

QR Birtcher Logistics Center at Oak Valley Town Center Project

Addendum No. 2 to the
Summerwind Ranch at Oak Valley
Environmental Impact Report
SCH No. 2004061035
Project No. EA 21-01

June 2022 | 04704.00001.002

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ADT	average daily trips
AQMP	Air Quality Management Plan
BEPA	Bald Eagle Protection Act
BMPs	best management practices
BUSD	Beaumont Unified School District
CalEEMod	California Emission Estimator Model
CARB	California Air Resources Board
CEC	California Energy Commission
CEQA	California Environmental Quality Act
City	City of Calimesa
CMC	Calimesa Municipal Code
CO	carbon monoxide
DPF	diesel particulate filter
EIR	environmental impact report
EO	Executive Order
GHG	greenhouse gas
I-10	Interstate 10
L _{EQ}	time-averaged noise level
LOS	level of service
MBTA	Migratory Bird Treaty Act
MM	mitigation measure
MMRP	Mitigation Monitoring and Reporting Program
MSHCP	Multiple Species Habitat Conservation Plan
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
OPR	Office of Planning and Research
PCE	passenger car equivalent
PM ₁₀	particulate matter 10 microns or less in diameter
RCA	Western Riverside County Regional Conservation Authority
RLC	Rivers and Lands Conservancy
ROGs	reactive organic gases

ACRONYMS AND ABBREVIATIONS (cont.)

ROW	right-of-way
RTA	Riverside Transit Agency
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse
SF	square feet
SMAQMD	Sacramento Metropolitan Air Quality Management District
TRU	transport refrigeration unit
UNFCC	United Nations Framework Convention on Climate Change
VMT	vehicle miles traveled
VOCs	volatile organic compounds
YVWD	Yucaipa Valley Water District

1.0 INTRODUCTION

This document is an Addendum under the California Environmental Quality Act (CEQA) to the City of Calimesa's (City's) Summerwind Ranch at Oak Valley Project Environmental Impact Report (EIR) (State Clearinghouse [SCH] No. 2004061035). The EIR disclosed potential impacts associated with implementation of the Summerwind Ranch at Oak Valley Project (Summerwind Ranch Project) and was certified by the City Council in 2005. An Addendum (Addendum No. 1; HELIX 2020a) addressing changes within a 244-acre portion of the Summerwind Ranch Project known as Oak Valley Town Center was approved by the City in November 2020. The EIR, Addendum, and supporting documents are hereby incorporated by reference and are available for review at City Hall, at 908 Park Avenue, Calimesa, CA 92320. This Addendum (Addendum No. 2) to the certified EIR describes a proposed amendment to the Summerwind Ranch at Oak Valley Specific Plan (SP-1, Amendment No. 3 [A3]) addressing an approximately 115-acre portion of the Summerwind Ranch Project, herein referred to as the Birtcher Commerce Center Oak Valley Town Center (Project), and compares the environmental impacts of the Project to the environmental impacts disclosed in the previously certified Summerwind Ranch EIR and Addendum No. 1. The Addendum ultimately supports the conclusion that only minor technical changes or additions are necessary and that none of the conditions described in State CEQA Guidelines Section 15162 allowing the preparation of a subsequent or allowing preparation of a supplemental EIR under State CEQA Guidelines Section 15163 will occur. As detailed herein, the Project will not result in any new or increased significant impacts that were not already disclosed and fully analyzed in the previously certified EIR.

2.0 BACKGROUND

The Project site 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 Project site is located at the intersection of Roberts Road and Singleton Road and includes the properties located northwest, northeast, and south of the intersection (refer to Figure 1, *Project Site Location*).

Land uses for the Project site 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 of Calimesa 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 those portions of the Oak Valley Specific Plan 216 and Oak Valley Specific Plan Amendment 216A and the EIR previously certified by the County within the City limits and renamed it "Oak Valley SP-1" (the "Specific Plan").

2.1 SPECIFIC PLAN NO. 1 AMENDMENT NO. 1

An amendment to the Specific Plan (SP-1, A1) was proposed as the Summerwind Ranch at Oak Valley Project in 2005 and included approximately 2,590 acres of the original Specific Plan area, including the Project site. The amendment was proposed in recognition of the environmental sensitivity of portions of

the Specific Plan that are beyond the limits of the currently proposed Project, and included a change in land uses resulting from the purchase of approximately 358 acres of the Specific Plan 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 for open space purposes. The amended Specific Plan included a variety of residential uses and open space, as well as a 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 A1, etc.) and the Town Center (referenced as TC-1, etc.). Planned uses associated with the Oak Valley 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, *2005 Specific Plan Land Use Plan*). The potential for construction of a City hall, fire station, lift station, and detention basin within the area was also contemplated.

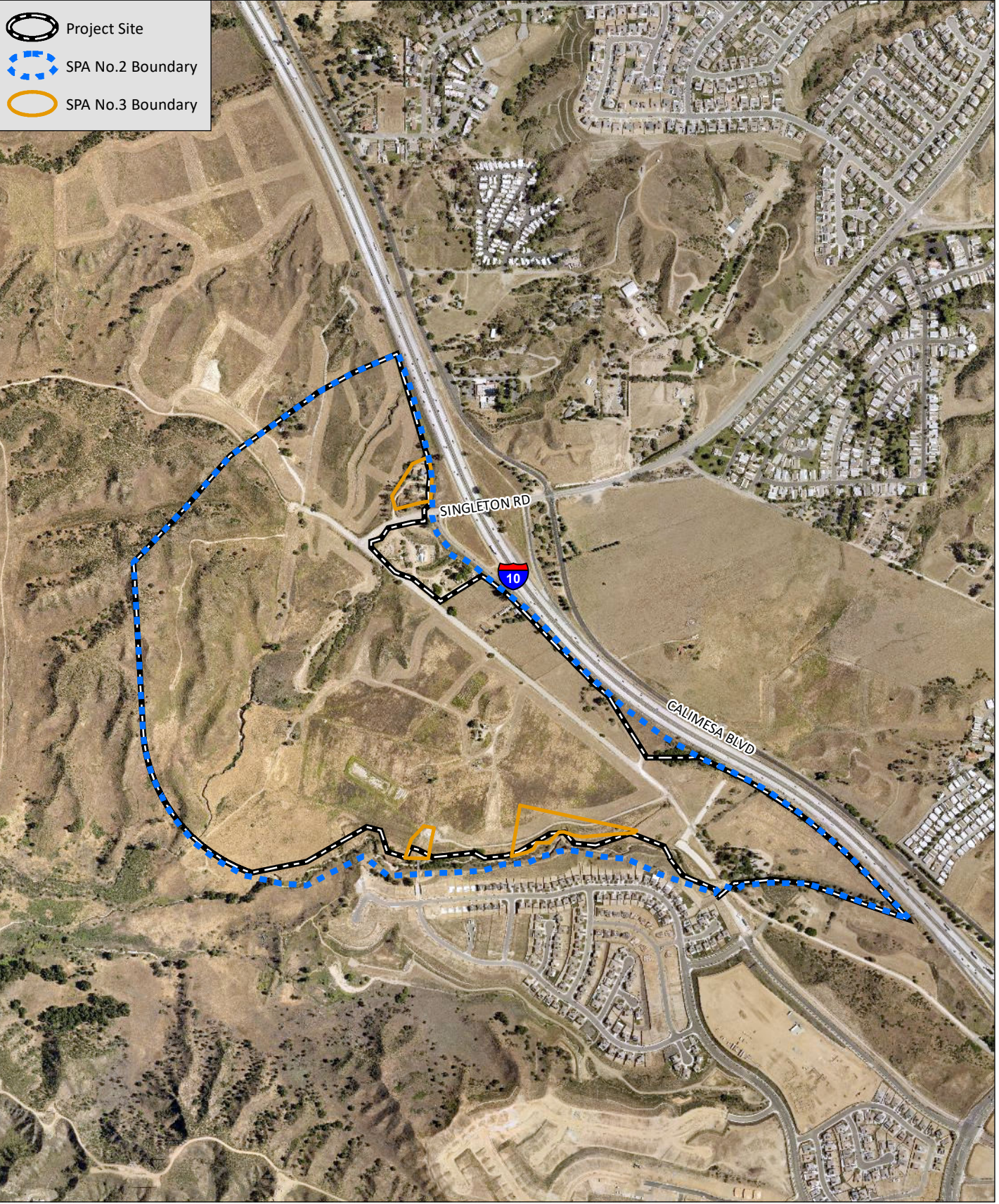
An EIR (SCH No. 2004061035) was prepared to analyze the impacts of SP-1, A1 pursuant to CEQA, and was certified by the City Council on April 18, 2005. The EIR concluded that the Summerwind Ranch at Oak Valley Project could result in potentially significant environmental impacts to aesthetics, air quality, 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 in relation to short-term construction and operational air quality impacts.

2.2 SPECIFIC PLAN NO. 1 AMENDMENT NO. 2

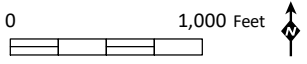
Subsequently, another amendment to the Specific Plan, “SP-1, A2” was proposed, processed, and ultimately approved by the City. SP-1, A2 applies to approximately 244 acres of the Summerwind Ranch Specific Plan’s Oak Valley Town Center—including the Project site—and excluded its two southernmost planning areas. An additional 17.8 acres of adjacent off-site areas would be graded for slopes, walls, landscaping, and drainage improvements. SP-1, A2 proposed relocation of Roberts Road further to the southwest, minor adjustments to the alignment of Singleton Road, the omission of formerly planned Street “F,” and the interchange of some land use locations. Specifically, business park uses were approved to occur in areas previously planned for commercial use at the northeast and southwest quadrants of the Roberts Road/Singleton Road intersection, and commercial uses were revised to primarily occur in areas previously planned for business park use along the I-10 frontage southeast of Singleton Road, at the southeast quadrant of the Roberts Road/Singleton Road intersection. These changes increased the amount of business park uses that are located adjacent to planned residential areas and reduce business park uses adjacent to the freeway frontage.

The revisions decreased the business park land uses within the SP-1, A2 area from 121.1 to 119.6 acres, a decrease of approximately 1.5 acres. In all, SP-1, A2 permits the development of approximately 2,250,000 square feet (SF) of business park uses, including fulfillment centers that will operate 24 hours per day.

SP-1, A2 increased commercial land uses from 86.0 to 88.7 acres, an increase of approximately 2.7 acres. In all, approximately 751,800 SF of commercial retail uses are permitted. The commercial land use area is planned as a lifestyle retail center with large and medium box retailers.

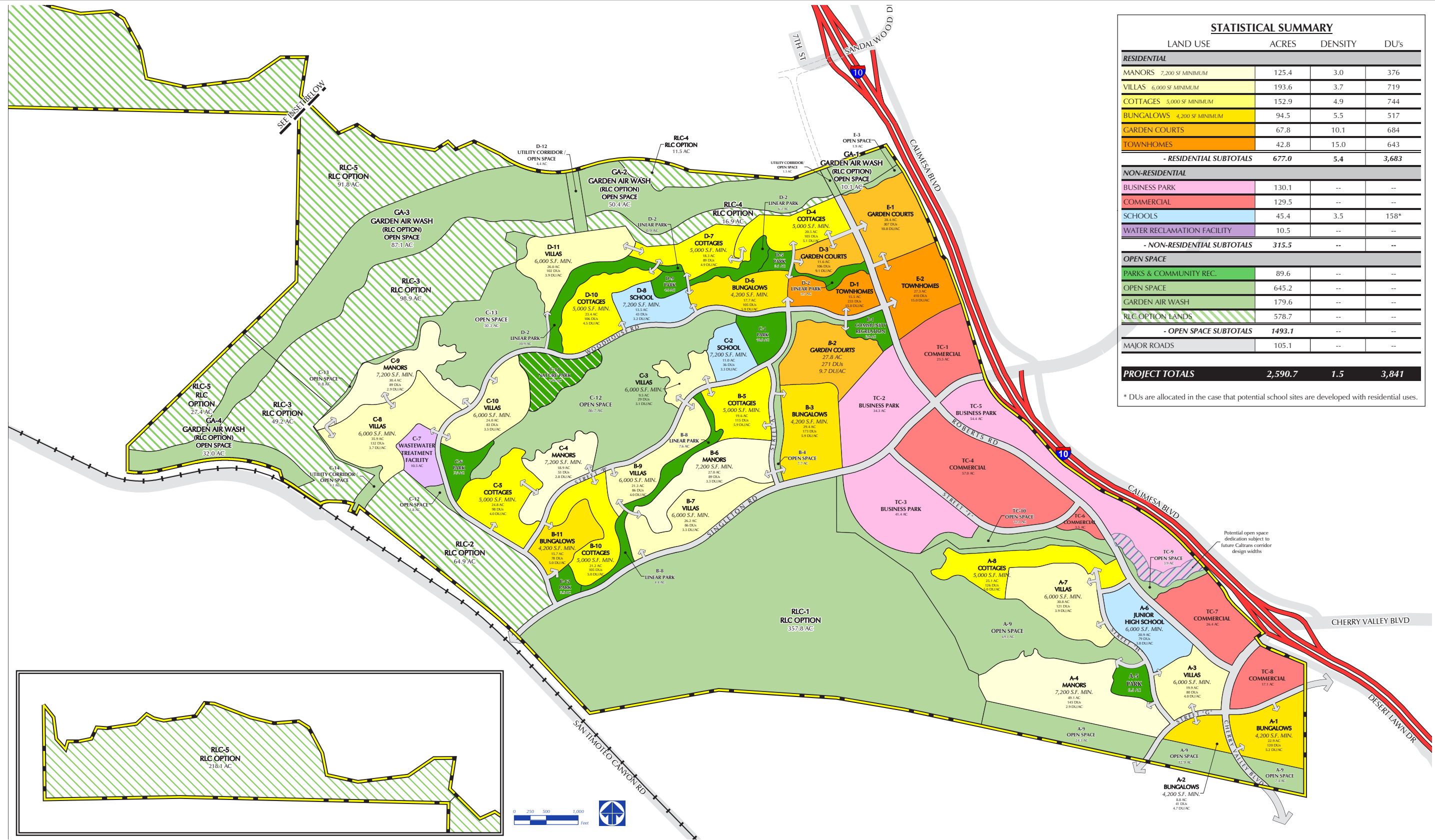


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Source: Aerial (County of Riverside, 2020)

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STATISTICAL SUMMARY			
LAND USE	ACRES	DENSITY	DU's
RESIDENTIAL			
MANORS 7,200 SF MINIMUM	125.4	3.0	376
VILLAS 6,000 SF MINIMUM	193.6	3.7	719
COTTAGES 5,000 SF MINIMUM	152.9	4.9	744
BUNGALOWS 4,200 SF MINIMUM	94.5	5.5	517
GARDEN COURTS	67.8	10.1	684
TOWNHOMES	42.8	15.0	643
- RESIDENTIAL SUBTOTALS	677.0	5.4	3,683
NON-RESIDENTIAL			
BUSINESS PARK	130.1	--	--
COMMERCIAL	129.5	--	--
SCHOOLS	45.4	3.5	158*
WATER RECLAMATION FACILITY	10.5	--	--
- NON-RESIDENTIAL SUBTOTALS	315.5	--	--
OPEN SPACE			
PARKS & COMMUNITY REC.	89.6	--	--
OPEN SPACE	645.2	--	--
GARDEN AIR WASH	179.6	--	--
RLC OPTION LANDS	578.7	--	--
- OPEN SPACE SUBTOTALS	1493.1	--	--
MAJOR ROADS	105.1	--	--
PROJECT TOTALS	2,590.7	1.5	3,841

* DUs are allocated in the case that potential school sites are developed with residential uses.

Source: T & B Planning Consultants (2020)

Minor revisions to the northern boundary of the TC-10 open space, totaling a reduction of approximately 1.4 acres, were also approved as part of SP-1, A2. Approximately 2.0 acres of open space were added along the southeastern boundary of the site. Therefore, total open space increased by 0.6 acre. Also, an approximately 5-acre lake and adjacent approximately 1.7-acre linear park were proposed within the commercial site.

The major roadway reconfigurations reduced the amount of total land dedicated to road right-of-way (ROW) by approximately 3.8 acres. This included an approximately 2.4-acre update to the boundary at the Singleton Road crossing of I-10. The land use changes are summarized in Table 1, *SP No. 1 Amendment Nos. 1 and 2 Land Use Summary*.

Table 1
SP NO. 1, AMENDMENT NOS. 1 AND 2
LAND USE SUMMARY

Planning Area	Specific Plan No. 1 Amendment No. 1 Adopted April 2005		Specific Plan No. 1 Amendment No. 2 Approved November 2020	
	Land Use	Acres	Land Use	Acres
TC-1 ¹	Commercial	25.5	Business Park	30.1
TC-2	Business Park	34.3	Business Park	25.4
TC-3	Business Park	41.4	Business Park	64.1
TC-4	Commercial	57.0	Commercial	85.6
TC-5 ²	Business Park	45.4	Commercial	3.1
TC-6 ³	Commercial	3.5	--	--
	Subtotal Business Park	121.1		119.6
	Subtotal Commercial	86.0		88.7
TC-9A	Open Space	--	Open Space	2.0
TC-10	Open Space	12.1	Open Space	10.7
	Subtotal Open Space	12.1		12.7
	Singleton/Roberts ROW	19.1	Singleton/Roberts ROW	20.9
	F Street ROW	8.0	--	--
	--	--	I-10 Freeway ROW	2.4
	Subtotal Major Roads	27.1		23.3
Total		246.3		244.3⁴

¹ 2 acres within TC-1 are excluded from the Amendment No. 2 boundary.

² 45.4 acres of the Amendment No. 1 TC-5 PA are within the Amendment No. 2 boundary; 9.0 acres are outside of the Amendment No. 2 boundary.

³ TC-6 was previously planned south of the Roberts Road/Street "F" intersection. As Street "F" is no longer proposed, this area has been absorbed into other planning areas.

⁴ An additional 17.8 acres of adjacent off-site areas would be graded for slopes, walls, landscaping, and drainage improvements.

ROW = right-of-way

A lift station and water quality pond would be located along the southwestern edge of the site within planning areas A-9 and TC-3, respectively. A lake would provide storage for reclaimed water as part of a comprehensive water management plan for the area. Additional improvements specified in the associated Development Agreement include funding for improvements to the Singleton Road freeway bridge crossing and freeway access ramps, as well as full construction of Singleton Road from I-10 to the western limits of the site and Roberts Road from the northern to the southern limit of the site. An equestrian trail previously planned along Singleton Road was eliminated and an 8-foot paseo within the Singleton Road right-of-way was planned from the I-10 freeway to the western edge of the site. The

applicant would be required to implement water, recycled water, and sewer infrastructure in accordance with current plans of the Yucaipa Valley Water District (YVWD), which differ from the plans at the time the Specific Plan was amended in 2005.

SP-1, A2 also altered the development standards for business park uses contained in the Summerwind Ranch Specific Plan. In particular, the maximum-sized warehouse, storage facility, parcel hub and logistics facility were modified from 250,000 SF to 707,000 SF. Transport refrigeration units (TRUs) would not be permitted to operate on the side of warehouses adjacent to residences within the E-2 Townhomes, B-2 Garden Courts, B-3 Bungalows and A-8 Cottages. TRUs would also not be permitted to operate on the side of the warehouses adjacent to the B-1 Community Recreation or TC-10 Open Space. Similarly, if generators are installed, they would be located on the side of the warehouse that faces away from these locations. The minimum required setback from adjacent sensitive receptor buildings was decreased from 500 feet to 65 feet. This setback distance is measured from the outer wall of the proposed warehouse to the outer wall of the main structure of an adjacent sensitive receptor building, and is separate and apart from other setback provisions, which are measured from the property line adjacent to the public right-of-way. All setback provisions must be met.

In conjunction with the Addendum, a Health Risk Assessment addressing potential impacts of these uses on all adjacent residential planning areas was prepared. The Health Risk Assessment confirmed that the proposed modifications, with the incorporation of the noted design features, would avoid a significant health risk impact to any residential planning area. Planning Area TC-1A was planned for commercial use, but contained a non-conforming residential use. Due to the transitional nature of land use in this planning area adjacent to TC-1, potential health risks to this location were noted as to be addressed as part of the Development Plan Review and a City Council-approved CUP for warehouses pursuant to Calimesa Municipal Code (CMC) Section 18.30 for the TC-1 Business Park, based on the land use and associated topography in the TC-1A Planning Area that are existing and planned at the time of that review. The Addendum specified that if a residential use is still present in the TC-1A Planning Area at that time, an additional Health Risk Assessment and noise analysis would be required and their recommendations would be incorporated into project design as part of the Development Plan Review and a City Council-approved CUP for warehouses pursuant to CMC Section 18.30. The residential use in the TC-1A Planning Area has since been removed and as such, an additional Health Risk Assessment and a noise analysis are not required.

The CMC (as revised in 2016 through Ordinance 343) requires a minimum separation of 250 feet between adjacent warehouses on the same or different parcels. The revised Specific Plan included no minimum distances between adjacent warehouse, storage facility, parcel hub or distribution facility uses, whether on the same or separate lots or parcels; however, as stated in the Addendum for SP-1, A2, building setbacks shall comply with Table 18.30.040 of the City of Calimesa Development Code with regard to setbacks from roadways.

SP-1, A2 also modified parking standards for warehouse distribution uses that reduced the size of the required parking spaces from 10' X 19' to 9' X 19' and reduced the required number of spaces for buildings exceeding 40,000 SF. Specifically, the amended Specific Plan allowed the number of required parking spaces for warehouses to be the total of:

- 1 space per 1,000 SF for the first 40,000 SF of gross floor area;
- 1 space per 3,000 SF for over 40,000 SF of gross floor area; and
- 1 space per 250 SF of gross floor area for the office portion of the building.

The Specific Plan modifications would allow a pylon sign at Cherry Valley Boulevard/Roberts Road and Singleton Road/Roberts Road, subject to future site plan approvals. Commercial/Business monuments or pylon signs also would potentially be allowed along I-10 as illustrated on Specific Plan Figures III-21 and IV-26, also subject to future approvals.

The design guideline revisions included a requirement that large building facades of business park uses be articulated and screened. Large wall planes would be broken with offsets and the use of color and other ornamental architectural features to the extent possible. Business park buildings would not be required to comply with the Specific Plan design guideline that no wall should have a blank, uninterrupted length exceeding 30 feet without including a change in texture, change in plane, window, lattice, tree, or equivalent element; however, their compliance is encouraged. They also would not be required to use heavy timber, rustic weathered wood, or brick or stone. Building entries and office areas are to be considered as opportunities to create building focal points with the use of varied massing, wall plane offsets, windows, colors, and other architectural features.

Planning area and perimeter street edges would be screened/softened with appropriate landscape material and/or decorative walls. Specifically, walls, berms, or a combination thereof would be used to provide visual screening and sound attenuation between business park buildings and adjacent residential development and trails within community open spaces. The barrier between the business park planning areas TC-1 and TC-2 and adjacent residences would have been 14 to 15 feet tall sound walls, potentially comprised of a combination of berm and/or block wall. For visual screening the Specific Plan provides that a block wall, berming, or a combination of both will be used to screen views of trailers, docks, and truck and trailer parking on Planning Areas TC-1, TC-2, and TC-3 visible from residential uses and open space. Screening wall heights will be determined at the time of the Development Plan Review and CUP stage and trees may also be considered to provide visual screening. A vegetative barrier in addition to the wall/berming would also be required along the northern edges of Planning Areas TC-1 and TC-2 as well as along the western boundary of Planning Area TC-2.

The following design features were specified to promote an integrated land use plan that promotes harmony between adjacent land use planning areas:

- The westerly half of the I-10/Singleton Road interchange shall be constructed prior to the issuance of the first certificate of occupancy for business park uses. Specifically, this 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.
- Transport refrigeration units (TRUs) and generators would not be permitted to operate on the side of warehouses adjacent to residences within the E-2 Townhomes, B-2 Garden Courts, B-3 Bungalows, and A-8 Cottages. TRUs would also not be permitted to operate on the side of the warehouses adjacent to the B-1 Community Recreation or TC-10 Open Space.
- Trucks accessing business park uses would be equipped with ambient noise-sensing back-up alarms.

- In accordance with state air quality regulations, trucks equipped with TRUs are not allowed to idle more than five minutes. To comply with this regulation, loading docks would be equipped with plug-in outlets for idling trucks.
- Business park structures would have solar-ready roofs.
- Gas lines would be run to each business park building for potential future use.
- Barriers consistent with the heights and locations would be installed at the interface between residential and business park uses. All such barriers would be solid and may be constructed of earth (berm) and/or masonry, with no cracks or gaps through or below the walls. Any seams or cracks would be filled or caulked.
- The applicant or its successor would install tiered vegetative landscaping, which shall include a combination of evergreen trees and shrubs along the entire length of the northern Project boundary and the northernmost 1,000 linear feet of the western Project boundary, extending 165 feet beyond the Business Park uses along the site boundaries. Trees would have finely needled leaves and plant selections would be consistent with the *Landscaping Guidance for Improving Air Quality Near Roadways* (Sacramento Metropolitan Air Quality Management District [SMAQMD] 2020). Vegetation would be planted as soon as possible following finish grading, with plant spacing such that the vegetation would form a vegetative barrier at least 33 feet thick and least 16 feet in height. It shall be maintained as part of the Project's landscaped areas. Landscape plans shall be reviewed and approved by the City. The vegetative barrier is one of the primary methods proposed to minimize aesthetic and air quality impacts.
- Planning Area TC-1A is designated for commercial use, but currently contains a non-conforming residential use. Due to the transitional nature of land use in this planning area adjacent to TC-1 (with anticipated changes in both land use and elevations), the need for a barrier to attenuate noise and/or air pollution impacts as well as setback requirements at the TC-1A Commercial Planning Area will be addressed as part of the Development Plan Review and a City Council-approved CUP for warehouses pursuant to CMC Section 18.30 for the TC-1 Business Park, based on the land use and associated topography in the TC-1A Planning Area that are existing and planned at the time of that review.
- All off-road diesel-powered construction equipment greater than 50 horsepower used for construction of the Project's retail uses shall be outfitted with a California Air Resources Board (CARB) certified Level 3 diesel particulate filter (DPF).
- Zero-VOC paint will be used in construction of the Project's retail uses.
- Ground disturbing activities (including archaeological testing and surveys) would be monitored by a Native American Cultural Resource Monitor(s) from a culturally affiliated Tribe(s). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submittal to the State Historic Preservation Officer and the Tribal Historic Preservation Office.

SP-1, A2 was approved by the City Council on November 2, 2020, along with Addendum No. 1 to the 2005 Summerwind Ranch at Oak Valley EIR (SCH No. 2004061035) (“Addendum No. 1”). As set forth in detail in Addendum No. 1, the City Council found based on substantial evidence in the record that SP-1, A2 would not result in any new or increased impacts not already fully disclosed and analyzed in the previously certified EIR, nor were there any changed circumstances or new information of substantial importance that would result in new or increased significant impacts. Accordingly, the City Council found that pursuant to CEQA Guidelines sections 15162 through 15164, a supplemental or subsequent EIR was not required.

3.0 PROPOSED PROJECT MODIFICATIONS

Specific Plan Amendment/General Plan Amendment

As noted in Section 2.0, the Project (SP-1, A3) is part of the Oak Valley Town Center within the Summerwind Ranch at Oak Valley master planned community. This Project includes minor changes to the previously approved SP-1, A2, including changing land use designations for three non-contiguous portions of the site to Business Park as described below and identified in Figure 3, *Proposed Specific Plan Land Use Plan*. A comparison of existing and proposed uses is shown in Figure 4, *Land Use Plan Comparison*, with land use designation changes summarized in Table 2, *SP No. 1, Amendment Nos. 1, 2, and 3, Land Use Summary*.

First, the land use designation for the 2.0-acre Planning Area TC-1A on the eastern edge of the Project site and north of Singleton Road would be revised. This area was previously designated as Commercial and did not include provision for a widened right-of-way along Singleton Road. The Project would revise the designation to 1.8 acres of Business Park and 0.2 acre of right-of-way. The site would be combined with the adjacent 30.02-acre Planning Area TC-1, to accommodate a planned 619,358-SF distribution warehouse. This area would not consist of additional development of buildings. Rather, the parcel is intended to improve circulation of the proposed distribution warehouse site and would be developed with parking, slopes, and landscaping in association with the adjacent warehouse facility in TC-1. The distribution warehouse site would be slightly smaller than the 620,000-SF distribution warehouse that was previously approved for Planning Area TC-1.

Second, the land use designation for 3.1-acre Planning Area TC-5 would be revised from Commercial to Business Park. This Planning Area, in conjunction with the eastern portion of TC-3, would accommodate an approximately 9.0-acre truck trailer parking lot. This lot is intended to be either ancillary trailer storage for one of the adjacent building occupants or a stand-alone facility. The lot would accommodate 253 stalls, which could be used to drop off loaded trailers being exchanged from one tractor to another (which would improve the efficiency of the delivery process). It could also be used to park empty trailers that are not currently in use and are either not currently needed for deliveries or waiting to be taken back to the port. The lot is not intended for overnight use (i.e., sleep over location for truckers), other than storage of trucks and trailers. The trailer lot would be secured by a combination of concrete or block screen walls and tube steel fences and gates. The wall design would be harmonious with the building architecture. Further, a guardhouse will be installed, should the tenant want to provide occupied security service.

Finally, the land use designation for an approximately 0.6-acre area within Planning Area TC-10 would be revised from Open Space to Business Park and would become part of Planning Area TC-3. This site is adjacent to open space on the south, but is surrounded by areas designated for industrial use on the

west, north, and east. The majority of this area was previously developed with a temporary YVWD sewer lift station, which would be removed as part of the Project with construction of the permanent sewer lift station in conjunction with the development of Oak Valley Town Center. Specifically, this property includes approximately 0.5 acre of disturbed/developed lands and less than 0.1 acre of non-native grassland.

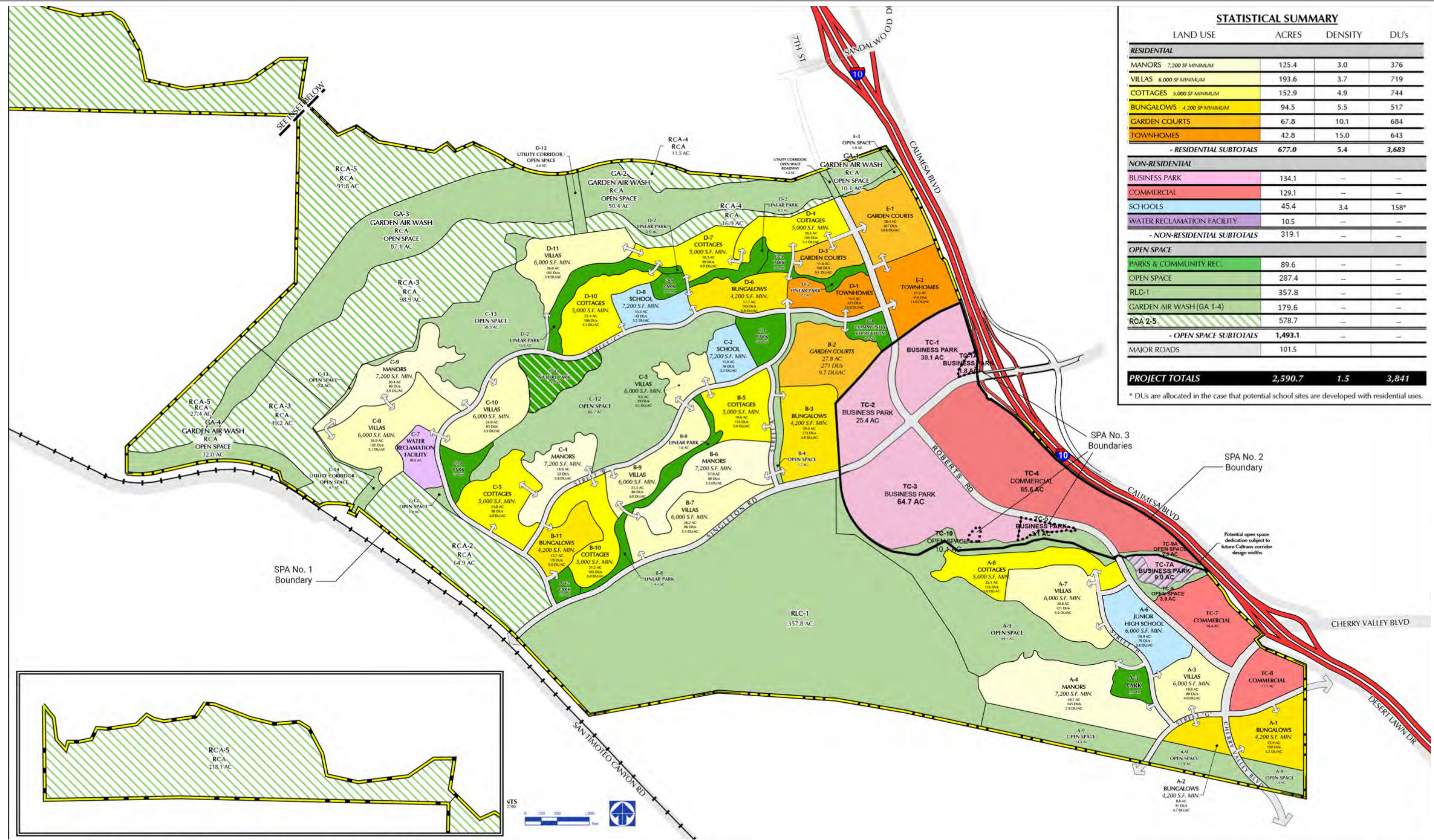
Table 2
SP NO. 1, AMENDMENT NOS. 1, 2, AND 3
LAND USE SUMMARY

Planning Area	Specific Plan No. 1 Amendment No. 1 Adopted April 2005		Specific Plan No. 1 Amendment No. 2 Adopted November 2020		Specific Plan No. 1 Amendment No. 3 Proposed Project	
	Land Use	Acres	Land Use	Acres	Land Use	Acres
TC-1	Commercial	25.5	Business Park	30.1	Business Park	30.1
TC-1A	Business Park	34.3	NAP ¹		Business Park	1.8
TC-2	Business Park	41.4	Business Park	25.4	Business Park	25.4
TC-3	Commercial	57.0	Business Park	64.1	Business Park	64.7
TC-4	Business Park	45.4	Commercial	85.6	Commercial	85.6
TC-5	Commercial	3.5	Commercial	3.1	Business Park	3.1
	<i>Subtotal Business Park</i>	<i>121.1</i>	<i>Subtotal Business Park</i>	<i>119.6</i>	<i>Subtotal Business Park</i>	<i>125.1</i>
	<i>Subtotal Commercial</i>	<i>86.0</i>	<i>Subtotal Commercial</i>	<i>88.7</i>	<i>Subtotal Commercial</i>	<i>85.6</i>
TC-9A	Open Space	--	Open Space	2.0	Open Space	2.0
TC-10	Open Space	12.1	Open Space	10.7	Open Space	10.1
	<i>Subtotal Open Space</i>	<i>12.1</i>	<i>Subtotal Open Space</i>	<i>12.7</i>	<i>Subtotal Open Space</i>	<i>12.1</i>
	Singleton/Roberts ROW	19.1	Singleton/Roberts ROW	20.9	Singleton/Roberts ROW	21.1
	F Street ROW	8.0	I-10 Freeway ROW	2.4	I-10 Freeway ROW	2.4
	<i>Subtotal Major Roads</i>	<i>27.1</i>	<i>Subtotal Major Roads</i>	<i>23.3</i>	<i>Subtotal Major Roads</i>	<i>23.5</i>
Total		246.3		244.3¹		246.3

¹ Not a part. Planning Area TC-1A and associated right-of-way were excluded from SPA-1, A2 because they were under separate ownership at the time; this area has since been acquired and is included in SPA-1, A3. The total area of SP-1, A3 includes the 1.8 acre of TC-1A and 0.2 acre of Singleton/Roberts ROW that has now been acquired.

