

Appendix A
Noise Analysis



MEMORANDUM

To: Eric Jones, Associate Planner II, City of Temecula
From: Ryan Chiene, Kimley-Horn and Associates, Inc.
Date: July 18, 2024
Subject: Redhawk Golf Course Private Event Center – Temecula, CA – Noise Analysis

Purpose

The purpose of this memorandum is to identify the noise impacts associated with operation of the proposed Redhawk Golf Course Private Event Center Project (project), located in the City of Temecula, California.

Project Location

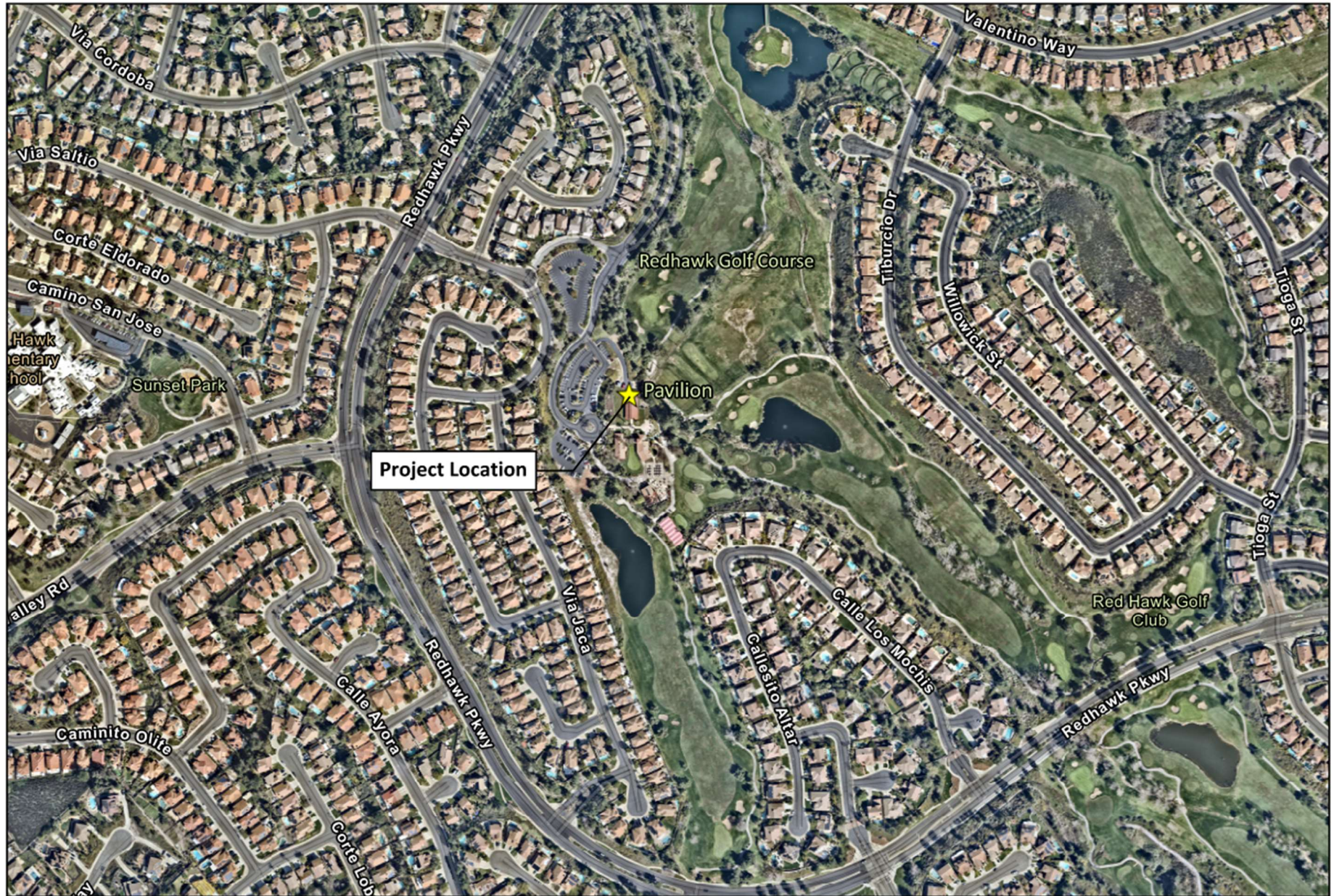
The project site is located at Redhawk Golf Course in the southern portion of the City of Temecula (City). The Redhawk Golf Course is generally situated east of Interstate 15 (I-15), south of California State Road 79 (SR-79), and south of the intersection of Redhawk Parkway and Vail Ranch Parkway. The site is specifically located at the Outdoor Pavilion area north of the clubhouse, east of the surface parking lot, and west of the driving range. Single-family residential uses surround the project site at various distances in all directions. The nearest residences are located approximately 300 feet to the west along Via Jaca. See [Exhibit 1: Local Vicinity Map](#) for the more details.

Project Description

The existing Pavilion is currently permitted to host outdoor golf-related events such as tournaments and award ceremonies. The project applicant is seeking the approval of a Conditional Use Permit (CUP) that would allow for additional events such as weddings, banquets, meetings, corporate events, and other private events at the Pavilion. No new structures are proposed or would be developed as part of the Project.

The CUP does not propose changes to the existing hours of operations, lighting, or parking of the Pavilion. Private events would be allowed seven days per week, no more than four times per week. Events would be allowed from 3:00 p.m. to 10:00 p.m. with all amplified noise ending at 9:45 p.m. Amplified noise would be located on the southeastern corner of the Pavilion. The CUP would allow an approximate maximum of 130 guests. Refer to [Exhibit 2: Conditional Use Permit Site Plan](#) for information related to the Pavilion and proposed tenant improvements.

Exhibit 1: Local Vicinity Map



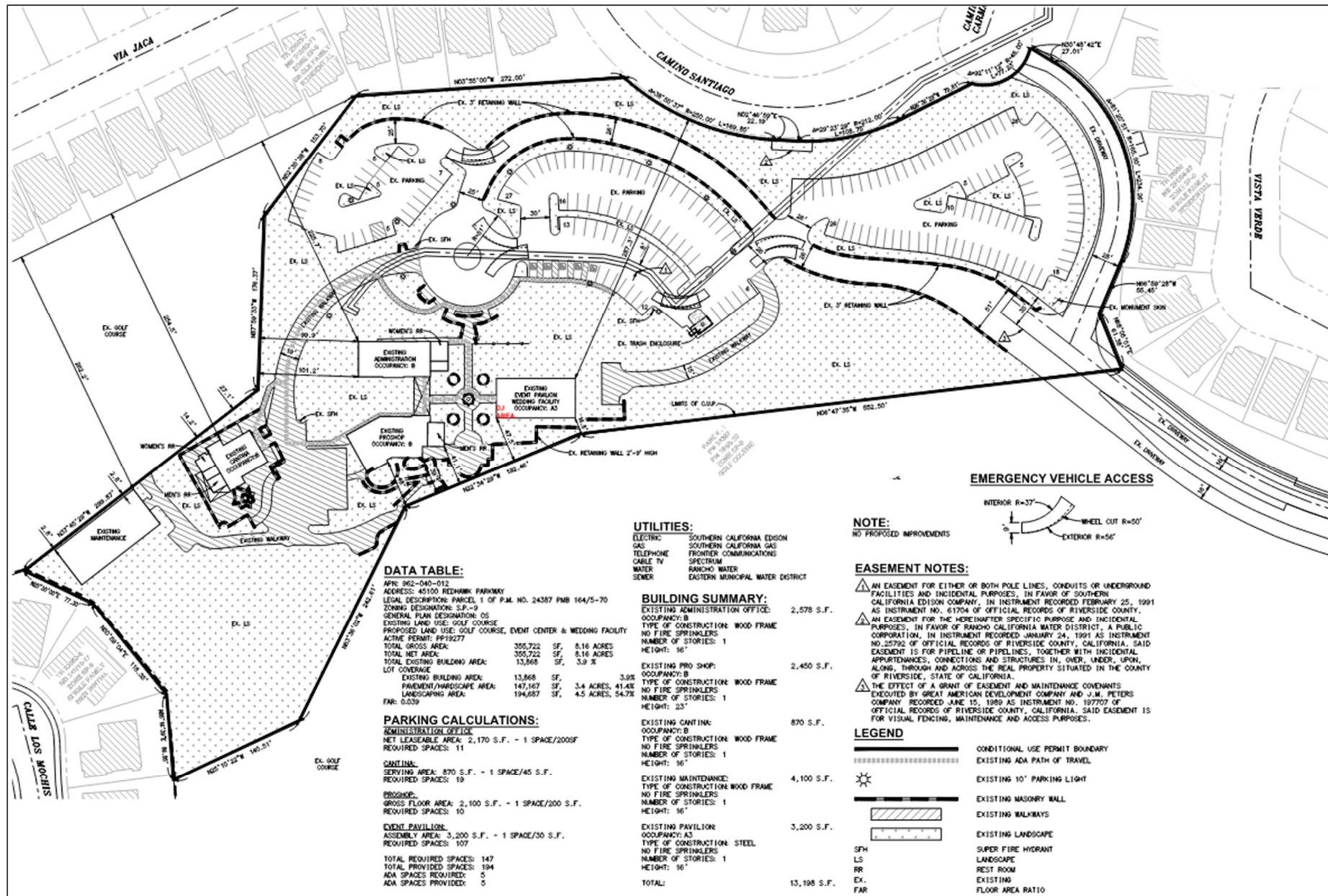
Source: Nearmap, March 2024.

kimley-horn.com

1100 W. Town and Country Road, Suite 700, Orange, CA 92868

714 939 1030

Exhibit 2: Conditional Permit Use Site Plan



Source: Temecula Engineering Consultants, Inc., 10/17/2023.

