesa. The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified on City of Calimesa General Plan Circulation Element, are described subsequently. Exhibit 3-2 shows the City of Calimesa General Plan Circulation Element and Exhibit 3-3 illustrates the City of Calimesa General Plan roadway cross-sections.

Major Arterials are four-to-six-lane divided roadways (typically divided by a raised median or painted median) with a 92-foot right-of-way and a 76-foot curb-to-curb measurement. These roadways serve both regional through-traffic and inter-city traffic and typically direct traffic onto and off-of the freeways. The following study area roadways within the City of Calimesa are classified as a Major Arterial:

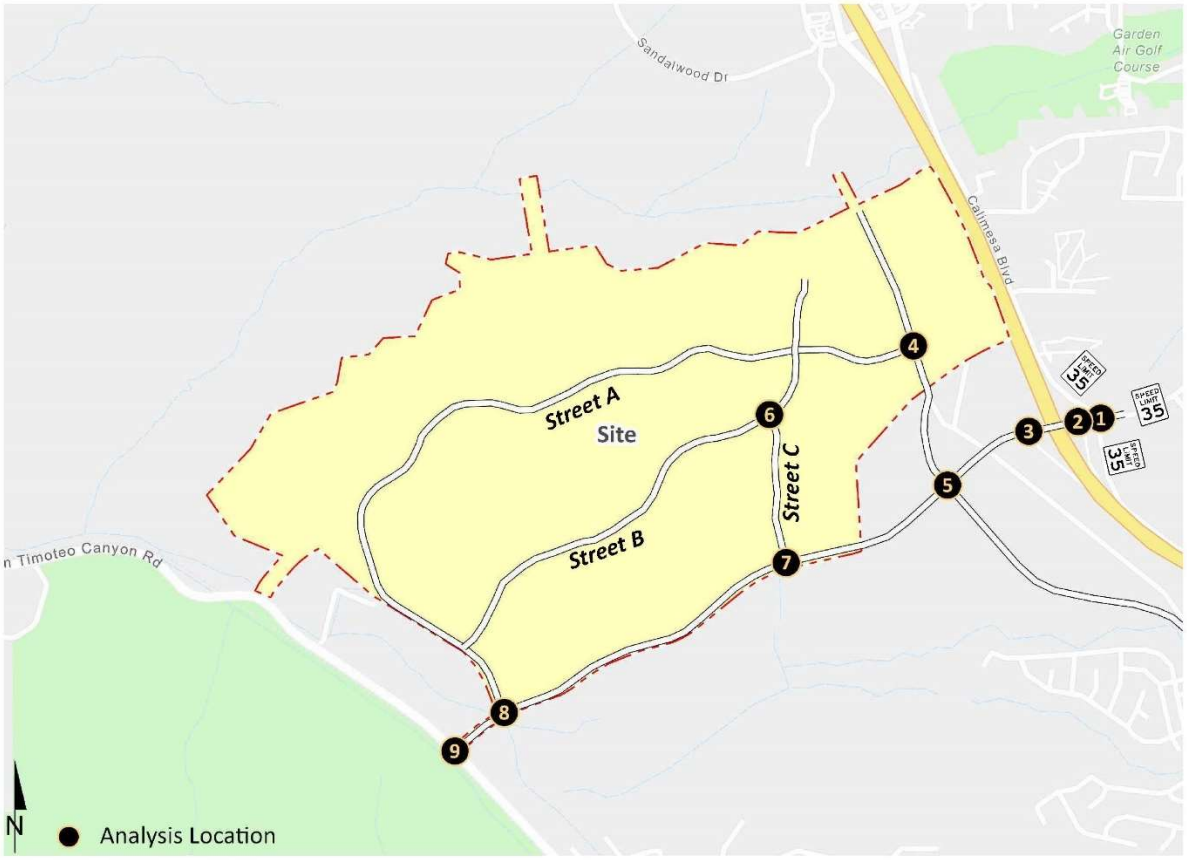
- Singleton Road, between Roberts Road and Beckwith Avenue
- Calimesa Boulevard

The Summerwind Ranch at Oak Valley Specific Plan roadway classifications are also shown on Exhibit 3-2. The Summerwind Ranch at Oak Valley Specific Plan roadway cross-sections are provided on Exhibit 3-4 and are described below.

Arterials are four-to-six-lane divided roadways (typically divided by a raised median or painted median) with a 110-foot right-of-way and an 86-foot curb-to-curb measurement. These roadways serve both regional through-traffic and inter-city traffic and typically direct traffic onto and off-of the freeways. The following study area roadways within the Summerwind Ranch Specific Plan are classified as Arterials:

- Singleton Road, between Roberts Road and Street C
- Roberts Road

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



1 Calimesa Bl. & Singleton Rd.	2 I-10 WB Ramps & Singleton Rd.	3 I-10 EB Ramps & Singleton Rd.	4 Roberts Rd. & Street A	5 Roberts Rd. & Singleton Rd.
2U, 2U, S, 2U, 2U, 2U	2U, 2U	2U, 2U	Future Intersection	2U, 2U, 2U
6 Street C & Street B	**7 Street C & Singleton Rd.**	**8 Street A & Singleton Rd.**	**9 San Timoteo Canyon Rd. & Singleton Rd.**	
Future Intersection	Future Intersection	Future Intersection	Future Intersection	

S = All Way Stop
= Stop Sign
4 = Number of Lanes
U = Undivided
DEF = Defacto Right Turn
SPEED LIMIT 25 = Speed Limit (MPH)

EXHIBIT 3-2: CITY OF CALIMESA GENERAL PLAN CIRCULATION ELEMENT

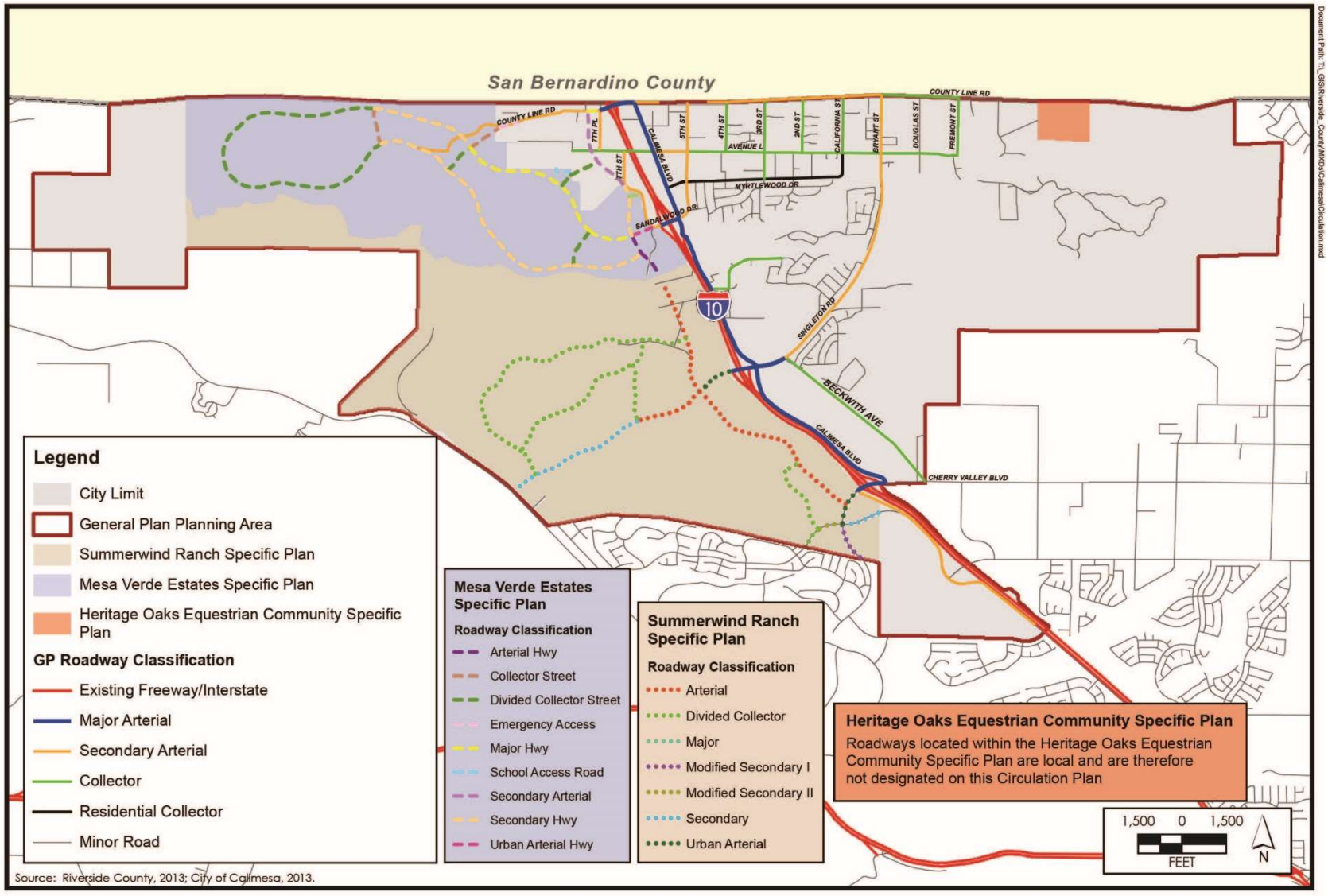
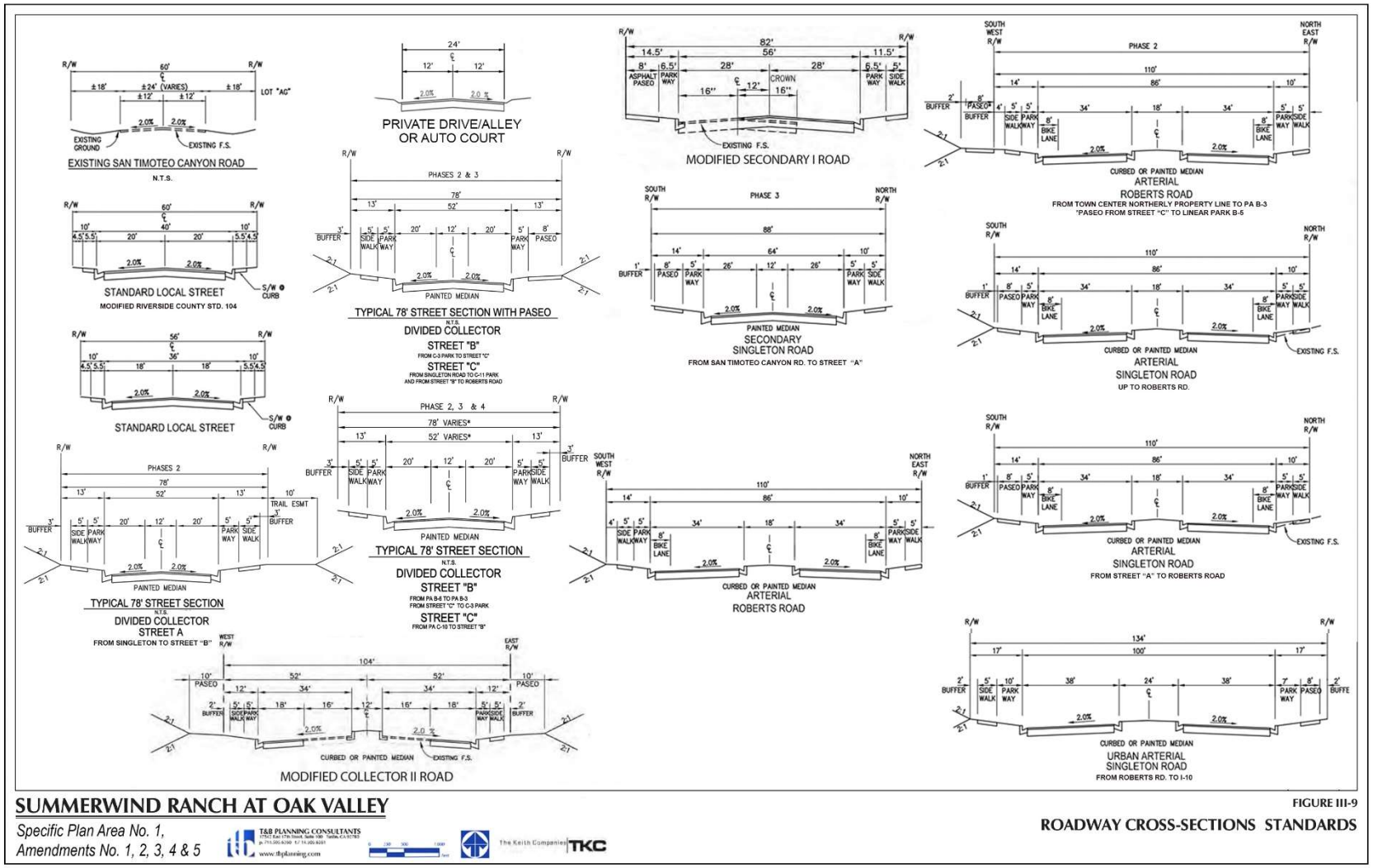


EXHIBIT 3-3: CITY OF CALIMESA GENERAL PLAN ROADWAY CROSS-SECTIONS

Roadway Classification	Number of Lanes	Right-of-Way Width	Curb-to-Curb Width
Residential Collector These roadways would provide a 40-foot curb-to-curb roadway within a 52-foot right-of-way. This functional classification is similar to a local street classification, although it would generally have less fronting land uses than a purely local street and would also function as a connection for a limited number of local trips to the arterial system.	2	52 feet	40 feet
Collector These streets would provide a 40-foot curb-to-curb roadway within a 52-foot right-of-way. This is sufficient to provide one lane in each direction with parking. Collector streets function as feeder routes to carry traffic from the arterial system to the local system, but should carry only very minimal levels of non-local through traffic.	2	52 feet	40 feet
Secondary Arterial These roadways would provide a 72-foot curb-to-curb roadway within an 88-foot right-of-way. This is sufficient width to provide two through lanes in each direction (plus a center left turn lane) without parking, or one lane in each direction (plus a center left turn lane) with parking. Secondary arterials would function in a similar	2-4 plus center turn lane	88 feet	72 feet

Roadway Classification	Number of Lanes	Right-of-Way Width	Curb-to-Curb Width
manner to major arterials except that secondary arterials carry less total traffic, less non-local through traffic, and a relatively greater proportion of local traffic. Secondary arterials are typically spaced at half-mile intervals between major arterials, or, where appropriate, depending on geographic and land use conditions.			
Major Arterial These roadways would provide a 76-foot curb-to-curb roadway within a 92-foot right-of-way upon full buildout. This is sufficient width to provide three lanes in each direction (plus a center left turn lane) without curbside parking, or two lanes in each direction (plus a center left turn lane) with curbside parking.	4-6 plus center turn lane	92 feet	76 feet
Specific Plan Streets These are defined as streets in an area to be covered in the future by a specific plan. The exact alignment, width and right-of-way of specific plan streets are not specified at this time, but will be determined based upon more detailed studies of proposed land use patterns and anticipated traffic volumes once the development plans are more fully described.	Varies; see Specific Plan for details.	Varies; see Specific Plan for details.	Varies; see Specific Plan for details.

EXHIBIT 3-4: SUMMERWIND RANCH AT OAK VALLEY SPECIFIC PLAN ROADWAY CROSS-SECTIONS



Major Roadways are four-to-six-lane divided roadways (typically divided by a raised median or painted two-way turn-lane) with a 100-foot right-of-way and an 88-foot curb-to-curb measurement. These roadways also serve both regional through-traffic and inter-city traffic and typically direct traffic onto and off-of the freeways. The following study area roadway within the City of Calimesa is classified as an Urban Arterial:

- Singleton Road, west of Street C

3.3 BICYCLE & PEDESTRIAN FACILITIES

There are currently no bicycle or pedestrian facilities in the study area. The development of the proposed Project would result in new sidewalk and bicycle lane improvements as part of the frontage improvements along the future Singleton Road (west of Roberts Road) and Roberts Road (as required per the City's standards).

3.4 TRANSIT SERVICE

The study area is currently not served by any transit routes. Transit service is reviewed and updated by Riverside Transit Agency (RTA) periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

3.5 EXISTING (2022) TRAFFIC COUNTS

Existing traffic volumes observed during the peak hour conditions are based on traffic count data collected in May 2022 when local schools were in session and operating on normal bell schedules. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

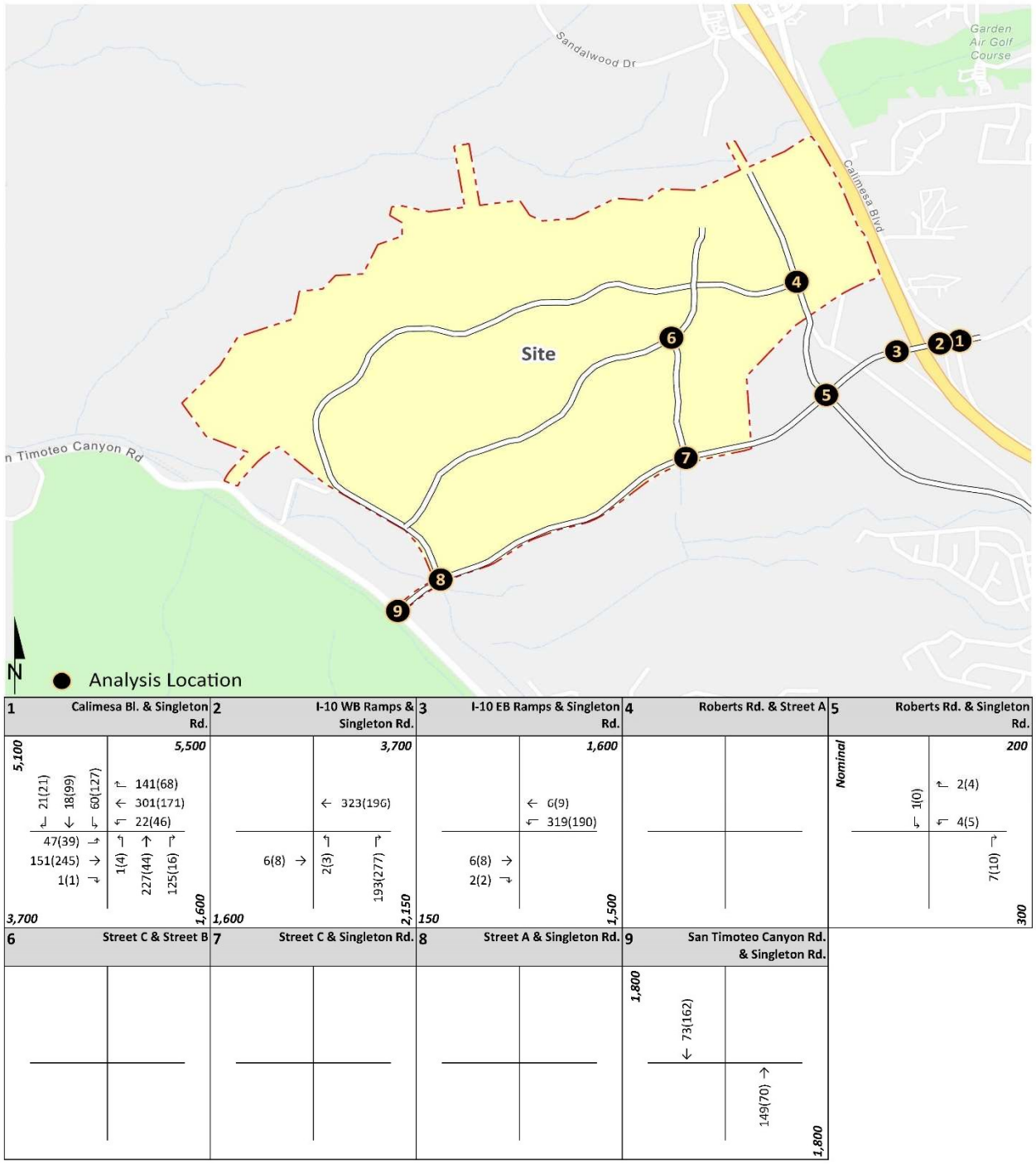
There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

Existing weekday ADT volumes on arterial highways throughout the study area are shown on Exhibit 3-5. Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 7.70 = Leg Volume

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 12.98 percent. As such, the above equation utilizing a factor of 7.70 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 12.98 percent (i.e., 1/0.1298 = 7.70) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. This factor is consistent with that used for other traffic studies within the study area.

EXHIBIT 3-5: EXISTING (2022) TRAFFIC VOLUMES



##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. The Project includes the development of the following uses within 4 phases of development:

- Phase 2 (Opening Year of 2026):
  - 1,085 single family detached dwelling units
  - 552 single family attached dwelling units
  - 17.3 acres of parks
  - 950 student K-8 school
- Phase 3 (Opening Year of 2028):
  - 584 single family detached dwelling units
  - 23.6 acres of parks
- Phase 4 (Opening Year of 2030):
  - 375 single family detached dwelling units
  - 18.0 acres of park
- Phase 5 (Opening Year of 2032):
  - 431 single family detached dwelling units
  - 23.7 acres of parks

It should be noted, the Specific Plan has allocated additional dwelling units overlaid at the two school sites (within Phase 2 and Phase 5) in the event the schools are not constructed. However, the school in phase 2 is programmed by BUSD as a K-8 school with up to 950 students and has been evaluated in this traffic study as opposed to the overlay residential dwelling units since the K-8 school land use provides a more conservative analysis compared to the residential dwelling unit overlay. BUSD has not programmed the Phase 5 school site and any school use there is speculative. Therefore, the 43 additional dwelling units that can be constructed on the school parcel for Phase 5, assuming no school is built, has been analyzed in this traffic study and is included in the 431 dwelling units in Phase 5.

A phasing plan of the proposed Project is shown previously on Exhibit 1-2. Access to the Project site is available via the I-10 Freeway/Singleton Road interchange.