Landscape setbacks would be revised such that no additional setbacks would be required along the common property line for two adjoining properties if they are combined with the same land use.

This Specific Plan Amendment SP-1, A3 also includes administrative procedures for the approval of minor signage and open space amenities. Specifically, the Project would enable minor features including neighborhood signage, trail and pathway signage, park signage, pathway lighting and amenities including benches, mile markers, community sign programs, and similar features as determined by the Planning Director or her/his designee, in residential and non-residential zones, to be approved subject to administrative site plan approval by the City of Calimesa Planning Department.

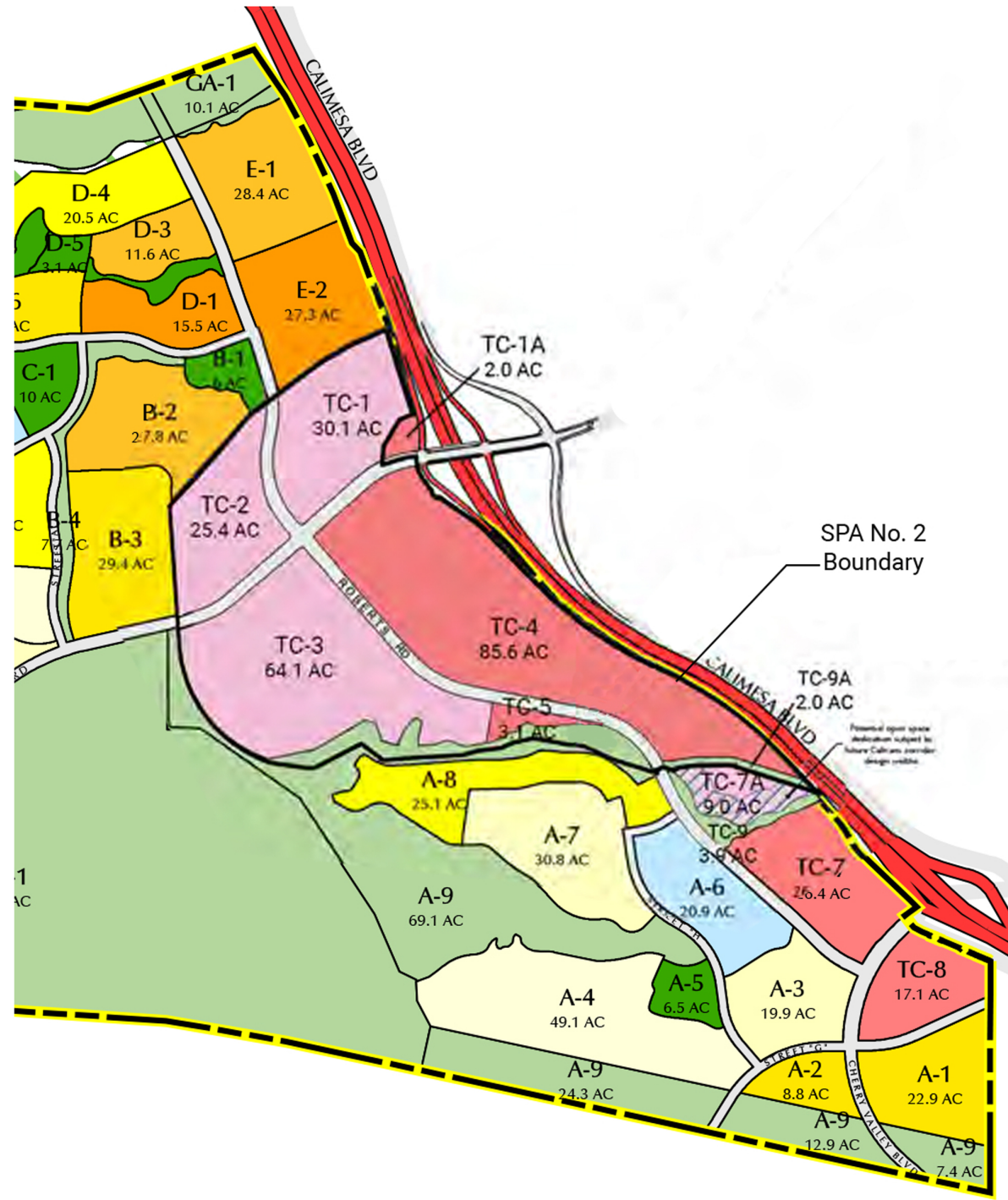


STATISTICAL SUMMARY			
LAND USE	ACRES	DENSITY	DU's
RESIDENTIAL			
MANORS 7,200 SF MINIMUM	125.4	3.0	376
VILLAS 6,000 SF MINIMUM	193.6	3.7	719
COTTAGES 5,000 SF MINIMUM	152.9	4.9	744
BUNGALOWS 4,200 SF MINIMUM	94.5	5.5	517
GARDEN COURTS	67.8	10.1	684
TOWNHOMES	42.8	15.0	643
- RESIDENTIAL SUBTOTALS	677.0	5.4	3,683
NON-RESIDENTIAL			
BUSINESS PARK	134.1	--	--
COMMERCIAL	129.1	--	--
SCHOOLS	45.4	3.4	158*
WATER RECLAMATION FACILITY	10.5	--	--
- NON-RESIDENTIAL SUBTOTALS	319.1	--	--
OPEN SPACE			
PARKS & COMMUNITY REC.	89.6	--	--
OPEN SPACE	287.4	--	--
RLC-1	357.8	--	--
GARDEN AIR WASH (GA 1-4)	179.6	--	--
RCA 2-5	578.7	--	--
- OPEN SPACE SUBTOTALS	1,493.1	--	--
MAJOR ROADS	101.5	--	--
PROJECT TOTALS	2,590.7	1.5	3,841

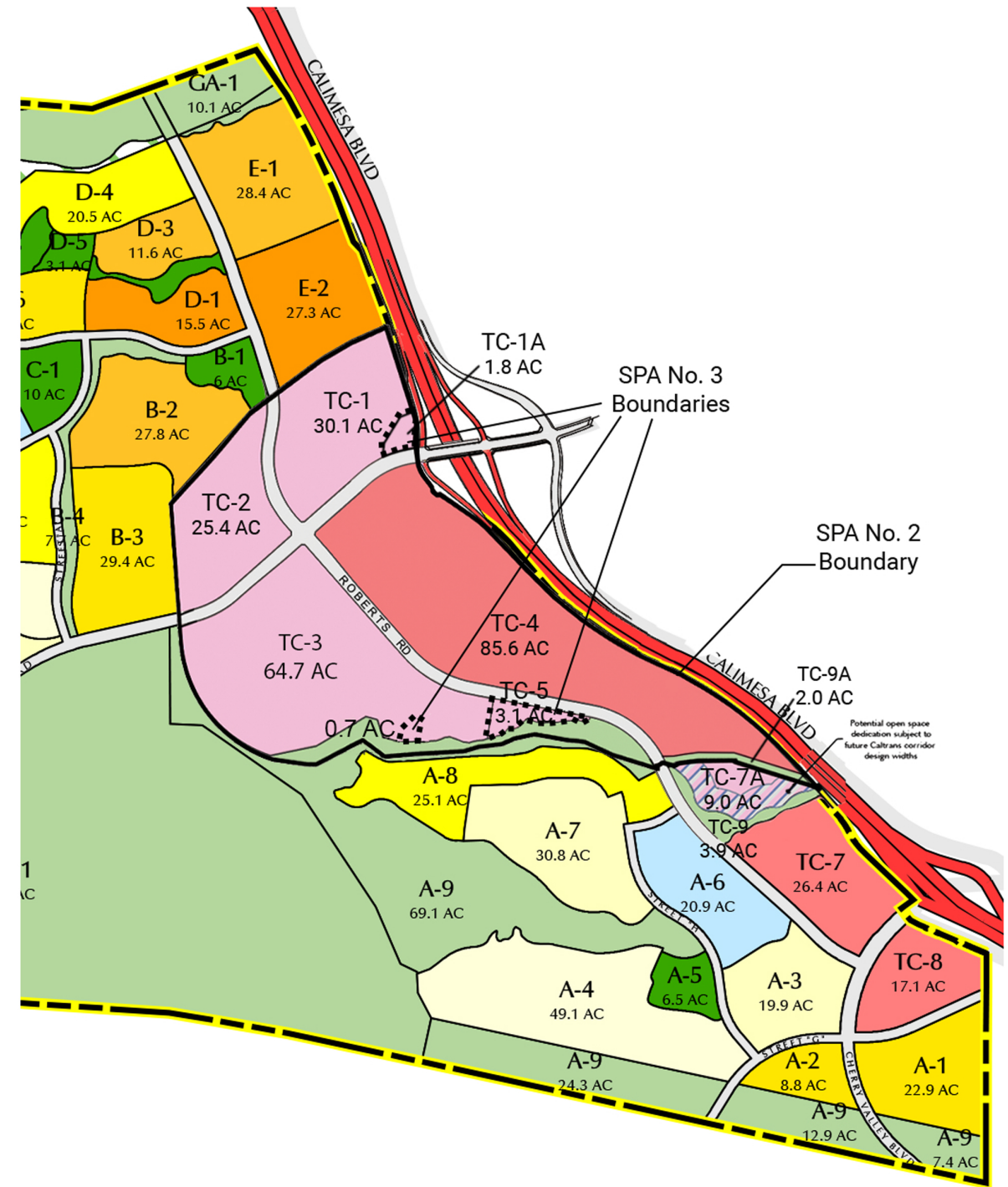
* DU's are allocated in the case that potential school sites are developed with residential uses.

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Source: T & B Planning Consultants (2022)



SPECIFIC PLAN AMENDMENT NO. 2



SPECIFIC PLAN AMENDMENT NO. 3

Source: T & B Planning Consultants (2022)

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The project design features identified in SP-1, A2 are also applicable and are incorporated into the Project to promote an integrated land use plan that promotes harmony between adjacent land use planning areas, with the following exceptions:

- The non-conforming residential use that previously existed in Planning Area TC-1A has been removed. As a result, no barriers or setback requirements (or associated additional analysis) to address noise and or air pollution impacts are necessary.
- Gas lines are not required to be run to individual industrial buildings. Rather, gas lines would be run within streets and sleeves would be installed to the buildings to accommodate future gas lines if they are needed by future tenants.
- Barriers consistent with the top-of-wall elevations and locations illustrated on Figures 5a through 5c, *Edge Condition Barriers*, would be installed at the interface between residential and business park uses. All such barriers would be solid and may be constructed of earth (berm) and/or masonry, with no cracks or gaps through or below the walls. Any seams or cracks would be filled or caulked. Residential development would be consistent with the setbacks and residential pad elevations shown on these figures. Illustrated wall heights are approximate based on current anticipated grading and adjacent pad elevations. Actual wall heights may vary depending on final grading for the base of the wall while maintaining the top of wall elevations relative to the finished pad elevation for the adjacent planned homes.

Conditional Use Permits

As part of the current entitlement process for the Project, the Project applicant is seeking Conditional Use Permits for the development of the proposed buildings within the Business Park. Approximately 119.1 acres will be developed with four buildings totaling 2,228,570 SF, inclusive of up to 72,000 SF of ancillary office space (Table 3, *Proposed Business Park Uses*). This is approximately 21,430 SF less than the amount of industrial use that was addressed in Addendum No. 1. No building tenants are yet identified; however, typical occupants are anticipated to include high cube warehousing, general warehousing, distribution, industrial, manufacturing, assembly, e-commerce, fulfillment centers, and other similar types of uses, all of which are allowable within the Business Park specific plan land use zoning designation. The tenants may operate in the facilities 24 hours a day, 7 days a week, 365 days a year. Associated improvements to the Project site would include, but not be limited to, screen walls, fences, surface parking areas, vehicle drive aisles, truck courts, utility infrastructure, landscaping, exterior lighting, and signage. Additionally, as noted in the preceding section, the Project proposes an approximate 9.2-acre area intended to be developed as a truck and trailer storage lot.

Table 3
PROPOSED BUSINESS PARK USES

Parcel Map (Lots)	Net Area	Building	Building Area (square feet)
1	32.8	D	619,358
2	28.6	C	457,257
3	24.3	B	446,172
4	33.4	A	705,783
5 & 6	9.2	--	--
Total	128.3	--	2,228,570

The architectural character of the proposed structures would be consistent with the Specific Plan architectural guidelines and incorporate elements of the American farmhouse aesthetic that would be used throughout the Summerwind Ranch Project. Landscaping would be used to minimize the visual impacts from adjacent streets and to soften perimeter edges. Slopes, walls, and landscaping would provide a buffer between the proposed uses and planned residential areas to the west and northwest. To the extent possible, large wall planes would be avoided by providing offsets, details, and the use of color and other ornamental architectural features. Building entries and office areas would create building focal points with the use of varied massing, wall plane offsets, windows, colors, and other architectural features. The proposed trailer storage lot would be screened by a combination of tube steel fences and gates and concrete screen walls that are harmonious with the building architecture.

Signage is proposed throughout the site that would include an illuminated freeway monument sign at the northeastern corner of the site, illuminated park monument signage at the intersection of Singleton Road and Roberts Road, and wayfinding and tenant signage at the entrance driveways. Additionally, illuminated tenant branding would be provided on the buildings. All signage would comply with the provisions of the Specific Plan.

Development Plan Reviews









In accordance with City requirements, a Development Plan Review application has been filed for each of the proposed Business Park structures as well as the proposed trailer storage lot. The application includes details such as the grading, architecture, landscape plans, building elevations, and typical colors and materials, consistent with the requirements of the Specific Plan.

4.0 PURPOSE OF THE ADDENDUM

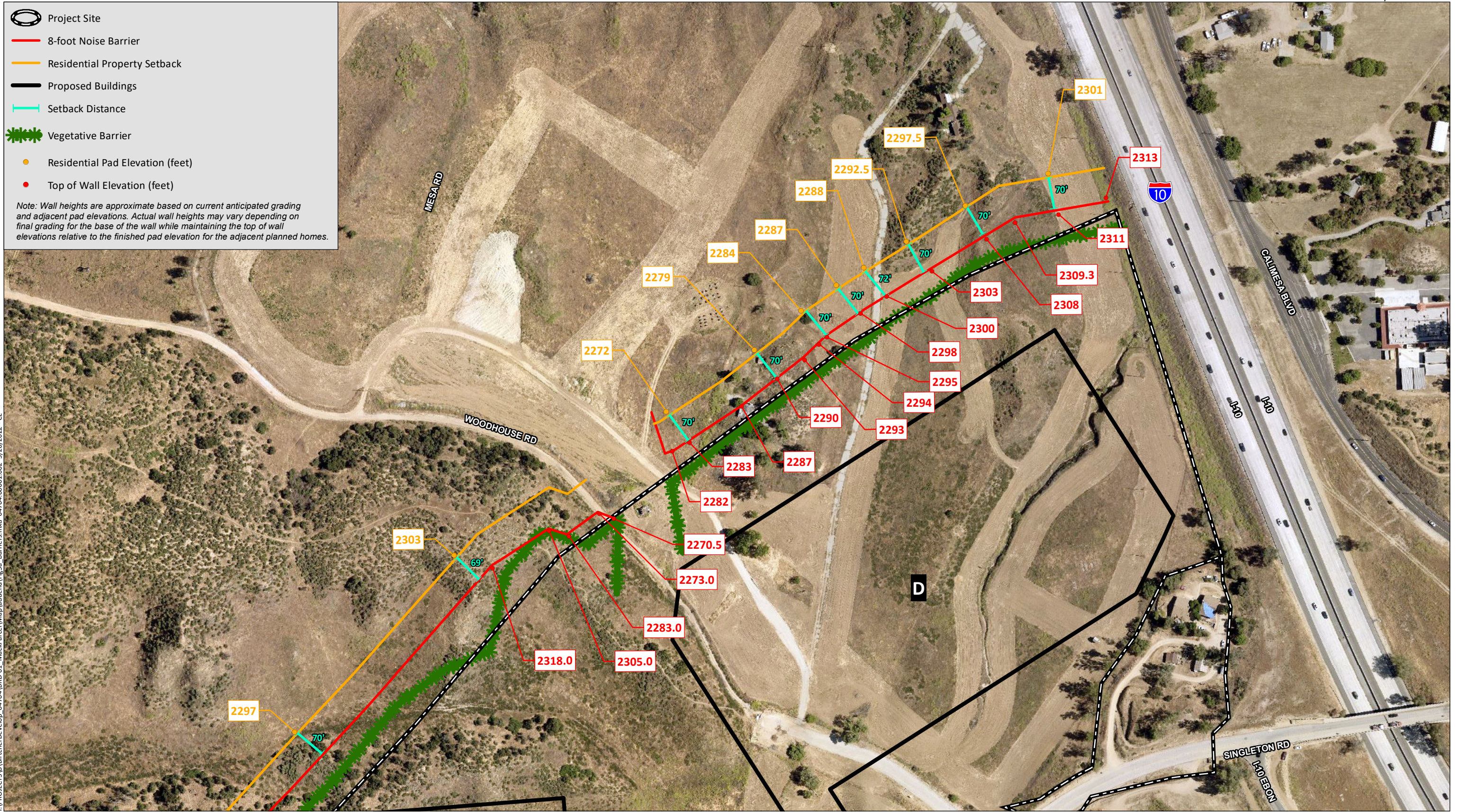
As outlined in State CEQA Guidelines Section 15164(a), an Addendum to a previously certified EIR shall be prepared if only minor technical changes or additions are necessary but none of the conditions described in State CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have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

A subsequent or supplemental EIR must be prepared if one of the following conditions has been met (State CEQA Guidelines Section 15162(a)):

- (1) Substantial changes are proposed in the project which will require major revisions of the 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 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 EIR was certified as complete, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the EIR;











-  Project Site
-  8-foot Noise Barrier
-  Residential Property Setback
-  Proposed Buildings
-  Setback Distance
-  Vegetative Barrier
-  Residential Pad Elevation (feet)
-  Top of Wall Elevation (feet)

Note: Wall heights are approximate based on current anticipated grading and adjacent pad elevations. Actual wall heights may vary depending on final grading for the base of the wall while maintaining the top of wall elevations relative to the finished pad elevation for the adjacent planned homes.

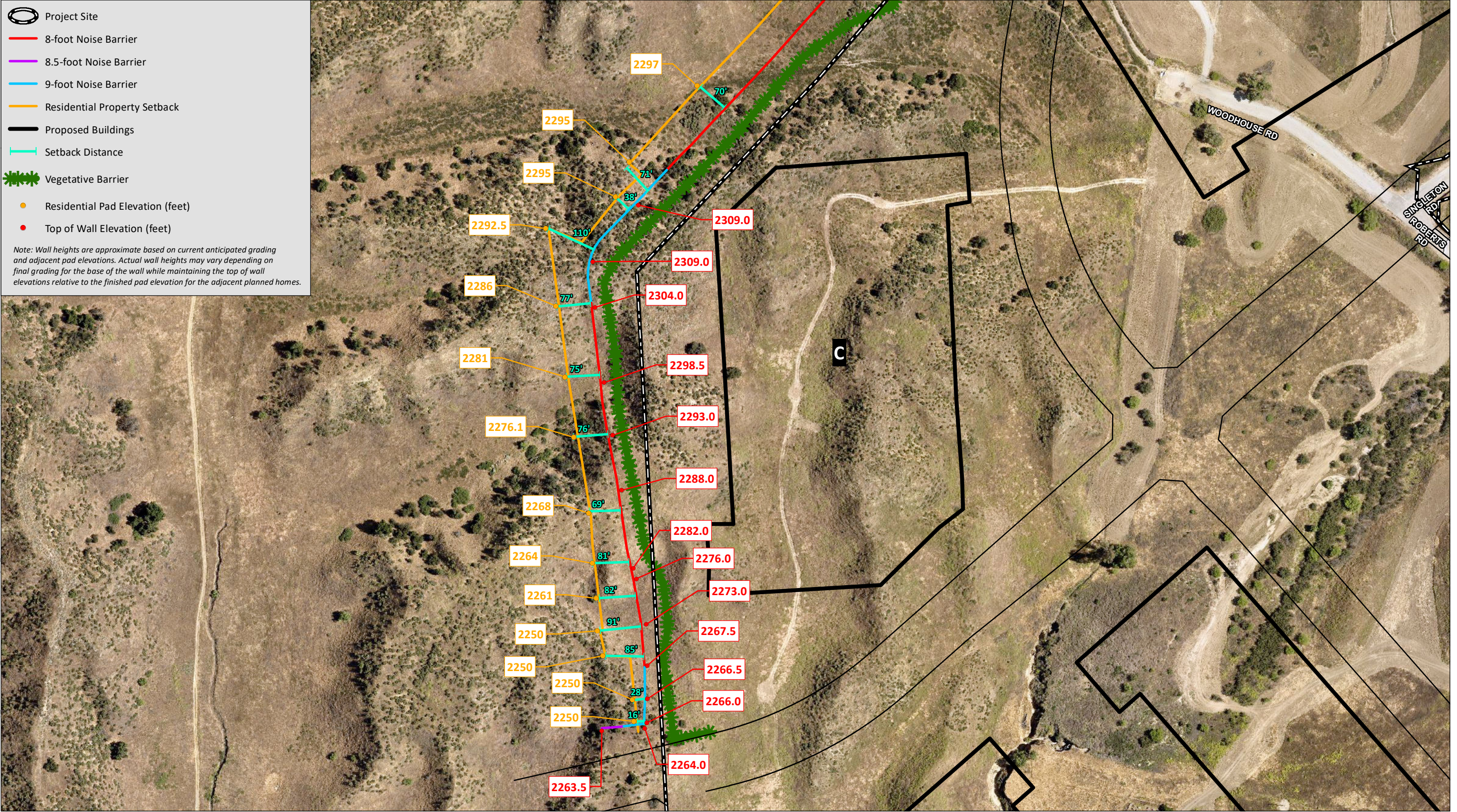


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Source: Aerial (Riverside County 2020)

-  Project Site
-  8-foot Noise Barrier
-  8.5-foot Noise Barrier
-  9-foot Noise Barrier
-  Residential Property Setback
-  Proposed Buildings
-  Setback Distance
-  Vegetative Barrier
-  Residential Pad Elevation (feet)
-  Top of Wall Elevation (feet)






Note: Wall heights are approximate based on current anticipated grading and adjacent pad elevations. Actual wall heights may vary depending on final grading for the base of the wall while maintaining the top of wall elevations relative to the finished pad elevation for the adjacent planned homes.



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Source: Aerial (Riverside County 2020)

 Project Site
 10-foot Barrier
 14-foot Barrier
 8-foot Barrier
 Proposed Buildings

Note: Wall heights are approximate based on current anticipated grading and adjacent pad elevations. Actual wall heights may vary depending on final grading for the base of the wall while maintaining the top of wall elevations relative to the finished pad elevation for the adjacent planned homes.



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Source: Aerial (Riverside County 2020)

- B. Significant effects previously examined will be substantially more severe than shown in the 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 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 proposed Project is consistent with the overall 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 mitigated accordingly in the EIR.

In the time since the EIR was certified in 2005, portions of the Summerwind Ranch Specific Plan have been developed, and development has continued in the surrounding area. Such development was, however, anticipated in the EIR. There have been no substantial, unanticipated changes in the surrounding area since certification of the EIR that would result in previously unanticipated significant environmental impacts or a substantial increase in the severity of previously identified significant impacts.

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 2005 EIR) are reduced to less than significant levels. In some cases, as described in the analysis, previously identified mitigation measures are not applicable to the Project and are not necessary to reduce impacts generated by the Project (SP-1, A3). As documented throughout this Addendum and associated technical studies, no new or increased significant impacts would result from the proposed modifications. Specifically, incorporation of the noted project design features would ensure that new significant impacts do not result from moving industrial uses closer to residential areas. No other mitigation measures or alternatives that would substantially reduce a significant effect on the environment have been identified or determined to be feasible. A Mitigation Monitoring and Reporting Program (MMRP) containing the mitigation measures applicable to the Project 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 proposed Project, the City will review and consider this Addendum together with the previously certified EIR and other relevant documents in the administrative record, including the previously prepared addendum for SP-1, A2.

5.0 ENVIRONMENTAL ANALYSIS

Documents containing the environmental analysis supporting the City's action in approving the proposed Project include the 2005 EIR, associated technical studies and other documents, and MMRP, City staff reports, resolutions and ordinances, Addendum No. 1 (prepared for SP-1, A2,) this Addendum No. 2, and additional supporting documentation for this Addendum, including a Supplementary Air Quality Analysis (Attachment B), Access Assessment (Attachment C), Cultural Resources Survey (Attachment D), Geotechnical Evaluation (Attachment E), Preliminary Drainage Studies (Attachment F-1), Project-specific Water Quality Management Plans (Attachment F-2), and Supplementary Noise Analysis (Attachment G).

This Addendum No. 2 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 and 15163, 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

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 in the respective 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 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 of EIR preparation, the explicit topics of forestry resources, energy, greenhouse gases (GHGs), Tribal cultural resources, and wildfire 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 2005 project's impacts with respect to all those categories was disclosed in the EIR. Further, as demonstrated by the analysis herein, the 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 2005 EIR. Instead, the Project would generally reduce impacts through reduced traffic generation. No forestry resources are located within the Project 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 reduced traffic generation, the Project's energy consumption would be reduced relative to the previous 2005 project. Considering the reduced energy usage and reduced traffic generation (Attachment C), GHG impacts would also be reduced by the Project (Attachment B). Considering a similar area would be graded, potential Project Tribal cultural resource impacts would be similar to the 2005 project. Wildfire impacts would also be similar considering development would occur at the same location and designs would comply with California Fire Code.

For each environmental issue area addressed, this Addendum provides a comparative analysis of the impacts identified in the EIR versus the potential impacts posed by the 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 Previous Modifications
3. Analysis of the Proposed Modifications
4. Changes in Circumstances/New Information
5. Conclusion

The following environmental analysis supports the City's determination that approval and implementation of the 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 related MMRP. As described in Section 2.0, Background, SP-1, A1 was addressed in an EIR and SP-1, A2 was addressed in Addendum No. 1. The analysis contained in this Addendum No. 2 demonstrates that the additional modifications proposed by the Project in this Specific Plan Amendment No. 3 are minor, resulting in environmental impacts that are similar to those analyzed in the EIR and Addendum No. 1. This environmental analysis is subject to all applicable mitigation measures outlined in the EIR and MMRP, which will be imposed on the Project. Mitigation measures that are not applicable to the Project also are noted. The following presents the environmental analysis of impacts associated with the modifications to the originally approved project proposed by this Project.

Aesthetics

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 approved MMRP states that the project has the potential to significantly impact the hillsides of the site, with this impact reduced to below a level of significance 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 approved MMRP identifies that the project has the potential to degrade the visual quality of ridgelines and preserve open space on the site, with this impact reduced to below a level of significance through implementation of MM A2. 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, but that these 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. See Analysis of the Project's Proposed Modifications below for measures applicable to the Project.

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.

Analysis of Previous Modifications

As disclosed in Addendum No. 1, the minor alterations in the boundary of the open space along the southwestern edge of the Town Center in SP-1, A2 would have a negligible visual impact in the context of the broader development and open space conservation pattern. The change in locations of business park/commercial uses would result in more commercial uses being located along the I-10 corridor, which would provide a more interesting visual experience for travelers in that corridor than the more monotonous business park uses that were previously planned in that location. The introduction of a lake to the Town Center would provide a new visual amenity. MM A1 (repeated in MM A2 through A4) requires that development comply with development standards and design guidelines in the Specific Plan and would be implemented to minimize potential visual impacts. Modifications to the Specific Plan standards were also approved. As described in further detail in Section 2.2, these modifications included revisions to allow larger buildings with smaller setbacks in the business park area. These modifications would provide a greater degree of visual contrast with the surrounding development. Additionally, although not encouraged, the revisions could allow business park buildings to have 30-foot blank, uninterrupted walls. The buildings would not be in highly visually sensitive locations. The Specific Plan also includes standards to articulate and screen building facades, including breaking large wall planes with offsets and the use of color and other ornamental architectural features to the extent possible, as well as screening/softening planning area and perimeter street edges with appropriate landscape material and/or decorative walls.

Planning area and perimeter street edges would be screened/softened with appropriate landscape material and/or decorative walls. Specifically, walls, berms, or a combination thereof, would be used to

provide visual screening and sound attenuation between business park buildings and adjacent residential development and trails within community open spaces. The barrier between the business park planning areas TC-1 and TC-2 and adjacent residences would have been 14 to 15 feet tall barriers, potentially comprised of a combination of berm and/or block wall. For visual screening the Specific Plan provides that a block wall, berming or a combination of both will be used to screen views of trailers, docks, and truck and trailer parking on Planning Areas TC-1, TC-2, and TC-3 visible from residential uses and open space. Screening wall heights will be determined at the time of the Development Plan Review and CUP stage and trees may also be considered to provide visual screening. A vegetative barrier in addition to the wall/berming would also be required along the northern edges of Planning Areas TC-1 and TC-2 as well as along the western boundary of Planning Area TC-2.

Residential areas would be located at elevations approximately 10 to 30 feet above TC-1, approximately 30 feet above TC-2, and approximately 30 feet above TC-3 (with this development located on the other side of an open space area). Given the difference in elevation, the perimeter walls would substantially screen, but not entirely block, views from the residential areas. Thus, while the changes in development standards may incrementally increase visual impacts, they would not 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 the additional visual impacts of the proposed business park uses, ensuring that no new significant visual impacts would occur. The approved changes would not result in substantially more lighting than would have occurred under the previously approved plan; therefore, the severity of impacts related to light and glare would not substantially increase. Upon implementation of MM A1 through A4, visual impacts would be less than significant.

Analysis of the Project's Proposed Modifications

The proposed modifications would result in similar aesthetic impacts as analyzed in the EIR and Addendum No. 1. No additional ridgelines or hillsides would be impacted. The redesignation of the 2.0-acre parcel within TC-1A from Commercial to Business Park 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.

Additionally, the redesignation of approximately 3.1 acres of Commercial land uses to Business Park would allow for the development of the trailer parking lot. The trailer parking lot would be situated adjacent to a parcel that is approved to be developed with Business Park uses that would operate 24 hours a day, 7 days a week, 365 days a year. The parking area would have perimeter landscaping that consists of trees and shrubs that would provide visual contrast and buffer the parking stalls from Roberts Road. Further, the design of the proposed 8- and 12-foot tall perimeter screen walls would be harmonious with the building architecture. In relation to the previously approved land use designations, the development of the site with land uses consistent with the Business Park designation would have similar visual impacts (including lighting) as both result in the conversion of the site to urban land uses. Thus, the Project would result in a continuation of similar activities occurring at the site and be within the parameters of the types of actions envisioned to occur with implementation of the approved Project. Residential areas would be located at elevations approximately 30 feet above TC-5 (with this development located on the other side of an open space area). Given the difference in elevation, the perimeter walls and landscaping would screen, but not entirely block, views from the residential areas.

The land use designation for an approximately 0.6-acre area within Planning Area TC-10 would be revised from Open Space to Business Park. The majority (approximately 0.5 acre) of this area consists of disturbed/developed areas associated with a temporary YVWD sewer lift station. The remaining approximately 0.1 acre consists of non-native grassland and thus does not possess scenic values. While this area previously represented a “notch” of open space, the revised designation would be consistent with approved land uses to the west, north, and east, thereby providing continuity of uses.

The proposed modification of landscape setback requirements would apply along the common property line of adjoining properties combined with the same use. As landscaping would not typically be expected in such locations by viewers, its absence would not result in an adverse visual impact.

Thus, while the Project may alter the visual impacts, it would not 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 the additional visual impacts of the proposed business park uses, ensuring that no new significant visual impacts would occur. The proposed changes would not result in substantially more lighting than would have occurred under the previously approved plan; therefore, the severity of impacts related to light and glare would not substantially increase. Upon implementation of MM A1 through A4, all of the Project’s visual impacts would be less than significant.

Changes in Circumstances/New Information

In the time since the 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, unanticipated, changes in the visual environment since certification of the EIR and Addendum No. 1. There is also no new information of substantial importance, including information regarding mitigation measures or alternatives that would substantially reduce one or more significant effects of the Project. Therefore, no changes in circumstances and no new information of substantial importance relative to aesthetics and visual resources have been identified.

Conclusion

Based on the above, no new significant aesthetic impacts or substantial increases in previously identified aesthetic impacts analyzed and disclosed in the previously certified 2005 EIR or Addendum No. 1 would occur as a result of the 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 previously certified 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.

Air Quality

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 [PM₁₀]), oxides of nitrogen (NO_x), reactive organic gases (ROGs), carbon monoxide (CO), and volatile organic compounds (VOCs). EIR MM AQ1, AQ2-1, AQ2-2, AQ2-3, and AQ3 are required to reduce these emissions, as follows. See Analysis of the Project's Proposed Modifications below for measures applicable to the Project.

- 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 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 PM₁₀, CO, and VOCs would be less than significant. Emissions of NO_x and ROG 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 ROG, NO_x, CO, and PM₁₀, 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 lots 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.

[There are no mitigation measures between MM AQ4-5 and MM AQ9.]

- MM AQ9** Cumulative impacts are reduced by implementation of mitigation measures for construction and operations. But the impacts remain significant.

Even with the required implementation of these mitigation measures, the EIR concluded that operational emissions of ROG, NO_x, CO, and PM₁₀ would remain significant and unavoidable.

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.

Analysis of Previous Modifications

An air quality analysis (Attachment B to Addendum No. 1) was prepared to evaluate the previously proposed modifications associated with SP-1, A2.

Construction emissions were modeled for the development of the Oak Valley Town Center and neighboring San Gorgonio LLC owned residential lots within the Summerwind Ranch Specific Plan. The results are shown in Table 4, *Construction Period Emissions Summary for Previous Modifications*.

Table 4
CONSTRUCTION PERIOD EMISSIONS SUMMARY FOR PREVIOUS MODIFICATIONS

Phase / Activity	Pollutant (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Grading (including off-site; 2020-2021)	5	50	33	<0.5	6	4
Summerwind Commons (2021-2022)	97	46	37	<0.5	6	3
TC-3 Construction (2021-2023)	6	40	52	<0.5	10	4
TC-1 and TC-2 Construction (2023-2024)	5	36	48	<0.5	8	3
Retail Parcels (2025-2031)	4	24	40	<0.5	4	1
San Gorgonio Residential (2025-2031)	44	72	87	<0.5	23	8
Peak Daily Emissions ¹	103	96	127	<0.5	27	9
Summerwind Ranch EIR Totals	200	307	130	<0.5	66	--
Net Change (percent)	-97 (-49%)	-211 (-69%)	-3 (-2%)	<1	-38 (-58%)	--
SCAQMD Thresholds	75	100	550	150	150	55

CalEEMod outputs are provided as Attachment A of the Supplementary Air Quality Analysis (Attachment B to Addendum No. 1).

¹ Peak Daily VOC emissions occur in 2021 when Summerwind Commons and TC-3 Construction overlap. Peak daily emissions for all other pollutants occur when the Retail Parcels and San Gorgonio Residential developments overlap.

VOC = volatile organic compound; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides;

PM₁₀ = particulate matter 10 microns or less in diameter; PM_{2.5} = particulate matter 2.5 microns or less in diameter

SCAQMD = South Coast Air Quality Management District

As shown in Table 4, construction emissions associated with the SP-1, A2 would be lower than construction emissions associated with SP-1, A1. As such, the previous modifications would not result in a new or substantially more severe significant impact to construction period air quality emissions.

