

December 17, 2023

Mr. Rick Neugebauer
RTN DEVELOPMENT
37440 De Portola Road
Temecula, CA 92592

**Subject: Haven Winery Project Supplemental Memorandum to the Traffic, Noise,
and Air Quality/GHG Impact Studies, County of Riverside**

Dear Mr. Neugebauer:

A. Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this supplemental memorandum letter for the Traffic, Noise, and Air Quality/GHG Impact Studies for the Haven Winery Project (hereinafter referred to as "project").

RK previously prepared the following technical studies for the project:

- *Haven Winery Project Traffic Impact Analysis, County of Riverside, California, December 12, 2022 (Traffic Study)*
- *Haven Winery Project Vehicle Miles Traveled (VMT) Screening Analysis, County of Riverside, CA, December 12, 2022 (VMT Study)*
- *Haven Winery Noise Impact Study, County of Riverside, California, December 2, 2022 (Noise Study)*
- *Haven Winery Air Quality and Greenhouse Gas Impact Study, County of Riverside, California, December 12, 2022 (Air Quality Study)*

It is RK's understanding that the project description has slightly changed, resulting in an overall decrease in square footage from what was previously analyzed in the technical studies.

The purpose of this memorandum letter is to assess the potential changes from the modified project and determine if additional impacts, beyond what was previously analyzed in the technical studies, would occur to traffic, noise, air quality, and greenhouse gas.

B. Project Description

The 2022 Traffic, VMT, Noise, and Air Quality Studies analyzed impacts from the Haven Winery Project based on the construction and operation of a Class II winery, including the following land uses:

- 4,383 square feet (SF) of General Light Industrial;
- 1,486 SF of General Office; and
- 4,930 SF of Wine Tasting Room.

The current modified project now includes the construction and operation of a Class II winery, including the following land uses:

- 3,545 SF of General Light Industrial;
- 1,117 SF of General Office; and
- 2,369 SF of Wine Tasting Room.

The modified project now reduces the General Light Industrial area by 838 SF, the General Office area by 369 SF, and the Wine Tasting Room area by 2,561 SF. In total, the project proposes a net area that is 3,768 SF less than what was analyzed in the original 2022 Studies.

As a result of the project modifications, the construction time schedule has been delayed, and construction activities are now expected to begin in the year 2024. Although the start time for construction has changed, the overall level of construction activity and phase duration length is not expected to change. Furthermore, the project will not require the import or export of earthwork material for grading purposes, which is a reduction from the previously analyzed 1,050 cubic yards of export in the 2022 Studies.

C. Traffic Discussion

The original 2022 Traffic Study analyzed intersection level of service (LOS) impacts at three (3) study intersections within the vicinity of the site where the project may contribute a significant amount of traffic.

LOS impacts are directly correlated to the number of trips generated by the project. Given the decrease in the proposed project square footage, the project will generate fewer daily vehicle trips and, consequently, decreased LOS impacts. However, the overall decrease in trip generation and LOS impacts is not expected to be significant and the findings from the 2022 Traffic Study are still considered accurate and representative of the project. Most importantly, LOS impacts are not expected to increase beyond what was previously identified in the 2022 Traffic Study.

The 2022 Traffic Study and VMT Study also evaluated the proposed project for vehicle miles traveled, as required by the California Environmental Quality Act. The 2022 Studies found that the proposed project meets the Small Project screening criteria for land use projects within Riverside County, based on a screening threshold of 3,000 MTCO₂e emissions annually. As discussed in Section E below, the reduced square footage of the project and resulting decrease in operational intensity will lead to lower greenhouse gas (GHG) emissions. Hence, the project's GHG impacts are not expected to increase beyond what was previously identified in the 2022 Studies, and the VMT screening criteria will still be met with the modified project.

As a result, the changes to the proposed project are not expected to result in any new temporary or permanent LOS or VMT impacts, and no further traffic analysis is necessary.

D. Noise Discussion

Stationary noise, during both typical operations and special events, has been identified as the primary source of long-term noise impacts from the project. With the reduction in the proposed project's square footage, it is anticipated to operate at a lower intensity, leading to reduced stationary noise impacts. However, the overall decrease in stationary noise is not expected to be significant, and the findings from the 2022 Noise Study are still deemed accurate and representative of the project. Most importantly, stationary noise impacts are not expected to exceed what was previously identified in the 2022 Noise Study, as no new noise sources have been introduced with the modified project.

As previously discussed, the decrease in project square footage will also result in fewer daily vehicle trips. Since changes in roadway noise levels are directly linked to the number of

trips generated by the project, the project's size reduction will also result in less roadway noise. Additionally, the overall scope of construction for the proposed project is expected to remain largely unchanged. Consequently, temporary noise and vibration impacts during construction will align with the findings of the 2022 Noise Study, and construction noise and vibration impacts are not expected to exceed what was previously identified.

As a result, the changes to the proposed project are not expected to result in any new temporary or permanent noise and vibration impacts, and no further noise analysis is necessary.

E. Air Quality and Greenhouse Gas (GHG) Discussion

Mobile source emissions will be the primary source of air quality and GHG emissions generated by the project. As previously discussed, the decrease in project square footage will also result in fewer daily vehicle trips. Since mobile emissions are directly linked to the number of trips generated by the project, the project's size reduction will also result in reduced mobile emissions.

Furthermore, the project's on-site operational emissions will decrease due to the reduced project size and operational intensity. Hence, the modified project is not expected to result in any new or increased long-term air quality or GHG impacts.

As discussed above, the construction of the proposed project is expected to remain largely unchanged from the assumptions analyzed in the Air Quality Study. Hence, the temporary air quality and GHG impacts during construction would not significantly change. Delaying the construction start date will not lead to new impacts, as the CalEEMod emissions model generally assumes lower emissions rates for off-road equipment and motor vehicles further into the future, as tailpipe and exhaust standards continue to get stricter.

As a result, the changes to the proposed project are not expected to result in any new temporary or permanent air quality or GHG impacts, and no further analysis is necessary.

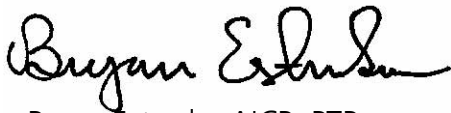
F. Conclusions

Based upon this review, the modified project description for the Haven Winery Project would result in an overall reduction in traffic, VMT, noise, and air quality/GHG impacts. The reduction in square footage will reduce operational trips, energy usage, water, and waste.

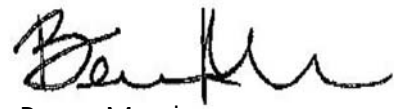
Thus, no new or more severe impacts would occur beyond what was previously identified in the 2022 Traffic, VMT, Noise, and Air Quality Studies.

RK Engineering Group, Inc. appreciates this opportunity to work with HAMEL CONTRACTING, INC. on this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.



Bryan Estrada, AICP, PTP
Principal



Becca Morrison
Environmental Specialist

Attachments: