
Appendix A

Notice of Preparation, Comment Letters,
and Summaries



NOTICE OF PREPARATION

DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

Project Name: Mesa Verde Specific Plan Area 2 Amendment 2
City Project No.: GPA 23-01; SPA 23-01; EA 23-02; DA Amendment-Revision 1; TTM No. 33931 – Revision 2
State Clearinghouse Number: 2004071045
Project Applicant: Mesa Verde Owners, LLC
Project Address: West of Interstate 10, generally between Sandalwood Drive and County Line Road, Calimesa, California
Public Comment Period: Friday, May 10, 2024 through Monday, June 10, 2024

This Notice of Preparation (NOP) informs the public, responsible and trustee agencies, and interested parties that the City of Calimesa (City), as Lead Agency under the California Environmental Quality Act (CEQA), will prepare a Subsequent Environmental Impact Report (SEIR) for the Mesa Verde Specific Plan Area 2 Amendment 2 (Project). The Project is the second Amendment to the Mesa Verde Specific Plan that was previously adopted in 2007 and subsequently amended in 2017. In accordance with CEQA (Public Resources Code Section 21000, et seq.) and State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000, et seq.) Section 15082, the City has issued this NOP to solicit input on the scope and content of the environmental information to be contained in the Draft SEIR for the Mesa Verde Specific Plan Area 2 Amendment 2.¹

I. OPPORTUNITY FOR PUBLIC REVIEW AND COMMENT

30-Day Public Scoping Period. The issuance of this NOP begins the 30-day public scoping period for the Mesa Verde Specific Plan Area 2 Amendment 2 SEIR, from Friday, May 10, 2024 through Monday, June 10, 2024. Comments may be sent to the City at any time during the 30-day public scoping period. Trustee and responsible agencies should provide comments and input related to their agencies' respective areas of statutory responsibilities in connection with the proposed Project. Please include the name and contact information of a contact person for your agency. As a responsible or trustee agency, your agency may need to use the SEIR prepared by the City when considering any permits or other approvals that your agency must issue for the Project. Due to time limits mandated by state law, your response to this NOP must be postmarked no later than **Monday, June 10, 2024**.

Please send your written comments to the City of Calimesa. Comments may be emailed to: klucia@cityofcalimesa.net or may be mailed to:

¹ Pursuant to Section 15162 of the State CEQA Guidelines, an SEIR is the appropriate CEQA documentation because an EIR was previously certified for the Mesa Verde Estates Specific Plan, and one or more of the following has occurred: (1) substantial changes are proposed that will require major revisions to the previous EIR due to the involvement of new and/or substantially increased significant environmental effects; and/or (2) substantial changes with respect to the circumstances under which the Project is undertaken will require major revisions to the previous EIR due to the involvement of new and/or substantially increased significant environmental effects.

City of Calimesa – Planning Division
Attn: Kelly Lucia, M. URP, Planning Director
908 Park Avenue
Calimesa, California 92320

Scoping Meeting. In accordance with CEQA Guidelines Section 15082(c), the City will hold an on-line public Scoping Meeting via webinar for the proposed Project. The public may participate in the Scoping Meeting as follows:

Thursday, May 30, 2024
Online Scoping Meeting
6:00 – 7:00 pm (Pacific Standard Time)

Attend the virtual meeting live webcast:
Webinar Link: <https://bit.ly/3VY4Cdy>
Zoom Meeting ID: 924 1600 1500
Phone: +1 669 900 6833 or +1 929 205 6099

No pre-registration is required. Entering the web address above will take you directly to the Webinar homepage and allow you to sign into the Scoping Meeting. A name and email address are required to enter the Webinar to keep track of attendance. The Scoping Meeting will include a brief presentation describing the proposed Project and an overview of the CEQA process and requirements. The Scoping Meeting will include time for the public to provide input on the scope and content of the SEIR, as schedule allows; however, the Scoping Meeting is not a public hearing and any input provided will not be formally transcribed. The City requests that all comments regarding the scope and content of the SEIR, including potential mitigation measures or possible alternatives to the Project that would also achieve the Project’s objectives, be provided in writing via email or mail to the address above.

II. PROJECT SETTING

Project Location. The Project site is comprised of 1,463.1 acres of largely undeveloped land located in the northwestern portion of the City of Calimesa, in the County of Riverside, California. Access to the Project site is provided via the Interstate (I) 10 at the Sandalwood Drive and the County Line Road exits. The Project site includes 14 parcels² and is found within the El Casco and Yucaipa 7.5-Minute Quadrangles, as mapped by the U.S. Geological Survey (**See Figure 1, Regional Location and Local Vicinity**).

Project Site Existing Conditions. The Project site is currently vacant and is made up of mostly undeveloped terrain with natural watercourses, valleys and hilly areas, as well as a portion of Sandalwood Drive and Mustang Way. Drainage flows generated from the Project site tends to flow either southwesterly towards San Timoteo Creek or northwesterly towards Yucaipa Creek. Primary vegetation communities on the Project site include non-native grasslands and chamise chaparral, with smaller areas of sand-aster and perennial buckwheat fields; bush mallow scrub; California buckwheat scrub; and coast live oak woodland. The Project site is within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), which is implemented by the Regional Conservation Authority (RCA).

The City of Calimesa General Plan Land Use Chapter designates the Project site as “Mesa Verde Estates Specific Plan,” which includes a range of uses, including Medium High, Medium, Medium Low, Low, and Very Low Density Residential; Mixed Use (Commercial & Multifamily [MF] with a maximum of 20 dwelling units per acre); Open Space – Natural, – Park, – Private Recreation, – Basin; and Public Institutional. The City’s Zoning Map designates the Project site as Mesa Verde Estates.

² Assessor’s Parcel Numbers (APNs) 411-210-010, 411-210-028, 413-030-025, 413-040-013, 413-040-017, 413-040-018, 413-040-020, 413-040-023, 413-160-011, 413-200-003, 413-200-040, 413-200-042, 413-200-044, and 413-200-048.

Surrounding Land Uses. Land uses to the north of the Project site include undeveloped hillside open space, the Yucaipa Valley Water District (YVWD) water treatment facility, Yucaipa Creek, and rural development along Live Oak Canyon Rd. The Project's northern boundary is adjacent to the counties of Riverside and San Bernardino. The City of Calimesa General Plan Land Use Chapter designates the area to the northeast of the Project site's boundary as Residential Low Medium, Residential Rural, Quasi-Public, and Community Commercial. The area adjacent to the Project site's northern boundary is located in the cities of Yucaipa and Redlands. The area within Yucaipa is designated as Open Space and Residential by the Yucaipa General Plan and Yucaipa Freeway Corridor Specific Plan. The area within Redlands is designated as Resource Preservation by the Redlands 2035 General Plan. Land uses to the east of the Project site include single family residential land uses, the Mesa View Middle School, I-10, and urban land uses within the City of Calimesa. The City of Calimesa General Plan Land Use Chapter designates the area on the west side of I-10 and east of 7th Street as Community Commercial and Light Industrial, and the area opposite of I-10 as Downtown Village Commercial and Downtown Neighborhood Commercial.

Land uses to the south of the Project site include undeveloped hillside open space within the City of Calimesa, Garden Air Wash, San Timoteo Canyon Creek, and rural land uses along San Timoteo Canyon Road. The City of Calimesa General Plan Land Use Chapter designates the area adjacent to the Project site's southern boundary as Summerwind Ranch Specific Plan. Land uses to the west of the Project site include undeveloped hillside open space within the City of Calimesa and unincorporated Riverside County. The City of Calimesa General Plan Land Use Chapter designates the area to the west of the Project site's western boundary as Residential Estate.

Specific Plan History. Approved in 2007, the Mesa Verde Estates Specific Plan envisioned the development of 3,450 residential units, approximately 350,000 square feet (SF) of commercial space, 62.5 acres of mixed-use space, 481.8 acres of open space, 57.5 acres of public parks, 12.5 acres of private recreation, 21.5 miles of trails, 91.4 acres of roads, 2 elementary school sites, and 1 middle school site. Other proposed improvements included traffic circulation, flood control, and utilities, water, and sewer services. The Mesa Verde Estates Specific Plan was the subject of CEQA environmental review in the 2007 Final EIR. In 2017, the Mesa Verde Specific Plan Area 2 Amendment 1 proposed to modify the approved plan to allow for the development of 3,650 residential units, 250,000 SF of commercial space, 46.5 acres of mixed-use space, 489.7 acres of open space, 47.9 acres of public parks, 8.2 acres of private recreation, 23.1 miles of trails, 87.5 acres of roads, 2 elementary school sites, and no middle school site. The amended Project no longer included a middle school site because the Yucaipa-Calimesa Joint Unified School District (YCJUSD) built the Mesa View Middle School just north of the Project site in August 2009. The 2017 Mesa Verde Specific Plan Area 2 Amendment 1 was evaluated in an Addendum to the 2007 Final EIR prepared pursuant to CEQA. None of the Mesa Verde Estates Specific Plan has been implemented to date.