Noise Background

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of various distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise as well as the time of day when the noise occurs. For example, the equivalent continuous sound level (L_{eq}) is the average acoustic energy for a stated period of time; thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. The Day-Night Sound level (L_{dn}) is a 24-hour average L_{eq} with a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The Community Noise Equivalent Level (CNEL) is a 24-hour average L_{eq} with a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. and an additional 5 dBA weighting during the hours of 7:00 p.m. to 10:00 p.m. to account for noise sensitivity in the evening and nighttime.

Regulatory Setting

State

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of “normally acceptable”, “conditionally acceptable”, “normally unacceptable”, and “clearly unacceptable” noise levels for various land use types. Single-family homes are “normally acceptable” in exterior noise environments up to 60 CNEL and “conditionally acceptable” up to 70 CNEL. Multiple-family residential uses are “normally acceptable” up to 65 CNEL and “conditionally acceptable” up to 70 CNEL. Schools, libraries, and churches are “normally acceptable” up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State’s noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Local

City of Temecula General Plan

The *City of Temecula General Plan* Noise Element (Noise Element) identifies noise-sensitive land uses and noise sources, defines areas of noise impact, and contains policies and programs to achieve and maintain noise levels compatible with various types of land uses. The element addresses noise which affects the community at large, rather than noise associated with site-specific conditions.

The Noise Element identifies land use guidelines to protect residential neighborhoods and noise-sensitive receptors such as schools and hospitals from potentially harmful noise sources. The noise standards for various land uses in the City are shown in Table 1: Temecula Land Use Noise Standards.

Table 1: Temecula Land Use Noise Standards			
Property Receiving Noise		Maximum Noise Level (L _{dn} or CNEL, dBA)	
Type and Use	Land Use Designation	Interior	Exterior ³
Residential	Hillside Rural Very Low Low Low Medium	45	65
	Medium	45	65/70 ¹
	High	45	70 ¹
Commercial and Office	Neighborhood Community Highway Tourist Service	-	70
	Professional Office	50	70
Light Industrial	Industrial Park	55	75
Public/Institutional	Schools	50	65
	All others	50	70
Open Space	Vineyards/Agriculture	-	70
	Open Space	-	70/65 ²
1. Maximum exterior noise levels up to 70 dB CNEL are allowed for Multiple-Family Housing. 2. Where quiet is a basis required for the land use. 3. Regarding aircraft-related noise, the maximum acceptable exposure for new residential development is 60 dB CNEL.			
Source: City of Temecula, <i>Noise Element</i> , 2005.			

City of Temecula Municipal Code

The following sections of the Temecula Municipal Code (TMC) are applicable to the proposed project.

Section 9.20.040 General Sound Level Standards

No person shall create any sound, or allow the creation of any sound, on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards set forth in Tables N-1 (see [Table 1](#) above) and N-2.

Section 9.20.060(C) Special Sound Sources Standards

The general sound level standards set forth in Section 9.20.040 of this chapter apply to sound emanating from all sources, including the following special sound sources, and the person creating or allowing the creation of the sound is subject to the requirements of that section. The following special sound sources are also subject to the following additional standards. Failure to comply will constitute separate violations of this ordinance.

C. Sound Amplifying Equipment or Live Music

1. It is unlawful for any person to cause, allow or permit the emission or transmission of any loud and raucous noise from any sound-making, sound-amplifying device or live music under his control or in his possession:
 - a. Upon any private property;
 - b. Upon any public street, alley, sidewalk or thoroughfare;
 - c. In or upon any public park or other public place or property.
2. The words "loud and raucous noise," as used in this section, shall mean any sound having such intensity or carrying power as to unreasonably interfere with the peace and quiet of other persons, or as to unreasonably annoy, disturb, impair or endanger the comfort, repose, health or safety of other persons.
3. The determination of whether a sound is "unreasonable," as used in subsection (C)(2) of this section, shall involve the consideration of the level of noise, duration of noise, constancy or intermittency of noise, time of day or night, place, proximity to sensitive receptors, nature and circumstances of the emission or transmission of any such loud and raucous noise.

Existing Setting

Existing noise levels at the project site and the nearest residential uses are primarily impacted by roadway traffic, parking lot activity, and stationary (e.g., mechanical equipment) noise sources. Redhawk Parkway is located approximately 900 feet west of the project site is the primary source of traffic noise in the project vicinity. Parking lot activity immediately to the west and mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] equipment) at the clubhouse and other Redhawk Golf Course buildings to the east are also noise sources that affect the existing noise environment. Other ancillary noise sources in the project vicinity include golf course patrons talking, the use of car radios, and golf cart movements/activity. The noise associated with these sources may represent a single-event noise occurrence or short-term noise.

It is also noted that golf-related events currently occur at the Pavilion and are the primary noise source during their operation. Such events typically include amplified music, speeches, and gathering of large crowds that generate noise.

Noise Measurements

To quantify existing ambient noise levels in the project area and obtain reference noise levels for event speaker noise at the Pavilion, Kimley-Horn conducted seven short-term (10-minute) measurements on June 15, 2024; see [Appendix A: Noise Data](#). Three noise measurements were taken to obtain existing ambient noise levels without Pavilion events, and four noise measurements were taken during a private event to obtain reference levels for speaker noise and see the effect of Pavilion events at the nearest residential uses. The 10-minute measurements were taken between 2:10 p.m. and 9:10 p.m. The DJ was positioned in the southeastern corner of the Pavilion with two speakers approximately six feet aboveground and oriented to the northwest. The noise level data for each noise measurement is listed in [Table 2: Existing Noise Measurements](#) and the noise measurement locations are shown on [Exhibit 3: Noise Measurement Locations](#).

Table 2: Existing Noise Measurements						
Site	Location	Measurement Period	Duration	L _{eq} (dBA) ¹	L _{min} (dBA)	L _{max} (dBA)
Ambient Noise Measurements						
ST-1	End of cul-de-sac on Camino Carmargo, approximately 450 feet northwest of Pavilion.	2:10 p.m., Saturday, June 15, 2024	10 min	48.0	39.4	57.8
ST-2	Redhawk Golf Course parking lot, approximately 200 feet west of the Pavilion.	2:41 p.m., Saturday, June 15, 2024	10 min	48.1	37.5	60.7
ST-3	East of the Pavilion, across the golf course adjacent to residences along Tiburco Drive.	3:17 p.m. Saturday, June 15, 2024	10 min	46.5	41.3	65.7
Event Noise Measurements						
ST-1	End of cul-de-sac on Camino Carmargo, approximately 450 feet northwest of Pavilion.	8:05 p.m., Saturday, June 15, 2024	10 min	50.0	43.5	58.0
ST-2	In Redhawk Golf Course parking lot area, approximately 200 feet west of the Pavilion.	8:23 p.m., Saturday, June 15, 2024	10 min	50.1	45.9	56.5
ST-3	East of the Pavilion, across the golf course adjacent to residences along Tiburco Drive.	8:41 p.m., Saturday, June 15, 2024	10 min	48.7	43.0	55.1
ST-4	End of drive aisle in the northern portion of Pavilion area, approximately 140 feet from the DJ speakers/area.	8:59 p.m., Saturday, June 15, 2024	10 min	74.6	66.0	80.8
Source: Noise measurements taken by Kimley-Horn and Associates, June 15, 2024. See Appendix A for noise measurement results.						

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. Sensitive receptors near the project site are shown in [Table 3: Sensitive Receptors](#).

Table 3: Sensitive Receptors	
Receptor Description	Distance and Direction from the Project
Single-Family Residences	300 feet to the west
Single-Family Residences	350 feet to the southwest
Single-Family Residences	450 feet to the southeast
Single-Family Residences	835 feet to the east
Source: Google Earth, 2024.	

Noise Impact Analysis

The project would allow for weddings, banquets, meetings, corporate events, and other private events at the Pavilion that would produce noise from amplified music and crowd noise. Private events would be allowed seven days per week (no more than four times per week) with all amplified music ending at 9:45 p.m. The DJ and speaker system would be setup in the southeastern corner of the Pavilion as indicated in [Exhibit 2](#). Mobile musicians (e.g., guitarist, violinist, etc.) may also perform at private events along the grass area immediately east of the Pavilion with a speaker setup in the southernmost portion of the Pavilion area. However, the mobile musicians and the DJ would perform exclusively and the DJ music/speaker noise is usually the loudest.¹ Thus, DJ music/speaker noise was conservatively modeled and analyzed in this analysis as a worse-case condition.

The primary noise sources from private events at the Pavilion are amplified music and crowd noise. Pavilion event noise was modeled with the SoundPLAN software. SoundPLAN allows computer simulations of noise situations, and creates noise contour maps using reference noise levels, topography, point and area noise sources, mobile noise sources, and intervening structures.

As shown in [Table 2](#), the measured noise level from the amplified music/speaker system at the Pavilion is 74.6 dBA at 140 feet. One point source representing the DJ speaker system was modeled in SoundPLAN in the southeastern corner of the Pavilion. The point source was oriented in a northwest direction consistent with the observed condition by Kimley-Horn on June 15, 2025. One area source representing crowd noise covering the entire Pavilion area was modeled using a reference noise level of 89 dBA at 3 feet.^{2,3}

¹ Per e-mail coordination with the project applicant on May 15, 2024.

² Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, 2015.