4.1 PROJECT TRIP GENERATION

4.1.1 PROPOSED PROJECT

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) was used to estimate the trip generation. (2)

For purposes of this analysis, the following land use codes and vehicle mixes have been utilized:

- Single Family Detached Housing (ITE Land Use Code 210)
- Single Family Attached Housing (ITE Land Use Code 215)
- Public Park (ITE Land Use Code 411)
- Elementary School (ITE Land Use Code 520)

The proposed project trip generation rates are summarized in Table 4-1. The trip generation for the proposed Project is summarized in Table 4-1, which shows the Project is anticipated to generate 29,536 two-way trips per day with 2,699 AM peak hour trips and 2,800 PM peak hour trips.

4.1.2 TRIP GENERATION COMPARISON

Compared to the 2005 Summerwind Ranch Specific Plan (Phases 2 through 4), the proposed Project is anticipated to generate 208 additional trip-ends per day, with 421 fewer AM peak hour trips and 84 fewer PM peak hour trips. At the request of the City, a trip generation comparison, by phase, is provided in Table 4-1, which compares the proposed Project trip generation to the trip generation from the 2005 Summerwind Ranch Specific Plan (Phases 2 through 4). It should be noted that the phasing boundaries have shifted as compared with the phasing in the 2005 Specific Plan and some land use adjustments have taken place, however the land area and exterior boundaries of the Project are consistent with the land area and project boundaries from the 2005 Specific Plan. As such, the trip generation comparison shown in Table 4-1 is for informational and comparative purposes only.

4.1.3 SUMMERWIND RANCH SPECIFIC PLAN TRIP GENERATION COMPARISON

The trip generation of the proposed Project and other nearby recent projects within the Summerwind Ranch Specific Plan have been compared to the currently adopted Summerwind Ranch trip generation. Table 4-2 provides the comparison of the currently proposed implementing projects within the Summerwind Ranch Specific Plan, which includes the proposed Project, Oak Valley Town Center, and Summerwind Commons. Based on the trip generation changes to the nearby projects Oak Valley Town Center and Summerwind Commons, the new Summerwind Ranch Specific Plan trip generation is anticipated to be 51,476 trip-ends per day, with 2,194 AM peak hour trips and 5,039 PM peak hour trips.

With the addition of the trip generation changes for the proposed Project, as discussed in Section 4.1.2 *Trip Generation Comparison*, the new Summerwind Ranch Specific Plan is anticipated to generate 7,494 fewer trip-ends per day, with 1,322 fewer AM peak hour trips, and 790 fewer PM peak hour trips. Therefore, the proposed Project, in conjunction with the other recently completed studies in the area, is anticipated to generate 7,494 fewer trips per day even though the proposed Project itself is anticipated to generate 208 additional trips compared to the 2005 Specific Plan. In other words, total trip generation for the Specific Plan area would be lower than anticipated in the 2005 Environmental Impact Report (EIR).

TABLE 4-1: TRIP GENERATION SUMMARY

Land Use[1]	ITE LU Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Rates:									
Single Family Detached Housing	210	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43
Single Family Attached Housing	215	DU	0.15	0.33	0.48	0.32	0.25	0.57	7.20
Public Park	411	AC	0.01	0.01	0.02	0.06	0.05	0.11	0.78
Elementary School	520	STU	0.40	0.34	0.74	0.07	0.09	0.16	2.27

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] DU = Dwelling Units; AC = Acres; STU = Students

Project Trip Generation	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Phase 2:									
Single Family Detached Housing	1,085	DU	197	562	759	643	377	1,020	10,232
Single Family Attached Housing	552	DU	82	183	265	179	135	314	3,974
Public Park	17.3	AC	0	0	0	1	1	2	14
Elementary School	950	STU	380	323	703	70	82	152	2,158
Phase 2 Subtotal			659	1,068	1,727	893	595	1,488	16,378
Phase 3:									
Single Family Detached Housing	584	DU	106	303	409	346	203	549	5,508
Public Park	23.6	AC	0	0	0	1	1	2	18
Phase 3 Subtotal			106	303	409	347	204	551	5,526
Phase 4:									
Single Family Detached Housing	375	DU	68	194	262	222	130	352	3,536
Public Park	18.0	AC	0	0	0	1	1	2	14
Phase 4 Subtotal			68	194	262	223	131	354	3,550
Phase 5:									
Single Family Detached Housing	431	DU	78	223	301	255	150	405	4,064
Public Park	23.7	AC	0	0	0	1	1	2	18
Phase 5 Subtotal			78	223	301	256	151	407	4,082
Summerwind Trails Total			**911**	**1,788**	**2,699**	**1,719**	**1,081**	**2,800**	**29,536**
2005 Summerwind Ranch Specific Plan (Phase 2)			255	460	715	414	264	678	6,678
2005 Summerwind Ranch Specific Plan (Phase 3)			478	728	1,206	570	357	927	9,635
2005 Summerwind Ranch Specific Plan (Phase 4)			356	843	1,199	799	480	1,279	13,015
2005 Summerwind Ranch Specific Plan (Phases 2 - 4)			1,089	2,031	3,120	1,783	1,101	2,884	29,328
Variance (Phase 2)[2]			404	608	1,012	479	331	810	9,700
Variance (Phase 3)[2]			-372	-425	-797	-223	-153	-376	-4,109
Variance (Phase 4)[2]			-288	-649	-937	-576	-349	-925	-9,465
Variance (Phase 5)[2]			78	223	301	256	151	407	4,082
Total Variance (Phases 2 - 4)[2]			**-178**	**-243**	**-421**	**-64**	**-20**	**-84**	**208**

[1] DU = Dwelling Units; AC = Acres; STU = Students

[2] It should be noted, the phasing from the 2005 Summerwind Ranch Specific Plan does not match up with the phasing for the proposed Project. However, for comparitive and informational purposes only, and at the request of the City, a trip generation comparison to the original Specific Plan has been provided. The phasing plan has been updated for the proposed Project, but generally includes the same land area (exterior project boundaries) as the 2005 Traffic Study.

TABLE 4-2: COMPARISON OF ADOPTED SUMMERWIND RANCH SPECIFIC PLAN TO CURRENTLY PROPOSED SUMMERWIND RANCH SPECIFIC PLAN TRIP GENERATION

	AM Peak Hour			PM Peak Hour			
Trip Generation Source	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Daily**
Summerwind Ranch Specific Plan Total[1]	2,397	698	3,095	2,251	3,494	5,745	59,178
Variance from Oak Valley Town Center Update[2]	-1,116	242	-874	290	-1,022	-732	-8,052
Variance from Summerwind Commons[3]	-91	64	-27	69	-43	26	350
Updated (with Oak Valley) Summerwind Ranch Specific Plan Total	**1,190**	**1,004**	**2,194**	**2,610**	**2,429**	**5,039**	**51,476**
Summerwind Trails (Phases 2-5) Total Variance (from Table 4-1)[4]	-178	-243	-421	-64	-20	-84	208
Updated (with Oak Valley + Summerwind Trails) Summerwind Ranch Specific Plan Total	**1,012**	**761**	**1,773**	**2,546**	**2,409**	**4,955**	**51,684**
New Summerwind Ranch Specific Plan Total[5]	**-1,385**	**63**	**-1,322**	**295**	**-1,085**	**-790**	**-7,494**

[1] Trip Generation Source: Summerwind Ranch Traffic Impact Analysis (Final), March 2005, prepared by Urban Crossroads, Inc.

[2] Trip Generation Source: Trip Generation and Circulation Context for the Oak Valley Town Center, September 2020, prepared by Urban Crossroads, Inc. This source is the Phase 1 component of the 2005 Specific Plan.

[3] Trip Generation Source: Summerwind Commons II, March 2024, prepared by Urban Crossroads, Inc.

[4] Total variance is the difference in trips for the proposed Project compared to the 2005 Specific Plan (See "Total Variance" from Table 4-1).

[5] Total Variance consists of the difference in trips between the New Summerwind Ranch Specific Plan Total and the original Summerwind Ranch Specific Plan Total (2005).

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. Since the western extension of Singleton Road to San Timoteo Canyon Road is not anticipated to be constructed until Phase 3 development, a separate trip distribution has been provided for Phase 2 only of the proposed Project. Under Phase 3 and future phase conditions, a portion of Phase 2 traffic is assumed to utilize Singleton Road to the west. The Project trip distributions are provided on the following exhibits:

- Exhibit 4-1: Project (Phase 2) Without Singleton Road Extension
- Exhibit 4-2: Project (Phase 2)
- Exhibit 4-3: Project (Phase 3)
- Exhibit 4-4: Project (Phase 4)
- Exhibit 4-5: Project (Phase 5)
- Exhibit 4-6: Project Buildout (Long-Range)

Although the trip generation is the same for Project Buildout conditions, the distribution patterns vary between the near-term and long-range Project Buildout traffic conditions.

EXHIBIT 4-1: PROJECT (PHASE 2) WITHOUT SINGLETON ROAD EXTENSION TRIP DISTRIBUTION

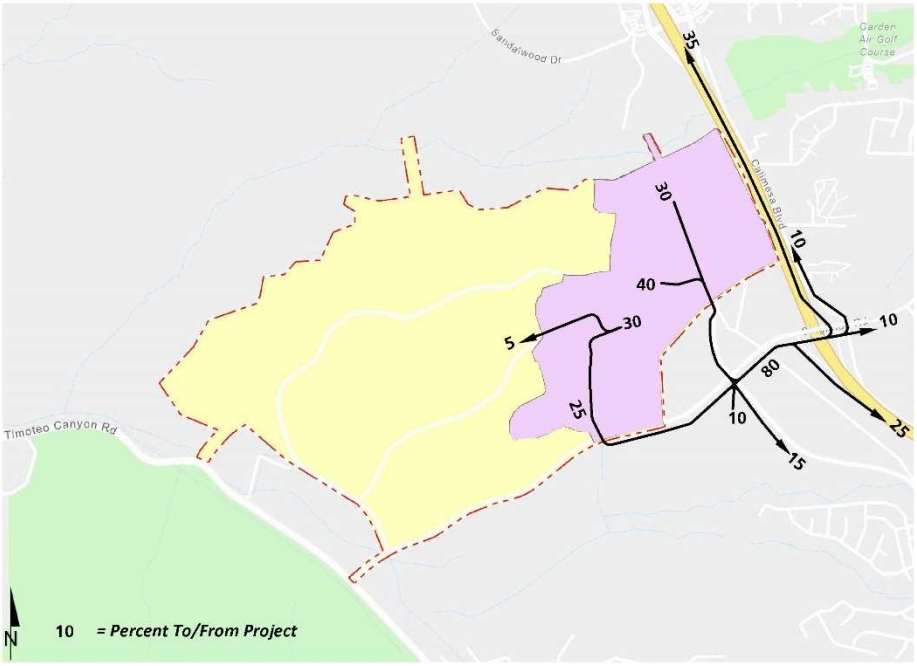


EXHIBIT 4-2: PROJECT (PHASE 2) TRIP DISTRIBUTION

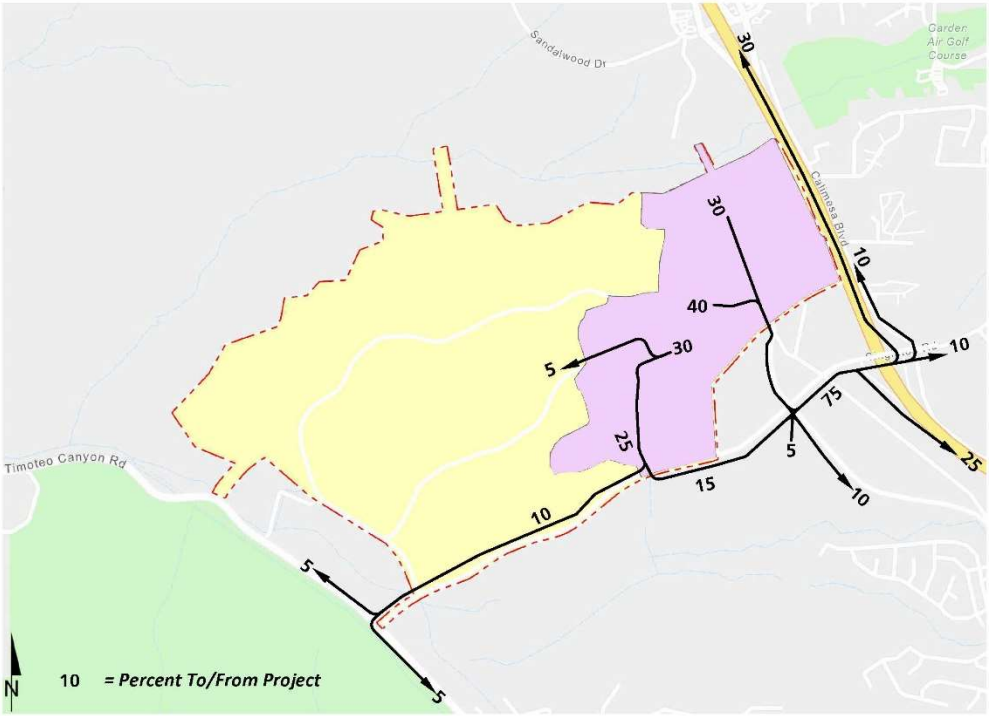


EXHIBIT 4-3: PROJECT (PHASE 3) TRIP DISTRIBUTION

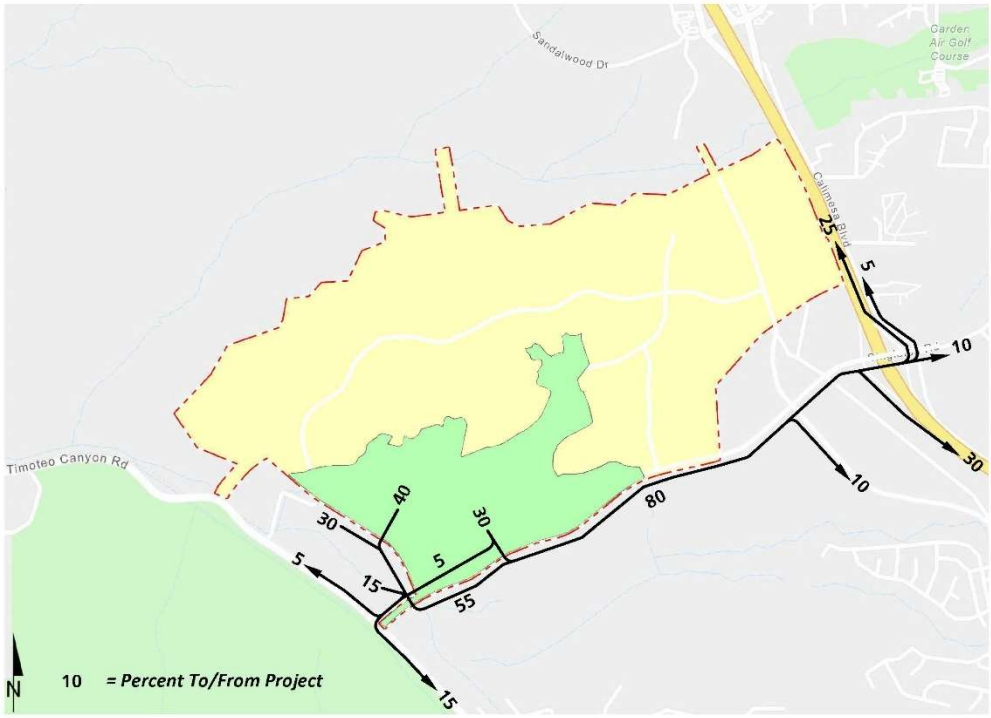


EXHIBIT 4-4: PROJECT (PHASE 4) TRIP DISTRIBUTION

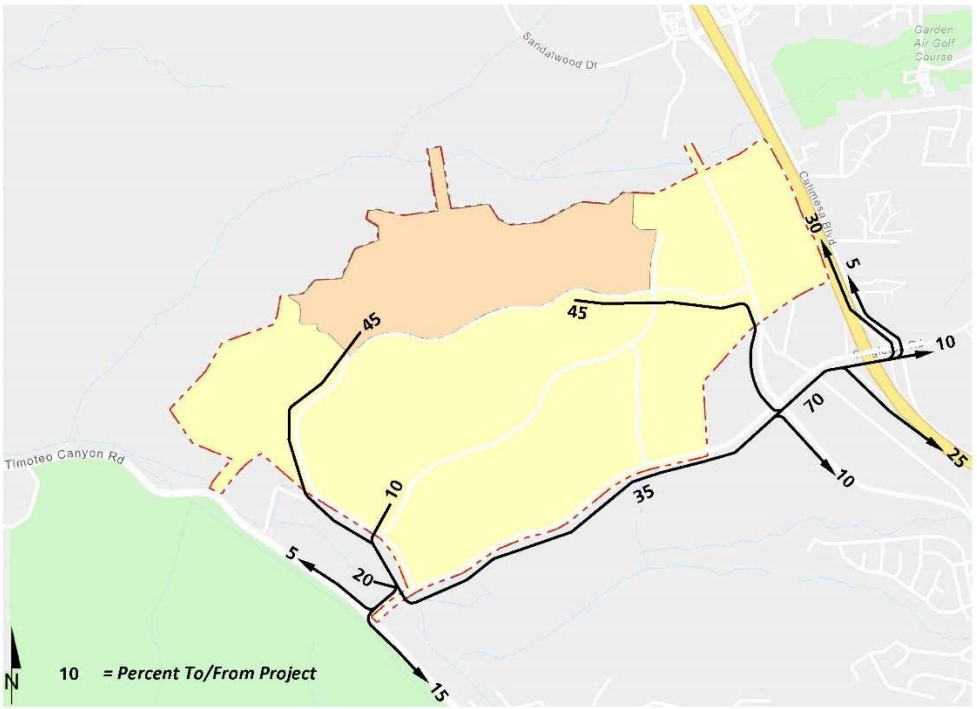


EXHIBIT 4-5: PROJECT (PHASE 5) TRIP DISTRIBUTION

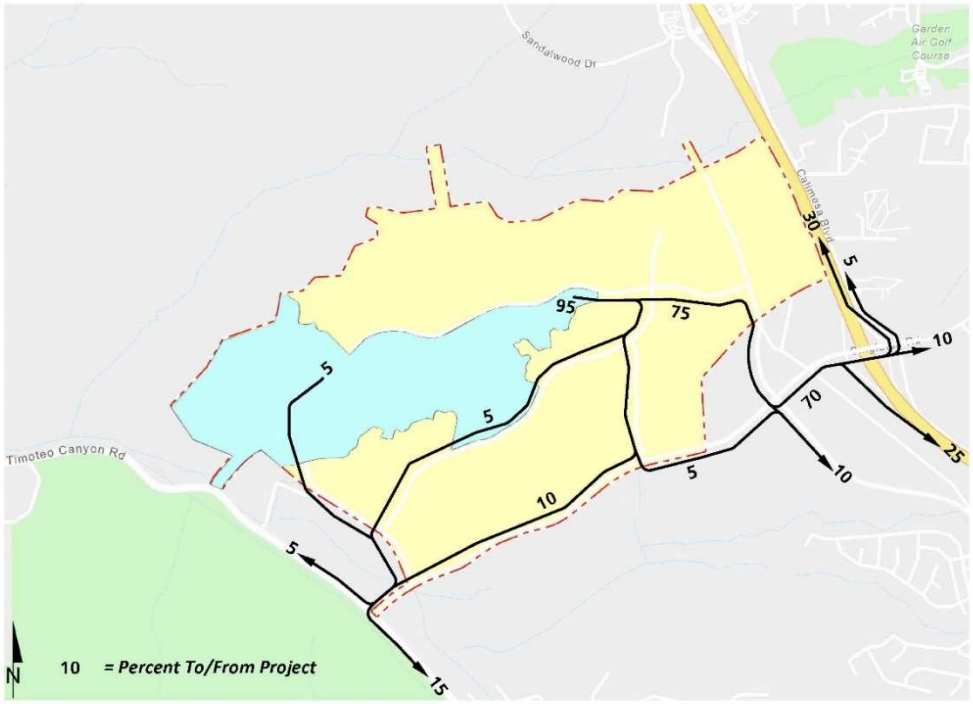
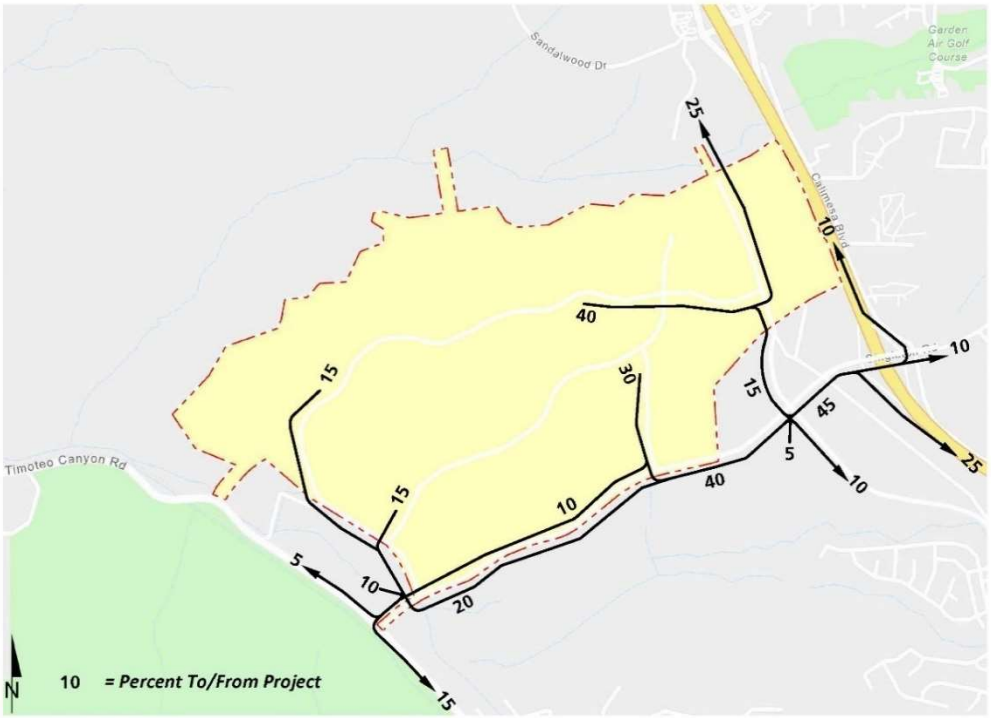