Attachment A includes a table that generally summarizes the land use changes that would occur with the implementation of the 2023 Mesa Verde Specific Plan Area 2 Amendment 2 when compared to the previously approved 2017 Mesa Verde Specific Plan Area 2 Amendment 1.

III. PROJECT DESCRIPTION SUMMARY

This Mesa Verde Specific Plan Area 2 Amendment 2, which is an Amendment to the 2017 Mesa Verde Specific Plan Area 2 Amendment 1, would serve as the policy and regulatory document, functioning as the zoning code, for the development of the Project site. Issues not covered in the Mesa Verde Specific Plan Area 2 Amendment 2 would need to be consistent with all applicable City regulations and/or an approved Development Agreement.

Land Use Summary. The Mesa Verde Specific Plan Area 2 Amendment 2 would permit a maximum of 3,650 residential units, including a mix of single-family detached, single-family attached, and multi-family units. The projected number of units within each of the residential zones include: 790 units of High Residential;

594 units of Medium High; 1,450 units of Medium; 677 units of Low Medium; and 139 units of Low. The Project includes Mixed-Use, Commercial, and Business Park/Industrial land uses, two elementary school sites, open space and public/private parks, public facilities, utility infrastructure, and roadways. A network of trails would connect the Project’s land uses and parks. The Project’s proposed land uses are summarized in **Table 1, Proposed Land Uses and Acreages (See Figure 2, Proposed Land Use Plan)**.

Project improvements and facilities (e.g., fuel modification zones, trails, landscape areas, water quality basins, lighting) would be owned and/or maintained by either the Master Homeowner’s Association, Sub-Homeowners Association, Commercial/Employment Owner’s Association, or Maintenance District. The City of Calimesa would own and maintain all public streets and sidewalks and pedestrian facilities. The YCJUSD would own and operate the proposed schools. The public facilities lot would allow for development of a fire station to be owned and operated by the City of Calimesa Fire Department, and other public facilities to be owned and operated by the City of Calimesa Public Works Department.

Project Phasing. The Specific Plan would be implemented in phases over time. The Project includes the development of up to 4.44 million square feet of business park use (allowing for a mix of industrial, logistics, office, and educational uses), 3,650 dwelling units, 300,000 SF of commercial/retail use, 2 elementary schools, and 50.4 acres of public park uses within five development phases. The proposed Opening Years are as follows: Phase 1 (2030), Phase 2 (2035), Phase 3 (2038), Phase 4 (2040), and Phase 5 (2045), subject to market conditions.

Table 1. Proposed Land Uses and Acreage

Land Use	Zoning Designations	Acres	Percent of Total Site
Mixed-Use	Mixed-Use (MU)	20.9	1.4%
Industrial/Logistics/Office	Business Park (BP)	243.1	16.6%
Commercial	Commercial (C)	4.5	0.3%
Residential	High (H); Medium High (MH); Medium (M); Low Medium (LM); Low (L);	474.4	32.3%
Elementary Schools	Elementary School (ES)	22.0	1.4%
Private Recreation	Open Space- Private Recreation (OS-PR)	16.1	1.1%
Public Parks	Open Space- Public Park (OS-PP)	50.4	3.4%
Public Works/Fire Station	Calimesa Public Works (CPW)	5.3	0.4%
Lift Station	Public Facility (PF)	1.5	0.1%
Water Tank	Public Facility (PF)	3.2	0.2%
Basins	Public Facility (PF)	26.2	1.8%
Open Space	Open Space- Natural (OS-N)	496.5	33.9%
Total Development Area		1,364.0	93.2%
Public Streets		99.1	6.8%
Total Project Area		1,463.1	100.0%

Circulation Improvements. The primary access road into the industrial portion of the Project site would be Sandalwood Drive, which is currently improved starting at the 7th Street intersection to Mustang Way. As Project-related development occurs, Sandalwood Drive would be fully improved to a four-lane road and extended north through the Project site, connecting to the proposed Street B near the southeast corner of Mesa View Middle School. County Line Road provides access to the Project site through 7th Place, West Avenue L, and 7th Street to Sandalwood Drive. As part of the Project, County Line Road would join with the proposed Street A and would serve as primary access to the residential portion of the Project site.

Off-site Project-related improvements would include the redevelopment of County Line Road from the Project site boundary to the I-10 interchange. The future width and design of this portion of County Line Road would be determined upon completion of the Project's Transportation Report. At a minimum, County Line Road improvements will require redeveloping the roadway within the full width of the existing 60-foot right-of-way and may require acquisition of additional rights-of-way and/or additional property in connection with such widening, depending on the results of the Project's final Transportation Report. Within the Project site boundaries, Roberts Road would terminate at the Project's southern property line until the off-site Roberts Road Bridge is constructed over Garden Air Wash, consistent with the City's adopted General Plan Circulation Element. As a part of proposed improvements associated with the off-site and separate Summerwind Ranch Specific Plan, Roberts Road would continue southward and connect to the Singleton Road interchange with the I-10, ultimately serving as an additional future off-site point of connection for the Project.

Off-site I-10 freeway interchange improvements would be required at the County Line Road intersection and the Sandalwood Drive intersection, as determined necessary by the Project's Transportation Report, subject to coordination, review, and approval of the City and California Department of Transportation, District 8 (Caltrans). These future interchange improvements are under the jurisdiction of Caltrans and the City and are not a part of the proposed Project. The proposed Project would eliminate the previously contemplated creation of a Roberts Road extension to the north of the Project site as well as the off-site alignment of Street F, which was previously proposed to connect to the northern Roberts Road extension. **Attachment A** provides a table that generally summarizes the of Project's circulation components compared to the 2017 Mesa Verde Specific Plan Area 2 Amendment 1.

Utility Improvements. The YVWD would provide potable water, recycled water, and wastewater services for the Project. Recycled water would be used for the non-potable water demands for the Project, including for irrigation of common areas. On-site and off-site improvements would be required, including pipeline extensions to the Project site from County Line Road, West Avenue L, Mustang Way, and from future connections through the Summerwind Ranch Specific Plan. For stormwater, the Project would use on-site detention and water quality basins, which would eventually discharge into the natural drainages. Electric/telecommunication utility extensions to the Project site would also be required.

Public Services. The Project site would be served by Southern California Edison for electricity, Verizon for telephone, and Spectrum for cable services. The Riverside County Sheriff's Department and City of Calimesa Fire Department would provide sheriff and fire services, respectively, and the YCJUSD would provide public school services.

Hillside Grading and Revegetation. The Project would require approximately 33,500,000 cubic yards of cut and fill over the course of all four phases of grading, and individual phases would be balanced on the site, which would minimize the import/export of materials during construction. Manufactured slopes that are interior to the Project would utilize a permanent irrigation system to support establishment of plantings for the purpose of slope stabilization. Manufactured slopes adjacent to natural open spaces would be landscaped with non-invasive, native, and drought-tolerant vegetation.

Lead Agency Discretionary Actions. The discretionary actions under consideration by the City include:

- Environmental Assessment No. 23-02: Certification of Subsequent Environmental Impact Report
- General Plan Amendment No. 23-01: Amend the Land Use Plan, Circulation Element, and Open Space Map
- Specific Plan Amendment No. 23-01: Amend SP Area 2 Amendment 1 to SP Area 2 Amendment 2
- TTM No. 33931 Revision: Amendment 2
- Development Agreement Amendment No. 1 between the City of Calimesa and Mesa Verde Owners, LLC

Responsible Agencies under CEQA include, but may not be limited to: California Department of Fish and Wildlife (CDFW) for a 1604 Permit; Santa Ana Regional Water Quality Control Board for a Section 401 Certification; RCA for an MSHCP Joint Project Review, including review by CDFW and U.S. Fish and Wildlife; YVWD for an Updated Water Supply Assessment; City of Yucaipa for fuel modification and grading; YCJUSD for encroachment and circulation improvements; Riverside County Flood Control District for ownership and management of storm water basins; and Caltrans for encroachment permits may be required.