Operationally, the previous project modifications resulting from SP-1, A2 would result in reduced impacts to air quality. While the total square footage of business park and commercial land uses would slightly increase, thus increasing area source emissions, the EIR determined that vehicular traffic was the primary source of operational emissions, and overall vehicular traffic volumes associated with SP-1, A2 would decrease from what was analyzed in the EIR due to the trip generation rates associated with the proposed uses (refer to Transportation/Traffic for details). The results presented in Table 5, *Summerwind Ranch vs. SP-1, A2 Operational Criteria Pollutant Emissions Summary*, only include land uses within the Oak Valley Town Center project site. Modeling results for the approved land uses also differs from the air pollutant emission values presented in the Summerwind EIR because of updated modeling. The analysis presented in the Summerwind EIR was conducted using URBEMIS 2002, while modeling in 2020 was conducted using CalEEMod (2016). URBEMIS 2002 fails to account for mobile

source emissions associated with vehicle idling, starting, and evaporative loss during vehicle operation. The updated modeling also incorporates updated trip lengths and emission factors. For the purposes of this analysis, the same modeling approach was used for both existing and planned land uses, in order to provide an appropriate basis for the comparison of relative impacts. As shown in Table 5, daily operational emissions would be reduced by SP-1, A2 by approximately 20 to 57 percent for most pollutants and by 2 percent for oxides of nitrogen.

Table 5
SUMMERWIND RANCH VS. SP-1, A2
OPERATIONAL CRITERIA POLLUTANT EMISSIONS SUMMARY

Condition	Source	Pollutant (pounds per day)					
		VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summerwind Ranch (SP-1, A1)	Area	45	<0.5	<0.5	<0.5	<0.5	<0.5
	Energy	<0.5	2	1	<0.5	<0.5	<0.5
	Mobile	113	508	1,634	7	112	48
	Total	158	510	1,636	7	113	48
SP-1, A2	Area	59	<0.5	<0.5	<0.5	<0.5	<0.5
	Energy	2	18	15	<0.5	1	1
	Mobile	64	478	687	4	65	29
	Stationary	1	2	2	<0.5	<0.5	<0.5
	Total	127	498	705	4	67	30
Net Change (percent)		-32 (-20%)	-12 (-2%)	-931 (-57%)	-3 (-38%)	-46 (-41%)	-18 (-37%)
SCAQMD Thresholds		55	55	550	150	150	55

CalEEMod outputs are provided as Attachment A of the Supplementary Air Quality Analysis (Attachment B to Addendum No. 1). VOC = volatile organic compound; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = particulate matter 10 microns or less in diameter; PM_{2.5} = particulate matter 2.5 microns or less in diameter SCAQMD = South Coast Air Quality Management District

Although daily operational emissions would be reduced by SP-1, A2, they would remain above the South Coast Air Quality Management District (SCAQMD) significance thresholds, and implementation of MM AQ4-1, AQ4-2, AQ4-4, and AQ4-5 would be required. Specifically, the applicant(s) would be responsible for providing the 100 commercial park and ride spaces required by MM AQ4-4, in TC-4 at a future date. MM AQ4-3 addresses consistency with statewide energy construction requirements for water heaters and appliances, which apply to residential construction and are therefore not applicable to the SP-1, A2 project. Consistent with the conclusions of the certified EIR, even with these measures, operational emissions of ROG/VOC, NO_x, CO, and PM₁₀ are anticipated to remain significant and unavoidable.

Long-term operational emissions would primarily be generated from diesel-powered trucks visiting the SP-1, A2 project site. The operations expected to occur at these facilities would not emit toxic chemicals other than diesel exhaust in any significant quantity. The nearest sensitive receptor would be exposed to an incremental inhalation cancer risk of no more than 8.67 in 1 million, which is lower than the SCAQMD CEQA significance threshold of 10 in 1 million. The Chronic Hazard Index would be 0.0085, which is lower than the significance threshold of 1.0.

The cancer burden is an estimate of the number of cancer cases expected from a 30-year exposure to SP-1, A2 project TAC emissions. The cancer burden is calculated by multiplying the number of people exposed by the cancer risk at the maximum individual exposed resident, which is 8.67×10^{-6} . In this case, the number of people exposed is the number of people living in the residences within the 1 per 1 million contour. Based on review of the Summerwind Ranch land use plan, it is expected that up to

1,516 dwelling units could be built within the 1 per 1 million contour. Assuming an average household size of 2.88 occupants per dwelling unit, consistent with Table E-2 of Appendix E-2 of the County of Riverside General Plan, the cancer burden is estimated to be 0.0379, which is less than the SCAQMD threshold of 0.5. Thus, no significant health risk would occur from SP-1, A2 project-related diesel exhaust.

As determined in the EIR, cumulative construction and operational air quality impacts associated with the SP-1, A2 project would remain significant and unavoidable, even with implementation of the applicable mitigation measures.

All air quality mitigation measures contained in the EIR would apply to the SP-1, A2 project and would be required to be implemented for the SP-1, A2 project, with the exception of MM AQ4-3 and AQ4-5. MM AQ 4-3 would apply only to residential components of the Summerwind Ranch Specific Plan. Regarding 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.

Analysis of the Project's Proposed Modifications

An air quality analysis (Attachment B) was prepared to evaluate the proposed modifications associated with SP-1, A3.

The scope of the Project's construction activities would be similar to that for SP-1, A2. The analysis assumed the simultaneous development of 2,250,000 SF of business park uses, 75,200 SF of commercial uses, 751,800 SF of retail uses, and 3,000 residential dwelling units. While the types and amounts of land uses vary from what is proposed under the Project, the most emission-intensive construction activities that were analyzed in SP-1, A2 (site preparation, grading, and vertical building construction) would also occur for the land uses under the proposed Project. Furthermore, as detailed in the CalEEMod User's Guide Appendix D: Default Data Tables, CalEEMod default assumptions for construction phase duration, equipment fleet mix, and construction hours are the same for all projects between 200 and 300 acres in size. Therefore, the change in acreage proposed by the Project from 244.3 acres to 246.3 acres would result in use of the same modeling parameters (California Air Pollution Control Officers Association [CAPCOA] 2021). Emissions estimates indicated that all criteria pollutant emissions would be lower than construction emissions associated with the Summerwind Ranch as identified in the EIR. The proposed Project modifications would not result in a new or increased significant impact related to construction period air pollutant emissions.

The scope of the Project's operational activities also would be similar to that for SP-1, A2. The analysis conducted for SP-1, A2 assumed the operation of 2,250,000 SF of business park uses, including 1,229,200 SF of refrigerated warehouse space. The Project is proposing the slightly reduced development and operation of 2,228,570 SF of warehouse space. Area and energy source emissions are based on building square footage. As such, emissions from these sources are expected to be reduced under the Project as proposed when compared to SP-1, A2. As discussed previously, assumptions for emergency generators remain unchanged from SP-1, A2; therefore, there would be no change in stationary source emissions. As detailed in the traffic analyses conducted for both SP-1, A2 and the proposed Project, SP-1, A2 was estimated to generate 18 percent fewer average daily trips (ADT) than assumed in the Summerwind Ranch SP EIR and the Project as currently proposed results in a reduction to ADT of approximately 24 percent when compared to SP-1, A2 (Attachment D to Addendum No. 1; Attachment C to this Addendum No. 2). This can further be broken down by vehicle type as the

proposed Project would reduce passenger vehicle ADT by 12 percent and truck ADT by 48 percent when compared to SP-1, A2 (Attachment D to Addendum No. 1; Attachment C of this Addendum No. 2). As noted in the preceding section, operational emissions associated with SP-1, A2 were determined to be lower than those for SP-1, A1. Mobile sources represent the majority of the operational emissions estimated for both SP-1, A1 and SP-1, A2 (Attachment B to Addendum No. 1). The Project would, therefore, result in emissions less than disclosed for the site in the previously certified EIR. The proposed Project modifications would not result in a new or increased significant impact to operational air pollutant emissions.

The Project would require amendments to the City's General Plan; however, the proposed modifications would result in minor changes to the quantities and distribution of land uses on the site and would not result in substantial additional population or employment. Specifically, the industrial building square footage would be reduced by 350 SF, which is not expected to change the number of employees on site. Therefore, the proposed Project would be consistent with regional growth forecasts. In addition, the proposed 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 EIR, related to energy efficiency and conservation through the use of energy-efficient appliances (to comply with Title 24 requirements) and 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 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.

Long-term operational emissions would primarily be generated from diesel-powered trucks visiting the Project site. The maximally exposed sensitive receptor would be exposed to an incremental inhalation cancer risk of no more than 9.25 in 1 million (Attachment B), which is lower than the SCAQMD CEQA significance threshold of 10 in 1 million. The Chronic Hazard Index would be 0.0083, which is lower than the significance threshold of 1.0. The cancer burden is estimated to be 0.0404, which is less than the SCAQMD threshold of 0.5. Thus, no significant health risk would occur from Project-related diesel exhaust. Therefore, no new or increased significant impacts related to carcinogenic or chronic health impacts would result from the Project when compared to the impacts analyzed in the previously certified EIR.

The Project as currently proposed would result in a reduction to passenger vehicle ADT of approximately 12 percent, truck ADT of 48 percent, and overall total ADT of approximately 24 percent (Attachment D to Addendum No. 1; Attachment C of this Addendum No. 2) relative to SP-1, A2. It can therefore be concluded that the Project would not result in a CO hot spot and would not expose a substantial number of people to adverse concentrations of CO. Therefore, no new or increased significant impacts would result from the Project when compared to the impacts analyzed in the previously certified EIR.

As determined in the EIR, cumulative construction and operational air quality impacts associated with the SP-1, A2 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 previously certified 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 AQ4-3, AQ4-4, and AQ4-5.

MM AQ4-3 would apply only to residential components of the Summerwind Ranch Specific Plan, MM AQ4-4 relates to residential and commercial components, and regarding 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.

Changes in Circumstances/New Information

There are no changes with respect to the circumstances under which the proposed modifications, and there is no new information of substantial importance that has become available relative to air quality. Therefore, no changes in air quality impacts have been identified.

The Summerwind Specific Plan 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 generally known prior to certification of the Summerwind Specific Plan EIR in April 2005, and the information necessary to analyze the original 2005 project's impacts with respect to those categories was disclosed in the EIR. Further, the Project's proposed modifications would not result in any new or increased GHG impacts when compared to the project analyzed by the 2005 EIR, and instead, the Project generally reduces the emissions the 2005 EIR assumed would result from the development of the Project site, including mobile source emissions.

Specifically, potential impacts of GHGs on climate change were known as early as the 1970s. 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. 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 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. In a 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.

The City of Calimesa adopted a Climate Action (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 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 significance under CEQA and therefore is not further discussed herein.

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 Summerwind Specific Plan 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.

Conclusion

Based on the above, no new significant air quality impacts or a substantial increase in previously identified impacts disclosed and analyzed in the previously certified EIR or Addendum No. 1 would occur as a result of the proposed modifications. All of the Project's impacts on air quality would be substantially similar (or reduced) when compared to those impacts disclosed and analyzed in the 2005 EIR and Addendum No. 1, 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 Addendum No. 1, and all the Project's remaining impacts on air quality would be less than significant after implementation of MM-AQ1 through AQ4-2, and MM AQ9. As was the case when the 2005 EIR and Addendum No. 1 were certified, no additional feasible mitigation measures are available to mitigate the 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 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.

Biological Resources

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 through MM BR14, which would reduce the identified significant impacts to below a level of significance.

General Mitigation Measures

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.

MSHCP Reserve Assembly

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 project 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 Summerwind Ranch EIR Table 3.3-4 (reproduced below) and are described in further detail below for each impact expected from the Summerwind Ranch EIR. The Oak Valley Town Center site (including the Project site) is not located within any MSHCP criteria cells, and thus, the Project that is the focus of this Addendum No. 2 is not subject to Reserve Assembly requirements

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.
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.

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
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.

Resource Specific Mitigation Measures

The following resource-specific mitigation measures are contained in the EIR. See Analysis of the Project's Proposed Modifications below for measures applicable to the Project.

- 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 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 not 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.

Analysis of Previous Modifications

A field visit was conducted in April 2020 by biologists from HELIX Environmental Planning to confirm current biological conditions at that time within the area of the Specific Plan impacted by SP-1, A2 (Addendum No. 1). This study concluded that the proposed modifications to the boundary of the open space along the southern edge of the site would not result in additional impacts to sensitive vegetation communities or species. Although the open space area would be narrowed in some locations relative to the previously planned boundary, it would be widened in others. Wildlife movement in this area is primarily constricted upstream of the proposed modifications by existing development; therefore, the approved modifications would not result in a new significant impact to wildlife movement. Wildlife movement in the area primarily occurs along Garden Air Wash to the north of the site and the dedicated open space to the west, as identified on Figure 4 of the Biological Resources Assessment prepared for the Summerwind Ranch EIR (LSA 2004a [Appendix C to 2005 EIR]). The addition of open space along a drainage that occurs at the southern boundary of TC-4 would incrementally improve opportunities for wildlife movement. The other approved modifications would not meaningfully alter other biological impacts relative to those identified in the previously certified EIR.

Biological resource conditions on the site during the April 2020 survey were similar to those identified in the EIR. The information presented in the EIR with regard to oak woodland is inconsistent, as several areas of oak woodland were mapped within the Town Center impact footprint on Figure 2 of the Biological Resources Assessment, but Table 3.3-3 of the EIR indicated that only one oak tree would be impacted in this area. The distribution of oak woodland is less than what was mapped in the previous Biological Resources Assessment (Appendix C to 2005 EIR), and a limited number of oak trees would be impacted (Addendum No. 1). A small increase in the number of individual oak trees impacted relative to the impacts disclosed in the EIR (especially coupled with a decrease in impact to mapped oak woodlands) would not constitute a substantial increase in the severity of this previously identified significant impact. Preservation of oak trees has been implemented in compliance with MSHCP standards for Criteria Cells, but implementation of an oak tree planting and restoration plan also would be required in accordance with MM BR2. As noted above, 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; therefore, these requirements were not applicable to the previous modifications associated with SP-1, A2. Based on mapping in the previous Biological Resources Assessment (LSA 2004a [Appendix C to 2005 EIR]) and confirmed during the site visit in April 2020 (Addendum No. 1), there is no wet meadow present on the site of the previous modifications; therefore, MM BR6, which is specific to this habitat type, does not apply to the previous modifications (although it would continue to apply to other portions of the Summerwind Specific Plan). 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. Table 3.3-2 of the EIR did not identify clay soils on site capable of supporting these species. This was confirmed during the April 2020 field visit; therefore, focused surveys for these species are not required.

The previous modifications as described in the Determination of Biologically Equivalent or Superior Preservation (DBESP) are undergoing review by the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service to confirm consistency with all applicable MSHCP requirements. Temporary impacts would be addressed by returning temporarily impacted areas to pre-project contours following the completion of construction and applying native seed mix in accordance with MM BR4. At the time of preparation of this Addendum, mitigation is proposed through installation of an off-site flow spreader within the Cienega Canyon Preserve; filling of existing drainages within the Cienega Canyon Preserve mitigation area; and establishment of riparian habitat within the Cienega Canyon Preserve. The applicant proposed a 1:1 mitigation ratio for 13.79 acres of permanent impacts to riparian/riverine areas. The DBESP, including the mitigation proposal, are currently under review. The resource agencies have requested a 3:1 ratio. Negotiations are ongoing and final mitigation will reflect what is mutually agreed upon between the applicant and the resource agencies. A Final Habitat Mitigation and Monitoring Plan will be prepared and provided to the Wildlife Agencies prior to impacts to the riparian/riverine areas on the site and mitigation is anticipated to be installed in Fall 2022.

Subsequent to the 2005 approval of the Specific Plan (SP-1, A1), a Clean Water Act Section 404 permit and Section 401 water quality certification, as well as a California Fish and Game Code Section 1602 Streambed Alteration Agreement, were issued for Phase I (Tract 32702) of the Summerwind Specific Plan. These permits included authorization for impacts to the drainage course along the southern edge of TC-3 for the Paseo Trail, as well as for the Roberts Road crossing. Those impacts and associated mitigation requirements have been completed. Impacts to jurisdictional resources consistent with SP-1, A1, but not addressed through this prior permitting effort, would occur through implementation of SP-1, A2. As a result, an updated jurisdictional delineation has been prepared and new permits will be required, consistent with MM BR7. Specifically, a Section 401 water quality certification has been issued, and issuance of a Clean Water Act Section 404 permit and a Section 1602 Streambed Alteration Agreement are currently pending. The SP-1, A2 modifications would not result in impacts to additional jurisdictional resources that were not already part of the impacts analysis for the approved SP-1, A1 land use plan.

Except as noted above, the other mitigation measures identified in the EIR are applicable to the SP-1, A2 project site would also be required to be implemented for the previous modifications and the proposed Project. Implementation of these mitigation measures and compliance with applicable regulations would reduce impacts to biological resources from the previous modifications to a less than significant level.

Analysis of the Project's Proposed Modifications

Current biological resource conditions on Project site are similar to those identified in the EIR. The Project site does not contain significant biological resources as identified in Figures 2-16, Environmentally Sensitive Areas, and 2-17, Oak Tree Preservation Plan, of the EIR.

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; therefore, these requirements are not applicable to the Project. MM BR6 does not apply to the Project, as the Project site does not contain any wetland meadow habitat. No jurisdictional features or other sensitive biological resources occur within the areas where land use designations are proposed to be modified by the Project; thus, no additional impacts to such resources would occur beyond those previously approved. Impacts to resources that occur within areas previously and currently identified for industrial

development were previously addressed through Addendum No. 1 and are subject to a current jurisdictional permitting process and MSHCP consistency/DBESP process separate from the City's approval of the current Project entitlements, which would result in mitigation consistent with MM BR3, BR5, and BR7. Impacts to oak trees have been addressed through an oak tree planting plan, consistent with MM BR2. 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. However, Table 3.3-2 of the EIR did not identify clay soils on the Project site capable of supporting these species. Because there is no appropriate habitat on the Project site, focused surveys for Yucaipa onion and many-stemmed dudleya are not warranted.