EXHIBIT 4-6: PROJECT BUILDOUT (LONG-RANGE) TRIP DISTRIBUTION



4.3 MODAL SPLIT

The potential for Project trips (non-truck) to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns for each applicable phase, the Project Only ADT and peak hour intersection turning movement volumes are shown on the following exhibits:

- Exhibit 4-7: Project Only (Phase 2)
- Exhibit 4-8: Project Only (Phase 2 + Phase 3)
- Exhibit 4-9: Project Only (Phase 2 + Phase 3 + Phase 4)
- Exhibit 4-10: Project Only (Project Buildout)
- Exhibit 4-11: Project Only (Project Buildout) Long-Range

4.5 BACKGROUND TRAFFIC

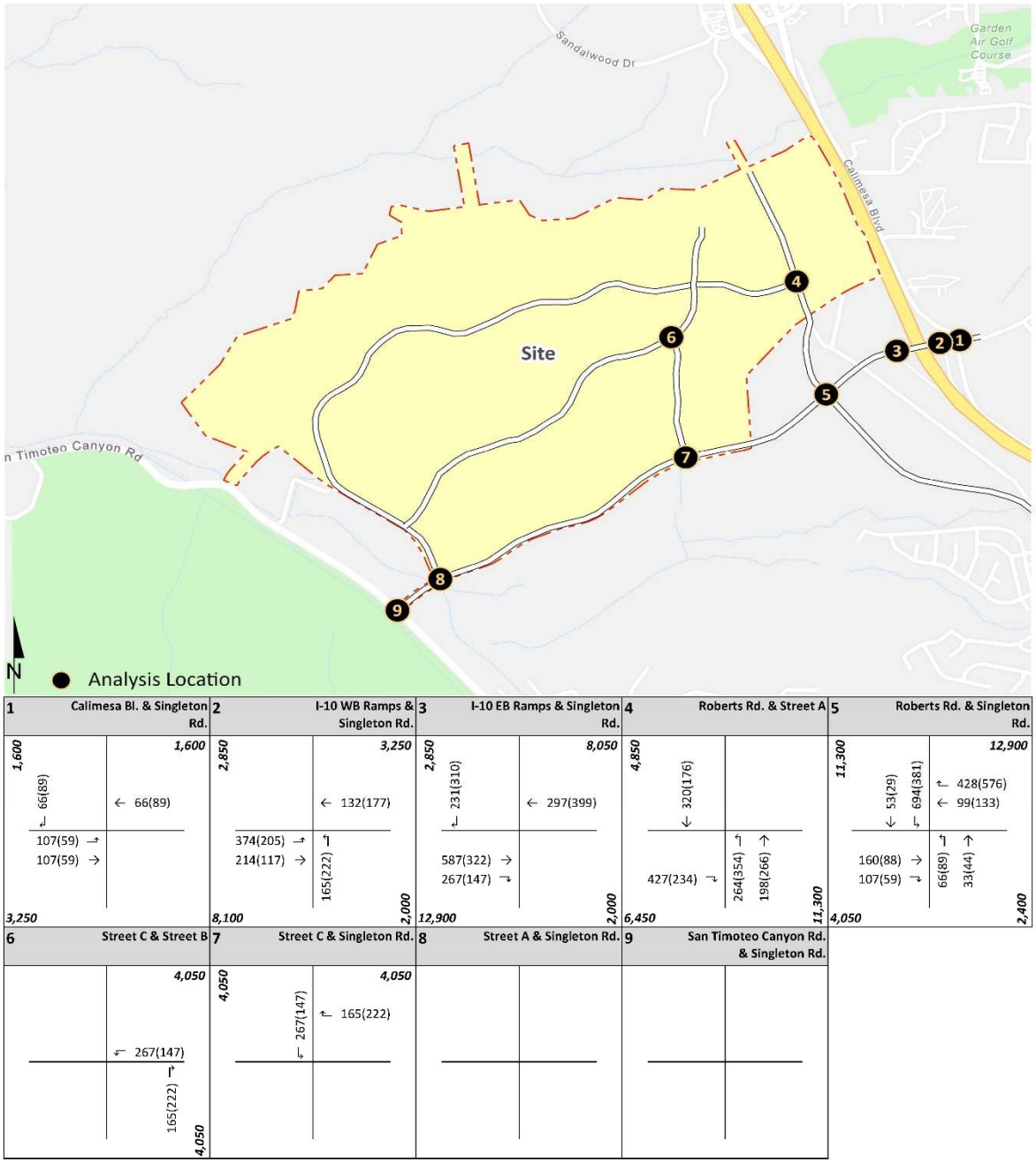
4.5.1 NEAR-TERM (2026, 2028, 2030 & 2032) CONDITIONS

Future year traffic forecasts have been based upon background (ambient) growth at 2% per year, compounded annually, for Opening Year Cumulative traffic conditions. The following growth factors were utilized for the Opening Year Cumulative scenarios:

- 8.24% for Opening Year Cumulative (2026) conditions
- 12.62% for Opening Year Cumulative (2028) conditions
- 17.17% for Opening Year Cumulative (2030) conditions
- 21.90% for Opening Year Cumulative (2032) conditions

The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

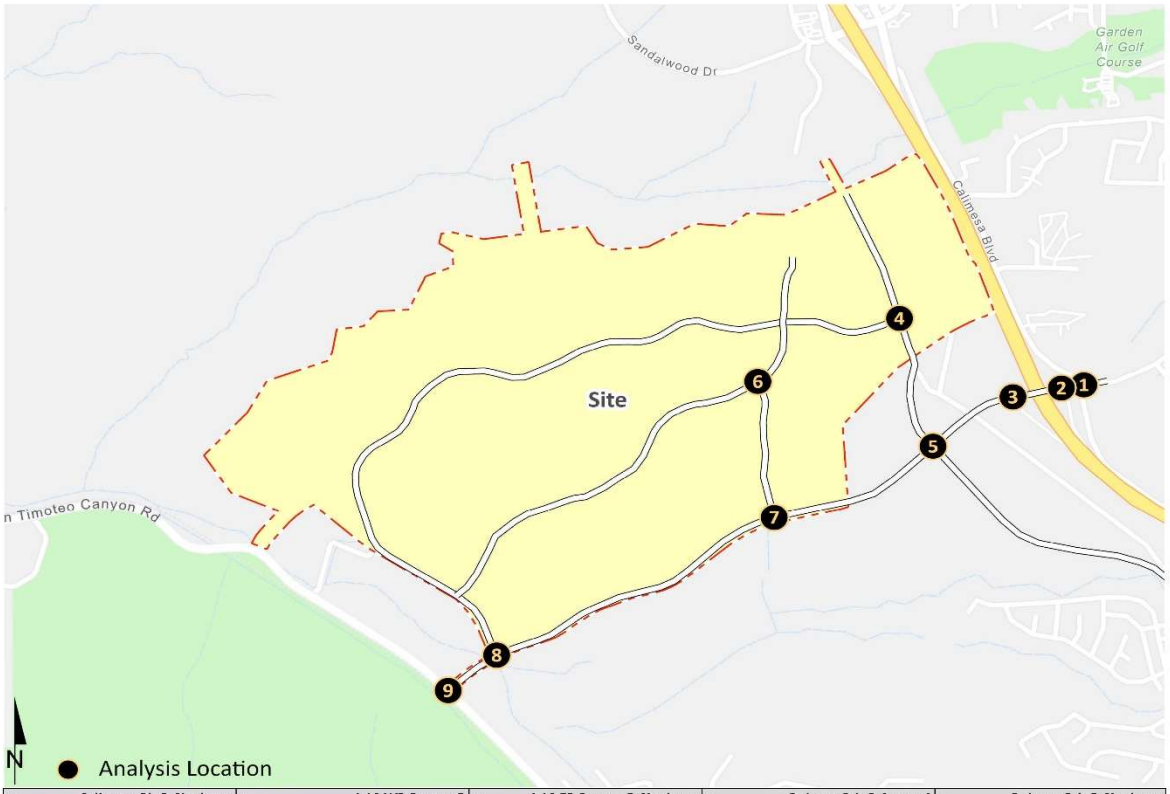
EXHIBIT 4-7: PROJECT ONLY (PHASE 2) TRAFFIC VOLUMES



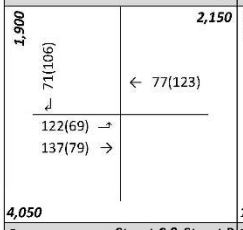
##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

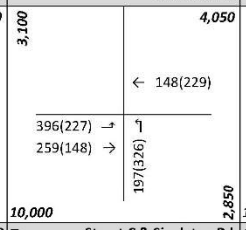
EXHIBIT 4-8: PROJECT ONLY (PHASE 2 + PHASE 3) TRAFFIC VOLUMES



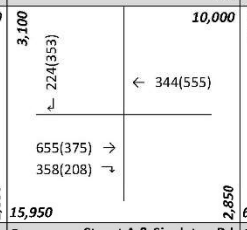
1 Calimesa Bl. & Singleton Rd.



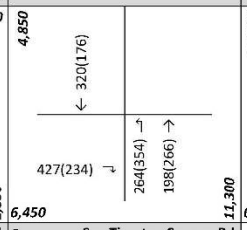
2 I-10 WB Ramps & Singleton Rd.



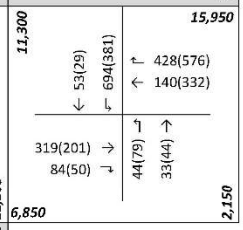
3 I-10 EB Ramps & Singleton Rd.



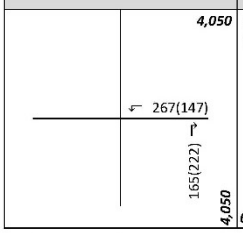
4 Roberts Rd. & Street A



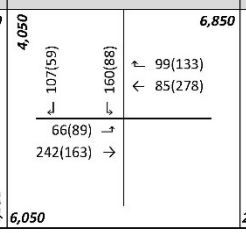
5 Roberts Rd. & Singleton Rd.



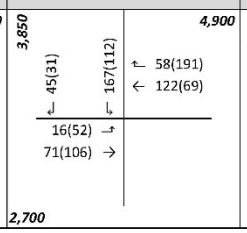
6 Street C & Street B



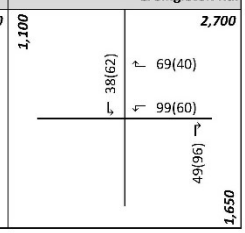
7 Street C & Singleton Rd.



8 Street A & Singleton Rd.

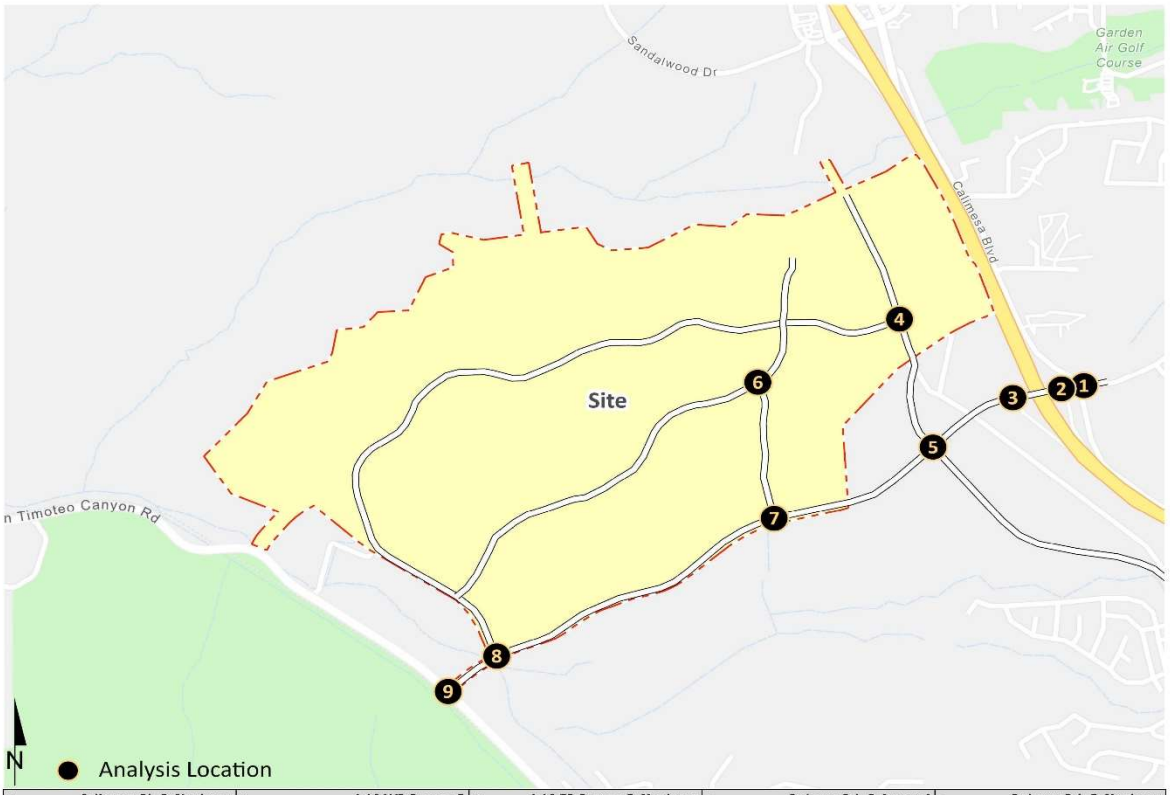


9 San Timoteo Canyon Rd. & Singleton Rd.



##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

EXHIBIT 4-9: PROJECT ONLY (PHASE 2 + PHASE 3 + PHASE 4) TRAFFIC VOLUMES



1 Calimesa Bl. & Singleton Rd.

2,050 | 2,500
75(117) ↲ | ← 83(146)
132(75) ⇀
157(92) →
4,600

2 I-10 WB Ramps & Singleton Rd.

3,650 | 4,600
← 158(263)
454(266) ⇀ | ↰
288(167) → | 214(381)
11,550 | 3,300

3 I-10 EB Ramps & Singleton Rd.

3,650 | 11,550
245(419) ↲ | ← 371(644)
743(434) →
406(240) ⇁
18,450 | 3,300

4 Roberts Rd. & Street A

4,850 | 320(176) ←
573(333) ⇁ | 315(522) ↰ | 198(266) ↑
9,100 | 13,950

5 Roberts Rd. & Singleton Rd.

13,950 | 73(42) ← | 820(466) ↳ | 18,450
329(208) → | 84(50) ↲ | ↰ 473(721) | ← 144(343)
44(79) ↰ | 40(67) ↑
7,000 | 2,500

6 Street C & Street B

4,750
← 10(7)
← 296(166) | ↱
3(11) → | 175(255)
200 | 4,550

7 Street C & Singleton Rd.

4,550 | 7,000
126(72) ↲ | 170(94) ↳ | ↰ 102(144) | ← 85(278)
73(111) ⇀
242(163) →
6,400

8 Street A & Singleton Rd.

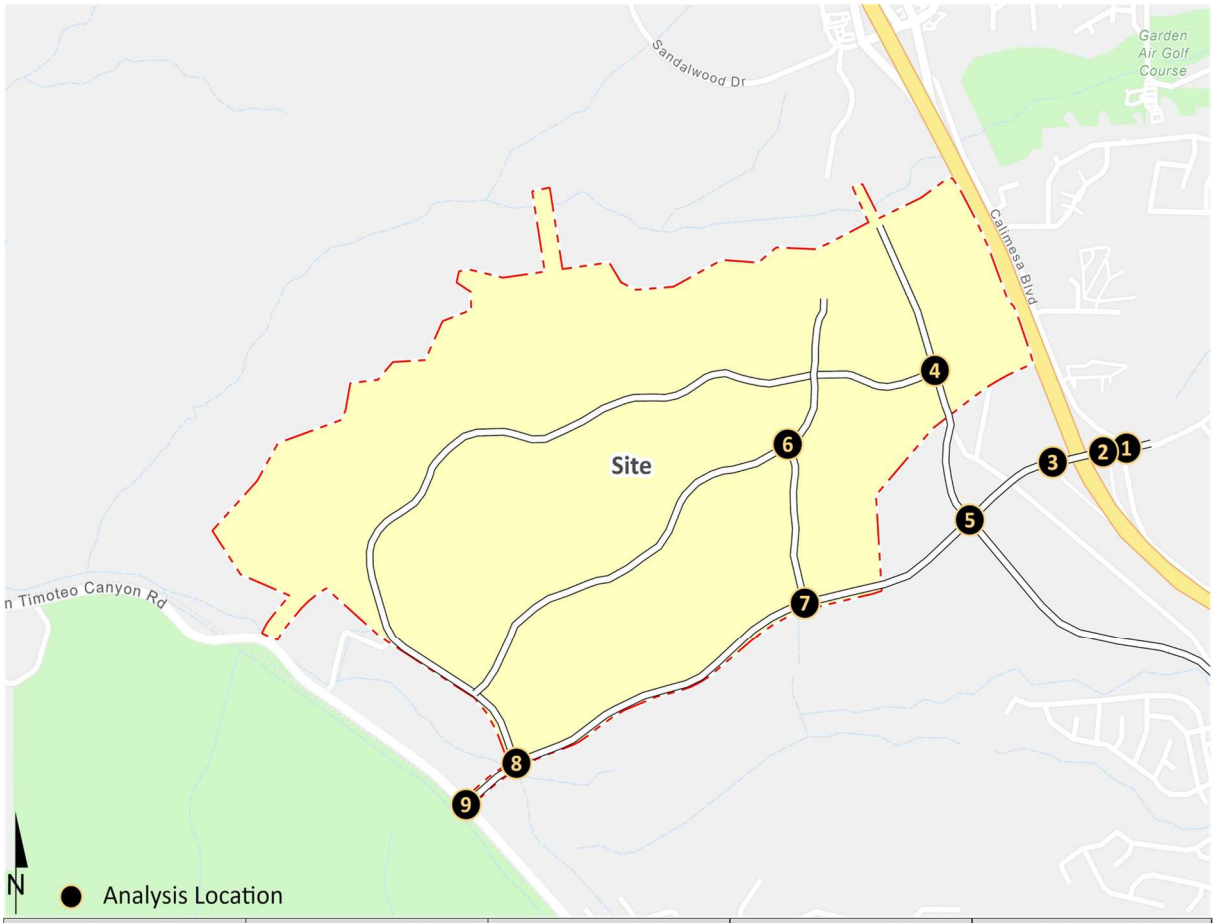
4,200 | 5,300
65(44) ↲ | 167(112) ↳ | ↰ 58(191) | ← 141(82)
23(74) ⇁
78(128) →
3,450

9 San Timoteo Canyon Rd. & Singleton Rd.

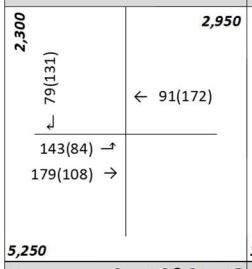
1,250 | 3,450
42(73) ↳ | ↰ 78(46)
← 128(80) | ↱
59(130)
2,150

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

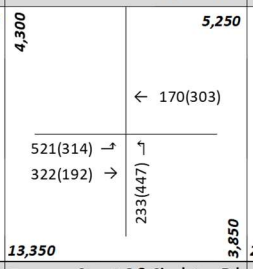
EXHIBIT 4-10: PROJECT ONLY (PROJECT BUILDOUT) TRAFFIC VOLUMES



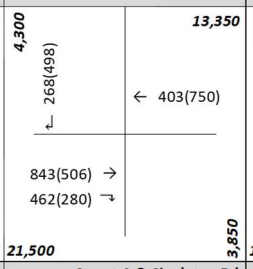
1 Calimesa Bl. & Singleton Rd.



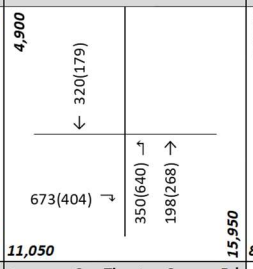
2 I-10 WB Ramps & Singleton Rd.



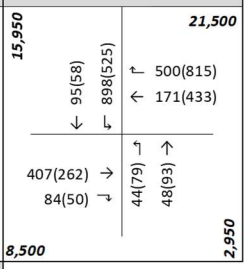
3 I-10 EB Ramps & Singleton Rd.



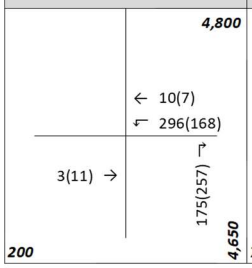
4 Roberts Rd. & Street A



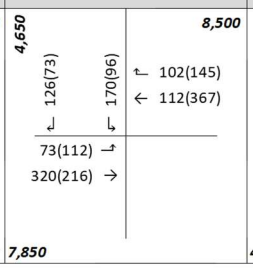
5 Roberts Rd. & Singleton Rd.



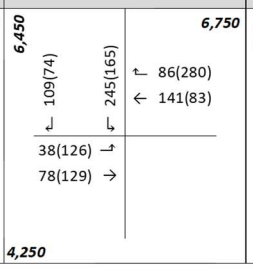
6 Street C & Street B



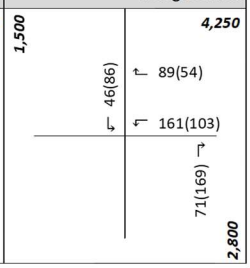
7 Street C & Singleton Rd.