³ It is noted the crowd noise level modeled in SoundPLAN (89 dBA at 3 feet) is most representative for weddings and other large gatherings/events that would be allowed as part of the CUP. The measured event noise levels obtained by Kimley-Horn on June 15, 2024, did not include a large or “loud” crowd and was not identified as a primary noise source.

Exhibit 3: Noise Measurement Locations



Inputs to the SoundPLAN model also included existing elevations and topography, ground surfaces, walls, and the surrounding residences and Redhawk Golf Course buildings/structures to best represent acoustic conditions at the project site and surrounding area. A total of 35 receivers were modeled to analyze single-point noise levels at the surrounding residences. The modeled noise levels for the project are provided in [Table 4: Private Event Noise Contours](#) and [Exhibit 4: Operational Noise Contours](#).

As shown in [Table 4](#), Pavilion event noise levels at the would range from approximately 31.6 dBA to 64.7 dBA at the surrounding residences and would not exceed the City's 65 dBA noise standard. In addition, interior noise levels would reach a maximum of 38.7 dBA at the surrounding residential uses and would not exceed the City's 45 dBA interior noise standard. However, due to the variability of speaker noise levels (i.e., DJ's can set or increase speaker noise to their desired level) and the general difficulty in managing or controlling crowd noise, it is recommended the maximum noise level from amplified speakers at the Pavilion be limited to 84 dBA at a distance of 50 feet; see Mitigation Measure NOI-1. This maximum speaker noise level would ensure the surrounding residences are not be exposed to noise levels above the City's noise standards.

Receptor No.¹	Land Use	Modeled Exterior Noise Level (dBA)	Interior Noise Level (dBA)¹
1	Single-Family Residential	62.8	36.8
2	Single-Family Residential	61.9	35.9
3	Single-Family Residential	61.7	35.7
4	Single-Family Residential	59.2	33.2
5	Single-Family Residential	56.6	30.6
6	Single-Family Residential	59.9	33.9
7	Single-Family Residential	62.2	36.2
8	Single-Family Residential	61.5	35.5
9	Single-Family Residential	64.7	38.7
10	Single-Family Residential	61.7	35.7
11	Single-Family Residential	61.4	35.4
12	Single-Family Residential	56.4	30.4
13	Single-Family Residential	49.3	23.3
14	Single-Family Residential	50.1	24.1
15	Single-Family Residential	50.9	24.9
16	Single-Family Residential	53.0	27.0
17	Single-Family Residential	49.7	23.7
18	Single-Family Residential	51.0	25.0
19	Single-Family Residential	43.6	17.6
20	Single-Family Residential	45.4	19.4
21	Single-Family Residential	45.0	19.0
22	Single-Family Residential	44.4	18.4
23	Single-Family Residential	31.5	5.5
24	Single-Family Residential	38.5	12.5
25	Single-Family Residential	38.8	12.8

Table 4: Pavilion Event Noise Levels			
Receptor No. ¹	Land Use	Modeled Exterior Noise Level (dBA)	Interior Noise Level (dBA) ¹
26	Single-Family Residential	39.7	13.7
27	Single-Family Residential	51.6	25.6
28	Single-Family Residential	54.1	28.1
29	Single-Family Residential	52.0	26.0
30	Single-Family Residential	49.3	23.3
31	Single-Family Residential	48.6	22.6
32	Single-Family Residential	49.8	23.8
33	Single-Family Residential	50.8	24.8
34	Single-Family Residential	53.4	27.4
35	Single-Family Residential	53.6	27.6
Notes:			
1. Interior noise levels were calculated assuming an exterior-interior sound reduction of 26 dBA from standard construction practices, per Barbara Locher, et al., <i>Differences between Outdoor and Indoor Sound Levels for Open, Tilted, and Closed Windows</i> , International Journal of Environmental Research and Public Health, January 2018.			
Source: SoundPLAN version 9.0. See Appendix A for noise modeling data and results.			

Mitigation Measure NOI-1

Noise levels from amplified speakers shall be limited to a maximum of 84 dBA L_{eq} at a distance of 50 feet, and the speaker location shall be limited to the southeast corner of the Pavilion as shown in [Exhibit 2](#). The DJ, event coordinator, or designated appointee shall complete a noise measurement at 50 feet downstream from (or directly in front of) the amplified speakers prior to event commencement and ensure the noise level does not exceed 84 dBA L_{eq} . The speaker volume shall be iteratively adjusted until a maximum noise level of 84 dBA L_{eq} is achieved.

Conclusion

As discussed above, the project's operational noise levels would comply with TMC noise standards based on measured noise levels for existing events at the Pavilion. However, Mitigation Measure NOI-1 is recommended to ensure noise levels from new private events, such as weddings and banquets, do not exceed the City's noise standards at the surrounding residences. With implementation of Mitigation Measure NOI-1, a less than significant noise impact would occur.

Figure 3: Private Event Noise Contours



Appendix A

NOISE DATA

Noise Measurement Field Data

Project:	Redhawk Golf Course	Job Number:	95382005
Site No.:	ST-1 - Ambient	Date:	6/15/2024
Analyst:	Miles Eaton	Time:	2:10 PM
Location:	End of cul de sac of Camino Carmago, approximately 450 feet northwest of Pavilion		

Noise Sources:	Ambient roadway noises
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Comments:	
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Results (dBA):

	Leq:	Lmin:	Lmax:	Peak:
	48.0	39.4	57.8	87.0

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	90
Wind (mph):	SSW @ 10 mph
Sky:	Clear
Bar. Pressure:	29.83
Humidity:	36%

Photo:



Measurement Report

Report Summary

Meter's File Name	ST-_.141.s	Computer's File Name	LxTse_ST-1.ldbin		
Meter	LxT SE 0007061	Firmware	2.404		
User		Location			
Job Description					
Note					
Start Time	2024-06-15 14:10:49	Duration	0:10:00.0		
End Time	2024-06-15 14:20:49	Run Time	0:08:25.4	Pause Time	0:01:34.6
Pre-Calibration	2024-06-15 14:05:04	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA _{eq}	48.0 dB		
LAE	75.0 dB	SEA	--- dB
EA	3.5 µPa²h		
LA _{peak}	87.0 dB	2024-06-15 14:15:39	
LAS _{max}	57.8 dB	2024-06-15 14:18:13	
LAS _{min}	39.4 dB	2024-06-15 14:15:10	
LA _{eq}	48.0 dB		
LC _{eq}	59.1 dB	LC _{eq} - LA _{eq}	11.1 dB
LA _{eq}	51.5 dB	LA _{eq} - LA _{eq}	3.5 dB

Exceedances

	Count	Duration
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LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LApk > 135.0 dB	0	0:00:00.0
LApk > 137.0 dB	0	0:00:00.0
LApk > 140.0 dB	0	0:00:00.0

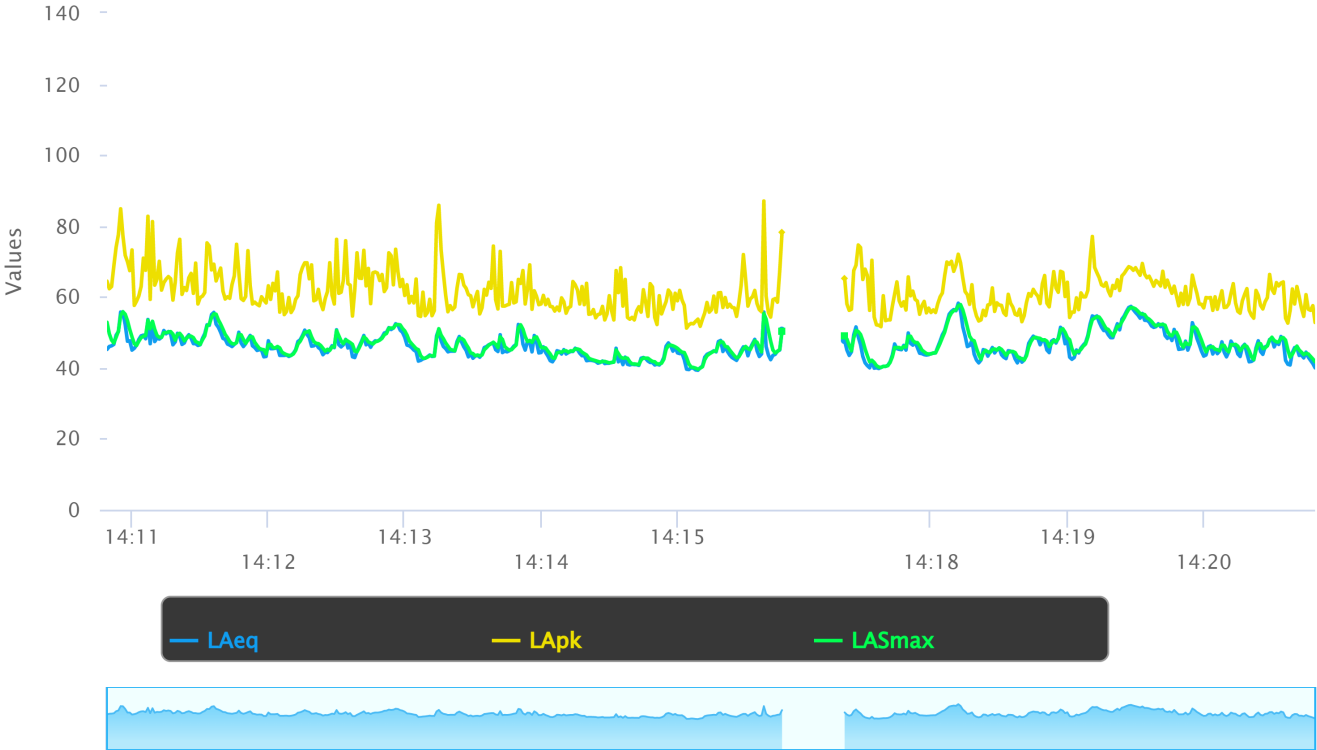
Community Noise	L _{DN}	L _{Day}	L _{Night}	
	48.0 dB	48.0 dB	0.0 dB	
	L _{DEN}	L _{Day}	L _{Even}	L _{Night}
	48.0 dB	48.0 dB	--- dB	--- dB

Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L _{eq}	48.0 dB		59.1 dB		--- dB	
LS _(max)	57.8 dB	2024-06-15 14:18:13	--- dB	None	--- dB	None
LS _(min)	39.4 dB	2024-06-15 14:15:10	--- dB	None	--- dB	None
L _{Peak(max)}	87.0 dB	2024-06-15 14:15:39	--- dB	None	--- dB	None

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics	
LAS 5.0	53.6 dB
LAS 10.0	51.3 dB
LAS 33.3	47.3 dB
LAS 50.0	45.9 dB
LAS 66.6	44.6 dB
LAS 90.0	42.2 dB

Time History



Noise Measurement Field Data

Project:	Redhawk Golf Course	Job Number:	95382005
Site No.:	ST-2 - Ambient	Date:	6/15/2024
Analyst:	Miles Eaton	Time:	2:41 PM
Location:	Redhawk Golf Course parking lot, approximately 200 feet west of the Pavilion		

Noise Sources:	Ambient from roadway
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Comments:	
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Results (dBA):

	Leq:	Lmin:	Lmax:	Peak:
	48.1	37.5	60.7	85.8

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	90
Wind (mph):	SSW @ 14 MPH
Sky:	Clear
Bar. Pressure:	29.79
Humidity:	36%

Photo:



Measurement Report

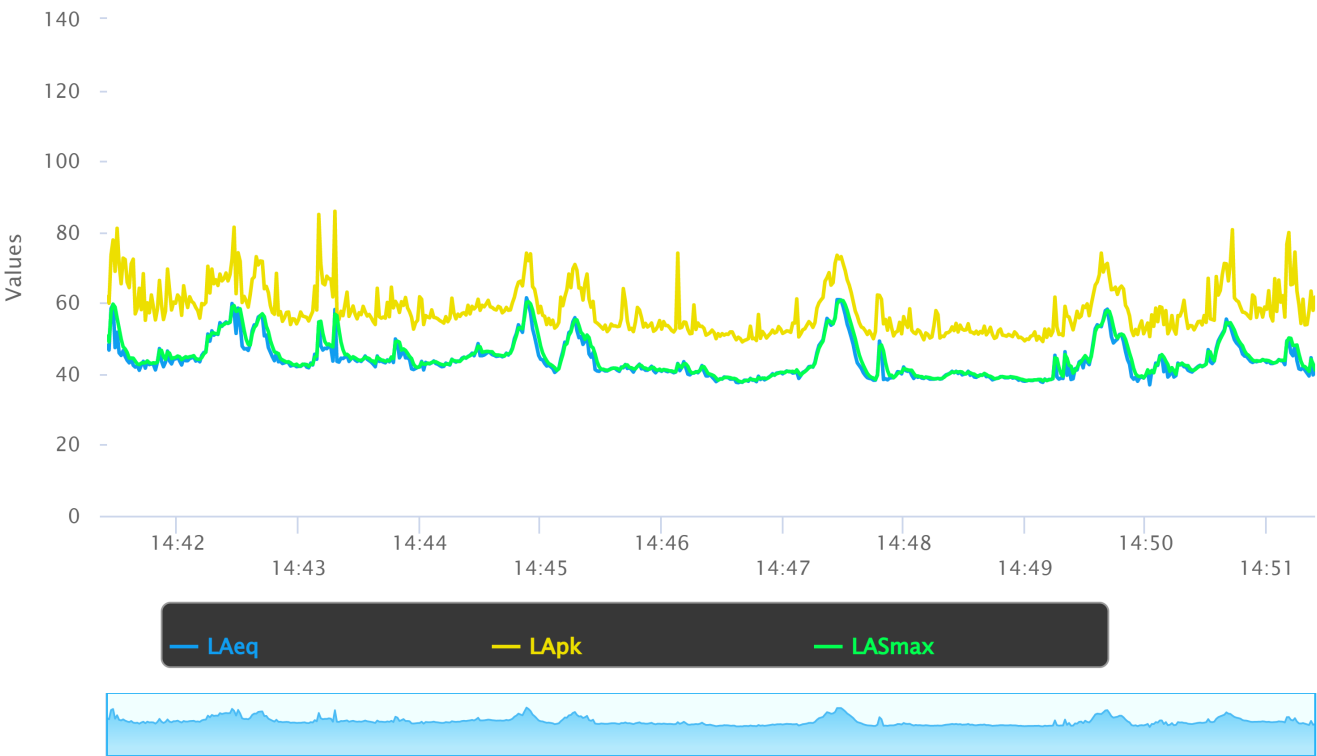
Report Summary

Meter's File Name	ST-1.055.s	Computer's File Name	LxTse_ST-2.ldbin		
Meter	LxT SE 0007061	Firmware	2.404		
User		Location			
Job Description					
Note					
Start Time	2024-06-15 14:41:25	Duration	0:10:00.0		
End Time	2024-06-15 14:51:25	Run Time	0:10:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-06-15 14:05:02	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics									
LA _{eq}	48.1 dB								
LAE	75.9 dB	SEA	---	dB					
EA	4.3 µPa²h								
LA _{peak}	85.8 dB		2024-06-15 14:43:19						
LAS _{max}	60.7 dB		2024-06-15 14:47:30						
LAS _{min}	37.5 dB		2024-06-15 14:46:41						
LA _{eq}	48.1 dB								
LC _{eq}	61.7 dB	LC _{eq} - LA _{eq}	13.6 dB						
LA _{eq}	52.0 dB	LA _{eq} - LA _{eq}	3.9 dB						
Exceedances									
		Count	Duration						
LAS > 85.0 dB		0	0:00:00.0						
LAS > 115.0 dB		0	0:00:00.0						
LApk > 135.0 dB		0	0:00:00.0						
LApk > 137.0 dB		0	0:00:00.0						
LApk > 140.0 dB		0	0:00:00.0						
Community Noise									
	LDN	LDay	LNight						
	48.1 dB	48.1 dB	0.0 dB						
	LDEN	LDay	LEve	LNight					
	48.1 dB	48.1 dB	---	dB	---	dB			
Any Data									
	A		C		Z				
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp			
L _{eq}	48.1 dB		61.7 dB		---	dB			
LS _(max)	60.7 dB	2024-06-15 14:47:30	---	dB	None	---	dB	None	
LS _(min)	37.5 dB	2024-06-15 14:46:41	---	dB	None	---	dB	None	
L _{Peak(max)}	85.8 dB	2024-06-15 14:43:19	---	dB	None	---	dB	None	
Overloads									
	Count	Duration	OBA Count	OBA Duration					
	0	0:00:00.0	0	0:00:00.0					
Statistics									
LAS 5.0	54.4 dB								
LAS 10.0	52.3 dB								
LAS 33.3	44.5 dB								
LAS 50.0	42.9 dB								
LAS 66.6	41.2 dB								
LAS 90.0	38.8 dB								

Time History



Noise Measurement Field Data

Project:	Redhawk Golf Course	Job Number:	95382005
Site No.:	ST-3 - Ambient	Date:	6/15/2024
Analyst:	Miles Eaton	Time:	3:17 PM
Location:	East of the Pavilion, across the golf course adjacent to residences along Tiburco Drive		

Noise Sources:	Ambient
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Comments:	
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Results (dBA):

	Leq:	Lmin:	Lmax:	Peak:
	46.5	41.3	65.7	83.3

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	90
Wind (mph):	SSW @ 11 mph
Sky:	Clear
Bar. Pressure:	29.76
Humidity:	36%

Photo:



Measurement Report

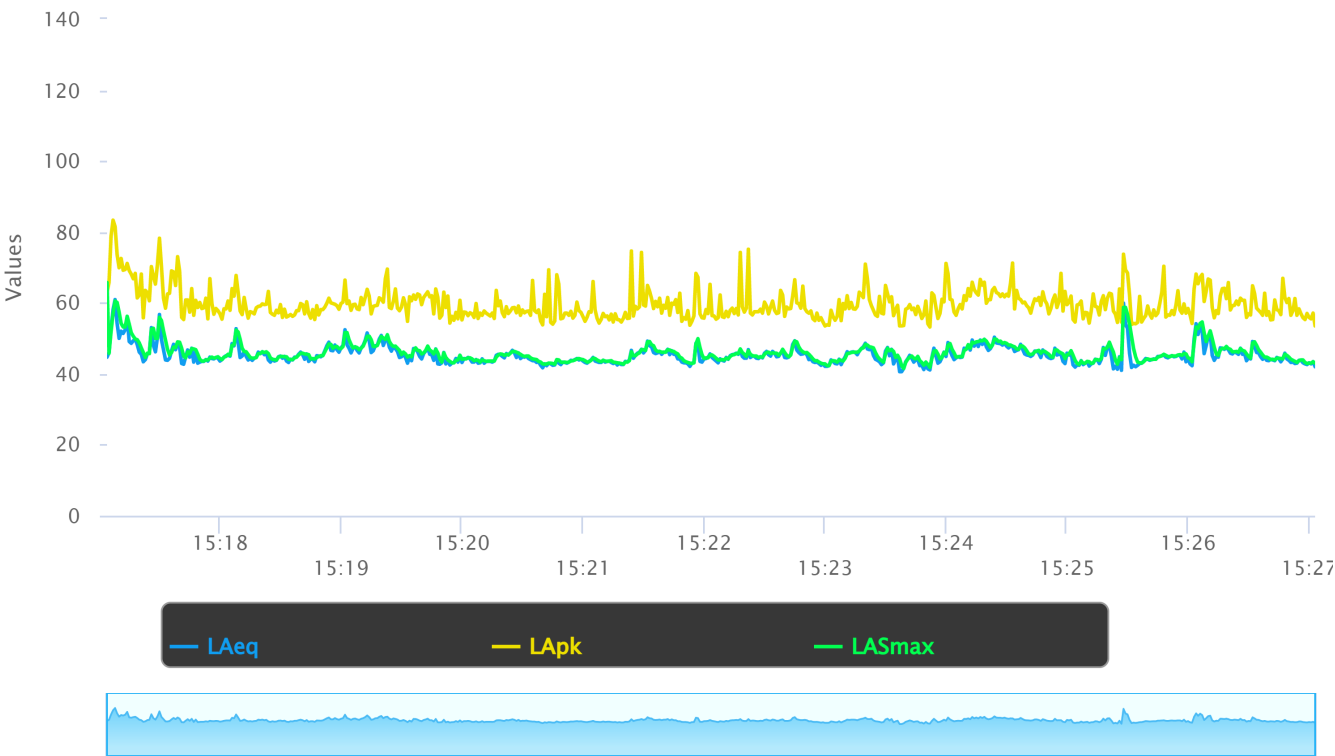
Report Summary

Meter's File Name	ST-1.056.s	Computer's File Name	LxTse_ST-3.ldbin		
Meter	LxT SE 0007061	Firmware	2.404		
User		Location			
Job Description					
Note					
Start Time	2024-06-15 15:17:04	Duration	0:10:00.0		
End Time	2024-06-15 15:27:04	Run Time	0:10:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-06-15 14:05:02	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics									
LA _{eq}	46.5 dB								
LAE	74.3 dB	SEA	---	dB					
EA	3.0 µPa²h								
LA _{peak}	83.3 dB		2024-06-15 15:17:08						
LAS _{max}	65.7 dB		2024-06-15 15:17:04						
LAS _{min}	41.3 dB		2024-06-15 15:23:53						
LA _{eq}	46.5 dB								
LC _{eq}	58.7 dB	LC _{eq} - LA _{eq}	12.2 dB						
LA _{eq}	51.1 dB	LA _{eq} - LA _{eq}	4.6 dB						
Exceedances									
		Count	Duration						
LAS > 85.0 dB		0	0:00:00.0						
LAS > 115.0 dB		0	0:00:00.0						
LApk > 135.0 dB		0	0:00:00.0						
LApk > 137.0 dB		0	0:00:00.0						
LApk > 140.0 dB		0	0:00:00.0						
Community Noise									
	L _{DN}	L _{Day}	L _{Night}						
	46.5 dB	46.5 dB	0.0 dB						
	L _{DEN}	L _{Day}	L _{Even}	L _{Night}					
	46.5 dB	46.5 dB	---	dB	---	dB			
Any Data									
	A		C		Z				
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp			
L _{eq}	46.5 dB		58.7 dB		---	dB			
LS _(max)	65.7 dB	2024-06-15 15:17:04	---	dB	None	---	dB	None	
LS _(min)	41.3 dB	2024-06-15 15:23:53	---	dB	None	---	dB	None	
L _{Peak(max)}	83.3 dB	2024-06-15 15:17:08	---	dB	None	---	dB	None	
Overloads									
	Count	Duration	OBA Count	OBA Duration					
	0	0:00:00.0	0	0:00:00.0					
Statistics									
LAS 5.0	49.9 dB								
LAS 10.0	48.4 dB								
LAS 33.3	45.9 dB								
LAS 50.0	45.0 dB								
LAS 66.6	44.2 dB								
LAS 90.0	43.1 dB								

Time History



Noise Measurement Field Data

Project:	Redhawk Golf Course	Job Number:	95382005
Site No.:	ST-1 - Event	Date:	6/15/2024
Analyst:	Miles Eaton	Time:	8:05 PM
Location:	End of cul de sac of Camino Carmago, approximately 450 feet northwest of Pavilion		

Noise Sources:	Ambient roadway noises. Event music.
-----------------------	--------------------------------------

Comments:	
------------------	--

Results (dBA):

	Leq:	Lmin:	Lmax:	Peak:
	50.0	43.5	58.0	80.8

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	72
Wind (mph):	SSW @ 6 mph
Sky:	Clear
Bar. Pressure:	29.82
Humidity:	58%

Photo:



Measurement Report

Report Summary

Meter's File Name	ST-1.057.s	Computer's File Name	LxTse_ST-1.ldbin		
Meter	LxT SE 0007061	Firmware	2.404		
User		Location			
Job Description					
Note					
Start Time	2024-06-15 20:05:42	Duration	0:10:00.0		
End Time	2024-06-15 20:15:42	Run Time	0:10:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-06-15 14:05:02	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}

50.0 dB

LAE

77.8 dB

EA

6.7 μPa²h

LA_{peak}

80.8 dB

LAS_{max}

58.0 dB

LAS_{min}

43.5 dB

LA_{eq}

50.0 dB

LC_{eq}

62.2 dB

LA_{bq}

52.6 dB

SEA

dB

2024-06-15 20:11:51

2024-06-15 20:06:37

2024-06-15 20:11:07

LC_{eq} - LA_{eq}

12.2 dB

LA_{bq} - LA_{eq}

2.6 dB

Exceedances

Count

Duration

LAS > 85.0 dB

0

0:00:00.0

LAS > 115.0 dB

0

0:00:00.0

LApk > 135.0 dB

0

0:00:00.0

LApk > 137.0 dB

0

0:00:00.0

LApk > 140.0 dB

0

0:00:00.0

Community Noise

LDN

50.0 dB

LDay

50.0 dB

LNight

0.0 dB

LDEN

dB

LDay

dB

LEve

50.0 dB

LNight

dB

Any Data

A

C

Z

Level

Time Stamp

Level

Time Stamp

Level

Time Stamp

L_{eq}

50.0 dB

62.2 dB

dB

LS_(max)

58.0 dB

2024-06-15 20:06:37

dB

None

dB

None

LS_(min)

43.5 dB

2024-06-15 20:11:07

dB

None

dB

None

L_{Peak(max)}

80.8 dB

2024-06-15 20:11:51

dB

None

dB

None

Overloads

Count

Duration

OBA Count

OBA Duration

0

0:00:00.0

0

0:00:00.0

Statistics

LAS 5.0

53.1 dB

LAS 10.0

52.2 dB

LAS 33.3

50.4 dB

LAS 50.0

49.5 dB

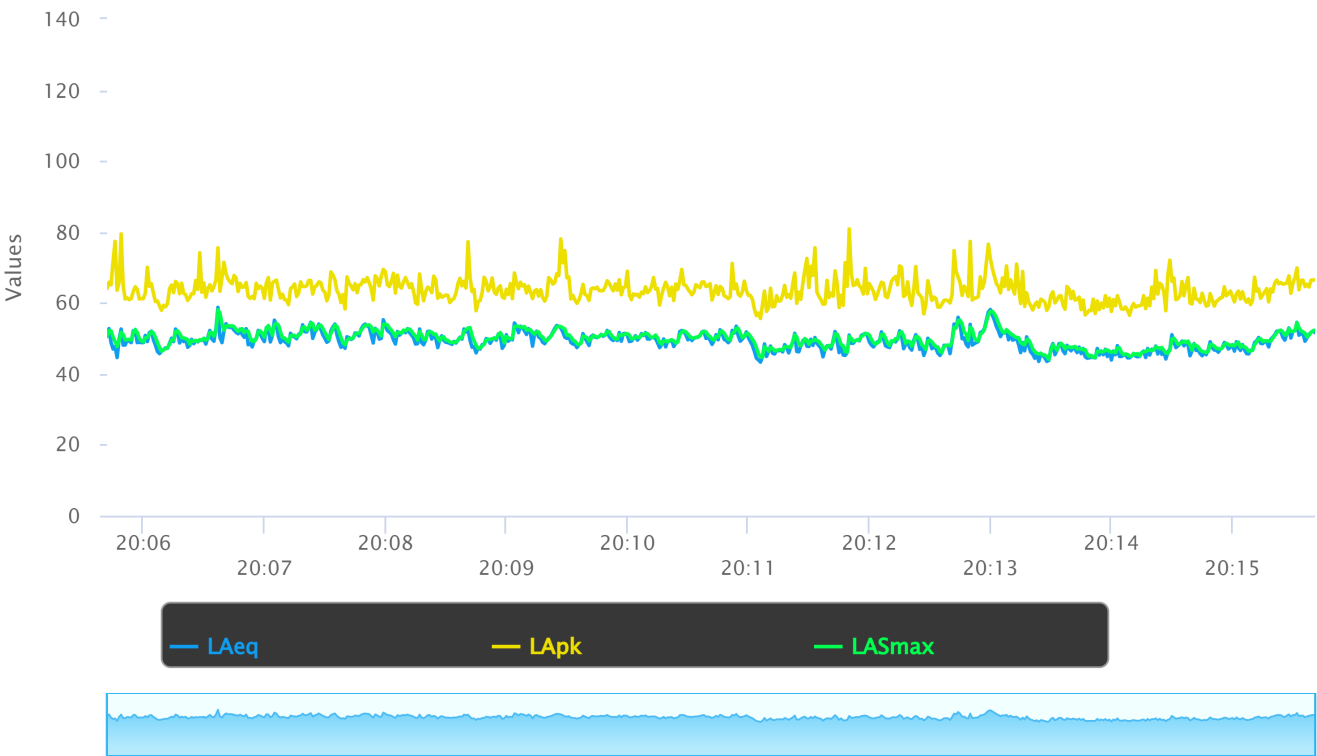
LAS 66.6

48.5 dB

LAS 90.0

46.2 dB

Time History



Noise Measurement Field Data

Project:	Redhawk Golf Course	Job Number:	95382005
Site No.:	ST-2 - Event	Date:	6/15/2024
Analyst:	Miles Eaton	Time:	8:23 PM
Location:	Redhawk Golf Course parking lot, approximately 200 feet west of the Pavilion		