The portion of Planning Area TC-10 to be redesignated from Open Space to Business Park includes approximately 0.5 acre of disturbed/developed lands and less than 0.1 acre of non-native grassland. Thus, the modification would not result in any significant or otherwise substantial increase in impacts to sensitive vegetation communities or associated sensitive species. Planning Areas TC-1A and TC-5 that would be redesignated from Commercial to Business Park uses were previously planned to be fully developed, and the change in proposed uses would not result in additional impacts to biological resources.

Except as noted above, the 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.

Changes in Circumstances/New Information

In the time since the EIR was certified in 2005, 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 EIR. As described above, current biological resource conditions on the Project site are similar to those identified in the EIR and Addendum No. 1. 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.

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 previously certified 2005 EIR and Addendum No. 1, 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 previously certified EIR or Addendum No. 1 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.

Cultural and Paleontological Resources

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-SIC-337-S-1, LSA-SIC-337-S-6, LSA-SIC-337-S-9, and LSA-SIC-337-S-10) 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-SIC-337-S-1 and LSA-SIC-337-S-9 are located to the west of the Town Center. Site LSA-SIC-337-S-6, part of the Singleton Ranch Complex and Isolate LSA-SIC337-I-2, which is also part of the complex, as well as a segment of LSA-SIC-337-S-10, a historic water conveyance feature, are located within the Summerwind Ranch project site. Although an additional culturally sensitive site (CA-RIV-7296) 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-SIC-337-I-3) observed within the Town Center was nonetheless recommended. Mitigation requirements are detailed in Summerwind Ranch 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 current Project Area, and revised to correctly indicate that Isolate LSA-SIC-337-I-3 is within the Town Center impact area.

Resource	Description	Location	Mitigation Measure
CA-RIV-7296	Historic ranch complex	2005 SP preservation area	Security fencing
LSA-SIC-337-S-1	Historic refuse	2005 SP impact area	Phase II test excavations
LSA-SIC-337-S-6	Will Singleton Farm complex	SP-1, A2 and SP-1, A3 impact area	Evaluation, including research and oral histories
LSA-SIC-337-S-9	Historic refuse deposit	2005 SP impact area	Phase II test excavations
LSA-SIC-337-S-10	Historic water conveyance feature	2005 SP and SP-1, A2 impact area (various portions)	Focused, intensive surveys; possibly Historic American Engineering Record documentation
LSA-SIC-337-I-3	Prehistoric isolated pestle	SP-1, A2 and SP-1, A3 impact area	Collect and donate to a local historical society
Singleton Ranch Historic District		2005 SP, SP-1, A2, and SP-1, 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 Summerwind Ranch Specific Plan area, with potential impacts identified as significant. MM CR2-1 through CR2-6 were required to reduce the impacts. See Analysis of the Project's Proposed Modifications below for measures applicable to the Project.

- 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.

Analysis of Previous Modifications

The previous modifications associated with SP-1, A2 would not result in additional impacts to identified significant cultural resources. The change in land uses would not alter the previously identified impacts to cultural resources in the EIR, and modifications to the open space boundary along the southern border would not result in additional impacts to known cultural resources as documented in the site records included in the Cultural Resource Assessment prepared for the Summerwind Ranch EIR (LSA 2004b [Appendix D-1 to 2005 EIR]). Implementation of SP-1, A2 would result in impacts to Site LSA-SIC-337-S-6 and associated Isolate LSA-SIC337-I-2; a segment of Site LSA-SIC-337-S-10; and Isolate LSA-SIC-337-I-3, consistent with the impacts disclosed in the prior EIR. The SP-1, A2 project would be required to implement mitigation requirements for these features as detailed above. Given the passage of time, it was unknown at the time of Addendum preparation whether the granite pestle isolate was still present and could be located. The City will coordinate with consulting tribes to determine the appropriate disposition of the artifact. The SP-1, A2 project would not be subject to the other mitigation requirements identified in Summerwind EIR Table 3.4-2, as the associated resources are located outside of the Town Center.

The General Plan Amendment and Specific Plan Amendment associated with SP-1, A2 triggered Native American consultation in accordance with the requirements of California SB 18. Therefore on March 23, 2020, the City of Calimesa sent out 15 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. An email was received from the San Manuel Band of Mission Indians identifying that the tribe had no concerns with SP-1, A2), and did not elect to consult on SP-1, A2 project. On May 4, 2020, the City received a letter from the Agua Caliente Band of Cahuilla Indians requesting a records search, cultural inventory by a qualified archaeologist, copies of site records, and the presence of an Agua Caliente Native American Cultural Resource Monitor during any ground disturbing activities. A letter dated July 9, 2020 was received from the Soboba Band of Luiseño Indians requesting consultation, and a letter dated July 30, 2020 was received from the Morongo Band of Mission Indians requesting consultation. These 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.

The previously approved modifications would incrementally decrease the amount of formational material with potential to contain sensitive paleontological resources that would be disturbed, because the amount of open space would be slightly increased. Upon implementation of MM CR2-1 through CR2-6 as identified in the EIR, potential impacts to sensitive paleontological resources would be reduced to below a level of significance for SP-1, A2.

Analysis of the Project's Proposed Modifications

The proposed 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 change in land uses 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 Summerwind Ranch EIR (LSA 2004 [Appendix D-1 to 2005 EIR]). While the redesignation of an approximately 0.6-acre portion of Planning Area TC-10 would slightly reduce the amount of open space and increase the amount of development, the majority of this small area was previously graded for the temporary lift station and no cultural resources were observed there during surveys conducted in 2021 (Attachment D). There is, therefore, minimal potential for additional disturbance of currently unknown sensitive cultural resources. This minimal additional disturbance in an area where no cultural resources are known to be present is not anticipated to result in a new significant cultural resource impact or increase in the severity of previously identified significant impact.

The proposed Project requires Native American consultation in accordance with the requirements of California SB 18. On October 22, 2021, the City of Calimesa sent out letters to 16 Native American Tribes from the Native American Heritage Commission SB 18 list identifying the opportunity to consult on the Project. The Morongo Band of Mission Indians (MBMI) responded on January 13, 2022, requesting shapefiles of the Area of Potential Effects and a summary of the proposed SPA. The City provided the requested information on March 10, 2022 and followed up on May 19, 2022. No further response has been received from MBMI and no responses were received from any other tribe. Tribal requests for Native American monitoring that were made during review of SPA No. 2 have been incorporated into the Specific Plan as part of the Project's 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.

Similar to the description above for cultural resources, the approximately 0.6-acre increase in disturbance would result in a negligible increase in potential 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.

Changes in Circumstances/New Information

In the time since the EIR was certified in 2005, 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 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. Additionally, no new information of substantial importance regarding cultural and paleontological resources has become available. Therefore, no changes in circumstances and no new information of substantial importance relative to cultural or paleontological resources have been identified.

Conclusion

None of the proposed modifications involve new significant impacts or a substantial increase in previously identified significant impacts disclosed and analyzed in the previously certified EIR related to cultural and paleontological resources. 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 cultural and paleontological resources which was not known and could not have been known when the EIR or Addendum No. 1 was adopted has since been identified. All of the 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 previously certified 2005 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.

Geology/Soils

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 through GS1-3 and GS2-1 through GS2-4. See Analysis of the Project's Proposed Modifications below for measures applicable to the Project.

- 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 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.

Analysis of the Previous Modifications

The previous modifications associated with SP-1, A2 would not substantially alter impacts related to geology or soils. MM GS2-2 of the EIR only applies to residential structures and thus is not applicable to the previous modifications. Similarly, MM GS1-3 only applies along the western edge of the site and thus is not applicable to the previous modifications. These measures would remain applicable to other portions of the Summerwind Specific Plan. As mandated by MM GS2-3 in the EIR, a site-specific, detailed Geotechnical and Soils Engineering Study was identified as required to be prepared for the SP-1, A2 project site in conjunction with the future Development Plan Review and CUP submittal. Recommendations from this report are required to 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 previous modifications would be reduced to below a level of significance through the applicable mitigation measures required by the EIR, and no further mitigation is required. Further, all impacts were previously fully disclosed and analyzed in the certified 2005 EIR.

Analysis of the Project's Proposed Modifications

The proposed Project would not substantially alter impacts related to geology or soils. As described in the Analysis of Previous Modifications above, MM GS1-3 and MM GS2-2 are not applicable to the proposed Project, but would remain applicable to other portions of the Summerwind Specific Plan.

As mandated by MM GS2-3 in the EIR, a site-specific, Supplemental Geotechnical Investigation has been prepared for the Project (Attachment E). The report confirms that development of the Project site is feasible from a geotechnical perspective and provides updated remedial grading and earthwork recommendations. 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.

Changes in Circumstances/New Information

In the time since the EIR was certified in 2005, 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.

Conclusion

None of the Project's proposed modifications involves new significant impacts or a substantial increase in previously identified impacts disclosed and analyzed in the previously certified EIR or Addendum No. 1 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 EIR or Addendum No. 1 was adopted has since been identified. All of the 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 previously certified 2005 EIR and Addendum No. 1. 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.

Hydrology/Water Quality

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. See Analysis of the Project's Proposed Modifications below for measures applicable to the Project.

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.

Analysis of Previous Modifications

The previous modifications associated with SP-1, A2 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 previous modifications would increase on-site open space by 0.6 acre, incrementally decreasing the number of impervious surfaces that would be constructed on the site. The reduction in impervious surfaces would also incrementally decrease associated runoff and potential erosion. Necessary drainage improvements would be designed to properly convey the calculated peak 100-year flow rates from the Summerwind Ranch project site and off-site watershed areas. SP-1, A1 envisioned the inclusion of a detention basin within the natural streambed area to mitigate the majority of first flush flows. Consistent with current regulatory procedures (such as the Riverside County Municipal Separate Storm Sewer System [MS4] stormwater treatment requirements), SP-1, A2 instead called for the development of five water quality basins to mitigate first flush flows. These basins have been designed to be compatible with the natural drainage course while minimizing grading impacts. Each parcel within the Summerwind Ranch project would be responsible for providing stormwater treatment for itself. Stormwater treatment for the Summerwind Ranch project's backbone street improvements would be accomplished via BMP catch basin inserts or equivalent BMP mitigation measures within the backbone right-of-way. The proposed storm drain system would maintain the existing drainage patterns and outlet drainage into the natural streambed areas leading to San Timoteo Creek.

As noted above, MM HW1-1 and MM HW1-2 require project-specific demonstration of conformance with applicable requirements through project design, NPDES compliance, and preparation of hydrology and hydraulic studies. Additionally, the City requires preparation of a project-specific Water Quality Management Plan to determine applicable features. 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 below a level of significance.

Analysis of the Project's Proposed Modifications

The proposed 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. While the Project would redesignate an approximately 0.6-acre area from Open Space to Business Park, the total amount of Open Space would be only 0.1 acre less than anticipated in the EIR due to the increase in designated Open Space that occurred as part of SP-1, A2. Thus, the amount and quality of runoff from Project development would be comparable to that previously analyzed. Each parcel within the Project would be responsible for providing stormwater treatment for itself, and accordingly stormwater treatment for the 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 (Attachment F-1) and Project Specific Water Quality Management Plans (Attachment F-2) have been prepared for each of the Project's proposed Business Park structures as well as the proposed truck trailer parking lot. 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.

Changes in Circumstances/New Information

In the time since the EIR was certified in 2005, 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 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 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.

Conclusion

None of the proposed modifications would involve new significant impacts or a substantial increase in previously identified impacts disclosed and analyzed in the previously certified EIR or Addendum No. 1 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 EIR or Addendum No. 1 was certified has since been identified. All of the 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 previously certified 2005 EIR and Addendum No. 1. 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.

Land Use and Planning

Summary of Previous 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.

Analysis of Previous Modifications

In conjunction with SP-1, A2, amendments to the General Plan also were necessary. These amendments were limited to revisions to the General Plan land use map, transportation map, and trail exhibit to reflect the Specific Plan modifications. SP-1, A2 included minor changes to the quantities and distribution of land uses on the site, and as detailed throughout Addendum No. 1, would not result in new significant environmental impacts.

Specifically, the revisions decreased business park land uses within the SP-1, A2 area from 121.1 to 119.6 acres, a decrease of approximately 1.5 acres, and increased commercial land uses from 86.0 to 88.7 acres, an increase of approximately 2.7 acres. As components of the entirety of Summerwind Ranch land uses analyzed in the EIR, these changes were relatively minimal. Elimination of the previously planned equestrian trail and replacement with a paseo trail was necessary, due to potential safety concerns that would be associated with an equestrian trail adjacent to an arterial road with freeway access and a projected 43,000 ADT. Also, the request to modify the maximum warehouse size from

250,000 SF to 707,000 SF was made in response to an ordinance that the City adopted in 2016 (Ordinance 343), subsequent to approval of the Summerwind Specific Plan. Section VIII of the Specific Plan (SP-1, A2) included detailed analysis of how the revisions would be consistent with General Plan policies. As set forth in Addendum No. 1 for SP-1, A2, the modifications would not result in new significant environmental impacts related to land use and planning and impacts would remain less than significant, and therefore, would not result in any or increased significant impact not already fully disclosed and analyzed in the previously certified 2005 EIR.

Analysis of the Project's Proposed Modifications

The proposed Project would include minor changes to the quantities and distribution of land uses on the site and, as detailed throughout this Addendum, would not result in new or increased significant environmental impacts not already fully disclosed and analyzed in the previously certified 2005 EIR or Addendum No. 1.

The Project, which includes the proposed Specific Plan Amendment SP-1, A3, includes minor changes to the previously approved land uses for the site. Specifically, 2.0 acres in Planning Area TC-1A on the eastern edge of the Project site and north of Singleton Road would be developed with parking, slopes, and landscaping in association with the adjacent warehouse facility in TC-1, and 3.1 acres in Planning Area TC-5 would be redesignated from Commercial to Business Park. This Planning Area, in conjunction with the eastern portion of TC-3, would accommodate an approximately 9.0-acre truck trailer parking lot. This amendment would allow for synchronicity among the approved land uses along the western side of Roberts Road. The land use designation for an approximately 0.6-acre area within Planning Area TC-10 would also be redesignated from Open Space to Business Park. The majority of this area was previously developed with a temporary YVWD sewer lift station, which would become obsolete with construction of the permanent sewer lift station in conjunction with the development of Oak Valley Town Center. In conjunction with SP-1, A3, amendments to the General Plan Land Use Plan (Figure LU-1) would also be necessary.

The modifications would not result in introducing land uses not envisioned in the EIR or land uses that are not compatible with the proposed surrounding land uses. Rather, the proposed land uses are intended to complement the surrounding land uses by providing ancillary uses that will allow for greater function of the proposed warehouses. The new land uses will be consistent with the Specific Plan and General Plan after the approval of the Project entitlements. 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 previously certified 2005 EIR and Addendum No. 1, and impacts would remain less than significant.

Changes in Circumstances/New Information

In the time since the EIR was certified in 2005, 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 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 Summerwind Ranch 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 EIR and the adoption of Addendum No. 1 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 Project's potential impacts relating to land use.

Conclusion

None of the proposed modifications involve new significant impacts or a substantial increase in previously identified impacts not already disclosed and analyzed in the previously certified 2005 EIR and Addendum No. 1 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 or Addendum No. 1 was certified has since been identified. The Project's impacts relating to land use would be less than significant, as was the case with the previously certified EIR and Addendum No. 1. 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.

Noise

Summary of Previous 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. See Analysis of the Project's Proposed Modifications below for measures applicable to the Project.

- 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 concluded that operational noise impacts would be less than significant, in part due to the construction of minimum six-foot high sound attenuation walls between residential uses and major roadways, which was incorporated as a design feature in the Specific Plan. It was determined that with

sufficient building insulation, multi-family residential buildings facing I-10 would meet the City's interior noise level standards for residential development.

Analysis of Previous Modifications

A supplementary noise analysis was prepared to address the modifications proposed by SP-1, A2 (Attachment C to Addendum No. 1). The previous modifications would not result in additional noise impacts during construction. Implementation of SP-1, A2 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 certified EIR. The SP-1, A2 project proponent would implement MM N1-1 through N1-4 to reduce noise levels, and impacts would remain less than significant.

The change in land uses associated with the previous modifications would result in changes to daily traffic volumes along roadway segments, as detailed in Table 6, *Comparison of Average Daily Traffic Volumes*.

Table 6
COMPARISON OF AVERAGE DAILY TRAFFIC VOLUMES

Road Name/Segment	Average Daily Traffic (in thousands)		
	General Plan Buildout with Specific Plan	General Plan Buildout with SP-1, A2	Difference
Roberts Road			
South of "C" Street	34.0	29.8	-4.2
South of Singleton Road	27.0	30.5	+3.5
North of Cherry Valley Boulevard	37.0	35.4	-1.6
Singleton Road			
West of Roberts Road	29.0	25.1	-3.9
East of Calimesa Boulevard	38.0	37.9	-0.1

Source: Attachment D to Addendum No. 1

Note: The average daily traffic volumes for the General Plan buildout with Specific Plan scenario are presented as actual vehicles, while the average daily traffic volumes for the General Plan buildout with project scenario are presented as passenger car equivalent (PCE); therefore, the average daily traffic volumes presented for the General Plan buildout with project scenario are higher than what would actually occur and the difference between the two scenarios is conservative.

SP-1, A2 would result in an increase in traffic along the segment of Roberts Road south of Singleton Road (to approximately the southern boundary of Planning Area TC-5) during operations; however, there are no noise-sensitive residential land uses proposed along this segment, and the minimal increase in traffic compared to the build-out traffic volume along this segment that was analyzed in the certified EIR would not cause an exceedance of noise standards at commercial and business park land uses.

All roadway segments except for the segment of Roberts Road south of Singleton Road would have decreased average daily traffic volumes with SP-1, A2 when compared to the original Summerwind Ranch project analyzed in the EIR, and are therefore anticipated to have decreased traffic noise levels. This is because for a given mix of vehicles, roadway traffic noise is directly proportional to roadway traffic volume. In other words, for two scenarios consisting of similar vehicle mixes, the one with lower traffic volumes will have lower traffic noise levels.