8 Street A & Singleton Rd.



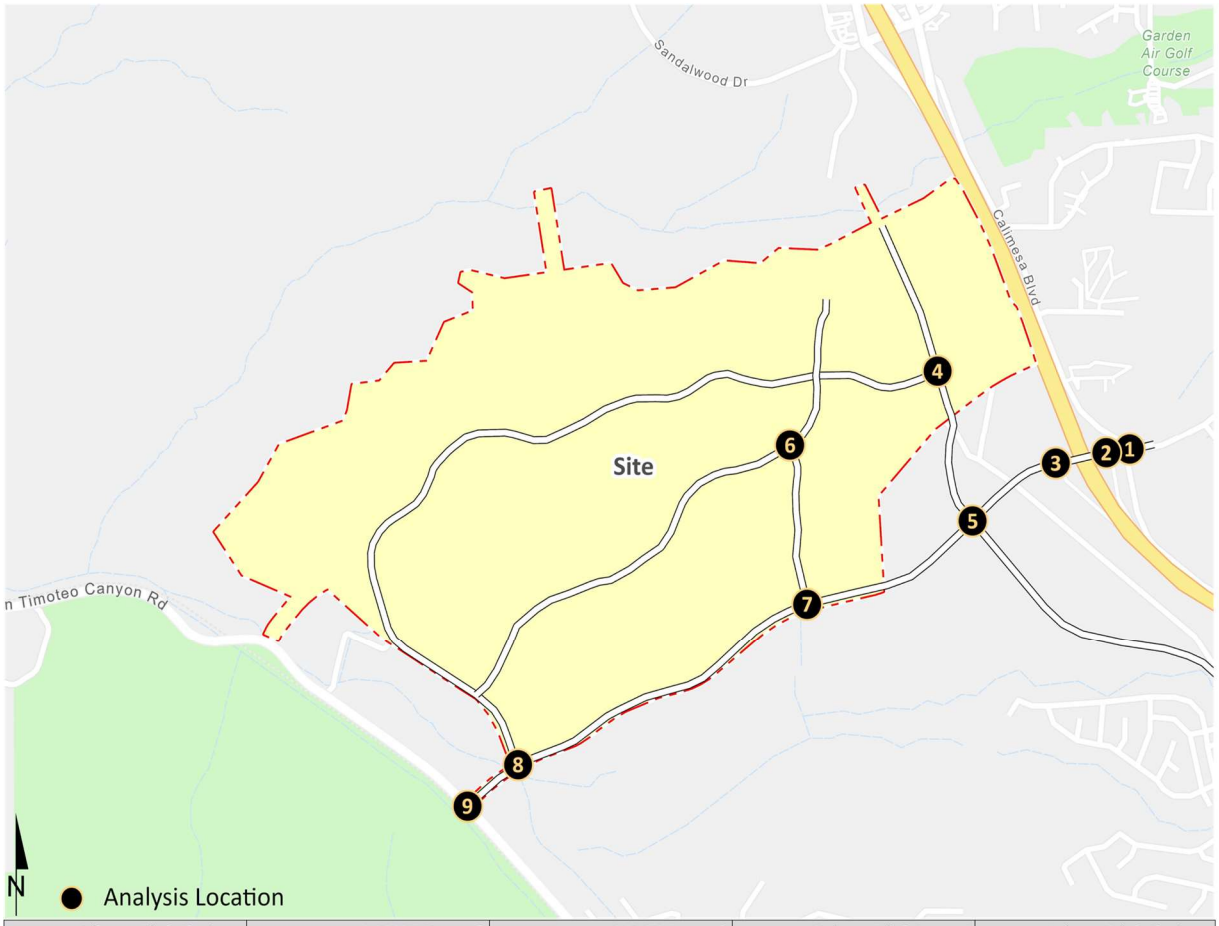
9 San Timoteo Canyon Rd. & Singleton Rd.



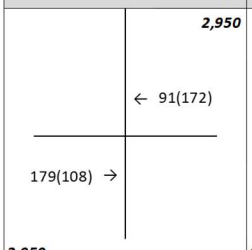
##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

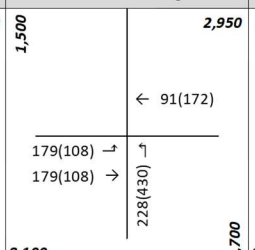
EXHIBIT 4-11: PROJECT ONLY (PROJECT BUILDOUT) LONG-RANGE TRAFFIC VOLUMES



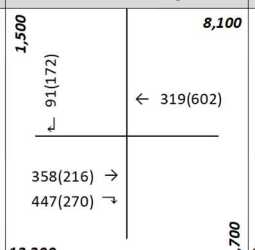
1 Calimesa Bl. & Singleton Rd.



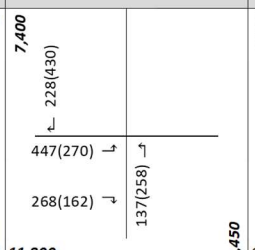
2 I-10 WB Ramps & Singleton Rd.



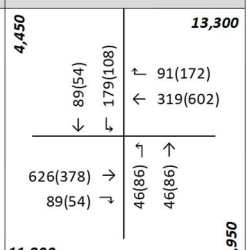
3 I-10 EB Ramps & Singleton Rd.



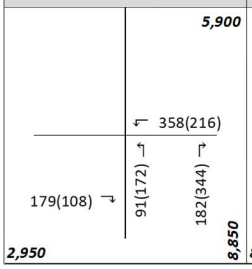
4 Roberts Rd. & Street A



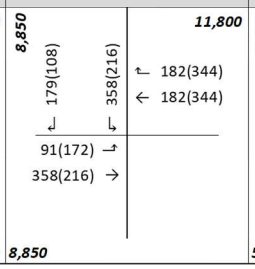
5 Roberts Rd. & Singleton Rd.



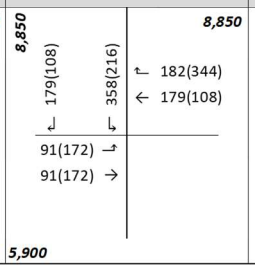
6 Street C & Street B



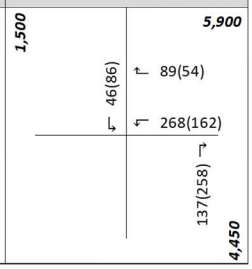
7 Street C & Singleton Rd.



8 Street A & Singleton Rd.



9 San Timoteo Canyon Rd. & Singleton Rd.



##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

4.5.2 HORIZON YEAR (2040) CONDITIONS

The adopted Southern California Association of Governments (SCAG) SoCal Connect (September 2020) growth forecasts for the City of Calimesa identifies projected growth in population of 80,200 in 2016 to 45,500 in 2045, or a 242.4% increase over the 29-year period. (8) The change in population equates to roughly a 3.1% growth rate, compounded annually. Similarly, growth over the same 29-year period in households is projected to increase by 305.9%, or a 3.9% annual growth rate. Finally, growth in employment over the same 29-year period is projected to increase by 256.3%, or a 3.3% annual growth rate.

Based on a comparison of Existing (2022) traffic volumes to the Horizon Year (2040) forecasts, the average growth rate is estimated at approximately 10.8%, compounded annually between Existing (2022) and 2040 traffic conditions. The annual growth rate at each individual intersection is not lower than 6.3% compounded annually to as high as 17.0% compounded annually over the same time period. Therefore, the annual growth rate utilized for the purposes of this analysis would appear to conservatively approximate the anticipated regional growth in traffic volumes in the City of Calimesa for Opening Year Cumulative and Horizon Year (2040) traffic conditions, especially when considered along with the addition of project-related traffic, which would tend to overstate as opposed to understate the potential effects to traffic and circulation.

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Calimesa. The cumulative project list includes known and foreseeable projects that are anticipated to contribute traffic to the study area intersections.

Where applicable, cumulative projects anticipated to contribute measurable traffic (i.e., 50 or more peak hour trips) to study area intersections have been manually added to the study area network to generate Opening Year Cumulative forecasts. In other words, this list of cumulative development projects has been reviewed to determine which projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative projects in close proximity to the proposed Project). For the purposes of this analysis, the cumulative projects that were determined to affect one or more of the study area intersections are shown on Exhibit 4-12, listed in Table 4-3, and have been considered for inclusion. Any additional traffic generated by other projects not on the cumulative projects list is likely accounted for through background ambient growth factors that have been applied to the peak hour volumes at study area intersections as discussed in Section 4.5 *Background Traffic*. Cumulative development projects shown on Exhibit 4-12 and listed in Table 4-3. Cumulative Only ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-13.

EXHIBIT 4-12: CUMULATIVE DEVELOPMENT LOCATION MAP

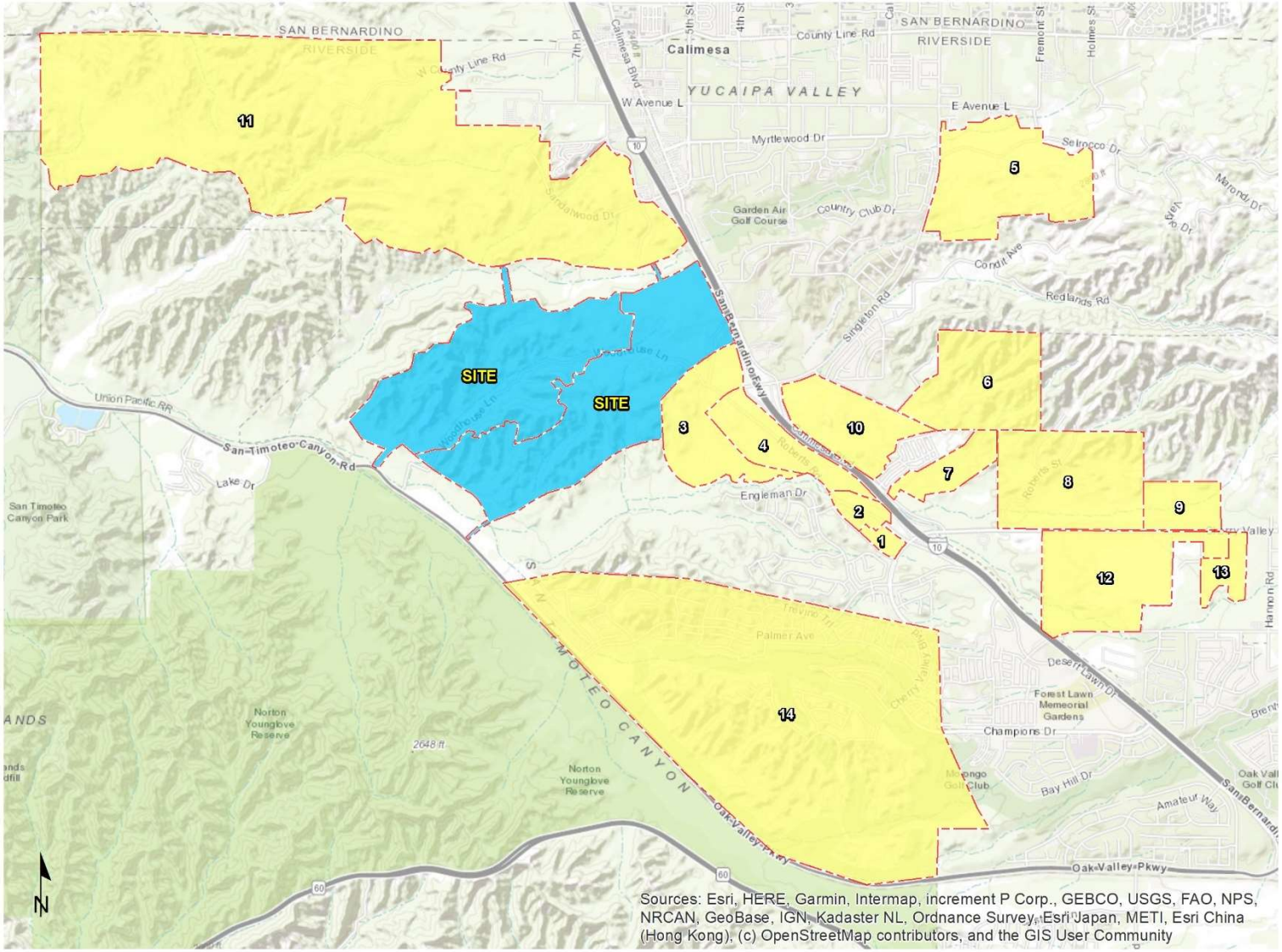
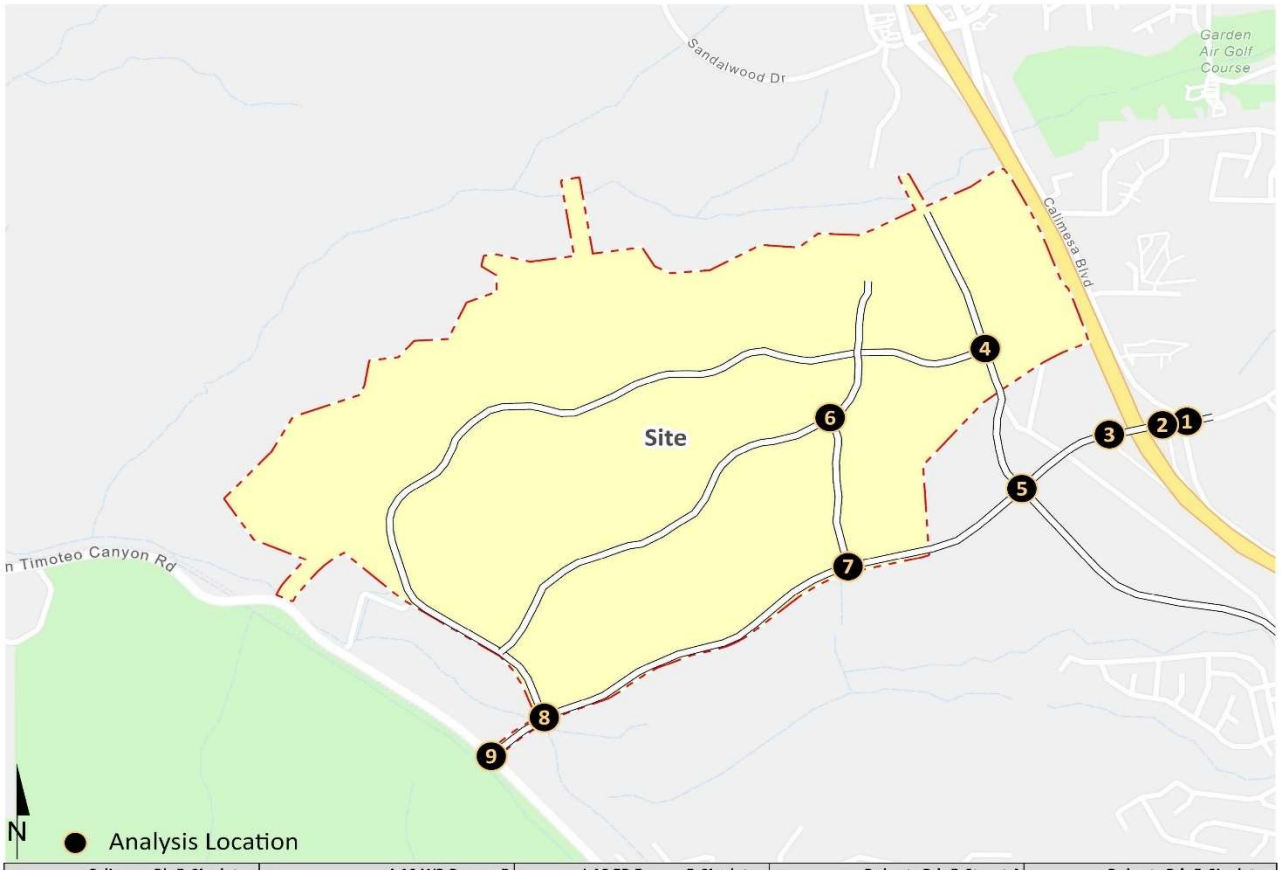
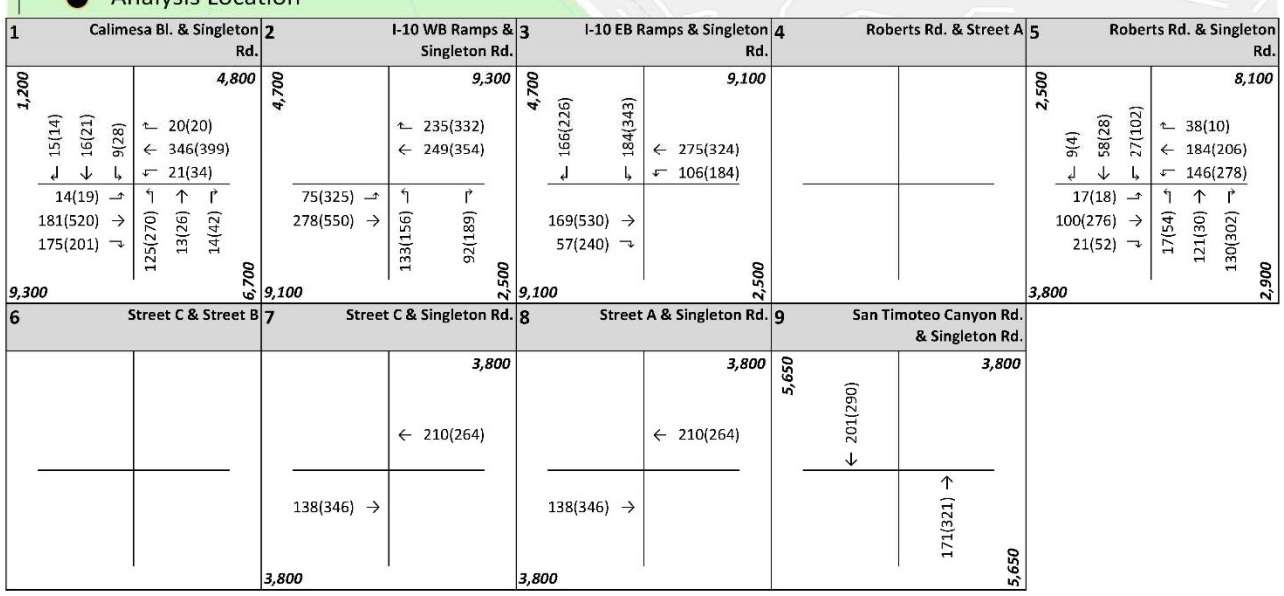


EXHIBIT 4-13: CUMULATIVE ONLY TRAFFIC VOLUMES





##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

TABLE 4-3: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

#	Project/Location	Land Use	Quantity	Units[1]
1	Calimesa II	Health/Fitness Club	20.000	TSF
		Clinic	12.000	TSF
		Animal Hospital/Vet Clinic	9.900	TSF
		Medical-Dental Office	5.000	TSF
		Shopping Center (>150k)	8.500	TSF
		High-Turnover (Sit Down) Restaurant	8.500	TSF
		Fast-Food Restaurant with Drive-Thru	7.500	TSF
		Super Convenience Market/Gas Station	16	VFP
2	Summerwind Commons II	Single Family Detached	168	DU
3	Oak Valley Town Center	High-Cube Warehouse	2,250.000	TSF
		Truck/Trailer Parking Lot	10.07	AC
4	Oak Valley Town Center Commercial	Commercial Retail	751.800	TSF
5	JP Ranch	Single Family Detached	689	DU
		Shopping Center	72.700	TSF
6	Holy Hills RIVCOM TAZ 140)	Single Family Detached	1,039	DU
		Multifamily Housing (Low-Rise)	266	DU
		Parks/Recreation	11.60	AC
7	Holy Hills RIVCOM TAZ 143)	Single Family Detached	470	DU
		Multifamily Housing (Low-Rise)	473	DU
		Parks/Recreation	11.60	AC
8	I-10 Gateway	High-Cube Warehouse	2560.000	TSF
9	Borstein Property	Single Family Detached	209	DU
10	Mesa Verde	High-Cube Warehouse	1,289	TSF
		High-Cube Cold Storage Warehouse	227.383	TSF
		Shopping Center (>150k)	192.100	TSF
		Multifamily Housing (Low-Rise)	396	DU
11	Mesa Verde	Single Family Detached	3,465	DU
		Multifamily Housing (Low-Rise)	523	DU
		Active Park	57.50	AC
		Recreational Community Center	16.000	TSF
		Elementary School	1,200	STU
		Shopping Center	200.000	TSF
12	Sunny-Cal Specific Plan	Single Family Detached	571	DU
13	Beautmont Tract 31966	Single Family Detached	60	DU
14	Fairway Canyon SCPGA	Single Family Detached	1,650	DU
15	Beyond Beaumont Commercial	Shopping Center	6.580	TSF
16	Tournament Hills 3, TM 36307	Single Family Detached	279	DU

[1] TSF = Thousand Square Feet; DU = Dwelling Unit; VFP = Vehicle Fueling Position ; AC = Acres; STU = Students

4.7 NEAR-TERM TRAFFIC CONDITIONS

The "buildup" approach combines existing traffic counts with a background ambient growth factor to forecast Opening Year Cumulative (2026, 2028, 2030 & 2032) traffic conditions. An ambient growth factor accounts for background (area-wide) traffic increases that occur over time up to the years 2026, 2028, 2030, and 2032 from the year 2022. Traffic volumes generated by the Project and cumulative development projects are then added to assess the near-term traffic conditions. The 2026/2028/2030/2032 roadway network is similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project. The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Opening Year Cumulative (2026) With Project (Phase 2) Conditions
    - Existing 2022 counts
    - Ambient growth traffic (8.24%)
    - Phase 2 Project traffic
    - Cumulative Development Traffic
- Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) Conditions
    - Existing 2022 counts
    - Ambient growth traffic (12.62%)
    - Phase 2 Project traffic
    - Phase 3 Project Traffic
    - Cumulative Development Traffic
- Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) Conditions
    - Existing 2022 counts
    - Ambient growth traffic (17.17%)
    - Phase 2 Project traffic
    - Phase 3 Project Traffic
    - Phase 4 Project Traffic
    - Cumulative Development traffic
- Opening Year Cumulative (2032) With Project (Project Buildout) Conditions
    - Existing 2022 counts
    - Ambient growth traffic (21.90%)
    - Phase 2 Project traffic
    - Phase 3 Project Traffic
    - Phase 4 Project Traffic
    - Phase 5 Project traffic
    - Cumulative Development traffic

4.8 HORIZON YEAR TRAFFIC FORECASTS

Traffic projections for Horizon Year conditions were derived from the RIVCOM regional model using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between Existing and Horizon Year traffic conditions. The base model year for the RIVCOM regional model is Year 2018 and the future year model is Year 2040.