The City of Calimesa has determined that a SEIR is required to satisfy environmental review for the proposed Project. Therefore, as allowed under CEQA Guidelines Section 15060(d), no Initial Study will be prepared. The SEIR will address the changes to the Specific Plan that have occurred since the City previously certified the 2007 EIR and 2017 Addendum. The SEIR will focus on the potentially significant effects of the Project, discuss any effects found not to be significant, and assess the direct, indirect, and cumulative impacts, as well as growth-inducing effects. The SEIR will identify mitigation measures to reduce or eliminate potentially significant environmental impacts and discuss potentially feasible alternatives to the Project that may accomplish basic objectives while lessening or eliminating any significant Project-related impacts.

The SEIR will evaluate the probable environmental effects of the Project, which are anticipated to include the following environmental topics:

- Aesthetics
- Cultural Resources
- Greenhouse Gas Emissions
- Land Use & Planning
- Public Services
- Tribal Cultural Resources
- Air Quality
- Energy
- Hazards & Hazardous Materials
- Noise
- Recreation
- Utilities & Service Systems
- Biological Resources
- Geology & Soils
- Hydrology & Water Quality
- Population & Housing
- Transportation
- Wildfire

Please contact the Kelly Lucia at (909) 795-9801 if you have any questions.



Kelly Lucia, Planning Director

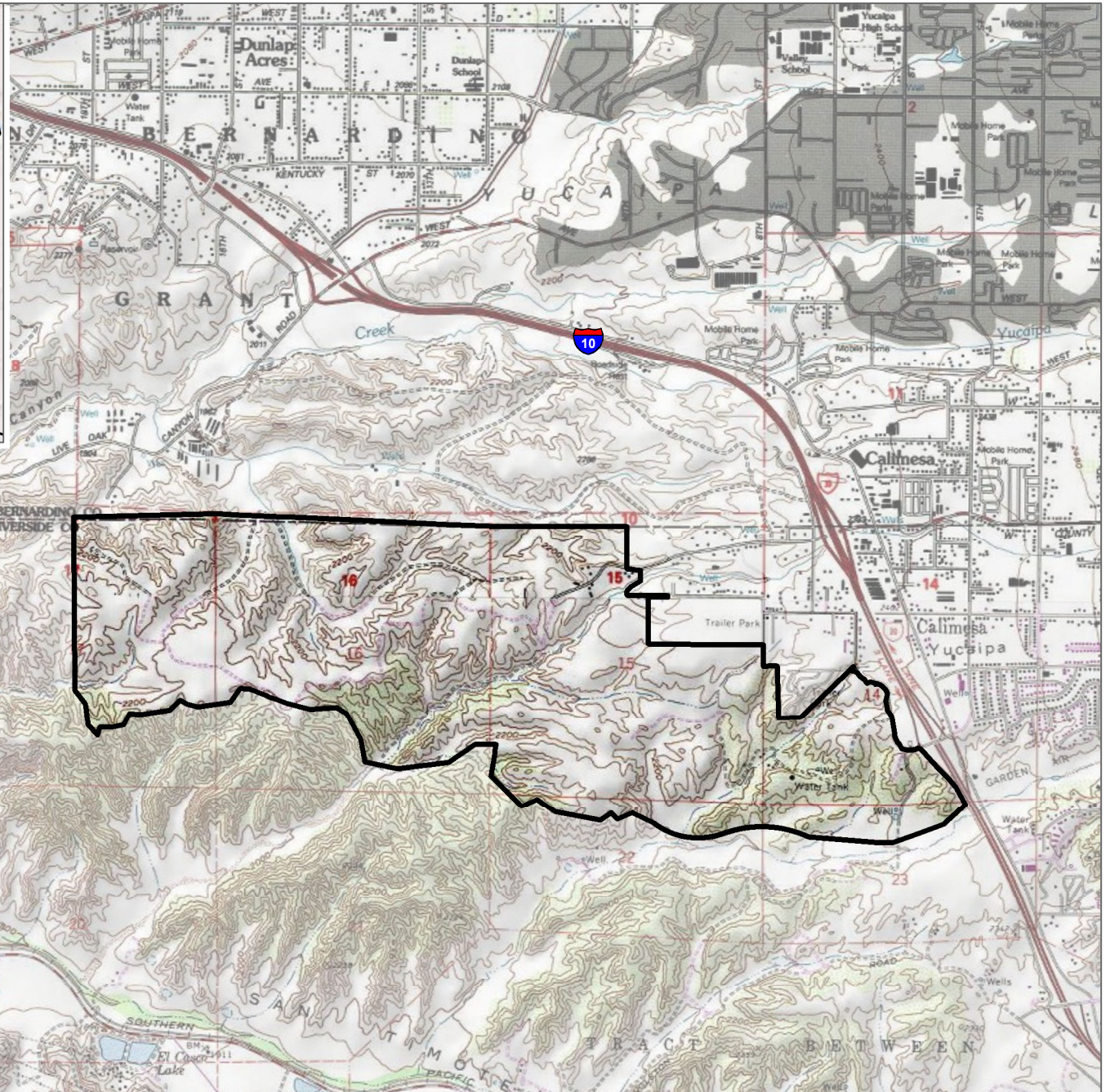
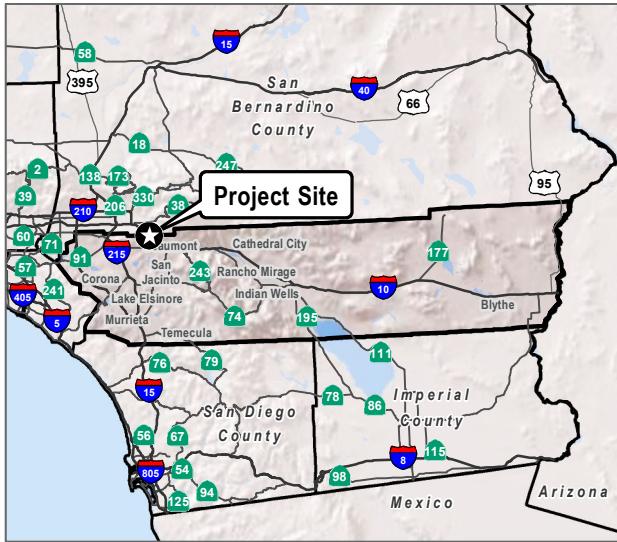
Attachments: Attachment A: Proposed Project Comparison to the 2017 Mesa Verde Specific Plan Area 2 Amendment 1
Figures: Figure 1 – Regional Location and Vicinity Map; Figure 2 – Proposed Land Use Plan

Attachment A. Proposed Project Comparison to the 2017 Mesa Verde Specific Plan Area 2 Amendment 1

Category	Adopted 2017 Specific Plan	Mesa Verde Specific Plan Area 2 Amendment 2	Summary of Changes
Residential Land Uses¹			
Very Low Residential	158 lots	0 Lots	Decrease of 158 lots – Eliminated
Low Residential	428 lots	139 lots	Decrease of 289 lots
Low Medium Residential	693 lots	677 lots	Decrease of 16 lots
Medium Residential	1,669 lots	1,450 lots	Decrease of 219 lots
Medium High Residential	344 lots	594 lots	Increase of 250 lots
Multi-Family (High Density Residential)	358 lots	790 lots	Increase of 432 lots
Total Residential Units	3,650 units	3,650 units	No Change
Total Residential Acres	735.3 acres	474.4 acres	Decrease of 260.9 acres
Non-Residential Land Uses			
Mixed Use	46.5 acres	20.9 acres	Decrease of 25.6 acres
Business Park	0 acres	243.1 acres	Increase of 243.1 acres
Commercial	0 acres	4.5 acres	Increase of 4.5 acres
Public Works/Fire Station	0 acres	5.3 acres	Increase of 5.3 acres
Lift Station	0 acres	1.5 acres	Increase of 1.5 acres
Water Tank	2.9 acres	3.2 acres	Increase of 0.2 acres
Open Space	489.7 acres	496.5 acres	Increase of 6.8 acres
Public Parks	47.9 acres	50.4 acres	Increase of 2.5 acres
Private Recreation	8.2 acres	16.1 acres	Increase of 7.9 acres
Elementary Schools	25.4 acres	22.0 acres	Decrease of 3.4 acres
Basins	19.6 acres	26.2 acres	Increase of 6.6 acres
Roads	87.5 acres	99.1 acres	Increase of 11.6 acres
Roads and Circulation²			
Street B from Street E to Street D	Collector Street	Divided Collector	Increased 14 feet to Divided Collector
Street D from Street A to Street B	Collector Street	Divided Collector	Increased 14 feet to Divided Collector
Street F	Divided Collector	Collector	Decreased to 66-foot Collector – New Alignment
7th Street	Modified Collector	Local	Decreased to 60-foot Local
Roberts Road from north of Sandalwood Drive to 7 th Street	Modified Secondary	Local ³	Decreased to 60-foot Local