Although SP-1, A2 would have included warehouse distribution centers and would generate more truck traffic than the original Summerwind Ranch project, the four roadways included in Table 6 that would experience a decrease in traffic volumes with the modified land uses are anticipated to accommodate a vehicle mix similar to that assumed by the 2005 EIR under the original Summerwind Ranch project. This is because the trucks associated with the warehouse distribution centers in Planning Areas TC-1, TC-2, and TC-3 would primarily utilize the I-10 freeway for regional distribution (refer to Exhibits 4, 5, and 6 of Attachment D to Addendum No. 1). As such, the vehicle mix along these four segments would have been similar to that which was analyzed in the EIR. With similar vehicle mixes and decreased traffic volumes, because roadway traffic noise is directly proportional to roadway traffic volume, it was concluded that traffic noise levels along these four segments would be lower than what was analyzed in the EIR, and no new or increased significant impacts would occur.

Although not specifically addressed in the EIR, the supplementary noise analysis also addressed potential impacts from business park uses to nearby residential and open space uses, due to the proposed reduction in minimum setback distances. The specific warehouse setback provisions that were altered through SP-1, A2 were not in place when the Summerwind Ranch Specific Plan was adopted in 2005. Rather, those provisions were approved separately by the City in 2016, through adoption of Ordinance 343.

In the noise model, receivers were placed at first- and second-story building heights at the residential properties within the E-2 Townhomes to the north of TC-1, the B-2 Garden Courts to the north of TC-2, and the B-3 Bungalows to the west TC-2, and at various locations along the TC-3 property line adjacent to the proposed TC-10 Open Space and near the A-8 Cottages to the south. With design measures included in the Specific Plan, including barriers at the interface between proposed industrial uses and residential or open space uses, operational noise levels associated with the modifications would not exceed applicable standards at off-site noise-sensitive residential and open space land uses.

Planning Area TC-1A was planned for commercial use, but at the time of preparation of Addendum No. 1 for SP-1, A2 contained a non-conforming residential use, elevated up to 15 feet above the planned TC-1 Business Park use. The top of slope is on the property line. Given that this property was planned for commercial use, both the use and the relative elevations were anticipated to vary from their current condition in the future. Due to the transitional nature of land use in this planning area adjacent to TC-1 (i.e., the eventual abatement of the non-conforming residential use), potential noise impacts to this location were identified as to be addressed as part of the Development Plan Review and a City Council-approved CUP for warehouses pursuant to CMC Section 18.30 for the TC-1 Business Park, based on the land use and associated topography in the TC-1A Planning Area that are existing and planned at the time of that review. The non-conforming residential use has since been removed. Therefore, no additional noise analysis related to the residential use is required as part of the Development Plan Review or City Council-approved CUP for warehouses pursuant to CMC 18.30.

Although the locations of the business park and commercial land uses adjacent to I-10 would be revised, both land uses would remain within the same general proximity to I-10 and would therefore be exposed to similar noise levels as those analyzed in the certified EIR. As set forth in Addendum No. 1, implementation of the EIR mitigation measures would reduce potential construction noise impacts below a level of significance, operational noise impacts would remain less than significant, and SP-1, A2 would not result in any new or increased significant impacts not fully disclosed and analyzed in the previously certified 2005 EIR or Addendum No. 1.

Analysis of the Project's Proposed Modifications

A supplementary noise analysis was prepared to address the modifications proposed by SP-1, A3 (Attachment G). The proposed modifications would not result in additional noise impacts during construction. Implementation of SP-1, A3 would involve the same general construction activities and equipment in the same general locations as what was assumed in the EIR and Addendum No. 1; therefore, construction noise would be similar to what was evaluated in the certified EIR and Addendum No. 1. The SP-1, A3 project proponent would implement MM N1-1 through N1-4 to reduce noise levels, and impacts would remain less than significant.

The change in land uses associated with the previous modifications would result in an overall decrease in trip generation, as detailed in Table 7, *Comparison of Trip Generation Between SP-1, A2 and SP-1, A3*. Furthermore, as noted above, SP-1, A2 resulted in a decrease in trips relative to SP-1, A1; therefore, the trips generated by SP-1, A3 would also be less than the trips generated by SP-1, A1. The only analyzed planning area to result in an increase in trip generation is TC-5, which would involve an increase of 815 daily trips associated with the proposed trailer parking lot.

Table 7
COMPARISON OF TRIP GENERATION BETWEEN SP-1, A2 AND SP-1, A3

Planning Area	Average Daily Traffic (in thousands)		
	SP-1, A2	SP-1, A3	Delta
TC-1	2,872	1,320	-1,552
TC-2	1,854	968	-886
TC-3	2,605	2,502	-103
TC-5	0	815	+815
Total	7,331	5,605	-1,726

Sources: Attachment G; Attachment C to Addendum No. 1

For three of the analyzed roadway segments, vehicle trips would not increase relative to SP-1, A2 because of the reduced trip generation at TC-1, TC-2, and TC-3. With vehicle mixes similar to what was previously analyzed for SP-1, A2, it can therefore be determined that noise levels along these three roadway segments would not increase compared to SP-1, A2.

SP-1, A3 would result in a potential increase in traffic along the segment of Roberts Road south of Singleton Road (to approximately the southern boundary of Planning Area TC-5) during operations; however, there are no noise-sensitive residential land uses proposed along this segment, and the minimal increase in traffic compared to the build-out traffic volume along this segment that was analyzed in the certified EIR would not cause an exceedance of noise standards at commercial and business park land uses.

Although not specifically addressed in the EIR, the supplementary noise analysis also addressed potential impacts from business park uses to nearby residential and open space uses. At the time that Addendum No. 1 was prepared, project plans for the adjacent residential development had not yet been developed. Plans for these areas are currently in preparation and the applicants have worked together closely to address the edge condition between the two properties, including relative elevations and proposed barriers. As a result of this more detailed information and coordination, the proposed barrier heights along the interface have been refined.

In the noise model, receivers were placed at first- and second-story building heights at the residential properties within the E-2 Townhomes to the north of TC-1, the B-2 Garden Courts to the north of TC-2, and the B-3 Bungalows to the west TC-2, and at various locations along the TC-3 property line adjacent to the proposed TC-10 Open Space and near the A-8 Cottages to the south. With design measures included in the Specific Plan, including barriers at the interface between proposed industrial uses and residential or open space uses, operational noise levels associated with the modifications would not exceed applicable standards at off-site noise-sensitive residential and open space land uses. Residential development would be consistent with the setbacks and residential pad elevations shown on these figures. Illustrated wall heights are approximate based on current anticipated grading and adjacent pad elevations. It should be noted that wall heights are approximate based on current anticipated grading and adjacent pad elevations. Actual wall heights may vary depending on final grading for the base of the wall while maintaining the top of wall elevations relative to the finished pad elevation for the adjacent planned homes. These project design features will be conditions of project approval.

Implementation of the EIR mitigation measures would reduce potential construction noise impacts below a level of significance. Operational noise impacts would remain less than significant with the project design features illustrated on Figures 4 through 6, which would be conditions of project approval. Therefore, SP-1, A3 would not result in any new or increased significant impacts not fully disclosed and analyzed in the previously certified 2005 EIR or Addendum No. 1.

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). This updated municipal code provision would affect the implementation of MM N1-3, but that modification would further assure that noise impacts are consistent with, or less than, the impacts that were analyzed in the 2005 EIR and Addendum No. 1. 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 adoption of the EIR. and Addendum No. 1 Modeling of operational noise levels takes future conditions into account. 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.

Conclusion

None of the proposed modifications involve new significant impacts or a substantial increase in previously identified impacts disclosed and analyzed in the previously certified 2005 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 or Addendum No. 1 was certified has since been identified. The Project's noise impacts would all be less than significant after implementation of MM N1-1 through N1-4 and the specified project design features, as was the case in the previously certified EIR and Addendum No. 1. 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.

Public Services

Summary of Previous 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. The EIR requires implementation of MM PS1-1 through PS1-5, PS2, PS3-1, PS3-2, and PS5. See Analysis of the Project's Proposed Modifications below for measures applicable to the Project.

- 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.

Analysis of Previous Modifications

Previous modifications associated with SP-1, A2 would not substantially alter the demand for fire or police services from what was analyzed in the EIR. The change in square footage of the proposed commercial and business park uses would not generate sufficient additional service demand such that additional public facilities beyond those previously anticipated would be required. Although the developer agreed to provide a location for the fire station within the Town Center, the City Fire Department has not identified an exact location. The specific details for the location of a Fire Station within planning area TC-4 will be determined through a development agreement between the City of Calimesa and the Town Center developer. As SP-1, A2 did not include residential uses, it would not generate additional population that would contribute to an impact to schools or libraries, and is not subject to MM PS3-1 regarding planning for school service. Through implementation of the other mitigation measures specified by the EIR, impacts to public services would be less than significant.

Analysis of the Project's Proposed Modifications

The proposed Project would not substantially alter the demand for fire or police services. The proposed minor changes in land use designations would not generate sufficient additional service demand such that additional public facilities beyond those previously anticipated would be required. Specifically, the total square footage of Business Park structures would remain consistent with that analyzed in Addendum No. 1, which was found to not result in a significant increase in service demand relative to the uses analyzed in the EIR. As the Project does not include residential uses, it would not generate additional population that would contribute to an impact to schools or libraries, and is not subject to MM PS3-1 regarding planning for school service or MM PS5 regarding libraries. Additionally, the Project does not alter the parkland proposed and evaluated in EIR. Through implementation of MM PS1-1 through PS2, PS3-2, and PS5 as specified by the EIR, all impacts to public services would be less than significant.

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 Project would provide a site for a new fire station, 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.

Conclusion

Based on the above, no new significant public service impacts or a substantial increase in previously identified impacts disclosed and analyzed in the previously certified 2005 EIR and Addendum No. 1 would occur as a result of the proposed modifications. All of the 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 2005 EIR and Addendum No. 1. Additionally, other than formation of the City of Calimesa'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 or Addendum No. 1 was certified 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 an Addendum is appropriate pursuant to State CEQA Guidelines Section 15164.

Transportation/Traffic

Summary of Previous 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 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). See Analysis of the Project's Proposed Modifications below for measures applicable to the Project.

- MM T1-1** Traffic signals and 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** Roberts Road shall be constructed from the TAZ “H” south boundary to the existing Roberts Road/Woodhouse Road alignment as an interim two-lane 32-foot pavement section adjacent to the project.
- MM T2-1** The Developer shall participate in the installation of a traffic signal and turn lane improvements at the intersection of Calimesa Boulevard and Singleton Road.
- 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/Woodhouse Road to the TAZ “T” west boundary shall be constructed as an interim two-lane 32-foot pavement 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** The Developer shall participate in the installation of a traffic signal and turn lane improvements at the intersection of Calimesa Boulevard and Singleton Road.
- 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 boundary at its ultimate half-section width as an Arterial roadway (110-foot ROW).
- MM T3-6** Singleton Road from its Phase 2 terminus (refer to 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** The Developer shall participate in the I-10 Freeway/Singleton Road Interchange improvement project.
- MM T3-16** The Developer shall participate in providing turn lane improvements at the I-10 Freeway/ Cherry Valley Boulevard Interchange.
- MM T3-17** Traffic signals and turn lane improvements shall be installed at the following intersections:
- “F” Street at Singleton Road
 - Roberts Road at Singleton Road
- 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 “F” Street at its ultimate half-section width as an Arterial roadway (110-foot ROW).
- 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).
- 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** 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).
- 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.

Analysis of Previous Modifications

As required by MM T6-2, a traffic analysis (Attachment D to Addendum No. 1) was prepared to evaluate traffic conditions at that time and traffic that would be generated by the SP-1, A2 project modifications, to identify significant impacts and provide updated recommendations regarding necessary transportation improvements. For the purposes of conservative modeling of potential traffic impacts, the Business Park uses were assumed to include 1,020,800 SF of high-cube parcel hub warehouse and 1,229,200 SF of high-cube cold storage warehouse. The analysis of trip generation addressed both actual vehicle trips as well as trips adjusted with passenger car equivalent (PCE) factors, which account for the larger size and inferior performance characteristics of large trucks relative to passenger cars.

Table 8, *Trip Generation Comparison (SP-1, A2)*, provides a comparison of the trip generation from SP-1, A1 to SP-1, A2. In summary, the modifications would result in the following differences for trip generation within the SP-1, A2 project area, relative to traffic anticipated in the EIR:

- 8,052 fewer trip-ends per day
- 1,116 fewer inbound a.m. peak hour trips
- 242 more outbound a.m. peak hour trips
- 290 more inbound p.m. peak hour trips
- 1,022 fewer outbound p.m. peak hour trips

Table 8
TRIP GENERATION COMPARISON (SP-1, A2)

Trip Generation		SP-1, A1	SP-1, A2		Difference (Proposed PCE – Previously Approved)
			Actual Trips	PCE	
Actual Trips	AM Peak Hour				
	Inbound	2,194	863	1,078	-1,116
	Outbound	568	625	810	+242
	Total	2,762	1,488	1,888	-874
	PM Peak Hour				
	Inbound	1,595	1,721	1,885	+290
	Outbound	2,782	1,660	1,760	-1,022
	Total	4,377	3,381	3,645	-732
Daily	44,425	32,873	36,373	-8,052	

Source: Attachment D to Addendum No. 1

PCE = Passenger Car Equivalent

SP-1, A2 removed previously planned Street “F,” which would have been a Major roadway. The SP-1 A2 westerly realignment of Roberts Road, however, negated the need for this parallel roadway segment. The modified alignment of Roberts Road would provide appropriate capacity and connectivity in the SP-1, A2 project area, south of Singleton Road and west of the I-10 freeway, without an added parallel facility.

Based on the revised traffic volumes for SP-1, A2 and network features, the updated traffic report identified additional modifications that could occur to the previously planned travel lane configurations, as follows:

- At the I-10 Eastbound Ramps/Singleton Road intersection, the 2005 analysis recommended an eastbound channelized free right-turn lane. With project volume changes, an eastbound conventional right-turn lane would suffice.
- At the Calimesa Boulevard/Singleton Road intersection, the 2005 analysis recommended three eastbound through travel lanes in addition to an eastbound right-turn lane. With project volume changes, two eastbound through travel lanes (in addition to the eastbound right-turn lane) would suffice on the eastbound approach to the intersection.
- At the Roberts Road/Singleton Road intersection, the 2005 analysis recommended a northbound channelized free right-turn lane. With project volume changes, a northbound conventional right turn lane with overlap signal phasing would suffice.
- At the TC-4 Access/Singleton Road intersection, the 2005 analysis included a north leg to the intersection, as well as a single westbound left-turn lane. With project volume changes and site

access as presented in the current plan, the north leg of this intersection would be eliminated, and dual westbound left-turn lanes are recommended.

With these modified lane configurations, all evaluated intersections would continue to experience acceptable operations (LOS C or better), consistent with the conclusions of the 2005 analysis. Therefore, the required traffic mitigation measures were modified to reflect these updated lane configuration requirements.

The SP-1, A2 project was required to make financial contributions toward additional traffic improvements (including construction or payment in entirety for the future I-10/Singleton Road interchange), including the County of Riverside Transportation Uniform Mitigation Fee Program and City Development Impact Fee Program.

A separate Traffic Phasing Evaluation (Attachment E to Addendum No. 1) was prepared to evaluate proposed phasing of SP-1, A2 and identify associated transportation improvement requirements. The updated information regarding timing of transportation improvements was incorporated into the SP-1, A2 project MMRP.

In summary, as set forth in detail in Addendum No. 1, the evaluation of SP-1, A2 (i.e., revised circulation system and land uses) indicates that the modifications to the original project analyzed in the 2005 EIR resulting from SP-1, A2 would not result in new significant transportation impacts or an increase in the severity of previously identified significant impacts. The SP-1, A2 project would implement the required street improvements consistent with the updated traffic studies, as required by MM TR6-2. Through implementation of street improvements in compliance with MM TR6-2, impacts to transportation and traffic would remain less than significant.

Analysis of the Project's Proposed Modifications

As required by MM T6-2, a traffic analysis (Attachment C) has been prepared to evaluate current traffic conditions and the proposed Project modifications associated with SP-1, A3, to identify significant impacts and provide updated recommendations regarding necessary transportation improvements. The specific future Business Park users are not known, but the types of occupants are anticipated to include high cube warehousing, distribution, general warehousing, industrial, manufacturing, fulfillment centers, e-commerce, and similar uses allowed within the Business Park specific plan land use zoning designation. While modeling conducted for SP-1, A2 made a very conservative assumption of high-cube parcel hub warehouse and high-cube cold storage warehouse, the current modeling for SP-1, A3 and relied on in this Addendum uses 0.64 truck trips per 1,000 square feet, in accordance with SCAQMD recommendations for analysis of speculative warehouse development, to account for variations in future users. The analysis focuses only on the proposed Business Park and trailer parking lot uses, as no other uses are proposed for revision or otherwise impacted by the Project. This modeling addresses both actual vehicle trips as well as trips adjusted with PCE factors, which account for the larger size and inferior performance characteristics of large trucks relative to passenger cars.

Table 9, *Trip Generation Comparison (SP-1, A3)*, provides a comparison of the trip generation from the original project analyzed in the 2005 EIR and SP-1, A2 to the proposed SP-1, A3. In summary, the proposed modifications would result in the following differences for trip generation within the Project area, relative to the previously approved plan:

- 1,842 fewer PCE daily trips
- 301 fewer PCE inbound a.m. peak hour trips
- 432 fewer PCE outbound a.m. peak hour trips
- 441 fewer PCE inbound p.m. peak hour trips
- 64 more PCE outbound p.m. peak hour trips

Table 9
TRIP GENERATION COMPARISON (SP-1, A3)

Trip Generation		SP-1, A2		SP-1, A3		
		PCE	Difference (SP-1, A2 – [Addendum No. 1] SP-1, A1 [EIR])	PCE	Difference (SP-1, A3 [Addendum No. 2 – SP-1, A2 [Addendum No. 1])	Difference (SP-1, A3 [Addendum No. 2] – SP-1, A1 [EIR])
Actual Trips	AM Peak Hour					
	Inbound	677	-1,116	376	-301	-815
	Outbound	574	+242	142	-432	-190
	Total	1,251	-874	518	-733	-1,607
	PM Peak Hour					
	Inbound	652	+290	211	-441	-151
	Outbound	414	-1,022	478	+64	-958
	Total	1,066	-732	689	-377	-1,109
	Daily	10,831	-8,052	8,989	-1,842	-9,894

Sources: Attachment C, Attachment D to Addendum No. 1
PCE = Passenger Car Equivalent

Because the Project would result in fewer trips overall than the approved SP-1, A2, which would result in fewer trips overall than the previously approved project analyzed in the 2005 EIR (SP-1, A1), the proposed 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 both the original project analyzed in the 2005 EIR and SP-1, A1.