In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year peak hour forecasts were refined using the model derived long-range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location.

The refined future peak hour approach and departure volumes obtained from these calculations are then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program (NCHRP Report 765), along with initial estimates of turning movement proportions. A linear programming algorithm is used to calculate individual turning movements which match the known directional roadway segment forecast volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

Typically, the model growth is prorated and is subsequently added to the existing (base validation) traffic volumes to represent Horizon Year traffic conditions. However, review of the resulting model growth indicates negative growth for some of the study area intersections. In an effort to conduct a conservative analysis, reductions to traffic forecasts from either Existing or Opening Year Cumulative traffic conditions were not assumed as part of this analysis. As such, in conjunction with the addition of cumulative projects that are not consistent with the General Plan, additional growth has also been applied on a movement-by-movement basis, where applicable, to estimate reasonable Horizon Year forecasts. Horizon Year turning volumes were compared to Opening Year Cumulative volumes in order to ensure a minimum growth as a part of the refinement process. The minimum growth includes any additional growth between Opening Year Cumulative and Horizon Year traffic conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates assumed between Existing (2022) and Horizon Year traffic conditions. Future estimated peak hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year peak hour forecasts. The only instance when the Opening Year Cumulative forecasts would not be used to manually adjust the Horizon Year forecasts is if there are new proposed roadway connections/facilities that would explain the change in travel patterns within the study area.

The future Horizon Year Without Project peak hour turning movements were then reviewed by Urban Crossroads for reasonableness, and in some cases, were adjusted to achieve flow conservation, reasonable growth, and reasonable diversion between parallel routes. Flow conservation checks ensure that traffic flow between two closely spaced intersections, such as two freeway ramp locations, is verified in order to make certain that vehicles leaving one intersection are entering the adjacent intersection and that there is no unexplained loss of vehicles. The result of this traffic forecasting procedure is a series of traffic volumes which are suitable for traffic operations analysis.

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5 OPENING YEAR CUMULATIVE (2026) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Opening Year Cumulative (2026) conditions and the resulting intersection operations, traffic signal warrant, roadway segment, and queuing analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2026) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for 2026 conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- The I-10 Freeway/Singleton Road interchange westbound on-ramp and eastbound off-ramp are assumed to be in place.

5.2 OPENING YEAR CUMULATIVE (2026) WITH PROJECT (PHASE 2) TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2022) traffic volumes plus an ambient growth factor of 8.24%, traffic from pending and approved cumulative development projects, and the addition of Project (Phase 2) traffic. The weekday ADT volumes and peak hour volumes which can be expected for Opening Year Cumulative (2026) With Project (Phase 2) traffic conditions are shown on Exhibit 5-1.

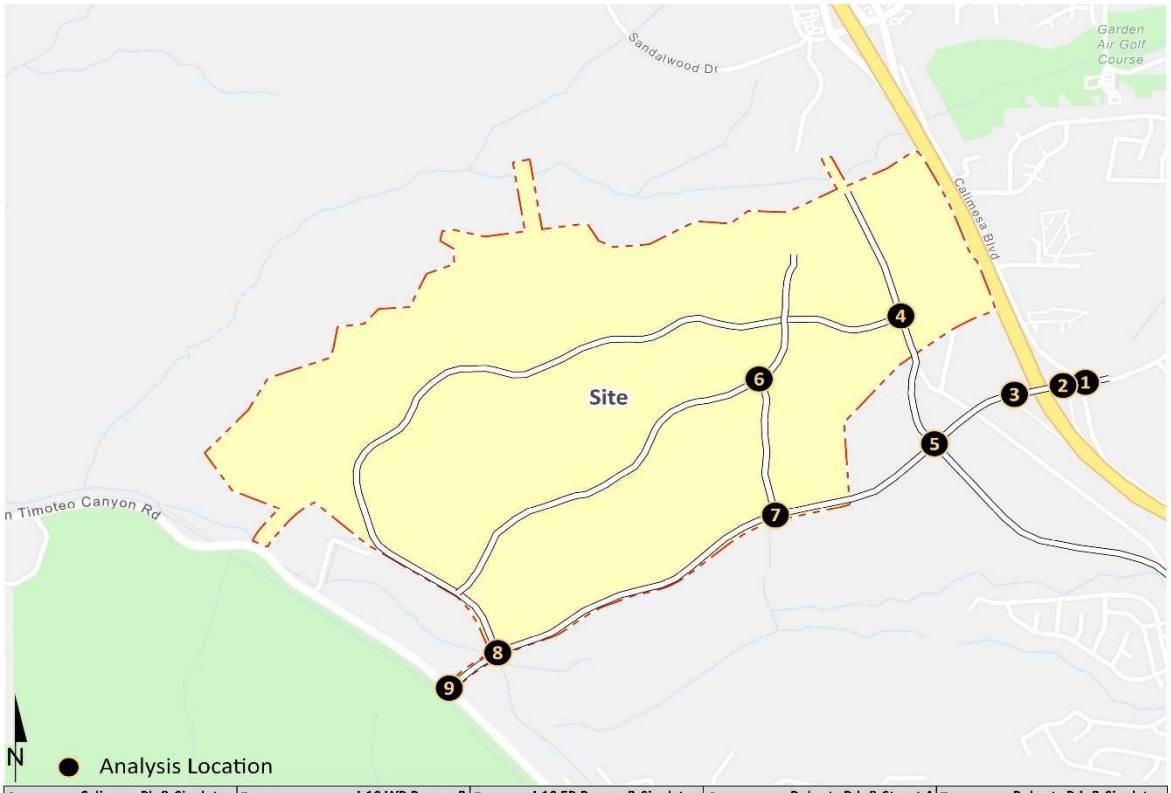
5.3 INTERSECTION OPERATIONS ANALYSIS

Opening Year Cumulative (2026) With Project (Phase 2) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 5-1 for Opening Year Cumulative (2026) With Project (Phase 2) traffic conditions, which indicates the following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2026) With Project (Phase 2) traffic conditions:

- Calimesa Boulevard & Singleton Road (#1) – LOS F AM and PM peak hours
- I-10 WB Ramps & Singleton Road (#2) – LOS F AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) – LOS F AM and PM peak hours
- Roberts Road & Singleton Road (#5) – LOS AM and PM peak hours

The intersection operations analysis worksheets for Opening Year Cumulative (2026) With Project (Phase 2) traffic conditions are included in Appendix 5.1 of this TA.

EXHIBIT 5-1: OPENING YEAR CUMULATIVE (2026) WITH PROJECT (PHASE 2) TRAFFIC VOLUMES



1 Calimesa Bl. & Singleton Rd.	2 I-10 WB Ramps & Singleton Rd.	3 I-10 EB Ramps & Singleton Rd.	4 Roberts Rd. & Street A	5 Roberts Rd. & Singleton Rd.
8,100 70(118) ↲ 32(124) ← 72(160) ↳	*11,400* ↱ 169(90) ← 637(588) ↰ 41(77)	*2,850*	*7,250* ↱ 188(266) ← 619(663)	*2,850* 272(476) ↲ 147(274) ↳	*9,800* ← 385(646) ↰ 430(353)	*4,850* ← 320(176)	*11,350* 7(3) ↲ 87(49) ← 549(424) ↳	*13,150* ↱ 261(560) ← 214(288) ↰ 121(228)
143(110) → 389(734) → 141(162) ↴	↰ ↑ ↱ 101(220) 256(68) 147(51)	356(446) → 390(553) →	↰ ↱ 196(337) 283(451)	597(723) → 248(325) ↴		427(234) ↴	↰ ↑ 264(354) 198(266)	14(14) → 210(301) → 110(97) ↴	↰ ↑ ↱ 64(129) 115(66) 112(252)
14,700	*7,100*	*9,800*	*4,350*	*13,100*	*3,600*	*6,450*	*11,300*	*4,050*	*2,750*

6 Street C & Street B	7 Street C & Singleton Rd.	8 Street A & Singleton Rd.	9 San Timoteo Canyon Rd. & Singleton Rd.
4,050 ← 267(147) ↱ 165(222)	*4,050* *4,050* 267(147) ↳ ↱ 165(222) ← 120(198)	← 120(198)	*1,950* 240(407) ←	298(333) →
4,050	66(266) →	66(266) →	*1,950*

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 5-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2026) WITH PROJECT (PHASE 2) CONDITIONS

#	Intersection	Traffic Control[2]	2026 With Project (Phase 2) Delay[1] (secs.) AM	PM	Level of Service AM	PM	Acceptable LOS
1	Calimesa Bl. & Singleton Rd.	AWS	**>100.0**	**>100.0**	**F**	**F**	D
2	I-10 WB Ramps & Singleton Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	D
3	I-10 EB Ramps & Singleton Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	D
4	Roberts Rd. & Street A	**TS**	15.2	14.7	C	B	C
5	Roberts Rd. & Singleton Rd.	AWS	**>100.0**	**>100.0**	**F**	**F**	D
6	Street C & Street B	**AWS**	9.2	8.3	A	A	C
7	Street C & Singleton Rd.	CSS	13.8	17.6	B	C	C
8	Street A & Singleton Rd.		Future Intersection				C
9	San Timoteo Canyon Rd. & Singleton Rd.		Future Intersection				D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

[2] AWS = All-way Stop; TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Opening Year Cumulative (2026) With Project (Phase 2) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. The following study area intersections are anticipated to meet traffic signal warrants for Opening Year Cumulative (2026) With Project (Phase 2) traffic conditions (see Appendix 5.2):

- Calimesa Boulevard & Singleton Road (#1)
- I-10 WB Ramps & Singleton Road (#2)
- I-10 EB Ramps & Singleton Road (#3)
- Roberts Road & Street A (#4)
- Roberts Road & Singleton Road (#5)

5.5 ROADWAY SEGMENT ANALYSIS

The roadway capacities utilized for the study area roadway segment analysis are obtained from the County of Riverside General Plan. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand.

Table 5-2 provides a summary of the Opening Year Cumulative (2026) With Project (Phase 2) conditions roadway segment capacity analysis. As shown in Table 5-2, all study area roadway segments are anticipated to operate at an acceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria.

TABLE 5-2: ROADWAY SEGMENT CAPACITY ANALYSIS FOR OPENING YEAR CUMULATIVE (2026) WITH PROJECT (PHASE 2) CONDITIONS

#	Roadway	Segment Limits	Roadway Section	LOS Capacity[1]	2026 With Project (Phase 2) Vol	V/C[2]	LOS[3]	Acceptable LOS
1	Singleton Rd.	Between Street C and Roberts Rd.	2U	13,000	4,038	0.311	A	D
2	Roberts Rd.	Between Street A and Singleton Rd.	2U	13,000	11,304	0.870	D	D
3	Roberts Rd.	North of Street A	2U	13,000	4,844	0.373	A	C
4	Street A	Between Roberts Rd. and Street B	2U	13,000	6,460	0.497	A	C
5	Street C	Between Street B and Singleton Rd.	2U	13,000	4,038	0.311	A	C
6	Singleton Rd.	Between Street A and Street C	2U	13,000	Future Segment			C
7	Singleton Rd.	Between San Timoteo Canyon Rd. and Street A	2U	13,000	Future Segment			C
8	Street B	West of Street C	2U	13,000	Future Segment			C
9	Street A	North of Singleton Rd.	2U	13,000	Future Segment			C
10	Street A	North of Street B	2U	13,000	Future Segment			C
11	Street A	West of Street B	2U	13,000	Future Segment			C

[1] These maximum roadway capacities are based on the County of Riverside's thresholds.

[2] V/C = Volume to Capacity Ratio

[3] LOS = Level of Service

5.6 QUEUING ANALYSIS

Queuing analysis findings for Opening Year Cumulative (2026) With Project (Phase 2) are presented in Table 5-3. As shown in Table 5-3, the following movements are anticipated experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2026) With Project (Phase 2):

- I-10 WB Ramps & Singleton Road (#2) NBL/T/R – AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) SBL/T/R – AM and PM peak hours

Worksheets for Opening Year Cumulative (2026) With Project (Phase 2) traffic conditions queuing analysis are provided in Appendix 5.3.

5.7 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under Opening Year Cumulative (2026) With Project (Phase 2) traffic conditions.

TABLE 5-3: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2026) WITH PROJECT (PHASE 2) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	2026 With Project (Phase 2) 95th Percentile Queue (Feet) AM Peak	PM Peak	Acceptable? [1] AM	PM
I-10 WB Ramps & Singleton Rd. (#2)	NBL/T/R	1,130	**1,508**	**1,283**	**No**	**No**
I-10 EB Ramps & Singleton Rd. (#3)	SBL/T/R	990	**1,445**	**1,383**	**No**	**No**

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking

5.7.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient under Opening Year Cumulative (2026) With Project (Phase 2) traffic conditions in an effort to achieve an acceptable LOS. The effectiveness of the recommended improvement strategies to address Opening Year Cumulative (2026) With Project (Phase 2) traffic deficiencies are presented in Table 5-4. Worksheets for Opening Year Cumulative (2026) With Project (Phase 2) conditions, with improvements, HCM calculation worksheets are provided in Appendix 5.4.

TABLE 5-4: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2026) WITH PROJECT (PHASE 2) CONDITIONS WITH IMPROVEMENTS

	Traffic Control[3]	Intersection Approach Lanes[1] Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R	Delay[2] (secs.) AM	PM	Level of Service AM	PM
1 Calimesa Bl. & Singleton Rd.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Phase 2):	**TS**	**1**	1	0	**1**	1	0	**1**	**2**	0	**1**	**2**	0	28.5	26.4	C	C
2 I-10 WB Ramps & Singleton Rd.																	
Without Improvements:	CSS	0	1	0	0	0	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Phase 2):	**TS**	**1**	1	0	0	0	0	**2**	**2**	0	0	**2**	0	17.2	23.3	B	C
3 I-10 EB Ramps & Singleton Rd.																	
Without Improvements:	CSS	0	0	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Phase 2):	**TS**	0	0	0	**1**	**0**	**1**	0	**2**	**1**	**1**	**2**	0	18.6	21.7	B	C
5 Roberts Rd. & Singleton Rd.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	**1**	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Phase 2):	**TS**	**1**	1	**1**	**1**	1	0	**1**	**2**	**1**	**1**	**2**	0	28.8	29.5	C	C

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All-way Stop; TS = Traffic Signal; CSS = Cross-street Stop; **TS** = Traffic Signal

[4] Improvement includes modifying the traffic signal to implement protected left turn phasing for the northbound and southbound approaches.

5.7.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT ROADWAY SEGMENTS

As shown previously in Table 5-2, there are no study area roadway segments that are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2026) With Project (Phase 2) traffic conditions. As such, no improvements have been identified.

5.7.3 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT OFF-RAMPS

Improvement strategies have been recommended at study area off-ramps that have been identified as deficient under Opening Year Cumulative (2026) With Project (Phase 2) traffic conditions. The improvements are consistent with the intersection improvements identified in Table 5-4. Worksheets for Opening Year Cumulative (2026) With Project (Phase 2) conditions, with improvements, off-ramp queuing analysis worksheets are provided in Appendix 5.5.

TABLE 5-5: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2026) WITH PROJECT (PHASE 2) CONDITIONS WITH IMPROVEMENTS

			2026 With Project (Phase 2)			
			95th Percentile Queue (Feet)		Acceptable? [1]	
Intersection	Movement	Available Stacking Distance (Feet)[2]	AM Peak	PM Peak	AM	PM
I-10 WB Ramps & Singleton Rd. (#2)	NBL	**650**	156	342	Yes	Yes
	NBL/T/R	1,130	80	332	Yes	Yes
I-10 EB Ramps & Singleton Rd. (#3)	SBL	**850**	140	250	Yes	Yes
	SBT/R	990	0	271	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking

[2] **650** = Improvement

6 OPENING YEAR CUMULATIVE (2028) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Opening Year Cumulative (2028) conditions and the resulting intersection operations, traffic signal warrant, roadway segment, and queuing analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2028) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for 2028 conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- The I-10 Freeway/Singleton Road interchange westbound on-ramp and eastbound off-ramp are assumed to be in place.

6.2 OPENING YEAR CUMULATIVE (2028) WITH PROJECT (PHASE 2 + PHASE 3) TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2022) traffic volumes plus an ambient growth factor of 12.62%, traffic from pending and approved cumulative development projects, and the addition of Project (Phase 2 + Phase 3) traffic. The weekday ADT volumes and peak hour volumes which can be expected for Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) traffic conditions are shown on Exhibit 6-1.

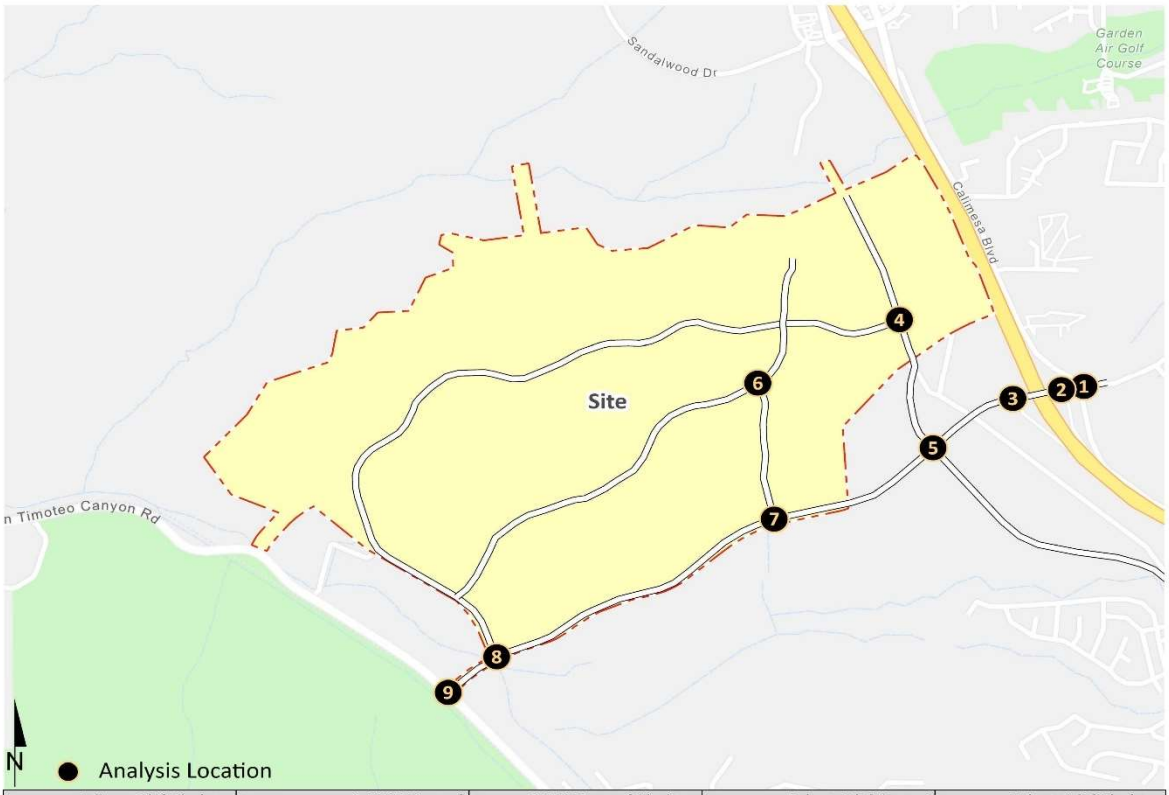
6.3 INTERSECTION OPERATIONS ANALYSIS

Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 6-1 for Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3), which indicates the following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) traffic conditions:

- Calimesa Boulevard & Singleton Road (#1) – LOS F AM and PM peak hours
- I-10 WB Ramps & Singleton Road (#2) – LOS F AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) – LOS F AM and PM peak hours
- Roberts Road & Singleton Road (#5) – LOS AM and PM peak hours
- Street C & Singleton Road (#7) – LOS D AM peak hour; LOS F PM peak hour

The intersection operations analysis worksheets for Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) traffic conditions are included in Appendix 6.1 of this TA.