Notes:

- 1 Residential land uses include changes to density and housing type.
- 2 All listed roadways reflect the proposed Mesa Verde Specific Plan 2 Amendment 2 names.
- 3 May require additional turn lanes at 7th Street and Sandalwood Drive



SOURCE: USGS 7.5-Minute Series El Casco and Yucaipa Quadrangles;
Township 2S / Range 2W / Sections 08, 09, 14, 15, 16, 17, 22, 23

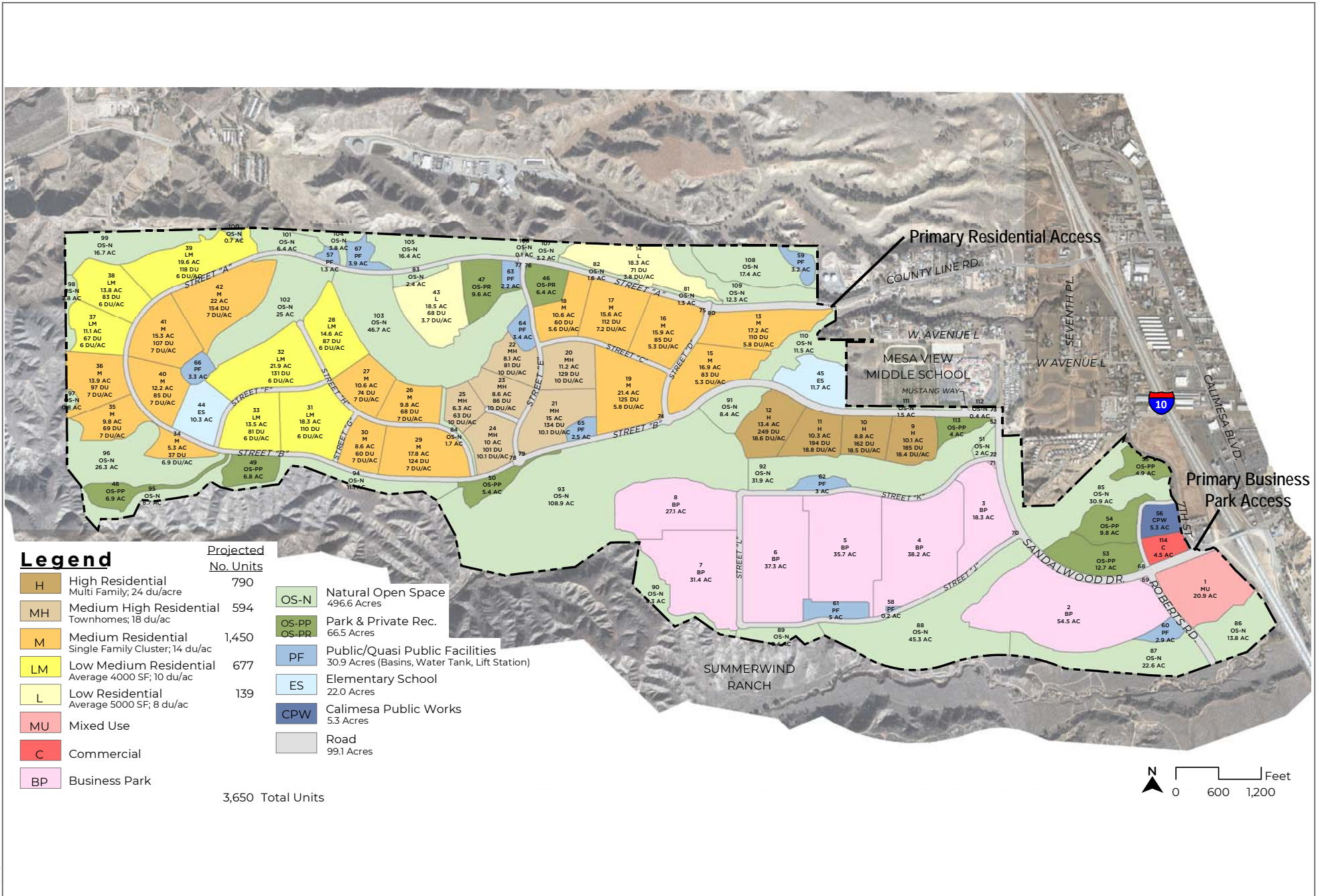
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FIGURE 1

Regional Location and Local Vicinity

Notice of Preparation for the Mesa Verde Specific Plan Area 2 Amendment 2 Project



SOURCE: FORMA, April 2024

FIGURE 2

Proposed Land Use Plan

Table 1. Summary of NOP Comment Letters

Author	Date	Summary	Addressed in Draft SEIR Chapter(s)/Section(s)
Agencies			
Native American Heritage Commission (NAHC)	May 10, 2024	The NAHC provides recommendations for cultural assessment by contacting the appropriate regional California Historical Research Information System Center; contacting NAHC for Sacred Lands File search and Native American Tribal Consultation List; and consulting legal counsel about compliance with Assembly Bill 52, Senate Bill 18, and other applicable laws.	Section 4.4, Cultural Resources; Section 4.16, Tribal Cultural Resources
Riverside Transit Agency (RTA)	May 16, 2024	The RTA states that there are no active routes near the Project site and provides a link to the agency's First and Last Mile Mobility Plan (April 2017), which includes information regarding walkable developments that encourage active transportation and public transit usage.	Section 4.15, Transportation
City of Redlands	May 17, 2024	The City of Redlands inquires about potential roadway connections to or through the City of Redlands, issues concern regarding stormwater runoff, and questions whether the City of Redlands, the City of Loma Linda, and/or the San Bernadino County Flood Control District could potentially be Responsible Agencies under CEQA.	Chapter 3, Project Description; Section 4.15, Transportation; Section 4.9, Hydrology and Water Quality
California Department of Fish and Wildlife (CDFW)	June 6, 2024	CDFW, serving as California's Trustee Agency for fish and wildlife resources, underscores the necessity of a comprehensive biological assessment in the Draft SEIR to identify and mitigate potential impacts on local wildlife and habitats. This includes detailed inventories of flora and fauna, especially rare, threatened, and endangered species, as well as sensitive habitats. CDFW recommends that the Draft SEIR addresses direct, indirect, and cumulative impacts on biological resources, evaluates project alternatives, and includes specific mitigation measures. They state that the Project must comply with CEQA and the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) to ensure consistency with regional conservation efforts. Furthermore, CDFW advises early consultation and thorough documentation of mitigation strategies to offset any unavoidable impacts on wildlife and habitats.	Section 4.3, Biological Resources

City of Yucaipa	June 6, 2024	<p>The City of Yucaipa has concerns regarding the Project's impact on circulation and Levels of Service, specifically at the I-10 Freeway interchange at County Line Road and other interchanges within the City of Yucaipa. They request detailed analysis on trip generation and assumptions, and state that the "worst-case scenario" should be considered. Additionally, the City of Yucaipa has received reports that the Project would include access through the City of Yucaipa and its Freeway Corridor Specific Plan area. The City is concerned regarding potential impacts that would result from accommodating the City of Calimesa's traffic directly within the City of Yucaipa. They request clarification on the locations of all proposed roadways and to be included in the traffic scoping process to evaluate trip generation and distribution. The City of Yucaipa also asks to be emailed environmental documentation for review during the Draft SEIR public comment period.</p>	Chapter 3, Project Description; Section 4.15, Transportation
Southern California Association of Governments (SCAG)	June 6, 2024	<p>SCAG's role is to provide informational resources for regionally significant plans under CEQA to ensure consistency with regional plans. SCAG emphasizes the importance of aligning the Project with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals, particularly those related to greenhouse gas reduction, sustainable transportation, and land use. SCAG encourages the City of Calimesa to ensure that the Project supports regional mobility, community development, environmental sustainability, and economic goals outlined in Connect SoCal 2024. SCAG recommends using a side-by-side comparison table in the Draft SEIR to demonstrate Project consistency with these goals. SCAG also suggests reviewing the Final Program Environmental Impact Report for Connect SoCal 2024 for guidance on mitigation measures and project-level responsibilities. SCAG requests to be kept informed and provided with environmental documentation during the Draft SEIR public comment period.</p>	Section 4.7, Greenhouse Gas Emissions; Section 4.10, Land Use and Planning; Section 4.15, Transportation