Noise Sources:	Ambient from roadway, music, patrons
-----------------------	--------------------------------------

Comments:	
------------------	--

Results (dBA):

	Leq:	Lmin:	Lmax:	Peak:
	50.1	45.9	56.5	83.0

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	75
Wind (mph):	SSW @ 6 MPH
Sky:	Clear
Bar. Pressure:	29.75
Humidity:	51%

Photo:



Measurement Report

Report Summary

Meter's File Name	ST-1.058.s	Computer's File Name	LxTse_ST-2.ldbin		
Meter	LxT SE 0007061	Firmware	2.404		
User		Location			
Job Description					
Note					
Start Time	2024-06-15 20:23:06	Duration	0:10:00.0		
End Time	2024-06-15 20:33:06	Run Time	0:10:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-06-15 14:05:02	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}

50.1 dB

LAE

77.9 dB

EA

6.8 μPa²h

LA_{peak}

83.0 dB

LAS_{max}

56.5 dB

LAS_{min}

45.9 dB

LA_{eq}

50.1 dB

LC_{eq}

64.8 dB

LA_{bq}

52.2 dB

SEA

dB

2024-06-15 20:32:50

2024-06-15 20:32:59

2024-06-15 20:29:40

LC_{eq} - LA_{eq}

14.7 dB

LA_{bq} - LA_{eq}

2.1 dB

Exceedances

Count

Duration

LAS > 85.0 dB

0

0:00:00.0

LAS > 115.0 dB

0

0:00:00.0

LApk > 135.0 dB

0

0:00:00.0

LApk > 137.0 dB

0

0:00:00.0

LApk > 140.0 dB

0

0:00:00.0

Community Noise

LDN

50.1 dB

LDay

50.1 dB

LNight

0.0 dB

LDEN

dB

LDay

dB

LEve

50.1 dB

LNight

dB

Any Data

A

C

Z

Level

Time Stamp

Level

Time Stamp

Level

Time Stamp

L_{eq}

50.1 dB

64.8 dB

dB

L_{S(max)}

56.5 dB

2024-06-15 20:32:59

dB

None

dB

None

L_{S(min)}

45.9 dB

2024-06-15 20:29:40

dB

None

dB

None

L_{Peak(max)}

83.0 dB

2024-06-15 20:32:50

dB

None

dB

None

Overloads

Count

Duration

OBA Count

OBA Duration

0

0:00:00.0

0

0:00:00.0

Statistics

LAS 5.0

52.2 dB

LAS 10.0

51.7 dB

LAS 33.3

50.4 dB

LAS 50.0

49.7 dB

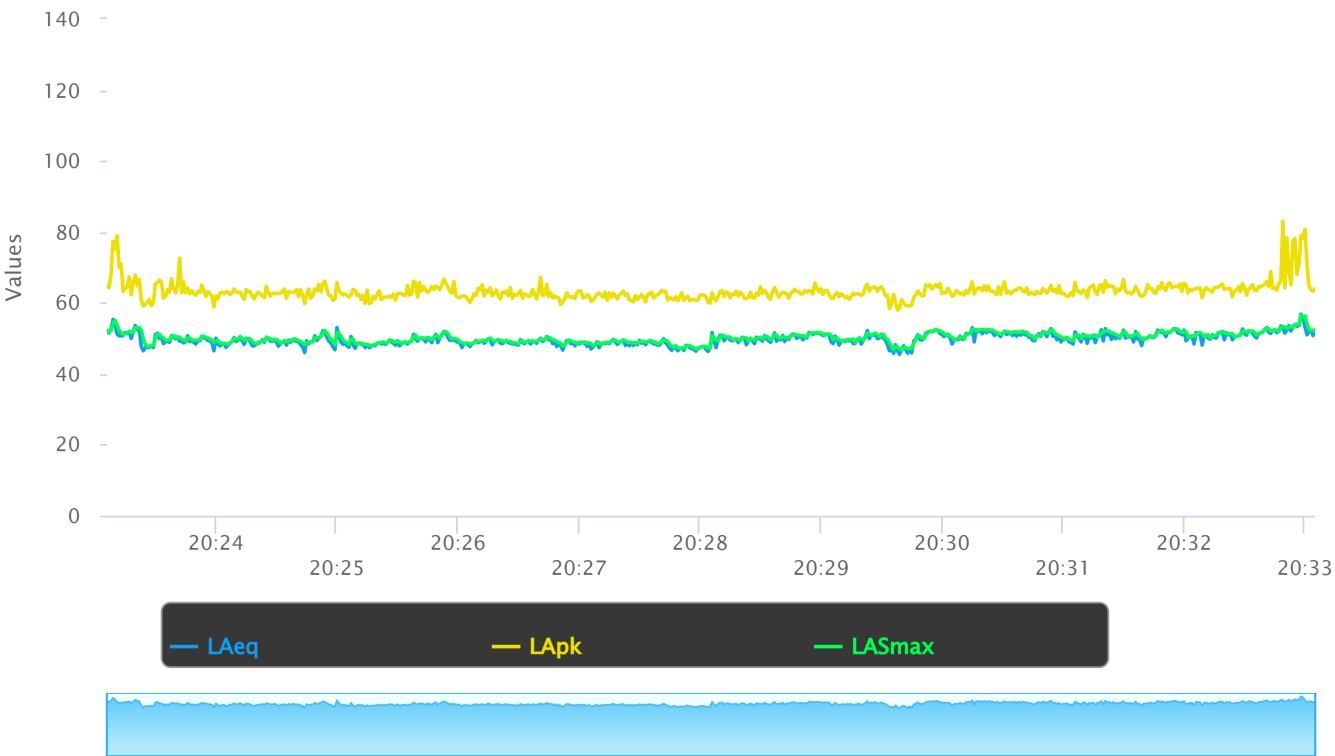
LAS 66.6

49.1 dB

LAS 90.0

48.1 dB

Time History



Noise Measurement Field Data

Project:	Redhawk Golf Course	Job Number:	95382005
Site No.:	ST-3 - Event	Date:	6/15/2024
Analyst:	Miles Eaton	Time:	8:41 PM
Location:	East of the Pavilion, across the golf course adjacent to residences along Tiburco Drive		

Noise Sources:	Ambient, event
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Comments:	
------------------	--

Results (dBA):

	Leq:	Lmin:	Lmax:	Peak:
	48.7	43.0	55.1	78.8

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	75
Wind (mph):	SSW @ 6 mph
Sky:	Clear
Bar. Pressure:	29.75
Humidity:	51%

Photo:



Measurement Report

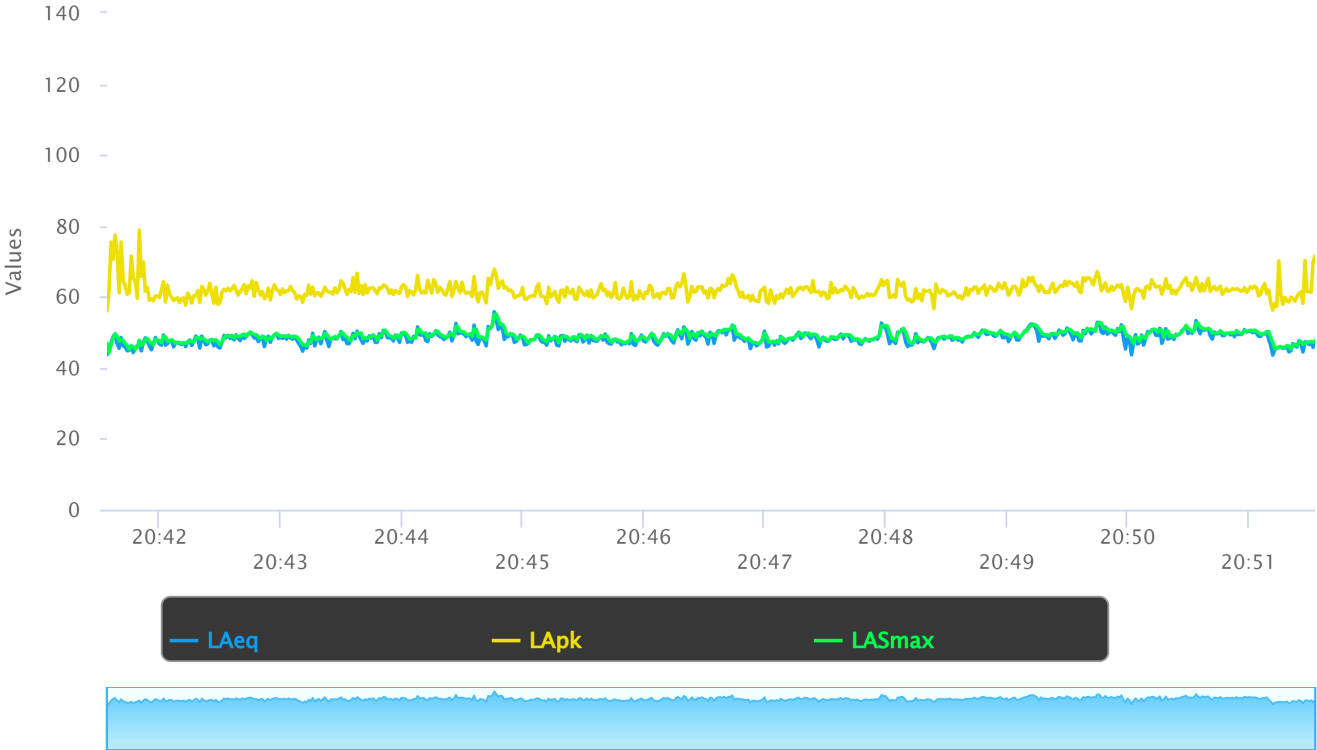
Report Summary

Meter's File Name	ST-1.059.s	Computer's File Name	LxTse_ST-3.ldbin		
Meter	LxT SE 0007061	Firmware	2.404		
User		Location			
Job Description					
Note					
Start Time	2024-06-15 20:41:34	Duration	0:10:00.0		
End Time	2024-06-15 20:51:34	Run Time	0:10:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-06-15 14:05:02	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics										
LA _{eq}		48.7 dB								
LAE		76.5 dB		SEA		---		dB		
EA		4.9 μPa²h								
LA _{peak}		78.8 dB		2024-06-15 20:41:51						
LAS _{max}		55.1 dB		2024-06-15 20:44:48						
LAS _{min}		43.0 dB		2024-06-15 20:41:35						
LA _{eq}		48.7 dB								
LC _{eq}		61.5 dB		LC _{eq} - LA _{eq}		12.8 dB				
LA _{eq}		50.7 dB		LA _{eq} - LA _{eq}		2.0 dB				
Exceedances			Count	Duration						
LAS > 85.0 dB			0	0:00:00.0						
LAS > 115.0 dB			0	0:00:00.0						
LApk > 135.0 dB			0	0:00:00.0						
LApk > 137.0 dB			0	0:00:00.0						
LApk > 140.0 dB			0	0:00:00.0						
Community Noise			LDN	LDay		LNight				
			48.7 dB	48.7 dB		0.0 dB				
			LDEN	LDay		LEve		LNight		
			---	---		48.7 dB		---		
Any Data			A	C			Z			
			Level	Time Stamp		Level	Time Stamp		Level	Time Stamp
L _{eq}			48.7 dB			61.5 dB			---	
LS _(max)			55.1 dB	2024-06-15 20:44:48		---	None		---	None
LS _(min)			43.0 dB	2024-06-15 20:41:35		---	None		---	None
L _{Peak(max)}			78.8 dB	2024-06-15 20:41:51		---	None		---	None
Overloads			Count	Duration		OBA Count	OBA Duration			
			0	0:00:00.0		0	0:00:00.0			
Statistics										
LAS 5.0			50.8 dB							
LAS 10.0			50.3 dB							
LAS 33.3			49.0 dB							
LAS 50.0			48.5 dB							
LAS 66.6			47.9 dB							
LAS 90.0			46.8 dB							

Time History



Noise Measurement Field Data

Project:	Redhawk Golf Course	Job Number:	95382005
Site No.:	ST-4 - Event	Date:	6/15/2024
Analyst:	Miles Eaton	Time:	9:00 PM
Location:	End of driveway, north of the pavilion		

Noise Sources:	Ambient from roadway, music, patrons
-----------------------	--------------------------------------

Comments:	
------------------	--

Results (dBA):

	Leq:	Lmin:	Lmax:	Peak:
	74.6	66.0	80.8	94.6

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	69
Wind (mph):	SSW @ 5 mph
Sky:	Clear
Bar. Pressure:	29.79
Humidity:	63%

Photo:

Measurement Report

Report Summary

Meter's File Name	ST-1.060.s	Computer's File Name	LxTse_ST-4.ldbin		
Meter	LxT SE 0007061	Firmware	2.404		
User		Location			
Job Description					
Note					
Start Time	2024-06-15 20:59:46	Duration	0:10:00.0		
End Time	2024-06-15 21:09:46	Run Time	0:10:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-06-15 14:05:02	Post-Calibration	None	Calibration Deviation	---

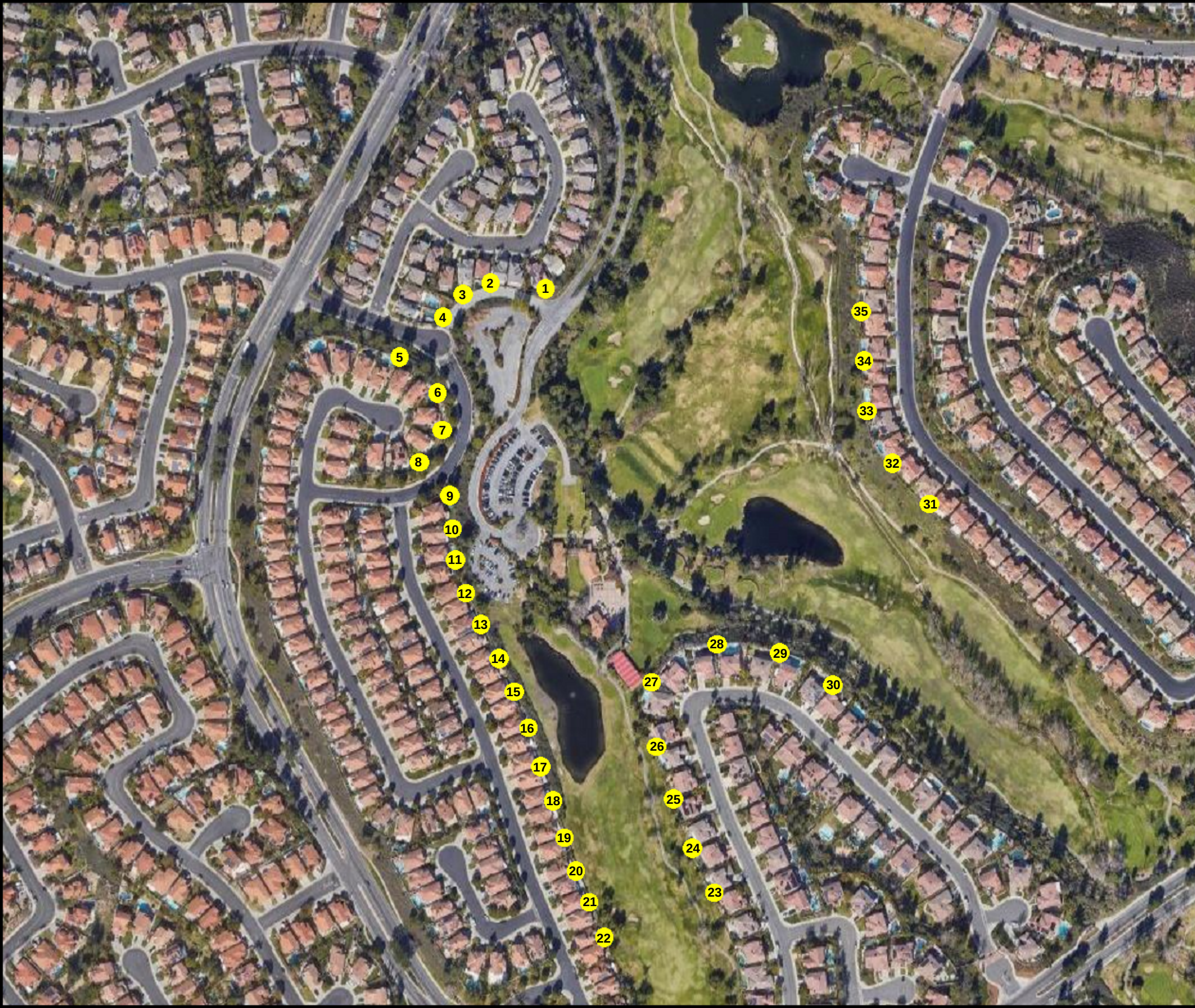
Results

Overall Metrics									
LA _{eq}	74.6 dB								
LAE	102.4 dB	SEA	---	dB					
EA	1.9 mPa²h								
LA _{peak}	94.6 dB		2024-06-15 21:03:07						
LAS _{max}	80.8 dB		2024-06-15 21:03:10						
LAS _{min}	66.0 dB		2024-06-15 21:05:16						
LA _{eq}	74.6 dB								
LC _{eq}	83.8 dB	LC _{eq} - LA _{eq}	9.2 dB						
LA _{eq}	77.4 dB	LA _{eq} - LA _{eq}	2.8 dB						
Exceedances									
		Count	Duration						
LAS > 85.0 dB		0	0:00:00.0						
LAS > 115.0 dB		0	0:00:00.0						
LApk > 135.0 dB		0	0:00:00.0						
LApk > 137.0 dB		0	0:00:00.0						
LApk > 140.0 dB		0	0:00:00.0						
Community Noise									
	LDN		LDay		LNight				
	74.6 dB		74.6 dB		0.0 dB				
	LDEN		LDay		LEve		LNight		
	---	dB	---	dB	74.6 dB		---	dB	
Any Data									
	A		C		Z				
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp			
L _{eq}	74.6 dB		83.8 dB		---	dB			
LS _(max)	80.8 dB	2024-06-15 21:03:10	---	dB	None	---	dB	None	
LS _(min)	66.0 dB	2024-06-15 21:05:16	---	dB	None	---	dB	None	
L _{Peak(max)}	94.6 dB	2024-06-15 21:03:07	---	dB	None	---	dB	None	
Overloads									
	Count	Duration	OBA Count	OBA Duration					
	0	0:00:00.0	0	0:00:00.0					
Statistics									
LAS 5.0	77.9 dB								
LAS 10.0	77.2 dB								
LAS 33.3	74.9 dB								
LAS 50.0	74.0 dB								
LAS 66.6	73.1 dB								
LAS 90.0	71.1 dB								