EXHIBIT 6-1: OPENING YEAR CUMULATIVE (2028) WITH PROJECT (PHASE 2 + PHASE 3) TRAFFIC VOLUMES



1 Calimesa Bl. & Singleton Rd.

8,850 | 13,150
72(138) ↲ 36(132) ↓ 77(171) ↳ | ↰ 179(97) ← 723(709) ↖ 46(86)
156(124) ↳ | ↑ ↑ ↱
455(867) → | 126(275) 269(76) 155(60)
176(202) ↴ | 8,500
17,550

2 I-10 WB Ramps & Singleton Rd.

3,100 | 8,250
373(528) ↳ | ↰ 235(332) ← 684(792)
478(691) → | ↑ ↱
235(469) 309(501)
11,800 | 5,250

3 I-10 EB Ramps & Singleton Rd.

3,100 | 11,800
275(560) ↲ 184(343) ↳ | ← 453(861) ↖ 465(398)
667(875) → | 4,500
334(430) ↴
16,150

4 Roberts Rd. & Street A

4,850 | 320(176) ↓
427(234) ↴ | ↑ ↱
264(354) 198(266)
6,450 | 11,300

5 Roberts Rd. & Singleton Rd.

11,350 | 16,200
9(4) ↲ 95(54) ↓ 513(435) ↳ | ↰ 219(556) ← 284(526) ↖ 151(284)
17(18) ↳ | ↑ ↑ ↱
381(467) → | 41(129) 135(72) 138(313)
88(98) ↴ | 2,500
6,850

6 Street C & Street B

4,050
↰ 267(147) | ↱
165(222)
4,050
6,050

7 Street C & Singleton Rd.

4,050 | 6,850
107(59) ↲ 160(88) ↳ | ↰ 99(133) ← 235(526)
66(89) ↳ | 2,700
325(495) →

8 Street A & Singleton Rd.

3,850 | 4,900
45(31) ↲ 167(112) ↳ | ↰ 58(191) ← 272(317)
16(52) ↳ | 3,650
154(438) →

9 San Timoteo Canyon Rd. & Singleton Rd.

3,100 | 2,700
283(472) ← 38(62) ↳ | ↰ 69(40)
↰ 99(60) | ↑ ↱
339(400) 49(96)

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 6-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2028) WITH PROJECT (PHASE 2 + PHASE 3) CONDITIONS

#	Intersection	Traffic Control[2]	2028 With Project (Phase 2 + Phase 3) Delay[1] (secs.) AM	PM	Level of Service AM	PM	Acceptable LOS
1	Calimesa Bl. & Singleton Rd.	AWS	**>100.0**	**>100.0**	**F**	**F**	D
2	I-10 WB Ramps & Singleton Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	D
3	I-10 EB Ramps & Singleton Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	D
4	Roberts Rd. & Street A	**TS**	15.5	14.6	B	B	C
5	Roberts Rd. & Singleton Rd.	AWS	**>100.0**	**>100.0**	**F**	**F**	D
6	Street C & Street B	**AWS**	9.2	8.3	A	A	C
7	Street C & Singleton Rd.	CSS	**31.0**	**81.2**	**D**	**F**	C
8	Street A & Singleton Rd.	**CSS**	16.7	19.4	C	C	C
9	San Timoteo Canyon Rd. & Singleton Rd.	**CSS**	19.5	26.3	C	D	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

[2] AWS = All-way Stop; TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

6.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. There are no additional unsignalized study area intersections anticipated to meet a traffic signal warrant under Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) traffic conditions, in addition to the intersections previously identified under Opening Year Cumulative (2026) With Project (Phase 2) (see Appendix 6.2).

6.5 ROADWAY SEGMENT ANALYSIS

The roadway capacities utilized for the study area roadway segment analysis are obtained from the County of Riverside General Plan. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand. Table 6-2 provides a summary of the Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) conditions roadway segment capacity analysis. As shown in Table 6-2, all study area roadway segments are anticipated to operate at an acceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria.

TABLE 6-2: ROADWAY SEGMENT CAPACITY ANALYSIS FOR OPENING YEAR CUMULATIVE (2028) WITH PROJECT (PHASE 2 + PHASE 3) CONDITIONS

#	Roadway	Segment Limits	Roadway Section	LOS Capacity[1]	2028 With Project (Phase 2 + Phase 3) Vol	V/C[2]	LOS[3]	Acceptable LOS
1	Singleton Rd.	Between Street C and Roberts Rd.	2U	13,000	6,836	0.526	A	D
2	Roberts Rd.	Between Street A and Singleton Rd.	2U	13,000	11,304	0.870	D	D
3	Roberts Rd.	North of Street A	2U	13,000	4,844	0.373	A	C
4	Street A	Between Roberts Rd. and Street B	2U	13,000	6,460	0.497	A	C
5	Street C	Between Street B and Singleton Rd.	2U	13,000	4,038	0.311	A	C
6	Singleton Rd.	Between Street A and Street C	2U	13,000	6,028	0.464	A	C
7	Singleton Rd.	Between San Timoteo Canyon Rd. and Street A	2U	13,000	2,720	0.209	A	C
8	Street B	West of Street C	2U	13,000	2,207	0.170	A	C
9	Street A	North of Singleton Rd.	2U	13,000	3,862	0.297	A	C
10	Street A	North of Street B	2U	13,000	1,655	0.127	A	C
11	Street A	West of Street B	2U	13,000	1,655	0.127	A	C

[1] These maximum roadway capacities are based on the County of Riverside's thresholds.
[2] V/C = Volume to Capacity Ratio
[3] LOS = Level of Service

6.6 QUEUING ANALYSIS

Queuing analysis findings for Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) are presented in Table 6-3. As shown in Table 6-3, the following movements are anticipated experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3):

- I-10 WB Ramps & Singleton Road (#2) NBL/T/R – AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) SBL/T/R – AM and PM peak hours

Worksheets for Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) traffic conditions queuing analysis are provided in Appendix 6.3.

TABLE 6-3: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2028) WITH PROJECT (PHASE 2 + PHASE 3) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	2028 With Project (Phase 2 + Phase 3) 95th Percentile Queue (Feet) AM Peak	PM Peak	Acceptable? [1] AM	PM
I-10 WB Ramps & Singleton Rd. (#2)	NBL/T/R	1,130	**1,830**	**2,128**	**No**	**No**
I-10 EB Ramps & Singleton Rd. (#3)	SBL/T/R	990	**--[2]**	**2,215**	**No**	**No**

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking

[2] Synchro does not report queue length for cross-street stop controlled intersections when volume exceeds capacity.

6.7 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) traffic conditions.

6.7.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient under Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) traffic conditions in an effort to achieve an acceptable LOS. The effectiveness of the recommended improvement strategies to address Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) traffic deficiencies are presented in Table 6-4. Worksheets for Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) conditions, with improvements, HCM calculation worksheets are provided in Appendix 6.4.

TABLE 6-4: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2028) WITH PROJECT (PHASE 2 + PHASE 3) CONDITIONS WITH IMPROVEMENTS

		Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
	Traffic	Northbound			Southbound			Eastbound			Westbound						
	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1 Calimesa Bl. & Singleton Rd.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Phase 2 + Phase 3):	**TS**	**1**	1	0	**1**	1	0	**1**	**2**	0	**1**	**2**	0	34.5	37.6	C	D
2 I-10 WB Ramps & Singleton Rd.																	
Without Improvements:	CSS	0	1	0	0	0	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Phase 2 + Phase 3):	**TS**	**1**	1	0	0	0	0	**2**	**2**	0	0	**2**	0	14.7	25.4	B	C
3 I-10 EB Ramps & Singleton Rd.																	
Without Improvements:	CSS	0	0	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Phase 2 + Phase 3):	**TS**	0	0	0	**1**	**0**	**1**	0	**2**	**1**	**2**	**2**	0	22.3	38.4	C	D
5 Roberts Rd. & Singleton Rd.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Phase 2 + Phase 3):	**TS**	**1**	1	**1>**	**1**	1	0	**1**	**2**	**1**	**1**	**2**	0	34.2	38.6	C	D
7 Street C & Singleton Rd.																	
Without Improvements:	CSS	0	0	0	0	**1**	0	0	**1**	0	0	**1**	0	**31.0**	**81.2**	**D**	**F**
With Improvements (Phase 2 + Phase 3):	**TS**	0	0	0	**1**	**0**	**1**	**1**	**1**	0	0	**1**	0	11.5	12.5	B	B

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; **1** = Improvement; > = Right-Turn Overlap Phasing

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All-way Stop; TS = Traffic Signal; CSS = Cross-street Stop; **TS** = Traffic Signal

[4] Improvement includes modifying the traffic signal to implement protected left turn phasing for the northbound and southbound approaches.

6.7.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT ROADWAY SEGMENTS

As shown previously in Table 6-2, there are no study area roadway segments that are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) traffic conditions. As such, no improvements have been identified.

6.7.3 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT OFF-RAMPS

Improvement strategies have been recommended at study area off-ramps that have been identified as deficient under Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) traffic conditions. The improvements are consistent with the intersection improvements identified in Table 6-4. Worksheets for Opening Year Cumulative (2028) With Project (Phase 2 + Phase 3) conditions, with improvements, off-ramp queuing analysis worksheets are provided in Appendix 6.5.

TABLE 6-5: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2028) WITH PROJECT (PHASE 2 + PHASE 3) CONDITIONS WITH IMPROVEMENTS

			2028 With Project (Phase 2 + Phase 3)			
			95th Percentile Queue (Feet)		Acceptable? [1]	
Intersection	Movement	Available Stacking Distance (Feet)[3]	AM Peak	PM Peak	AM	PM
I-10 WB Ramps & Singleton Rd. (#2)	NBL	**650**	195	645 [2]	Yes	Yes
	NBL/T/R	1,130	87	592 [2]	Yes	Yes
I-10 EB Ramps & Singleton Rd. (#3)	SBL	**850**	183	382 [2]	Yes	Yes
	SBT/R	990	0	611 [2]	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

[3] **650** = Improvement

7 OPENING YEAR CUMULATIVE (2030) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Opening Year Cumulative (2030) conditions and the resulting intersection operations, traffic signal warrant, roadway segment, and queuing analyses.

7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2030) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for 2030 conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- The I-10 Freeway/Singleton Road interchange westbound on-ramp and eastbound off-ramp are assumed to be in place.

7.2 OPENING YEAR CUMULATIVE (2030) WITH PROJECT (PHASE 2 + PHASE 3 + PHASE 4) TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2022) traffic volumes plus an ambient growth factor of 17.17%, traffic from pending and approved cumulative development projects, and the addition of Project (Phase 2 + Phase 3 + Phase 4) traffic. The weekday ADT volumes and peak hour volumes which can be expected for Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) traffic conditions are shown on Exhibit 7-1.

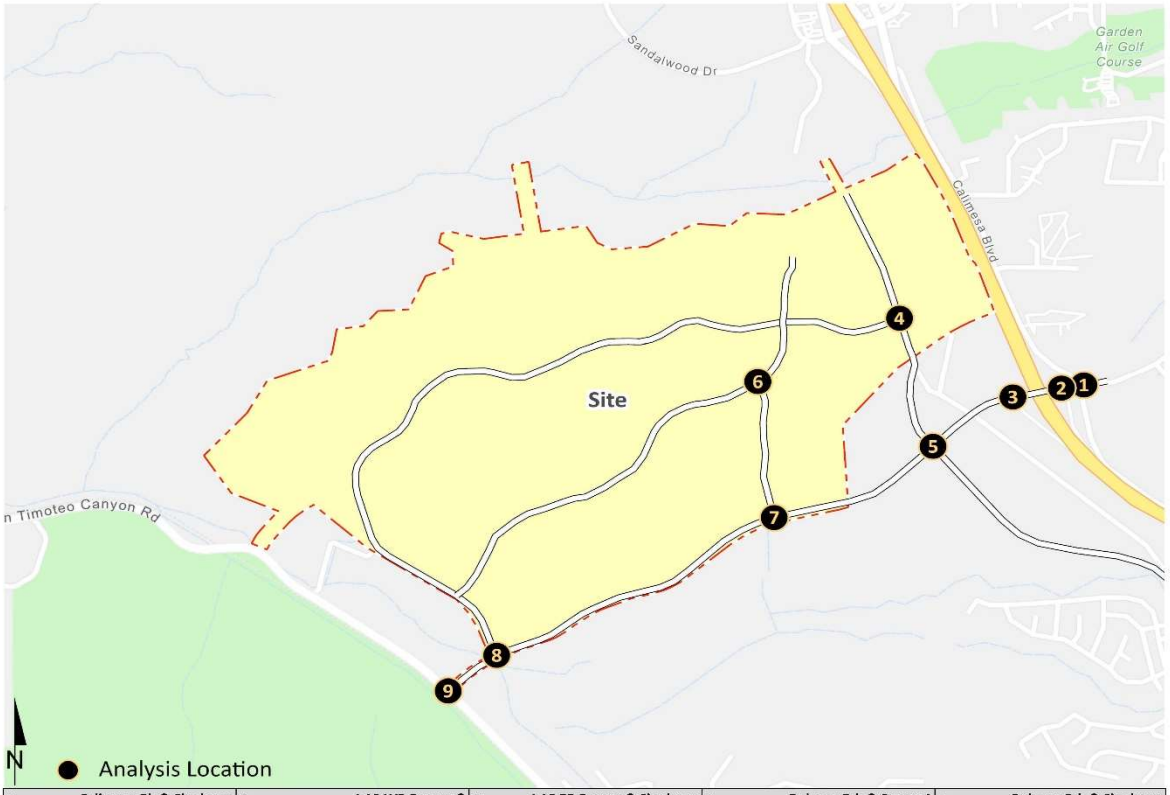
7.3 INTERSECTION OPERATIONS ANALYSIS

Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 7-1 for Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) which indicates the following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) traffic conditions:

- Calimesa Boulevard & Singleton Road (#1) – LOS F AM and PM peak hours
- I-10 WB Ramps & Singleton Road (#2) – LOS F AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) – LOS F AM and PM peak hours
- Roberts Road & Singleton Road (#5) – LOS AM and PM peak hours
- Street C & Singleton Road (#7) – LOS E AM peak hour; LOS F PM peak hour
- Street A & Singleton Road (#8) – LOS E PM peak hour only

The intersection operations analysis worksheets for Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) traffic conditions are included in Appendix 7.1 of this TA.

EXHIBIT 7-1: OPENING YEAR CUMULATIVE (2030) WITH PROJECT (PHASE 2 + PHASE 3 + PHASE 4) TRAFFIC VOLUMES



1 Calimesa Bl. & Singleton Rd.

9,250 | 13,750
77(150) ↲ 37(137) ↓ 79(177) ↳
185(100) ↑ 743(739) ← 47(88) ↰
168(132) →
482(891) →
176(202) ↴
126(275) 279(78) 160(61) ↱
18,250 | 8,600

2 I-10 WB Ramps & Singleton Rd.

3,650 | 8,950
235(332) ↑ 708(835) ←
431(567) →
507(710) →
252(525) 318(514) ↱
13,400 | 5,800

3 I-10 EB Ramps & Singleton Rd.

3,650 | 13,400
296(626) ↲ 184(343) ↳
480(951) ← 480(407) ↰
755(934) →
382(462) ↴
18,650 | 5,000

4 Roberts Rd. & Street A

4,850
320(176) ←
573(333) ↴
315(522) 198(266) ↱
9,100 | 13,950

5 Roberts Rd. & Singleton Rd.

14,000 | 18,700
9(4) ↲ 115(67) ↓ 639(520) ↳
264(701) ↑ 288(537) ← 151(284) ↰
17(18) →
391(474) →
88(98) ↴
41(129) 142(95) 138(314) ↱
7,000 | 2,850

6 Street C & Street B

4,750
10(7) ← 296(166) ↰
3(11) →
175(255) ↱
200 | 4,550

7 Street C & Singleton Rd.

4,550 | 7,000
126(72) ↲ 170(94) ↳
102(144) ↑ 235(526) ←
73(111) →
325(495) →
6,400

8 Street A & Singleton Rd.

4,200 | 5,300
65(44) ↲ 167(112) ↳
58(191) ↑ 291(330) ←
23(74) →
161(460) →
3,450

9 San Timoteo Canyon Rd. & Singleton Rd.

3,350 | 3,450
287(480) ← 42(73) ↳
78(46) ↑ 128(80) ↰
346(403) → 59(130) ↱
4,250

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 7-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2030) WITH PROJECT (PHASE 2 + PHASE 3 + PHASE 4) CONDITIONS

#	Intersection	Traffic Control[2]	2030 With Project (Phase 2 + Phase 3 + Phase 4) Delay[1] (secs.) AM	PM	Level of Service AM	PM	Acceptable LOS
1	Calimesa Bl. & Singleton Rd.	AWS	**>100.0**	**>100.0**	**F**	**F**	D
2	I-10 WB Ramps & Singleton Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	D
3	I-10 EB Ramps & Singleton Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	D
4	Roberts Rd. & Street A	**TS**	20.6	17.1	C	B	C
5	Roberts Rd. & Singleton Rd.	AWS	**>100.0**	**>100.0**	**F**	**F**	D
6	Street C & Street B	**AWS**	9.8	8.7	A	A	C
7	Street C & Singleton Rd.	CSS	**37.6**	**>100.0**	**E**	**F**	C
8	Street A & Singleton Rd.	**CSS**	18.4	**46.0**	C	**E**	C
9	San Timoteo Canyon Rd. & Singleton Rd.	**CSS**	24.2	34.8	C	D	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

[2] AWS = All-way Stop; TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

7.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. The following additional unsignalized study area is anticipated to meet a traffic signal warrant under Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) traffic conditions, in addition to the intersections previously identified under Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) (see Appendix 7.2):

- Street C & Singleton Road (#7)

7.5 ROADWAY SEGMENT ANALYSIS

The roadway capacities utilized for the study area roadway segment analysis are obtained from the County of Riverside General Plan. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand. Table 7-2 provides a summary of the Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) conditions roadway segment capacity analysis.

As shown in Table 7-2, the following study area roadway segment is anticipated to operate at an unacceptable LOS:

- Roberts Road, between Street A & Singleton Road (#2) – LOS F

TABLE 7-2: ROADWAY SEGMENT CAPACITY ANALYSIS FOR OPENING YEAR CUMULATIVE (2030) WITH PROJECT (PHASE 2 + PHASE 3 + PHASE 4) CONDITIONS

#	Roadway	Segment Limits	Roadway Section	LOS Capacity[1]	2030 With Project (Phase 2 + Phase 3 + Phase 4) Vol	V/C[2]	LOS[3]	Acceptable LOS
1	Singleton Rd.	Between Street C and Roberts Rd.	2U	13,000	7,014	0.540	A	D
2	Roberts Rd.	Between Street A and Singleton Rd.	2U	13,000	**13,968**	**1.074**	**F**	D
3	Roberts Rd.	North of Street A	2U	13,000	4,844	0.373	A	C
4	Street A	Between Roberts Rd. and Street B	2U	13,000	9,124	0.702	B	C
5	Street C	Between Street B and Singleton Rd.	2U	13,000	4,570	0.352	A	C
6	Singleton Rd.	Between Street A and Street C	2U	13,000	6,384	0.491	A	C
7	Singleton Rd.	Between San Timoteo Canyon Rd. and Street A	2U	13,000	3,430	0.264	A	C
8	Street B	West of Street C	2U	13,000	2,384	0.183	A	C
9	Street A	North of Singleton Rd.	2U	13,000	4,216	0.324	A	C
10	Street A	North of Street B	2U	13,000	1,832	0.141	A	C
11	Street A	West of Street B	2U	13,000	1,832	0.141	A	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] These maximum roadway capacities are based on the County of Riverside's thresholds.

[2] V/C = Volume to Capacity Ratio

[3] LOS = Level of Service

7.6 QUEUING ANALYSIS

Queuing analysis findings for Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) are presented in Table 7-3. As shown in Table 7-3, the following movements are anticipated experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4):

- I-10 WB Ramps & Singleton Road (#2) NBL/T/R – AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) SBL/T/R – AM and PM peak hours

Worksheets for Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) traffic conditions queuing analysis are provided in Appendix 7.3.

TABLE 7-3: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2030) WITH PROJECT (PHASE 2 + PHASE 3 + PHASE 4) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	2030 With Project (Phase 2 + Phase 3 + Phase 4) 95th Percentile Queue (Feet) AM Peak	PM Peak	Acceptable? [1] AM	PM
I-10 WB Ramps & Singleton Rd. (#2)	NBL/T/R	1,130	**1,983**	**2,390**	**No**	**No**
I-10 EB Ramps & Singleton Rd. (#3)	SBL/T/R	990	**--[2]**	**2,558**	**No**	**No**

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking

[2] Synchro does not report queue length for cross-street stop controlled intersections when volume exceeds capacity.

7.7 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) traffic conditions.

7.7.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient under Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) traffic conditions in an effort to achieve an acceptable LOS. The effectiveness of the recommended improvement strategies to address Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) traffic deficiencies are presented in Table 7-4. Worksheets for Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) conditions, with improvements, HCM calculation worksheets are provided in Appendix 7.4.

TABLE 7-4: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2030) WITH PROJECT (PHASE 2 + PHASE 3 + PHASE 4) CONDITIONS WITH IMPROVEMENTS

	Traffic	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
		Northbound			Southbound			Eastbound			Westbound						
	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Calimesa Bl. & Singleton Rd.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Phase 2 + Phase 3 + Phase 4):	**TS**	**1**	1	0	**1**	1	0	**1**	**2**	0	**1**	**2**	0	38.5	41.1	D	D
I-10 WB Ramps & Singleton Rd.																	
Without Improvements:	CSS	0	1	0	0	0	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Phase 2 + Phase 3 + Phase 4):	**TS**	**1**	1	0	0	0	0	**2**	**2**	0	0	**2**	0	18.1	42.8	B	D
I-10 EB Ramps & Singleton Rd.																	
Without Improvements:	CSS	0	0	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Phase 2 + Phase 3 + Phase 4):	**TS**	0	0	0	**1**	**0**	**1**	0	**2**	**1**	**2**	**2**	0	19.4	38.0	B	D
Roberts Rd. & Singleton Rd.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Phase 2 + Phase 3 + Phase 4):	**TS**	**1**	1	**1>**	**1**	1	0	**1**	**2**	**1**	**1**	**2**	0	44.5	45.4	D	D
Street C & Singleton Rd.																	
Without Improvements:	CSS	0	0	0	0	**1**	0	0	**1**	0	0	**1**	0	**37.6**	**>100.0**	**E**	**F**
With Improvements (Phase 2 + Phase 3 + Phase 4):	**TS**	0	0	0	**1**	**0**	**1**	**1**	**1**	0	0	**1**	0	11.8	13.5	B	B
Street A & Singleton Rd.																	
Without Improvements:	CSS	0	0	0	0	**1**	0	0	**1**	0	0	**1**	0	18.4	**46.0**	C	**E**
With Improvements (Phase 2 + Phase 3 + Phase 4):	**TS**	0	0	0	**1**	**0**	**1**	**1**	**1**	0	0	**1**	0	11.0	9.4	B	A

BOLD = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement; > = Right-Turn Overlap Phasing

Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

AWS = All-way Stop; TS = Traffic Signal; CSS = Cross-street Stop; **TS** = Traffic Signal

Improvement includes modifying the traffic signal to implement protected left turn phasing for the northbound and southbound approaches.

7.7.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT ROADWAY SEGMENTS

Improvement strategies have been recommended at study area roadway segments that have been identified as deficient under Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) traffic conditions. The improvements are consistent with the intersection improvements identified in Table 7-5 and the Summerwind Ranch at Oak Valley Specific Plan and with the intersection improvements identified in Table 7-4.

TABLE 7-5: ROADWAY SEGMENT ANALYSIS FOR OPENING YEAR CUMULATIVE (2030) WITH PROJECT (PHASE 2 + PHASE 3 + PHASE 4) CONDITIONS WITH IMPROVEMENTS

#	Roadway	Segment Limits	Roadway Section[4]	LOS Capacity[1]	2030 With Project (Phase 2 + Phase 3 + Phase 4) Vol	V/C[2]	LOS[3]
2	Roberts Rd.	Between Street A and Singleton Rd.	**4U**	37,000	13,968	0.378	A

[1] These maximum roadway capacities are based on the County of Riverside's thresholds.
[2] V/C = Volume to Capacity Ratio
[3] LOS = Level of Service
[4] **4U** = Improvement

7.7.3 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT OFF-RAMPS

Improvement strategies have been recommended at study area off-ramps that have been identified as deficient under Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) traffic conditions. The improvements are consistent with the intersection improvements identified in Table 7-4. Worksheets for Opening Year Cumulative (2030) With Project (Phase 2 + Phase 3 + Phase 4) conditions, with improvements, off-ramp queuing analysis worksheets are provided in Appendix 7.5.

TABLE 7-6: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2030) WITH PROJECT (PHASE 2 + PHASE 3 + PHASE 4) CONDITIONS WITH IMPROVEMENTS

Intersection	Movement	Available Stacking Distance (Feet)[4]	2030 With Project (Phase 2 + Phase 3 + Phase 4) 95th Percentile Queue (Feet) AM Peak	PM Peak	Acceptable? [1] AM	PM
I-10 WB Ramps & Singleton Rd. (#2)	NBL	**650**	252	700 [2,3]	Yes	Yes
	NBL/T/R	1,130	104	647 [2]	Yes	Yes
I-10 EB Ramps & Singleton Rd. (#3)	SBL	**850**	223	409 [2]	Yes	Yes
	SBT/R	990	7	794 [2]	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking
[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 Freeway mainline.
[4] **650** = Improvement

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8 OPENING YEAR CUMULATIVE (2032) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Opening Year Cumulative (2032) conditions and the resulting intersection operations, traffic signal warrant, roadway segment, and queuing analyses.

8.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2032) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for 2032 conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- The I-10 Freeway/Singleton Road interchange westbound on-ramp and eastbound off-ramp are assumed to be in place.

8.2 OPENING YEAR CUMULATIVE (2032) WITH PROJECT (PROJECT BUILDOUT) TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2022) traffic volumes plus an ambient growth factor of 21.90%, traffic from pending and approved cumulative development projects, and the addition of Project (Project Buildout) traffic. The weekday ADT volumes and peak hour volumes which can be expected for Opening Year Cumulative (2032) With Project (Project Buildout) traffic conditions are shown on Exhibit 8-1.

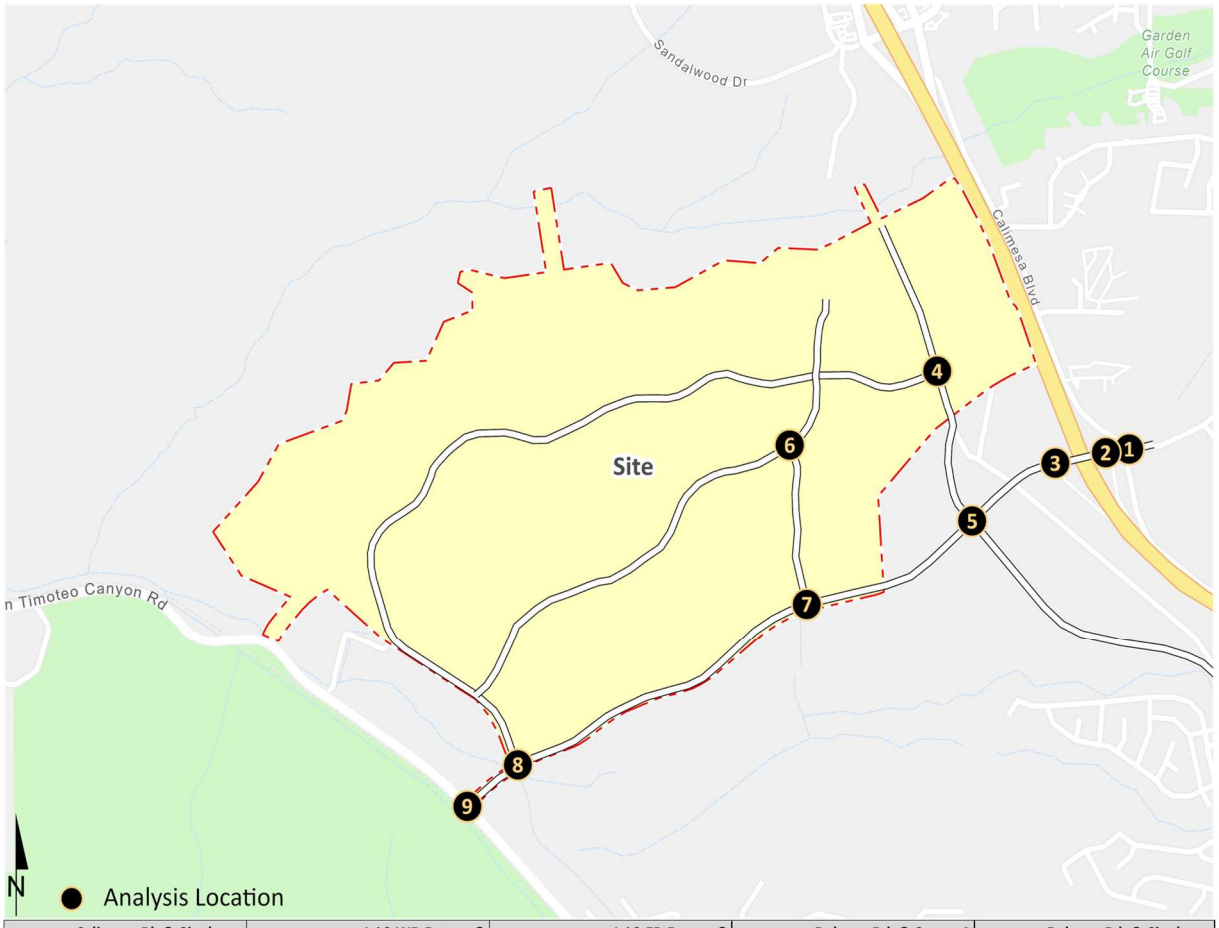
8.3 INTERSECTION OPERATIONS ANALYSIS

Opening Year Cumulative (2032) With Project (Project Buildout) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 8-1 for Opening Year Cumulative (2032) With Project (Project Buildout) which indicates the following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2032) With Project (Project Buildout) traffic conditions:

- Calimesa Boulevard & Singleton Road (#1) – LOS F AM and PM peak hours
- I-10 WB Ramps & Singleton Road (#2) – LOS F AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) – LOS F AM and PM peak hours
- Roberts Road & Singleton Road (#5) – LOS AM and PM peak hours
- Street C & Singleton Road (#7) – LOS F AM and PM peak hours
- Street A & Singleton Road (#8) – LOS F PM peak hour only
- San Timoteo Canyon Road & Singleton Road (#9) – LOS F PM peak hour only

The intersection operations analysis worksheets for Opening Year Cumulative (2032) With Project (Project Buildout) traffic conditions are included in Appendix 8.1 of this TA.

EXHIBIT 8-1: OPENING YEAR CUMULATIVE (2032) WITH PROJECT (PROJECT BUILDOUT) TRAFFIC VOLUMES



1 Calimesa Bl. & Singleton Rd.

9,700				14,450
	82(165)	38(142)	82(183)	↱ 192(103)
				← 765(773)
	↲	↓	↳	↰ 48(90)
	181(143)	↱	↰	↑ ↱
	511(919)	→		
	176(202)	↴		
			126(275)	290(80) 166(62)
19,050				8,650

2 I-10 WB Ramps & Singleton Rd.

4,300			9,750
			↱ 235(332)
			← 736(884)
	498(615)	↱	↰ ↱
	541(736)	→	
			271(591) 327(527)
15,300			6,450

3 I-10 EB Ramps & Singleton Rd.

4,300			15,300
	319(705)	184(343)	
			← 512(1057)
	↲	↳	↰ 495(416)
	855(1007)	→	
	438(502)	↴	
21,650			5,650

4 Roberts Rd. & Street A

4,900			
	320(179)		
	↓		
		↰	↑
	673(404)	↴	350(640) 198(268)
11,050			15,950

5 Roberts Rd. & Singleton Rd.

16,000				21,750
	9(4)	137(83)	717(579)	↱ 291(795)
				← 315(627)
	↲	↓	↳	↰ 151(284)
	17(18)	↱	↰	↑ ↱
	469(528)	→		
	88(98)	↴		
			41(129)	150(121) 139(314)
8,500				3,300

6 Street C & Street B

			4,800
			← 10(7)
			↰ 296(168)
			↱
	3(11)	→	
			175(257)
200			4,650

7 Street C & Singleton Rd.

4,650			8,500
	126(73)	170(96)	↱ 102(145)
			← 262(615)
	↲	↳	
	73(112)	↱	
	403(548)	→	
7,850			

8 Street A & Singleton Rd.

6,450			6,750
	109(74)	245(165)	↱ 86(280)
			← 291(331)
	↲	↳	
	38(126)	↱	
	161(461)	→	
4,250			

9 San Timoteo Canyon Rd. & Singleton Rd.

3,650			4,250
	290(487)	46(86)	↱ 89(54)
	↓	↳	↰ 161(103)
			↑ ↱
			353(406) 71(169)
			4,950

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

TABLE 8-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2032) WITH PROJECT (PROJECT BUILDOUT) CONDITIONS

#	Intersection	Traffic Control[2]	2032 With Project (Project Buildout) Delay[1] (secs.) AM	PM	Level of Service AM	PM	Acceptable LOS
1	Calimesa Bl. & Singleton Rd.	AWS	**>100.0**	**>100.0**	**F**	**F**	D
2	I-10 WB Ramps & Singleton Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	D
3	I-10 EB Ramps & Singleton Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	D
4	Roberts Rd. & Street A	**TS**	21.6	24.9	C	C	C
5	Roberts Rd. & Singleton Rd.	AWS	**>100.0**	**>100.0**	**F**	**F**	D
6	Street C & Street B	**AWS**	9.8	8.8	A	A	C
7	Street C & Singleton Rd.	CSS	**56.7**	**>100.0**	**F**	**F**	C
8	Street A & Singleton Rd.	**CSS**	**34.5**	**>100.0**	**D**	**F**	C
9	San Timoteo Canyon Rd. & Singleton Rd.	**CSS**	33.7	**64.0**	D	**F**	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements

2 AWS = All-way Stop; TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

8.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Opening Year Cumulative (2026) With Project (Phase 2) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. There are no additional study area intersections anticipated to meet traffic signal warrants for Opening Year Cumulative (2032) With Project (Project Buildout) traffic conditions, in addition to the intersections previously identified under Opening Year Cumulative (2026) With Project (Phase 2) traffic conditions (see Appendix 8.2).

8.5 ROADWAY SEGMENT ANALYSIS

The roadway capacities utilized for the study area roadway segment analysis are obtained from the County of Riverside General Plan. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand. Table 8-2 provides a summary of the Opening Year Cumulative (2032) With Project (Project Buildout) conditions roadway segment capacity analysis.

TABLE 8-2: ROADWAY SEGMENT CAPACITY ANALYSIS FOR OPENING YEAR CUMULATIVE (2032) WITH PROJECT (PROJECT BUILDOUT) CONDITIONS

#	Roadway	Segment Limits	Roadway Section	LOS Capacity[1]	2032 With Project (Project Buildout) Vol	V/C[2]	LOS[3]	Acceptable LOS
1	Singleton Rd.	Between Street C and Roberts Rd.	2U	13,000	8,478	0.652	B	D
2	Roberts Rd.	Between Street A and Singleton Rd.	2U	13,000	**15,966**	**1.228**	**F**	D
3	Roberts Rd.	North of Street A	2U	13,000	5,250	0.404	A	C
4	Street A	Between Roberts Rd. and Street B	2U	13,000	**11,054**	**0.850**	**D**	C
5	Street C	Between Street B and Singleton Rd.	2U	13,000	4,628	0.356	A	C
6	Singleton Rd.	Between Street A and Street C	2U	13,000	7,838	0.603	B	C
7	Singleton Rd.	Between San Timoteo Canyon Rd. and Street A	2U	13,000	4,292	0.330	A	C
8	Street B	West of Street C	2U	13,000	2,954	0.227	A	C
9	Street A	North of Singleton Rd.	2U	13,000	6,464	0.497	A	C
10	Street A	North of Street B	2U	13,000	3,510	0.270	A	C
11	Street A	West of Street B	2U	13,000	3,510	0.270	A	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] These maximum roadway capacities are based on the County of Riverside's thresholds.

[2] V/C = Volume to Capacity Ratio

[3] LOS = Level of Service

As shown in Table 8-2, the following study area roadway segments are anticipated to operate at an unacceptable LOS:

- Roberts Road, between Street A & Singleton Road (#2) – LOS F
- Street A, between Roberts Road & Street B (#4) – LOS D

8.6 QUEUING ANALYSIS

Queuing analysis findings for Opening Year Cumulative (2032) With Project (Project Buildout) are presented in Table 8-3. As shown in Table 8-3, the following movements are anticipated experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2032) With Project (Project Buildout):

- I-10 WB Ramps & Singleton Road (#2) NBL/T/R – AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) SBL/T/R – AM and PM peak hours

Worksheets for Opening Year Cumulative (2032) With Project (Project Buildout) traffic conditions queuing analysis are provided in Appendix 8.3.

TABLE 8-3: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2032) WITH PROJECT (PROJECT BUILDOUT) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	2032 With Project (Project Buildout) 95th Percentile Queue (Feet) AM Peak	PM Peak	Acceptable? [1] AM	PM
I-10 WB Ramps & Singleton Rd. (#2)	NBL/T/R	1,130	--[2]	**2,700**	**No**	**No**
I-10 EB Ramps & Singleton Rd. (#3)	SBL/T/R	990	--[2]	**2,950**	**No**	**No**

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking

[2] Synchro does not report queue length for cross-street stop controlled intersections when volume exceeds capacity.

8.7 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under Opening Year Cumulative (2032) With Project (Project Buildout) traffic conditions.

8.7.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient under Opening Year Cumulative (2032) With Project (Project Buildout) traffic conditions in an effort to achieve an acceptable LOS. The effectiveness of the recommended improvement strategies to address Opening Year Cumulative (2032) With Project (Project Buildout) traffic deficiencies are presented in Table 8-4. Worksheets for Opening Year Cumulative (2032) With Project (Project Buildout) conditions, with improvements, HCM calculation worksheets are provided in Appendix 8.4.

TABLE 8-4: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2032) WITH PROJECT (PROJECT BUILDOUT) CONDITIONS WITH IMPROVEMENTS

	Traffic Control[3]	Intersection Approach Lanes[1] Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R	Delay[2] (secs.) AM	PM	Level of Service AM	PM
1 Calimesa Bl. & Singleton Rd.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Project Buildout):	**TS**	**2**	1	**1**	**1**	1	**1**	**1**	**2**	0	**1**	**2**	0	27.8	25.7	C	C
2 I-10 WB Ramps & Singleton Rd.																	
Without Improvements:	CSS	0	1	0	0	0	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Project Buildout):	**TS**	**1**	1	0	0	0	0	**2**	**2**	0	0	**2**	0	20.0	54.8	C	D
3 I-10 EB Ramps & Singleton Rd.																	
Without Improvements:	CSS	0	0	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Project Buildout):	**TS**	0	0	0	**1**	**0**	**1**	0	**2**	**1**	**2**	**2**	0	34.7	52.6	C	D
5 Roberts Rd. & Singleton Rd.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Project Buildout):	**TS**	**1**	1	**1>**	**1**	1	0	**2**	**2**	**1**	**2**	**2**	0	48.6	52.6	D	D
7 Street C & Singleton Rd.																	
Without Improvements:	CSS	0	0	0	0	**1**	0	0	**1**	0	0	**1**	0	**56.7**	**>100.0**	**F**	**F**
With Improvements (Project Buildout):	**TS**	0	0	0	**1**	**0**	**1**	**1**	**1**	0	0	**1**	0	11.8	14.1	B	B
8 Street A & Singleton Rd.																	
Without Improvements:	CSS	0	0	0	0	**1**	0	0	**1**	0	0	**1**	0	**34.5**	**>100.0**	**D**	**F**
With Improvements (Project Buildout):	**TS**	0	0	0	**1**	**0**	**1**	**1**	**1**	0	0	**1**	0	12.3	12.6	B	B
9 San Timoteo Canyon Rd. & Singleton Rd.																	
Without Improvements:	CSS	0	1	0	0	1	0	0	0	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements (Project Buildout):	**TS**	0	1	0	**1**	1	0	0	0	0	**1**	**0**	**1**	6.3	6.0	A	A

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement; > = Right-Turn Overlap Phasing

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All-way Stop; TS = Traffic Signal; CSS = Cross-street Stop; **TS** = Traffic Signal

[4] Improvement includes modifying the traffic signal to implement protected left turn phasing for the northbound and southbound approaches.

[5] The installation of the traffic signal at the adjacent intersection of Roberts Road & Singleton Road is anticipated to meter the through traffic along Roberts Road, creating sufficient gaps in traffic to reduce the LOS to acceptable levels.

8.7.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT ROADWAY SEGMENTS

Improvement strategies have been recommended at study area roadway segments that have been identified as deficient under Opening Year Cumulative (2032) With Project (Project Buildout) traffic conditions. The improvements are consistent with the intersection improvements identified in Table 7-6 and the Summerwind Ranch at Oak Valley Specific Plan and the intersection improvements identified in Table 8-4.

As shown in Table 8-2, Street A, between Roberts Road & Street B, is anticipated to operate at an unacceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria under Opening Year Cumulative (2032) With Project (Project Buildout) traffic conditions. However, roadway segment widening has only been considered/recommended if the intersection operations analysis indicates that additional through lanes are needed in order to process peak hour volumes at the intersections. The study area intersection, Roberts Road and Street A (#4), at the end of the roadway segment is anticipated to operate at an acceptable LOS (LOS C or better) suggesting that the additional capacity accommodated through turn lanes at the chokepoint of the roadway segment (e.g., intersection) can sufficiently handle the anticipated future traffic. As such, additional roadway segment widening is not recommended at Street A, between Roberts Road & Street B.

TABLE 8-5: ROADWAY SEGMENT ANALYSIS FOR OPENING YEAR CUMULATIVE (2032) WITH PROJECT (PROJECT BUILDOUT) CONDITIONS WITH IMPROVEMENTS

#	Roadway	Segment Limits	Roadway Section[4]	LOS Capacity[1]	2032 With Project (Project Buildout) Vol	V/C[2]	LOS[3]
2	Roberts Rd.	Between Street A and Singleton Rd.	**4U**	37,000	15,966	0.432	A

[1] These maximum roadway capacities are based on the County of Riverside's thresholds.

[2] V/C = Volume to Capacity Ratio

[3] LOS = Level of Service

[4] **4U** = Improvement

8.7.3 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT OFF-RAMPS

Improvement strategies have been recommended at study area off-ramps that have been identified as deficient under Opening Year Cumulative (2032) With Project (Project Buildout) traffic conditions. The improvements are consistent with the intersection improvements identified in Table 8-4. Worksheets for Opening Year Cumulative (2032) With Project (Project Buildout) conditions, with improvements, off-ramp queuing analysis worksheets are provided in Appendix 8.5.

TABLE 8-6: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2032) WITH PROJECT (PROJECT BUILDOUT) CONDITIONS WITH IMPROVEMENTS

Intersection	Movement	Available Stacking Distance (Feet)[4]	2032 With Project (Project Buildout) 95th Percentile Queue (Feet) AM Peak	PM Peak	Acceptable? [1] AM	PM
I-10 WB Ramps & Singleton Rd. (#2)	NBL	**650**	260	818 [2,3]	Yes	Yes
	NBL/T/R	1,130	123	702 [2]	Yes	Yes
I-10 EB Ramps & Singleton Rd. (#3)	SBL	**850**	214	333 [2]	Yes	Yes
	SBT/R	990	44	881 [2]	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

[3] Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent through lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-10 Freeway mainline.

[4] **650** = Improvement

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9 HORIZON YEAR (2040) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Horizon Year (2040) conditions and the resulting intersection operations, traffic signal warrant, and queuing analyses.

9.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Horizon Year (2040) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for 2040 conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- The I-10 Freeway/Singleton Road interchange westbound on-ramp and eastbound off-ramp are assumed to be in place.
- Roberts Road, north of Street A, is assumed to be extended to the north, connecting to Sandalwood Drive
- Other parallel facilities, that although not evaluated for the purposes of this analysis, are anticipated to be in place for Horizon Year traffic conditions and would affect the travel patterns within the study area.

9.2 HORIZON YEAR (2040) WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-process volumes obtained from the RIVCOM plus the traffic generated by the buildout of the proposed Project. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Horizon Year (2040) With Project (Project Buildout) traffic conditions are shown on Exhibit 9-1.