South Coast Air Quality Management District (SCAQMD)	June 10, 2024	<p>The SCAQMD recommends detailed analysis of potential air quality impacts, including construction and operational phases. They emphasize the need for using CalEEMod software to estimate pollutant emissions and comparing them to SCAQMD's significance thresholds. Additionally, they advise assessing potential health risks, particularly from diesel emissions, and recommend performing a mobile source health risk assessment. The SCAQMD also suggests including discussions on new equipment requiring air permits and identifying SCAQMD as a Responsible Agency. They highlight the importance of implementing mitigation measures to minimize air quality impacts, such as using zero-emission trucks, providing electric vehicle charging stations, and incorporating solar energy. Furthermore, they advise evaluating health risk reduction strategies like enhanced filtration systems and designing projects to minimize exposure to diesel particulate matter emissions. The SCAQMD offers to assist in ensuring that air quality, greenhouse gas, and health risk impacts are accurately evaluated and mitigated.</p>	Section 4.2, Air Quality
Individuals			
Clarence (C.W.) Hoefler	May 15, 2024	<p>The commenter opposes the proposed Project. They argue that the proposed changes to the Project conflict with the original mission statement of preserving the City's rural character. The commenter objects to the increased density and commercial space, as well as the proposal to use County Line Road as a main access point, which they argue would lead to significant traffic, noise, and air pollution, while also requiring eminent domain to widen the road. They emphasize that the previously approved project designated County Line Road for emergency access only, with main access via Sandalwood Drive, and insists this should remain unchanged to protect residents and their property values. The commenter also issues concerns regarding potential impacts to wildlife and mature oak trees and stresses the need for transparency and integrity from City officials. He concludes by urging the City to reject the proposed Project.</p>	Section 4.2, Air Quality; Section 4.3, Biological Resources; Section 4.10, Land Use and Planning; Section 4.11, Noise; Section 4.12, Population and Housing; Section 4.15, Transportation

Ryan Marcroft	May 20, 2024	The commenter expresses concerns about the proposed Project, specifically its entrance point on County Line Road. The commenter lists several issues they wants addressed: the expected increase in daily traffic, the timeline for improving the County Line Road offramp, the addition of trucks from the new warehouse, enforcement of the 25 mph speed limit, the addition of sidewalks, relocation of power lines underground, compensation for land taken from residents, potential buyout options for affected homeowners, the number of additional sheriffs in the area, installation of speed bumps, the timeline for land acquisition for road widening, and the impact of smog on his home due to increased traffic.	Chapter 3, Project Description; Section 4.2, Air Quality; Section 4.3, Public Services; Section 4.12, Population and Housing; Section 4.15, Transportation
County Line Road Residents	June 3, 2024	The commenters object to the use of County Line Road as a main point of entry to the Project site. They state that the previously approved project identified County Line Road as an emergency access road. They are concerned about potential traffic, noise, and pollution impacts as a result of the road widening to accommodate additional vehicle trips. The comment letter is signed by 26 County Line Road residents.	Section 4.2, Air Quality; Section 4.11, Noise; Section 4.15, Transportation
Travis Feenstra	June 6, 2024	The commenter opposes the proposed Project. They urge the City of Calimesa Planning Commission to reject the Project, citing that it contradicts the original mission statement aimed at preserving the rural character of the City. The commenter objects to the increase in commercial space and high-density residential units, arguing it deviates from the community's intended low-density, open space-focused development. He also highlights concerns about using County Line Road as a main entrance, specifically, the potential for traffic increases and the use of eminent domain. The commenter emphasizes that County Line Road is currently too narrow and widening it would disrupt existing homes. They suggest maintaining the original entrance plans via Sandalwood Drive and keeping County Line Road as emergency access only.	Section 4.10, Land Use and Planning; Section 4.12, Population and Housing; Section 4.15, Transportation

Beverly James	June 7, 2024	The commenter expresses concerns regarding the use of County Line Road as a main entrance point to the Project. They state the previously approved project designated County Line Road for emergency access only. They are concerned about increased traffic along County Line Road and potential impacts to community character and wildlife.	Section 4.3, Biological Resources; Section 4.10, Land Use and Planning; Section 4.15, Transportation
Nick Meelker	June 7, 2024	The commenter opposes the proposed Project, particularly the proposed use of County Line Road as a primary access point. They are concerned about potential adverse impacts on homeowners in the area. They state that the Project would necessitate widening the road to 60 feet, encroaching on front yards and homes, and is concerned that this would force residents out of their homes. They suggest that alternative access routes, such as Sandalwood Drive, should be considered to protect residents' properties and homes. He urges the City to amend the Project to avoid using County Line Road as a primary access point.	Section 4.12, Population and Housing
Linda Smerber	June 7, 2024	The commenter opposes the proposed Project. They are concerned about preserving the City's rural atmosphere. The commenter highlights potential adverse effects associated with increased traffic, noise, and safety concerns due to the proposed use of County Line Road as a main entry point to the Project site. They are also concerned with the loss of outdoor spaces, the potential for fires, the displacement of wildlife, and the destruction of natural resources, such as oak trees.	Section 4.3, Biological Resources; Section 4.10, Land Use and Planning; Section 4.11, Noise; Section 4.15, Transportation; Section 4.18, Wildfire

Tim Beemer	June 10, 2024	<p>The commenter has several concerns regarding the introduction of business park/industrial warehouse uses on the Project site. They argue that the proposed amendment fundamentally shifts the Project from a residential focus to an industrial one, conflicting with the City of Calimesa's General Plan. The commenter criticizes the revised road network, highlighting potential impacts on residential properties along County Line Road. Additionally, the commenter is concerned about increased traffic flows leading to increased pollution, particularly affecting schools. The commenter also emphasizes that the amendment does not increase the number of housing units but instead densifies existing ones. They assert that this approach fails to address California's housing crisis and risks transforming the City into a densely urbanized area, undermining its rural community identity. They also express concerns about the County Line Road on/off-ramp to the I-10 freeway, predicting increased safety and congestion issues, including illegal U-turns and unregulated movements of large trucks from a nearby truck stop.</p>	Section 4.2, Air Quality; Section 4.10, Land Use and Planning; Section 4.15, Transportation
Sage Porter	June 10, 2023	<p>The commenter expressed disappointment over the removal of very low-density residential housing. They emphasized the importance of preserving equestrian areas, suggesting the addition of horse trails, parks, and more horse properties to maintain space for riding and living with horses. The commenter criticized the allocation of space for business park land uses, noting that many warehouses in the state are already empty and could be repurposed. They voiced concerns that empty warehouses on the Project site might be converted to housing for the homeless, which they believe is more suitable for larger cities rather than rural areas. Additionally, they proposed including an equestrian center in the Project.</p>	N/A

NATIVE AMERICAN HERITAGE COMMISSION

May 10, 2024

Kelly Lucia
City of Calimesa
908 Park Avenue
Calimesa CA 92320

Re: 2004071045, Mesa Verde Specific Plan Area 2 Amendment 2 Project, Riverside County

Dear Ms. Lucia:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines § 15064.5 (b))). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1))). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.



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Hitchcock**
Miwok, Nisenan

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1550 Harbor Boulevard
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AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:

 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a.** Avoidance and preservation of the resources in place, including, but not limited to:
 - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i.** Protecting the cultural character and integrity of the resource.
 - ii.** Protecting the traditional use of the resource.
 - iii.** Protecting the confidentiality of the resource.
 - c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:
Andrew.Green@NAHC.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

From: [Kelly Lucia](#)
To: [Kristin Starbird](#); [Samantha Robinson](#)
Subject: NOP Comment - Mesa Verde Specific Plan
Date: Thursday, May 16, 2024 1:03:29 PM
Attachments: [Outlook-bza1eb2p.png](#)
[Outlook-oymfffp0.png](#)
[Outlook-xdjwysc1.png](#)
[Outlook-pjxwzib.png](#)



Kelly Lucia, M. URP
Planning Director

Cell 909.809.8778 (preferred)
Office 909.795.9801 ext. 229
Email klucia@cityofcalimesa.net



[City of Calimesa Planning Department](#)

From: Mauricio Alvarez <malvarez@riversidetransit.com>
Sent: Thursday, May 16, 2024 12:25 PM
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Mesa Verde Specific Plan

Hello Kelly,

Thank you for including RTA in the review of the NOP for the Mesa Verde Specific Plan. Although we have no active routes that run near the proposed project, it is always good to plan ahead as the area continues to grow. Check out our first/last mile report ([Here](#)) for information regarding walkable developments that encourages active transportation and public transit usage.