Time History



SoundPLAN Receiver Locations



Legend

● Receiver

Date 7/10/2024

Length Scale 1:4654



Kimley»Horn

Redhawk Golf Course Events

SoundPLAN Receiver Table

No.	Floor	Name	Usage	Direction	Limit Lr,lim [dB(A)]	Single Points Leq,d [dB(A)]
1	G 1		GR		65	62.8
2	G 2		GR		65	61.9
3	G 3		GR		65	61.7
4	G 4		GR		65	59.2
5	G 5		GR		65	56.6
6	G 6		GR		65	59.9
7	G 7		GR		65	62.2
8	G 8		GR		65	61.5
9	G 9		GR		65	64.7
10	G 10		GR		65	61.7
11	G 11		GR		65	61.4
12	G 12		GR		65	56.4
13	G 13		GR		65	49.3
14	G 14		GR		65	50.1
15	G 15		GR		65	50.9
16	G 16		GR		65	53.0
17	G 17		GR		65	49.7
18	G 18		GR		65	51.0
19	G 19		GR		65	43.6
20	G 20		GR		65	45.4
21	G 21		GR		65	45.0
22	G 22		GR		65	44.4
23	G 23		GR		65	31.5
24	G 24		GR		65	38.5
25	G 25		GR		65	38.8
26	G 26		GR		65	39.7
27	G 27		GR		65	51.6
28	G 28		GR		65	54.1
29	G 29		GR		65	52.0
30	G 30		GR		65	49.3
31	G 31		GR		65	48.6
32	G 32		GR		65	49.8
33	G 33		GR		65	50.8
34	G 34		GR		65	53.4
35	G 35		GR		65	53.6

Appendix B
Traffic Memorandum

July 3, 2024

Eric Jones
City of Temecula
Planning Department
41000 Main Street
Temecula, CA 92590

Subject: ***Traffic Memorandum for the Proposed Redhawk Specific Plan Amendment Project in the City of Temecula***

Dear Mr. Jones:

Kimley-Horn and Associates, Inc. has prepared a traffic memorandum to evaluate trip generating characteristics and a qualitative Vehicle Miles Traveled (VMT) assessment of the proposed Redhawk Specific Plan Amendment Project (the "Project").

PROJECT DESCRIPTION

The Project site is located in the southern portion of the City of Temecula (City). The Project proponent is seeking a conditional use permit (CUP) to allow for additional event types to be hosted within the existing Redhawk Golf Course Pavilion. Currently, the Redhawk Golf Course Pavilion is used to host golf-related events. The previous minor modification allowed the existing Pavilion to host up to 144 guests, according to Statement of Operations from the previous minor modification. The golf course is adequately parked with 204 parking stalls total, inclusive of 5 accessible parking stalls. Generally, according to historical operational information provided by the Project Applicant, during events the majority of guests will arrive with multiple people in one vehicle or utilize rideshare services, reducing the demand on parking spaces at the golf course.

The CUP would allow other events similar to the current golf-related events, such as weddings, banquets, birthdays, community outreach events, or any other private events. No new structures are proposed or would be developed as part of the Project. The CUP does not propose changes to the existing hours of operations, lighting, or parking for the Pavilion. Private events would be allowed 7 days per week. Events would continue to be allowed from 3:00 pm to 10:00 pm with all amplified noise ending at 9:45 pm, and subject to the City's noise ordinance.

TRIPS AND TRAFFIC

A summary of the existing golf course operations trip generation is provided in **Table 1, Summary of Existing Project Trip Generation**. Trip generation rates were determined based on data provided by the Project Applicant and the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. ITE Land Use designations are limited and may not

encompass the utility of certain land uses, as not enough real-world data have been collected to provide a representative trip rate. The ITE Land Use for golf courses (ITE Code 430) is used. The ITE Trip Generation Manual does not contain trip generation rates for special events. To provide accurate trip generation estimates, the Project Applicant, Redhawk Golf Course, provided information related to the maximum number of attendees allowed during any specific event.

Under the previous minor modification to construct the Pavilion, up to 144 guests were allowed per special event. The previously defined assumption that guests would arrive one to a vehicle would represent 144 one-way trips per event. However, based on information obtained from the project Applicant, most guests arrive via carpool or ride share services and therefore would result in fewer trips per event. To maintain a conservative analysis, a carpool rate of 40 percent is assumed, resulting in 86 trips in and 86 trips out of each event (172 event trips total), with the incoming trips occurring during the evening peak hour. As events are planned to end at 10:00 pm, the outbound trips would not occur during the evening peak hour.

Table 1, Summary of Existing Project Trip Generation

Land Use	ITE Code	Unit	Trip Generation Rates ¹						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Golf Course	430	Holes	30.38	1.39	0.37	1.76	1.54	1.37	2.91
Special Events	N/A	N/A	-	-	-	-	-	-	-
Land Use	ITE Code	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Golf Course		Holes	547	25	7	32	28	25	53
Special Events		N/A	172	0	0	0	86	0	86
Total Project Trips			719	25	7	32	114	25	139

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition.

Project-related traffic would be identical to the existing condition at the Redhawk Golf Course and existing Pavilion. As such, the Project would not increase traffic or trips at the Pavilion for special events; rather, the proposed Project would allow these special events (and associated trips) to be non-golf related events. Further, the Project does not propose an expansion of uses, facilities, or other factors of the existing site that could possibly result in increased intensity of uses and associated trips. Therefore, for the purposes of environmental analysis under the California Environmental Quality Act (CEQA), the Project would not result in an “increase” in daily traffic at the Redhawk Golf Course or its Pavilion during Project operations. Further, special event guests would likely use carpooling or ride sharing services at a greater percentage than that which has been assumed in this Memorandum.

VEHICLE MILES TRAVELED

SB 743 was approved by the California legislature in September 2013. SB 743 required changes to the California Environmental Quality Act (CEQA), specifically directing the Governor’s Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular “Level of Service” (LOS) for evaluating transportation projects. OPR has updated guidelines for CEQA and written a technical advisory for evaluating transportation impacts in CEQA and set a deadline of July 2020. OPR has recommended that Vehicle Miles Traveled (VMT) replace also as the primary measure of transportation impacts. OPR Technical Advisory suggests that the City may screen out VMT impact using project size, maps, transit availability, and provision of affordable housing to quickly identify when a project should be expected to cause a less-than significant impact without conducting a detailed study. The City of Temecula has published the Traffic Impact Analysis Guidelines (May 2020) as recommended guidelines for analyzing transportation impacts of proposed projects. The City provides screening criteria for CEQA VMT analyses for land use projects which consist of seven total criteria. These criteria are:

1) Small residential and employment projects

- a. Projects generating less than 110 daily vehicle trips (trips are based on the number of vehicle trips after any alternative modes/location-based adjustments are applied) may be presumed to have a less than significant impact absent substantial evidence to the contrary.

2) Projects located near a major transit stop/high quality transit corridor

- a. Projects located within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor² may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may not be appropriate if the project:
 - i. Has a Floor Area Ratio of less than 0.75.
 - ii. Includes more parking for use by residents, customers, or employees of the project than required by the City.
 - iii. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

3) Projects located in a VMT efficient area

- a. A VMT efficient area is any area with an average VMT per service population 15% below the baseline average for the WRCOG region. Land use projects may qualify for the use of VMT efficient area screening if the project can be reasonably expected to generate VMT per service population that is similar to the existing land uses in the VMT efficient area. Projects located within a VMT efficient area may be presumed to have a less than significant impact absent substantial evidence to the contrary.

4) Locally serving retail projects

- a. Local serving retail projects less than 50,000 square feet may be presumed to

have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.

5) Locally serving public utilities

- a. Public facilities that serve the surrounding community or public facilities that are passive use may be presumed to have a less than significant impact absent substantial evidence to the contrary.

6) Redevelopment projects with greater VMT efficiency

- a. A redevelopment project may be presumed to have a less than significant impact if the proposed project's total project VMT is less than the existing land use's total VMT.

7) Affordable housing

- a. An affordable housing project may be presumed to have a less than significant impact absent substantial evidence to the contrary.

Based on the VMT screening criteria and the assumed trips generated as a result of hosting additional events at the pavilion, the Project would meet criterion one as a small residential and employment project as it would not generate or add new trips in excess of 110 daily trips. Refer to **Table 1**. As previously discussed, the Project is consistent with the existing operations of the golf course special events and Project related traffic would be identical to the existing conditions. Therefore, the Project would not result in an increase in daily traffic or VMT at the Redhawk Golf Course. Further, it is likely that special event guests would carpool or use ride share services at a greater rate than what has been assumed for this Memorandum which would have a further VMT reducing effect. Therefore, the Project would not cause a significant impact with respect to VMT.

Conclusion

Per the City of Temecula's published Traffic Impact Analysis Guidelines, projects that generate or add fewer than 110 daily vehicle trips do not require a VMT analysis and the VMT impact is considered less than significant. The Project would operate consistently with the existing operations and would not add new trips at the Redhawk Golf Course. As such, the Project impacts related to transportation would be less than significant.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Miles Eaton, P.E.