In summary, the evaluation of the Project's proposed land use modifications indicates that they would not result in new significant transportation impacts or an increase in the severity of previously identified significant impacts. The Project would implement the required street improvements consistent with the updated traffic studies, as required by MM TR6-2. Specifically, these requirements include T3-23 and updates to MM T1-13, T2-1, T2-3, T2-11, T3-15, T3-17, T3-21, T3-22, T3-24, T4-12, and T4-15 based on technical information provided in the Access Assessment (Attachment C). The required improvements would also implement MM TR6-1 with regard to cumulative impacts. The modifications to transportation improvements based on the updated Access Assessment required by MM TR6-2 are as follows:

MM T1-13 Ultimate Roberts Road improvements shall be constructed north of Singleton Road along the Project frontage. from the TAZ "H" south boundary to the existing Roberts Road/Woodhouse Road alignment as an interim two-lane 32-foot pavement section adjacent to the project. 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.

- MM T2-1** The Developer shall participate in the installation of a traffic signal and turn lane improvements at the intersection of Calimesa Boulevard and Singleton Road. 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).
- MM T2-3** The extension of Singleton Road from Roberts Road/~~Woodhouse Road~~ to the TAZ “T” west boundary to San Timoteo Canyon Road shall be constructed as an interim two-lane 32-foot pavement section.
- 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. 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 T3-15** The Developer shall participate in funding to implement the new westerly half of the existing I-10 interchange at ~~Freeway~~/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 C).
- 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).
- 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 T3-17** For Roberts Road at Singleton Road (intersection 5), construct interim traffic signals and turn lane improvements and provide at least the following lanes (interim design subject to City determination) shall be installed at the following intersections:

- “F” Street at Singleton Road
- Roberts Road at Singleton Road

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

MM T3-22 ~~Singleton Road shall be widened from the~~ Between the eastbound I-10 Southbound Ramps/Singleton Road intersection and the Roberts Road/Singleton Road intersection, Singleton Road shall be constructed to a level of interim improvements that include at its ultimate half-section width as an Urban Arterial roadway (134-foot ROW) on the north side of the road, with lane improvements consistent with Exhibits 15 and 16 of the Access Study (Addendum Attachment C).

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 “F” Street to the TAZ “P” west boundary shall be completed at its ultimate full-section width as an Arterial roadway (110-foot ROW) the western Project boundary to Roberts Road.~~

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~~

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.

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

Through implementation of these street improvements in compliance with MM TR6-2, all of the 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.

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 Summerwind Ranch EIR was certified in 2005. 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. Based upon the information provided in the EIR, VMT generated by the originally approved project analyzed in the 2005 EIR can be extrapolated. 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 Project's proposed modifications would result in a decrease in VMT. This analysis was conducted based on the types of information (trip generation rates and trip length estimates) available at the time of preparation of the 2005 EIR, for consistency.

SP-1, A2 resulted in modifications to the boundaries and designated land uses of several parcels within the Oak Valley Town Center portion of Summerwind Ranch, including areas where portions of the currently proposed development would occur. Therefore, to provide an accurate assessment of overall VMT changes, this analysis provides VMT for SP-1, A1 and SP-1, A3 based on the land use designations within the entire SP-1, A2 boundary.

The first element of the calculation of VMT is the number of trips generated by a project. The number of trips generated for SP-1, A1 and SP-1, A3 is based on the trip generation summaries contained in the Trip Generation and Circulation Context for Oak Valley Town Center (Attachment D to Addendum No. 1) and Tentative Parcel Map No. 37862, Lots 1 to 6 – Access Evaluation (Attachment C). Those reports specify the number of passenger car and truck trips for the Oak Valley Town Center and (in the latter report) the proposed Business Park uses, but do not provide corresponding detail for the originally approved SP-1, A1. Therefore, the breakdown of passenger cars versus truck trips associated with Business Park uses SP-1, A1 was determined based on the Summerwind Ranch Air Quality Impact Analysis (Appendix B of 2005 EIR) prepared as part of the previously certified 2005 EIR.

The second element of the calculation of VMT is the distance that would be covered by each trip. Because the types of uses allowed in each land use category under the SP-1, A1 or SP-1, A3 would be the same, the same trip lengths were used for both scenarios. Specifically, a trip length of 5.941879 miles was used for retail, a trip length of 12 miles was used for Business Park cars, and a trip length of 40 miles was used for Business Park trucks. The trip length for retail uses is based on default values from the California Emission Estimator Model (CalEEMod), Version 2016.3.2. The trip length for Business Park uses reflects recent, conservative requirements for modeling of warehouse uses based on guidance from the SCAQMD.

The resulting calculations of VMT based on the above-described trip generation rates and trip lengths are provided in Table 10, *Vehicle Miles Traveled Comparison*.

Table 10
VEHICLE MILES TRAVELED COMPARISON

Land Use	SP-1, A1			SP-1, A3		
	Retail	Business Park		Retail	Business Park	
Vehicle Type	Cars	Cars	Trucks	Cars	Cars	Trucks
Trips	31,515	17,810	1,403	28,380	3,791	1,814
Trip Length (miles)	5.941879	12	40	5.941879	12	40
VMT	187,258	213,725	56,102	168,631	45,492	72,560
Total VMT	457,086			286,683		
VMT Difference	170,403 (37%) Reduction					

Sources: Attachment C, Attachment D to Addendum No. 1; California Emission Estimator Model (CalEEMod), Version 2016.3.2

Based on the inputs described above, the Summerwind Ranch land uses that were previously proposed and approved on the Oak Valley Town Center site would have resulted in 457,086 total VMT, while the proposed SP-1, A3 uses within the Oak Valley Town Center site would result in 286,683 total VMT, for a decrease of 170,403 VMT, or approximately a 37 percent reduction. As noted above, both Retail and Business Park uses are considered for the purposes of this analysis because SP-1, A2 changed the mix between those uses. Consideration of only Business Park uses would result in a 56 percent reduction in total VMT. The analysis contained in Addendum No. 1 documented that SP-1, A2 would result in a 29 percent reduction in VMT relative to the land uses in SP-1, A1. Therefore, SP-1, A3 would result in a further reduction in VMT.

Information regarding VMT clearly could have been known with reasonable diligence at the time the EIR was certified, and in fact was included as part of the 2005 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.

Conclusion

None of the Project's proposed modifications involve new significant impacts or a substantial increase in previously identified impacts in the previously certified 2005 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 or Addendum No. 1 was certified has since been identified. All of the Project's impacts relating to transportation and traffic would be less than significant with MM T3-23 and updated MM T1-13, T2-1, T2-3, T2-11, T3-15, T3-17, T3-21, T3-22, T3-24, T4-12, and T4-15, in compliance with MM and T6-1 and TR6-2, as was the case in the 2005 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.

Utilities and Service Systems

Summary of Previous 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 project could result in impacts related to wastewater infrastructure and treatment, water supply and infrastructure, and storm water drainage. The EIR requires implementation of MM UT1-1 through UT1-4, MM UT2-1 through UT2-6, and MM UT-3 to mitigate these impacts. See Analysis of the Project's Proposed Modifications below for measures applicable to the Project.

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.

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

Analysis of Previous Modifications

Subsequent to preparation of the EIR in 2005, YVWD prepared comprehensive Water, Wastewater, and Recycled Water Master Plans. These plans substantially revised the planned infrastructure that had been previously identified, including eliminating the previously proposed Oak Valley Regional Water Reclamation Facility. A Preliminary Service Evaluation for SP-1, A2 was completed by YVWD (YVWD 2020). The SP-1, A2 project modifications would be required to implement applicable elements of

current infrastructure plans and pay associated fees, as required by YVWD. The infrastructure that would be required in accordance with the updated plans would be less than that originally envisioned and therefore would result in a reduction in the associated environmental impacts. The lake in the Town Center would provide storage for reclaimed water as part of a comprehensive water management plan for the area. The SP-1, A2 project also would comply with the latest stormwater requirements, which are more stringent than those that were in place at the time of certification of the EIR. Therefore, the SP-1, A2 would not result in new significant impacts or increase in the severity of impacts identified in the EIR. The updated conditions of approval will ensure that the associated impacts would remain less than significant.

Analysis of the Project's Proposed Modifications

The proposed Project would result in the development of Business Park building square footage consistent with the amount envisioned under SP-1, A2, which was determined not to result in new or substantially more significant utilities impacts than analyzed in the EIR. The proposed trailer parking lot in Planning Areas TC-3 and TC-5 would not be intended for overnight or extended use by truck operators, and therefore would not result in an increased demand for public utilities. The Preliminary Drainage Studies and Project Specific Water Quality Management Plans (Attachments F-1 and F-2) demonstrate how each of the proposed Business Park uses, including the trailer parking lot, would be consistent with current stormwater requirements, which are more stringent than those that were in place at the time of certification of the EIR.

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.

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. Revisions in regard to facilities planning and stormwater management requirements are addressed in the preceding subsection regarding Analysis of the Project's Proposed Modifications as well as in Attachments F-1 and F-2, and would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts. 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.

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 previously certified 2005 EIR and Addendum No. 1. 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 EIR was certified and Addendum No. 1 adopted has since been identified. All of the Project's impacts related to utilities would be less than significant with implementation of MM UT1-1 through UT1-4 and MM UT2-1 through UT-3, as was the case in the

previously certified EIR and Addendum No. 1. 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.

Effects Found Not to be Significant

Agricultural Resources

Summary of EIR Analysis

Analysis of agricultural resource impacts is contained in the Initial Study, Appendix A-1 of the EIR. The IS concluded that there would be a loss of agricultural lands, but these impacts were disclosed in the General Plan EIR that designated the project site for development. Impacts to agricultural resources were determined to be less than significant and no further analysis was required in the EIR.

Analysis of Previous Modifications

Previous modifications associated with SP-1, A2 would not alter agricultural resources beyond what was described in the EIR. As SP-1, A2 did not include changes to agricultural resources from the analysis in the EIR, impacts would be less than significant.

Analysis of the Proposed Modifications

While portions of the site were once farmed, the Project site is not currently used for agricultural production. Agricultural use of open space portions of the site would not be authorized or feasible; therefore, development of an additional 0.6-acre area would not result in a meaningful change in impacts to potential agricultural resources. The proposed Project would not result in additional impacts to agricultural resources compared to those disclosed in the EIR.

Changes in Circumstances/New Information

In the time since the EIR was certified in 2005 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 Summerwind Ranch Specific Plan.

Conclusion

None of the proposed modifications involve new significant impacts or a substantial increase in previously identified impacts disclosed and analyzed in the previously certified 2005 EIR and Addendum No. 1 related to agricultural resources. 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 agricultural resources which was not known and could not have been known when the EIR or Addendum No. 1 was certified has since been identified. All of the Project's impacts related to agricultural resources would be less than significant, as was the case when they were scoped out of the 2005 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.

Hazards/Hazardous Materials

Summary of EIR Analysis

Analysis of hazards and hazardous material impacts, except as addressed relative to air quality and fire services in the respective EIR sections, is contained in the Initial Study, Appendix A-1 of the EIR. The IS concluded that there would be no significant impacts related to hazards or hazardous materials with adherence to applicable regulations and no further analysis was required in the EIR.

Analysis of Previous Modifications

Previous modifications associated with SP-1, A2 would not increase impacts associated with hazards or hazardous materials beyond what was described in the EIR. Individual businesses or facilities may be required to pursue permits related to hazardous materials as required by law. As SP-1, A2 did not include changes to hazards or hazardous materials from the analysis in the EIR, impacts would be less than significant.

Analysis of the Proposed Modifications

The proposed Project would not result in disturbance to additional known hazardous materials or handling of additional hazardous materials. Therefore, it would not result in additional impacts associated with hazards and hazardous materials than those disclosed in the EIR. Individual facilities may be required to pursue permits if the use of hazardous materials is proposed by the business operator.

Changes in Circumstances/New Information

No new cases of hazardous sites are located in the vicinity of the Project according to databases prepared pursuant to Government Code Section 65692.5 (DTSC 2022; SWRCB 2022). Hazardous materials regulations are also updated regularly and business operators would be required to conform to federal, state, and local regulations related to handling of hazardous materials.

Conclusion

None of the proposed modifications involve new significant impacts or a substantial increase in previously identified impacts disclosed and analyzed in the previously certified 2005 EIR and Addendum No. 1 related to hazards or hazardous materials. 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 hazards or hazardous materials which was not known and could not have been known when the EIR or Addendum No. 1 was certified has since been identified. All of the Project's impacts related to hazards or hazardous materials would be less than significant, as was the case when they were scoped out of the 2005 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.

Mineral Resources

Summary of EIR Analysis

Analysis of mineral resource impacts is contained in the Initial Study, Appendix A-1 of the EIR. The IS concluded that there would be no impacts related to mineral resources and no further analysis was required in the EIR.

Analysis of Previous Modifications

Previous modifications associated with SP-1, A2 would not increase impacts associated with mineral resource beyond what was described in the EIR, as there were no mineral resources identified in the City in the EIR.

Analysis of the Proposed Modifications

The proposed Project with the included modifications would not result in additional impacts associated with mineral resources beyond those disclosed in the EIR, as there are no mineral resources identified in the City or Project area.

Changes in Circumstances/New Information

The City's General Plan was updated in 2014 and does not disclose new knowledge of mineral resources within the City.

Conclusion

None of the proposed modifications involve new significant impacts or a substantial increase in previously identified impacts disclosed and analyzed in the previously certified 2005 EIR and Addendum No. 1 related to mineral resources. 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 mineral resources which was not known and could not have been known when the EIR or Addendum No. 1 was certified has since been identified. The Project would have no impacts related to mineral resources, as was the case when they were scoped out of the 2005 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.

Recreation

Summary of EIR Analysis

Analysis of impacts to recreation is contained in the Initial Study (IS), Appendix A-1 of the EIR. The IS concluded that there would be less than significant impacts to recreation with the creation of recreational facilities exceeding City requirements. No further analysis was required in the EIR.

Analysis of Previous Modifications

Previous modifications associated with SP-1, A2 included small additions to recreation facilities as described in the EIR. There were no significant impacts to recreation, as the overall addition of

recreational spaces through the Summerwind Ranch Specific Plan would exceed City requirements for recreation acreage associated with the planned population increases.

Analysis of the Proposed Modifications

The proposed Project with the included modifications would not result in changes to recreational facilities. There would be no changes to recreational facilities or unplanned increases in population as a result of the Project's modifications.

Changes in Circumstances/New Information

Since the EIR was certified in 2005, the City's General Plan was updated in 2014. The updates did not include modifications to the area addressed by the Summerwind Ranch Specific Plan and did not include policies related to recreation that would conflict with the Summerwind Ranch Specific Plan. New opportunities for the City to increase recreation facilities beyond the Summerwind Ranch Specific Plan would not substantially affect the conditions under which the EIR was certified.

Conclusion

None of the proposed modifications involve new significant impacts or a substantial increase in previously identified impacts disclosed and analyzed in the previously certified 2005 EIR and Addendum No. 1 related to recreation. 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 recreation which was not known and could not have been known when the EIR or Addendum No. 1 was certified has since been identified. The Project would have less than significant impacts related to recreation, as was the case when it was scoped out of the 2005 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.

Growth Inducing Impacts

Summary of Previous Analysis

Analysis of growth-inducing impacts of the project is contained in the EIR, Chapter 6, page 6-1. The EIR acknowledges that development of Summerwind Ranch 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. It 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 would be growth-inducing in terms of a localized employment increase, that 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). 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.

Analysis of Previous Modifications

The increase in commercial and business park development through SP-1, A2 was determined to have potential to further increase localized employment opportunities, but as noted above, that is consistent with, and an important goal as outlined in the City's General Plan. The modifications would not result in an unplanned extension of infrastructure and would be a logical extension of development that currently exists in the area.

Analysis of the Project's Proposed Modifications

The proposed Project would result in the development of Business Park building square footage consistent with the amount envisioned under the previously approved SP-1, A2. The proposed trailer parking lot in Planning Areas TC-3 and TC-5 would not be intended for overnight or extended use by truck operators, and therefore are not anticipated to result in a meaningful increase in employment opportunities. The proposed 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.

Changes in Circumstances/New Information

The City has continued to grow, as was anticipated at the time of EIR certification. There are no substantial, unanticipated changes under which the Project will be undertaken, that would affect the analysis contained in the EIR and Addendum No. 1. No new information of substantial importance relative to growth inducement has become available since the certification of the EIR.

Conclusion

None of the proposed modifications involve new significant impacts or a substantial increase in previously identified impacts disclosed and analyzed in the previously certified 2005 EIR and Addendum No. 1 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 or Addendum No. 1 was certified has since been identified. All of the Project's impacts related to growth inducement would be less than significant, as was the case in the 2005 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 proposed Project would not result in a new significant impact not analyzed in the previously certified 2005 EIR and adopted Addendum No. 1 or substantial increase in the severity of previously identified impacts in the EIR or Addendum No. 1. There are no substantial changes to the circumstances under which the Project will be undertaken, and no new information of substantial importance which was not known and could not have been known when the EIR or Addendum No. 1 were adopted has since been identified. All of the Project's impacts would be the substantially the same for each impact category (or incrementally decreased) when compared to the impacts analyzed in the previously certified EIR or Addendum No. 1. Therefore, the proposed modifications associated with the 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 No. 2 to the EIR satisfies CEQA requirements for the modifications resulting from the proposed Project, as described herein above, pursuant to State CEQA Guidelines Section 15164.

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