Thank you,

Mauricio Alvarez, MBA

Planning Analyst
Riverside Transit Agency
p: 951.565.5260 | e: malvarez@riversidetransit.com
[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)
1825 Third Street, Riverside, CA 92507

From: Kelly Lucia
To: Kristin Starbird; Samantha Robinson
Cc: David Graves
Subject: Fw: Notice of Preparation: Mesa Verde Specific Plan Subsequent EIR and Scoping Meeting (SCH#2004071045)
Date: Monday, May 20, 2024 12:07:03 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[Outlook-3naqkmm.png](#)
[Outlook-mhoofoain.png](#)
[Outlook-2125yqw.png](#)
[Outlook-2okbtllx.png](#)

Good morning,

Please see below comments/questions from the City of Redlands.

Thank you,



Kelly Lucia, M. URP
Planning Director

Cell 909.809.8778 (preferred)
Office 909.795.9801 ext. 229
Email klucia@cityofcalimesa.net



[City of Calimesa Planning Department](#)

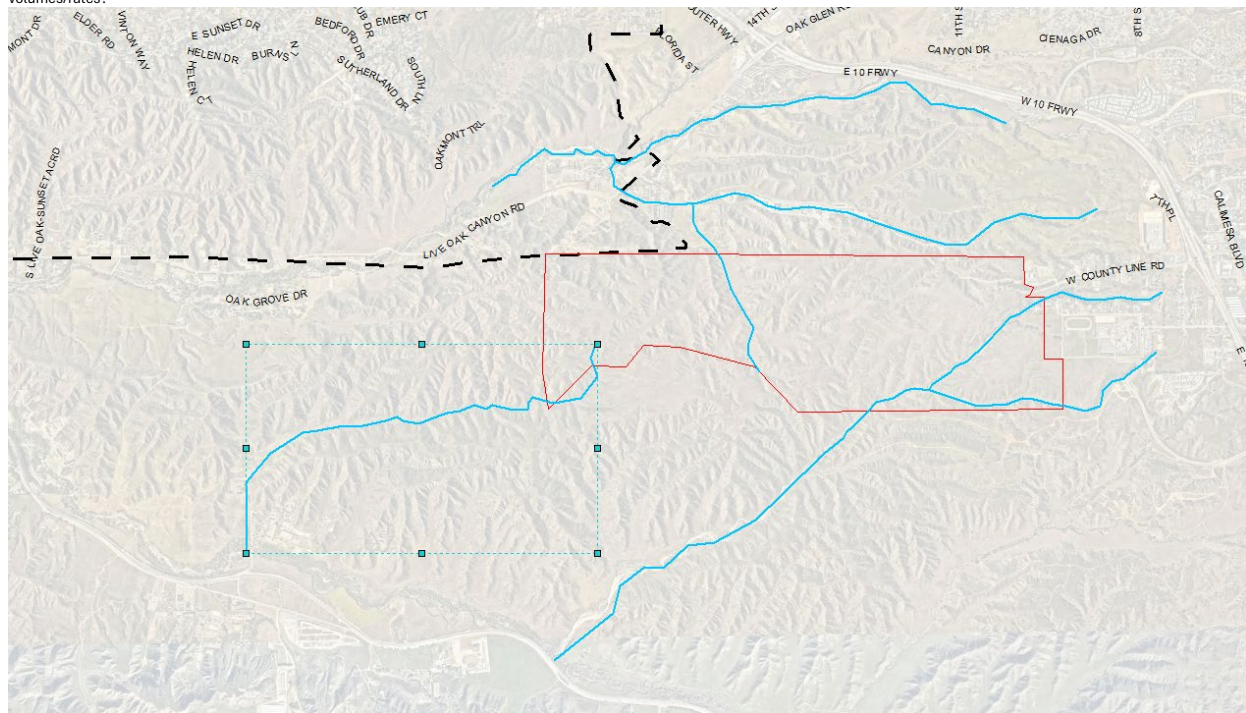
From: Don Young <dyoung@cityofredlands.org>
Sent: Friday, May 17, 2024 5:24 PM
To: Brian Foote <bfoote@cityofredlands.org>; Kelly Lucia <klucia@cityofcalimesa.net>
Cc: Goutam Dobey <gdobey@cityofredlands.org>; Vincent Anderson <vanderson@cityofredlands.org>
Subject: RE: Notice of Preparation: Mesa Verde Specific Plan Subsequent EIR and Scoping Meeting (SCH#2004071045)

From an engineering perspective, my primary environmental concern is storm runoff.

Live Oak Canyon Creek (to the north) and San Timoteo Canyon Creek (to the south) both flow into Redlands and then Loma Linda with San Bernardino County Flood Control District having primary maintenance responsibilities of the creeks and then improved channels which are already impacted.

I roughly sketched in the project boundary and then drew in the approximate blue line drainage courses.

In echo of Mr. Foote's comments, are SBFC and Loma Linda included as responsible agencies because of work that may need to be done within their jurisdictions due to changes in runoff volumes/rates?



Donald Young
Manager - One Stop Permit Center
City of Redlands
909-798-7585 x6

dyoung@cityofredlands.org

From: Brian Foote <bfoote@cityofredlands.org>
Sent: Friday, May 17, 2024 2:14 PM
To: Kelly Lucia <klucia@cityofcalimesa.net>
Cc: Don Young <dyoung@cityofredlands.org>; Goutam Dobey <gdobey@cityofredlands.org>; Vincent Anderson <vanderson@cityofredlands.org>
Subject: FW: Notice of Preparation: Mesa Verde Specific Plan Subsequent EIR and Scoping Meeting (SCH#2004071045)

Thank you for the notification, Kelly. A couple of clarifying questions for you –

1. I do not see any apparent direct or indirect roadway connections to or through the City of Redlands related to the project. Will any future roads or other vehicular access points be provided to Live Oak Canyon Rd. to the north of the project site (for either regular access or emergency ingress/egress)? For example, through or across: 31900 Live Oak Canyon Rd.; 32021 Live Oak Canyon Rd.; 32029 Live Oak Canyon Rd.; or other parcels within the City of Redlands?
2. I do not see the City of Redlands identified as a "Responsible Agency" (CEQA Guidelines §15381) for any aspect of the project. Could you confirm if any discretionary action or decision will be required from the City of Redlands at any point in the future (e.g., utility connections, roadway access, stormwater runoff, etc.) that would result in the City of Redlands being a Responsible Agency (and having to rely on this EIR)?

Thank you,

Brian Foote, AICP
City Planner/Planning Manager
City of Redlands

From: Kelly Lucia <klucia@cityofcalimesa.net>
Sent: Friday, May 10, 2024 8:00 AM
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Notice of Preparation: Mesa Verde Specific Plan Subsequent Environmental Impact Report and Scoping Meeting (SCH#2004071045)

You don't often get email from klucia@cityofcalimesa.net. [Learn why this is important](#)

[NOTICE: This message originated outside of City of Redlands -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Good morning,

Please find attached the Notice of Preparation and Scoping Meeting for the Mesa Verde Specific Plan Subsequent Environmental Impact Report.

Thank you,



Kelly Lucia, M. URP
Planning Director

Cell **909.809.8778** (preferred)
Office **909.795.9801 ext. 229**
Email klucia@cityofcalimesa.net



[City of Calimesa Planning Department](#)

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



June 6, 2024
Sent via email.

Kelly Lucia
City of Calimesa
908 Park Avenue
Calimesa, CA 92320
klucia@cityofcalimesa.net

Subject: Notice of Preparation of a Draft Environmental Impact Report
Mesa Verde Specific Plan Area 2 Amendment 2 Project
State Clearinghouse No. 2004071045

Dear Kelly Lucia:

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the City of Calimesa (City) for the Mesa Verde Specific Plan Area 2 Amendment 2 Project (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

CDFW is also submitting comments as a Responsible Agency under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

The Project is comprised of 1,463.1 acres of largely undeveloped land located in the northwest portion of the City of Calimesa, in the County of Riverside, State of California, Assessor Parcels Numbers: 411-210-010, 411-210-028, 413-030-025, 413-040-013, 413-040-017, 413-040-018, 413-040-202, 413-040-023, 413-160-011, 413-200-040, 413-200-042, 413-200-044, and 413-200-048. The Project is an amendment to the approved 2007, Mesa Verde Estates Specific Plan, which proposed the construction of 3,540 residential units, approximately 350,000 square feet of commercial space, 62.5 acres of mixed-use space, 481.8 acres of open space, 57.5 acres of public parks, 12.5 acres of private recreation, 21.5 miles of trails, 91.4 acres of roads, 2 elementary school sites, and 1 middle school site. Other proposed improvements included traffic circulation, flood control, and utilities, water, and sewer services. In 2017 the Mesa Verde Specific Plan Area 2 Amendment 1 proposed to modify the plan to allow for the development of 3,650 residential units, 250,000 SF of commercial space, 46.5 acres of mixed-use space, 489.7 acres of open space, 47.9 acres of public parks, 8.2 acres of private recreation, 23.1 miles of trails, 87.5 acres of roads, 2 elementary school sites, and remove the middle school site. None of the Mesa Verde Estates Specific Plan has been implemented to date.