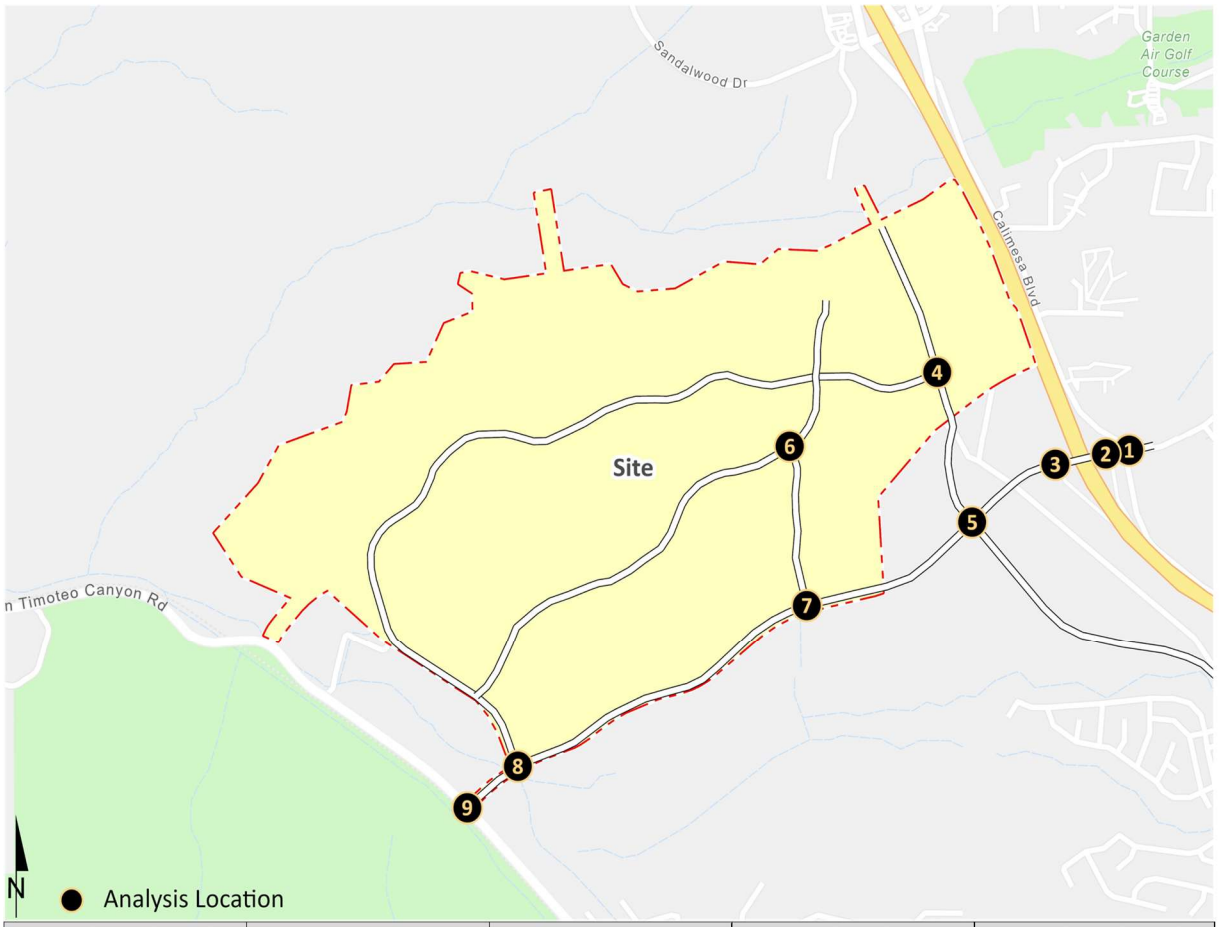
9.3 INTERSECTION OPERATIONS ANALYSIS

Horizon Year (2040) With Project (Project Buildout) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 9-1 for Horizon Year (2040) With Project (Project Buildout) which indicates the following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2040) With Project (Project Buildout) traffic conditions:

- Calimesa Boulevard & Singleton Road (#1) – LOS F AM and PM peak hours
- I-10 WB Ramps & Singleton Road (#2) – LOS F AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) – LOS F AM and PM peak hours
- Roberts Road & Singleton Road (#5) – LOS AM and PM peak hours
- Street C & Singleton Road (#7) – LOS AM and PM peak hours
- Street A & Singleton Road (#8) – LOS AM and PM peak hours
- San Timoteo Canyon Road & Singleton Road (#9) – LOS F AM and PM peak hours

The intersection operations analysis worksheets for Horizon Year (2040) With Project (Project Buildout) traffic conditions are included in Appendix 9.1 of this TA.

EXHIBIT 9-1: HORIZON YEAR (2040) WITH PROJECT (PROJECT BUILDOUT) TRAFFIC VOLUMES



1 Calimesa Bl. & Singleton Rd.

9,500		34,100
162(158) ↲	38(143) ←	89(229) ↳
		240(114) ↱
		1174(1138) ←
		50(91) ↰
88(104) ↳		
841(1329) →		
206(297) ↲		
212(333) ↰	295(81) →	169(62) ↱
38,600		11,900

2 I-10 WB Ramps & Singleton Rd.

16,000		38,600
		680(699) ↱
		867(930) ←
262(679) ↳		
777(1088) →		
309(717) ↰		359(642) ↱
39,300		15,600

3 I-10 EB Ramps & Singleton Rd.

14,800		39,300
350(644) ↲	352(645) ↳	
		595(1153) ←
		581(494) ↰
687(1122) →		
447(652) ↲		
41,100		13,300

4 Roberts Rd. & Street A

7,400		
228(430) ↲		
447(270) ↳		
		137(258) ↰
268(162) ↲		
11,800		4,450

5 Roberts Rd. & Singleton Rd.

11,500		38,500
158(121) ↲	245(195) ←	155(140) ↳
		59(174) ↱
		635(972) ←
		313(600) ↰
76(205) ↳		
760(785) →		
118(161) ↲		
419(200) ↰	252(299) →	572(724) ↱
28,100		25,100

6 Street C & Street B

		5,900
		358(216) ↰
179(108) ↲		
91(172) ↰		182(344) ↱
2,950		8,850

7 Street C & Singleton Rd.

8,850		11,800
179(108) ↲	358(216) ↳	
		182(344) ↱
		347(345) ←
91(172) ↳		
449(236) →		
8,850		

8 Street A & Singleton Rd.

8,850		10,100
179(108) ↲	358(216) ↳	
		182(344) ↱
		344(109) ←
91(172) ↳		
182(192) →		
7,150		

9 San Timoteo Canyon Rd. & Singleton Rd.

7,150		7,150
319(536) ←	48(92) ↳	
		83(59) ↱
		221(158) ↰
	388(447) →	281(272) ↱
	14,250	

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

TABLE 9-1: INTERSECTION ANALYSIS FOR HORIZON YEAR (2040) CONDITIONS

#	Intersection	Traffic Control[2]	2040 With Project (Project Buildout) Delay[1] (secs.) AM	PM	Level of Service AM	PM	Acceptable LOS
1	Calimesa Bl. & Singleton Rd.	AWS	**>100.0**	**>100.0**	**F**	**F**	D
2	I-10 WB Ramps & Singleton Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	D
3	I-10 EB Ramps & Singleton Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	D
4	Roberts Rd. & Street A	**TS**	16.4	24.0	B	C	C
5	Roberts Rd. & Singleton Rd.	AWS	**>100.0**	**>100.0**	**F**	**F**	D
6	Street C & Street B	**AWS**	12.3	15.2	B	B	C
7	Street C & Singleton Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	C
8	Street A & Singleton Rd.	**CSS**	**>100.0**	**>100.0**	**F**	**F**	C
9	San Timoteo Canyon Rd. & Singleton Rd.	**CSS**	**>100.0**	**>100.0**	**F**	**F**	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or

2 AWS = All-way Stop; TS = Traffic Signal; CSS = Cross-street Stop; **CSS** = Improvement

9.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Horizon Year (2040) With Project (Project Buildout) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. The following study area intersection is anticipated to meet traffic signal warrants for Horizon Year (2040) With Project (Project Buildout) traffic conditions, in addition to the intersections identified under previous analysis scenarios (see Appendix 9.2):

- Street A & Singleton Road (#8)
- San Timoteo Canyon Road & Singleton Road (#9)

9.5 ROADWAY SEGMENT ANALYSIS

The roadway capacities utilized for the study area roadway segment analysis are obtained from the County of Riverside General Plan. These roadway segment capacities are approximate figures only and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand. Table 9-2 provides a summary of the Horizon Year (2040) With Project (Project Buildout) conditions roadway segment capacity analysis.

TABLE 9-2: ROADWAY SEGMENT CAPACITY ANALYSIS FOR HORIZON YEAR (2040) WITH PROJECT (PROJECT BUILDOUT) CONDITIONS

#	Roadway	Segment Limits	Roadway Section	LOS Capacity[1]	2040 With Project (Project Buildout) Vol	V/C[2]	LOS[3]	Acceptable LOS
1	Singleton Rd.	Between Street C and Roberts Rd.	2U	13,000	**28,370**	**2.182**	**F**	D
2	Roberts Rd.	Between Street A and Singleton Rd.	2U	13,000	11,600	0.892	D	D
3	Roberts Rd.	North of Street A	2U	13,000	7,384	0.568	A	C
4	Street A	Between Roberts Rd. and Street B	2U	13,000	**11,614**	**0.893**	**D**	C
5	Street C	Between Street B and Singleton Rd.	2U	13,000	8,864	0.682	B	C
6	Singleton Rd.	Between Street A and Street C	2U	13,000	8,864	0.682	B	C
7	Singleton Rd.	Between San Timoteo Canyon Rd. and Street A	2U	13,000	7,261	0.559	A	C
8	Street B	West of Street C	2U	13,000	4,430	0.341	A	C
9	Street A	North of Singleton Rd.	2U	13,000	8,860	0.682	B	C
10	Street A	North of Street B	2U	13,000	4,430	0.341	A	C
11	Street A	West of Street B	2U	13,000	4,430	0.341	A	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] These maximum roadway capacities are based on the County of Riverside's thresholds.

[2] V/C = Volume to Capacity Ratio

[3] LOS = Level of Service

As shown in Table 9-2, the following study area roadway segment is anticipated to operate at an unacceptable LOS:

- Singleton Road, between Street C and Roberts Road (#1) – LOS F
- Street A, between Roberts Road & Street B (#4) – LOS D

It should be noted, the roadway segment of Roberts Road, between Street A and Singleton Road, (#2) is anticipated to improve operations compared to Opening Year Cumulative (2032) With Project (Project Buildout) traffic conditions since the Roberts Road extension to the north is assumed to be completed. As such, a portion of traffic can utilize Roberts Road to the north to access Sandalwood Drive to the north, as opposed to utilizing Roberts Road to the south to access Singleton Road and Calimesa Boulevard.

9.6 QUEUING ANALYSIS

Queuing analysis findings for Horizon Year (2040) With Project (Project Buildout) are presented in Table 9-3. As shown in Table 9-3, the following movements are anticipated experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Horizon Year (2040) With Project (Project Buildout):

- I-10 WB Ramps & Singleton Road (#2) NBL/T/R – AM and PM peak hours
- I-10 EB Ramps & Singleton Road (#3) SBL/T/R – AM and PM peak hours

Worksheets for Horizon Year (2040) With Project (Project Buildout) traffic conditions queuing analysis are provided in Appendix 9.3.

TABLE 9-3: PEAK HOUR QUEUING SUMMARY FOR HORIZON YEAR (2040) WITH PROJECT (PROJECT BUILDOUT) CONDITIONS

Intersection	Movement	Available Stacking Distance (Feet)	2040 With Project (Project Buildout) 95th Percentile Queue (Feet)		Acceptable? [1]	
			AM Peak	PM Peak	AM	PM
I-10 WB Ramps & Singleton Rd. (#2)	NBL/T/R	1,130	--[2]	**3,983**	**No**	**No**
I-10 EB Ramps & Singleton Rd. (#3)	SBL/T/R	990	--[2]	**3,868**	**No**	**No**

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking

[2] Synchro does not report queue length for cross-street stop controlled intersections when volume exceeds capacity.

9.7 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

Improvements needed to achieve acceptable LOS have been identified at intersections or off-ramps that are anticipated to operate at a deficient LOS under Horizon Year (2040) With Project (Project Buildout) traffic conditions.

9.7.1 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient under Horizon Year (2040) With Project (Project Buildout) traffic conditions in an effort to achieve an acceptable LOS. The effectiveness of the recommended improvement strategies to address Horizon Year (2040) With Project (Project Buildout) traffic deficiencies are presented in Table 9-4. Worksheets for Horizon Year (2040) With Project (Project Buildout) conditions, with improvements, HCM calculation worksheets are provided in Appendix 9.4.

TABLE 9-4: INTERSECTION ANALYSIS FOR HORIZON YEAR (2040) WITH PROJECT (PROJECT BUILDOUT) CONDITIONS WITH IMPROVEMENTS

	Traffic	Intersection Approach Lanes[1] Northbound			Southbound			Eastbound			Westbound			Delay[2] (secs.)		Level of Service	
	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1 Calimesa Bl. & Singleton Rd.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements:	**TS**	**2**	**2**	0	**1**	**2**	**1**	**2**	**2**	**1**	**1**	**2**	0	26.6	28.3	C	C
2 I-10 WB Ramps & Singleton Rd.																	
Without Improvements:	CSS	0	1	0	0	0	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements:	**TS**	**1**	1	**1**	0	0	0	**2**	**2**	0	0	**2**	**1**	15.1	38.0	B	D
3 I-10 EB Ramps & Singleton Rd.																	
Without Improvements:	CSS	0	0	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements:	**TS**	0	0	0	**1**	**0**	**2**	0	**2**	**1**	**2**	**2**	0	19.8	54.6	B	D
5 Roberts Rd. & Singleton Rd.																	
Without Improvements:	AWS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements:	**TS**	**1**	**2**	**1>**	**1**	**2**	**1**	**1**	**2**	**1**	**2**	**2**	**1**	39.6	41.0	D	D
7 Street C & Singleton Rd.																	
Without Improvements:	CSS	0	0	0	0	**1**	0	0	**1**	0	0	**1**	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements:	**TS**	0	0	0	**1**	**0**	**1**	**1**	**1**	0	0	**1**	0	17.2	21.9	B	C
8 Street A & Singleton Rd.																	
Without Improvements:	CSS	0	0	0	0	**1**	0	0	**1**	0	0	**1**	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements:	**TS**	0	0	0	**1**	**0**	**1**	**1**	**1**	0	0	**1**	0	18.1	16.7	B	B
9 San Timoteo Canyon Rd. & Singleton Rd.																	
Without Improvements:	CSS	0	1	0	0	1	0	0	0	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
With Improvements:	**TS**	0	1	0	**1**	1	0	0	0	0	**1**	**0**	**1**	15.9	15.1	B	B

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; **1** = Improvement; > = Right-Turn Overlap Phasing

[2] Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] AWS = All-way Stop; TS = Traffic Signal; CSS = Cross-street Stop; **TS** = Traffic Signal

[4] Improvement includes modifying the traffic signal to implement protected left turn phasing for the northbound and southbound approaches.

9.7.2 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT ROADWAY SEGMENTS

Improvement strategies have been recommended at study area roadway segments that have been identified as deficient under Horizon Year (2040) With Project (Project Buildout) traffic conditions. The improvements are consistent with the intersection improvements identified in Table 9-6 and the Summerwind Ranch at Oak Valley Specific Plan and the intersection improvements identified in Table 9-4.

TABLE 9-5: ROADWAY SEGMENT ANALYSIS FOR HORIZON YEAR (2040) WITH PROJECT (PROJECT BUILDOUT) CONDITIONS WITH IMPROVEMENTS

#	Roadway	Segment Limits	Roadway Section[4]	LOS Capacity[1]	2040 With Project Vol	V/C[2]	LOS[3]
1	Singleton Rd.	Between Street C and Roberts Rd.	**4U**	37,000	28,370	0.767	C

[1] These maximum roadway capacities are based on the County of Riverside's thresholds.

[2] V/C = Volume to Capacity Ratio

[3] LOS = Level of Service

[4] **4U** = Improvement

As shown in Table 9-2, Street A, between Roberts Road & Street B, is anticipated to operate at an unacceptable LOS based on the daily roadway capacity thresholds and minimum LOS criteria under Horizon Year (2040) With Project (Project Buildout) traffic conditions. However, roadway segment widening has only been considered/recommended if the intersection operations analysis indicates that additional through lanes are needed in order to process peak hour volumes at the intersections. The study area intersection, Roberts Road and Street A (#4), at the end of the roadway segment is anticipated to operate at an acceptable LOS (LOS C or better) suggesting that the additional capacity accommodated through turn lanes at the chokepoint of the roadway segment (e.g., intersection) can sufficiently handle the anticipated future traffic. As such, additional roadway segment widening is not recommended at Street A, between Roberts Road & Street B.

9.7.3 IMPROVEMENTS TO ADDRESS DEFICIENCIES AT OFF-RAMPS

Improvement strategies have been recommended at study area off-ramps that have been identified as deficient under Horizon Year (2040) With Project (Project Buildout) traffic conditions. The improvements are consistent with the intersection improvements identified in Table 9-4. Worksheets for Horizon Year (2040) With Project (Project Buildout) conditions, with improvements, off-ramp queuing analysis worksheets are provided in Appendix 9.5.

TABLE 9-6: PEAK HOUR QUEUING SUMMARY FOR HORIZON YEAR (2040) WITH PROJECT (PROJECT BUILDOUT) CONDITIONS WITH IMPROVEMENTS

Intersection	Movement	Available Stacking Distance (Feet)	2040 With Project (Project Buildout) 95th Percentile Queue (Feet) AM Peak	PM Peak	Acceptable? [1] AM	PM
I-10 WB Ramps & Singleton Rd. (#2)	NBL	**650**	263	605 [2]	Yes	Yes
	NBL/T/R	1,130	203	570 [2]	Yes	Yes
	NBR	**500**	90	495 [2]	Yes	Yes
I-10 EB Ramps & Singleton Rd. (#3)	SBL	**850**	364	850 [2]	Yes	Yes
	SBT/R	990	11	301	Yes	Yes
	SBR	**325**	11	301	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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10 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the City of Calimesa are funded through a combination of improvements constructed by the Project, development impact fee programs. Fee programs applicable to the Project are described below.

10.1 RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)

The TUMF program is administered by the WRCOG based upon a regional Nexus Study most recently updated in 2016 to address major changes in right of way acquisition and improvement cost factors. (3) This regional program was put into place to ensure that development pays its fair share, and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County.

10.2 CITY OF CALIMESA DEVELOPMENT IMPACT FEE (DIF) PROGRAM

The City of Calimesa has created its own local DIF program to impose and collect fees from new residential, commercial, and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the City's General Plan Circulation Element. The City's DIF includes a Regional Circulation System Fee to comply with Measure "A" and a Local Circulation System Fee to address transportation improvements which are locally significant. The fee schedule was updated in April 2022 and is adjusted based upon changes in the construction cost index. Under the City's DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program. The City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

The timing to use the DIF fees is established through periodic capital improvement programs which are overseen by the City's Public Works Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City uses this data to determine the timing of implementing the improvements listed in its facilities list. The City also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the LOS performance standards adopted by the City. In this way, the improvements are constructed before the LOS falls below the City's LOS performance thresholds.

The Project Applicant will be subject to the City's DIF fee program and will pay the requisite DIF fees at the rates then in effect. The Project Applicant's payment of the requisite DIF fees at the rates then in effect pursuant to the DIF Program will mitigate its impacts to DIF-funded facilities. After the City's DIF fees are collected, they are placed in a separate interest-bearing account pursuant to the requirements of Government Code § 66000 *et seq*. The timing to use the DIF fees is established through periodic capital improvement programs which are overseen by the City's Public Works Department.

10.3 MEASURE A

Measure A, Riverside County's half-cent sales tax for transportation, was adopted by voters in 1988 and extended in 2002. It will continue to fund transportation improvements through 2038. Measure A funds a wide variety of transportation projects and services throughout the County. RCTC is responsible for administering the program. Measure A dollars are spent in accordance with a voter-approved expenditure plan that was adopted as part of the 1988 election.

10.4 FAIR SHARE CONTRIBUTION

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, have been provided in Table 10-1 for the applicable deficient study area intersection and for each applicable phase. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

TABLE 10-1: PROJECT FAIR SHARE CALCULATIONS

#	Intersection		Existing (2022)	Project Buildout (Long-Range)	2040 With Project	Total New Traffic	Project % of New Traffic[1]
1	Calimesa Bl. & Singleton Rd.						
		AM:	1,115	270	3,564	2,449	**11.0%**
		PM:	881	280	4,079	3,198	8.8%
2	I-10 WB Ramps & Singleton Rd.						
		AM:	524	677	3,254	2,730	**24.8%**
		PM:	484	818	4,755	4,271	19.2%
3	I-10 EB Ramps & Singleton Rd.						
		AM:	333	1,215	3,012	2,679	**45.4%**
		PM:	209	1,260	4,710	4,501	28.0%
5	Roberts Rd. & Singleton Rd.						
		AM:	14	1,485	3,762	3,748	**39.6%**
		PM:	19	1,540	4,576	4,557	33.8%

[1] **BOLD =** Highest fair share percentage is highlighted.

11 REFERENCES

1. **City of Calimesa.** *Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment.* Calimesa : s.n., May 2020.
2. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.
3. **Western Riverside Council of Governments.** *TUMF Nexus Study, 2016 Program Update.* July 2017.
4. **VRPA Technologies, Inc. for Riverside County Transportation Commission.** *Riverside County Long Range Transportation Study.* County of Riverside : VRPA Technologies, Inc., December 2019.
5. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.
6. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD).* 2014, Updated March 30, 2021 (Revision 6).
7. **County of Riverside.** *County of Riverside General Plan.* County of Riverside : s.n., December 2015.
8. **Southern California Association of Governments.** *SoCal Connect.* Adopted September 2020.

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