The Mesa Verde Specific Plan Area 2 Amendment 2 (Project) is an amendment to the 2017 Mesa Verde Specific Plan Area 2 Amendment 1. The proposed Project will permit a maximum of 3,650 residential units, including a mix of single-family detached, single-family attached, and multi-family units. The project includes mixed-use, commercial, and business park/industrial land uses, two elementary school sites, open space and public/private parks, public facilities, utility infrastructure, and roadways. A network of trails would connect the Project's land use and parks. Sandalwood Drive will be fully improved to a four-lane road and extended north through the Project site, connecting to the proposed Street B near the southeast corner of Mesa View Middle School. Offsite Project-related improvements will include the redevelopment of County Line Road from the Project site boundary to the Interstate-10 interchange. The proposed Project will also require approximately 33,500,000 cubic yards of cut and fill over the course of all four phases of grading.

The Project is in Criteria Cells 326, 323, 311, 396, 412, 411, and 417 in the Subunit 2 Badlands/San Bernardino National Forest of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. The comments and recommendations are also offered to enable the CDFW to adequately review and comment on the proposed Project with respect to the Project's consistency with the MSHCP.

CDFW recommends that the forthcoming DEIR address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the Project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats.

CDFW recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the Project footprint, and a map that identifies the location of each habitat type. CDFW recommends that floristic, alliance- and/or association-based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009²). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.
2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the Project. CDFW's California Natural Diversity Database (CNDDDB) in Sacramento should be contacted at

² Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California. <http://vegetation.cnps.org/>

(916) 322-2493 or CNDDDB@wildlife.ca.gov or <https://wildlife.ca.gov/Data/CNDDDB/Maps-and-Data> to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed Project.

CDFW's CNDDDB is not exhaustive in terms of the data it houses, nor is it an absence database. CDFW recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the Project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish & G. Code, § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. Focused species-specific/MSHCP surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Note that CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.
4. A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW 2018³).
5. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]).

³ CDFW, 2018. Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities, State of California, California Natural Resources Agency, Department of Fish and Wildlife: March 20, 2018 (<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline>)

6. A full accounting of all open space and mitigation/conservation lands within and adjacent to the Project.

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The DEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project. To ensure that Project impacts to biological resources are fully analyzed, the following information should be included in the DEIR:

1. A discussion of potential impacts from lighting, noise, human activity (e.g., recreation), defensible space, and wildlife-human interactions created by zoning of development projects or other Project activities adjacent to natural areas, exotic and/or invasive species, and drainage. The latter subject should address Project-related changes on drainage patterns and water quality within, upstream, and downstream of the Project site, including: volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site.
2. A discussion of potential indirect Project impacts on biological resources, including resources in areas adjacent to the Project footprint, such as nearby public lands (e.g., National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).
3. An evaluation of impacts to on-site and adjacent open space lands from both the construction of the Project and any long-term operational and maintenance needs.
4. A cumulative effects analysis developed as described under CEQA Guidelines section 15130. The DEIR should analyze the cumulative effects of the plan's land use designations, policies, and programs on the environment. Please include all potential direct and indirect Project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Alternatives Analysis

CDFW recommends the DEIR describe and analyze a range of reasonable alternatives to the Project that are potentially feasible, would "feasibly attain most of the basic objectives of the Project," and would avoid or substantially lessen any of the Project's significant effects (CEQA Guidelines § 15126.6[a]). The alternatives analysis should also evaluate a

“no project” alternative (CEQA Guidelines § 15126.6[e]).

Objectives

Section 15124(b) of the CEQA Guidelines requires that the project description contain a clear statement of the project objectives. CDFW recommends that the DEIR should include an objective to demonstrate consistency with the MSHCP, including the biological issues and considerations for Subunit 2 (Badlands/San Bernardino National Forest; page 3-243 of the MSHCP). These objectives include, but are not limited to, providing a connection in the Cherry Valley area from the Badlands to Bogart Park, as well as maintaining a wetland connection via Noble Creek.

Mitigation Measures for Project Impacts to Biological Resources

The DEIR should identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. The Lead Agency should assess all direct, indirect, and cumulative impacts that are expected to occur as a result of the implementation of the Project and its long-term operation and maintenance. When proposing measures to avoid, minimize, or mitigate impacts, CDFW recommends consideration of the following:

1. *Fully Protected Species*: Fully protected species may not be taken or possessed at any time (with the exception of certain projects set forth in SB 147, which was passed on July 10, 2023). Project activities described in the DEIR should be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the Project area. CDFW also recommends that the DEIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. CDFW recommends that the Lead Agency include in the analysis how appropriate avoidance, minimization, and mitigation measures will reduce indirect impacts to fully protected species.
2. *Sensitive Plant Communities*: CDFW considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from Project-related direct and indirect impacts.
3. *California Species of Special Concern (CSSC)*: CSSC status applies to animals generally not listed under the federal Endangered Species Act or the CESA, but which nonetheless are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist. CSSCs should be

considered during the environmental review process. CSSC that have the potential or have been documented to occur within or adjacent to the Project area, including, but not limited to: coast horned lizard, Los Angeles pocket mouse, red-diamond rattlesnake, yellow warbler, southern California legless lizard, and tricolored blackbird.

4. *Mitigation*: CDFW considers adverse Project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse Project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement, and preservation should be evaluated and discussed in detail. Where habitat preservation is not available onsite, offsite land acquisition, management, and preservation should be evaluated and discussed in detail.

The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset Project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

If sensitive species and/or their habitat may be impacted from the Project, CDFW recommends the inclusion of specific mitigation in the DEIR. CEQA Guidelines section 15126.4, subdivision (a)(1)(8) states that formulation of feasible mitigation measures should not be deferred until some future date. The Court of Appeal in *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645 struck down mitigation measures which required formulating management plans developed in consultation with State and Federal wildlife agencies after Project approval. Courts have also repeatedly not supported conclusions that impacts are mitigable when essential studies, and therefore impact assessments, are incomplete (*Sundstrom v. County of Mendocino* (1988) 202 Cal. App. 3d. 296; *Gentry v. County of Murrieta* (1995) 36 Cal. App. 4th 1359; *Endangered Habitat League, Inc. v. County of Orange* (2005) 131 Cal. App. 4th 777).

CDFW recommends that the DEIR specify mitigation that is roughly proportional to the level of impacts, in accordance with the provisions of CEQA (CEQA Guidelines, §§ 15126.4(a)(4)(B), 15064, 15065, and 16355). The mitigation should provide long-term conservation value for the suite of species and habitat being impacted by the Project. Furthermore, in order for mitigation measures to be effective, they need to be specific, enforceable, and feasible actions that will improve environmental conditions.

5. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the

location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in advance of Project impacts in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various Project components as appropriate.

Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

6. *Nesting Birds and Migratory Bird Treaty Act*: Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures as follows: Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Treaty Act.

CDFW recommends that the DEIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: Project phasing and timing, monitoring of Project-related noise (where applicable), sound walls, and buffers, where appropriate. The DEIR should also include specific avoidance and minimization measures that will be implemented

should a nest be located within the Project site. If pre-construction surveys are proposed in the DEIR, the CDFW recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

7. *Moving out of Harm's Way*: To avoid direct mortality, CDFW recommends that the lead agency condition the DEIR to require that a CDFW-approved qualified biologist be retained to be onsite prior to and during all ground- and habitat-disturbing activities to move out of harm's way special status species or other wildlife of low or limited mobility that would otherwise be injured or killed from Project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise be injured or killed, and individuals should be moved only as far as necessary to ensure their safety (i.e., CDFW does not recommend relocation to other areas). Furthermore, it should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss.
8. *Translocation of Species*: CDFW generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful.

California Endangered Species Act

CDFW is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to CESA. CDFW recommends that a CESA Incidental Take Permit (ITP) be obtained if the Project has the potential to result in "take" (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the Project. It is the policy of CESA to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

CDFW encourages early consultation, as significant modification to the proposed Project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. The California Fish and Game Code requires that CDFW comply with CEQA for issuance of a CESA ITP. CDFW therefore recommends that the DEIR addresses all Project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of CESA.

Crotch's Bumble Bee

The California Fish and Game Commission accepted a petition to list Crotch's bumble bee as endangered under CESA, determining the listing "may be warranted" and advancing the species to the candidacy stage of the CESA listing process. Crotch's

bumble bee is granted full protection of a threatened species under CESA. Take of any endangered, threatened, candidate species that results from the Project is prohibited, except as authorized by State law (Fish & G. Code, §§ 86, 2062, 2067, 2068, 2080, 2085; Cal. Code Regs., tit. 14, § 786.9). In addition, Crotch bumble bee has a State ranking of S1/S2. This means that the Crotch's bumble bee is considered critically imperiled or imperiled and is extremely rare (often five or fewer populations). Crotch's bumble bee is also listed as an invertebrate of conservation priority under the [Terrestrial and Vernal Pool Invertebrates of Conservation Priority](#) (CDFW 2017).

The Project may result in temporal or permanent loss of suitable nesting and foraging habitat for Crotch's bumble bee. Project ground-disturbing activities may cause death or injury of adults, eggs, and larva; burrow collapse; nest abandonment; and reduced nest success.

Prior to any ground disturbance, the Project should conduct site specific surveys for Crotch's bumble bee in accordance with any Crotch's bumble bee survey protocol provided by CDFW. If "take" or adverse impacts to Crotch's bumble bee cannot be avoided either during Project activities or over the life of the Project, the Project should obtain appropriate take authorization from CDFW pursuant to Fish and Game Code section 2081 subdivision (b).

Western Riverside County Multiple Species Habitat Conservation Plan

CDFW issued Natural Community Conservation Plan Approval and Take Authorization for the Western Riverside County MSHCP per Section 2800, *et seq.*, of the California Fish and Game Code on June 22, 2004. The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and provides for the incidental take of covered species in association with activities covered under the permit.

Compliance with approved habitat plans, such as the MSHCP, is discussed in CEQA. Specifically, Section 15125(d) of the CEQA Guidelines requires that the CEQA document discuss any inconsistencies between a proposed Project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans. An assessment of the impacts to the MSHCP as a result of this Project is necessary to address CEQA requirements. To obtain additional information regarding the MSHCP please go to: <https://www.wrc-rca.org/>.

The proposed Project occurs within the MSHCP area and is subject to the provisions and policies of the MSHCP. To be considered a covered activity, Permittees need to demonstrate that proposed actions are consistent with the MSHCP, the Permits, and the Implementing Agreement. The City is the Lead Agency and is signatory to the Implementing Agreement of the MSHCP. To demonstrate consistency with the MSHCP, as part of the CEQA review, the City shall ensure the Project implements the following:

1. Pays Local Development Mitigation Fees and other relevant fees as set forth in Section 8.5 of the MSHCP.
2. Demonstrates compliance with the HANS process (MSHCP Section 6.1.1) or equivalent process to ensure application of the Criteria and thus, satisfaction of the local acquisition obligation.
3. Demonstrates compliance with the policies for 1) the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, set forth in Section 6.1.2 of the MSHCP; 2) the policies for the Protection of Narrow Endemic Plant Species set forth in Section 6.1.3 of the MSHCP; 3) compliance with the Urban/Wildlands Interface Guidelines as set forth in Section 6.1.4 of the MSHCP; 4) the policies set forth in Section 6.3.2 and associated vegetation survey requirements identified in Section 6.3.1; and 5) compliance with the Best Management Practices and the siting, construction, design, operation and maintenance guidelines as set forth in Section 7.0 and Appendix C of the MSHCP.

Following this sequential identification of the relationship of the Project to the MSHCP the DEIR should then include an in-depth discussion of the Project in the context of these aforementioned elements, and as mentioned, examine how the Project might contribute to, or conflict with, the conservation criteria of the MSHCP.

The Project is located within the MSHCP Criteria Area and therefore, pursuant to the Implementing Agreement public and private projects are expected to be designed and implemented in accordance with the Criteria for each Area Plan and all other MSHCP requirements as set forth in the MSHCP and in Section 13.0 of the Implementing Agreement. Section 13.2 of the Implementing Agreement identifies that the City of Calimesa obligations under the MSHCP and the Implementing Agreement include, but are not limited to: as necessary, and the amendment of general plans as appropriate, to implement the requirements and to fulfill the purposes of the Permits, the MSHCP, and the Implementing Agreement for private and public development projects (including siting, construction, design, operation and maintenance guidelines as set forth in Section 7.0 and Appendix C of the MSHCP); and taking all necessary and appropriate actions, following applicable land use permit enforcement procedures and practices, to enforce the terms of the project approvals for public and private projects, including compliance with the MSHCP, the Permits, and the Implementing Agreement. The City is also obligated to notify the Western Riverside County Regional Conservation Authority (RCA), through the Joint Project/Acquisition Review Process (JPR) set forth in Section 6.6.2 of the MSHCP or proposed discretionary Projects within the Criteria Area and participate in any further requirements imposed by MSHCP Section 6.6.2.

The City is also obligated to notify the Western Riverside County Regional Conservation Authority (RCA), through the Joint Project/Acquisition Review Process (JPR) set forth in Section 6.6.2 of the MSHCP or proposed discretionary Projects within the Criteria Area and participate in any further requirements imposed by MSHCP Section 6.6.2.

To examine how the Project might contribute to, or conflict with, assembly of the MSHCP Conservation Area consistent with the reserve configuration requirements, CDFW recommends that the DEIR identify the specific Area Plan and Area Plan Subunit within which the Project is located, and the associated Planning Species and Biological Issues and Considerations that may apply to the Project, further discussed below. The DEIR should also discuss the specific Criteria for Cells within which the Project is located and identify the associated Core(s) and/or Linkage(s) (Proposed Constrained Linkage 23). Next, the DEIR should identify the vegetation communities toward which conservation should be directed along with the connectivity requirements. Finally, the DEIR should examine the Project with respect to the percentage conservation portion within Criteria Cells 326, 323, 311, 396, 412, 411, and 417.

Covered Activities

CDFW also recommends that the DEIR demonstrate how the Project is consistent with Covered Activities/Allowable Uses (Section 7.0) of the MSHCP.

Roads

For projects proposed inside the MSHCP Criteria Area, the DEIR should include a discussion of the Project and its consistency with Covered Activities (Section 7.3 of the MSHCP) and specifically Existing Roads Within the Criteria Area (Section 7.3.4) and Planned Roads Within the Criteria Area (7.3.5). Where maintenance of existing roads within the Criteria Area is proposed, CDFW recommends that the Lead Agency reference MSHCP Section 7.3.4 and Table 7-3, which provides a summary of the existing roads permitted to remain in the MSHCP Criteria Area. Planned roads within the MSHCP Criteria Area are discussed in MSHCP Section 7.3.5 and identified on Figure 7-1. Please note that roadways other than those identified in Section 7.3.5 of the MSHCP are not covered without an amendment to the MSHCP in accordance with the procedures described in MSHCP Section 6.10. CDFW recommends that the City review MSHCP Section 7.3.5 and include in the DEIR information that demonstrates that Project-related roads are MSHCP covered activities. The DEIR should also discuss design and siting information for all proposed roads to ensure that the roads are sited, designed, and constructed in a manner consistent with MSHCP conservation objectives.

Allowable Uses in MSHCP Conservation Areas - Trails

CDFW recommends that the DEIR also include a discussion of the Project and MSHCP Allowable Uses (Section 7.4) and Conditionally Compatible Uses (Section 7.4.2) in MSHCP Conservation Area such as trails. For example, if trails are proposed as part of the Project, the DEIR should discuss whether the trail is identified on Figure 7-4 and provide details regarding trail construction (siting and design), and operations and maintenance that demonstrate that the proposed trail is consistent with MSHCP Section 7.4.

Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools.

The procedures described in Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools section (MSHCP Section 6.1.2) are to ensure that the biological functions and values of these areas are maintained throughout the MSHCP area. Additionally, this process helps identify areas to consider for priority acquisition, as well as those functions that may affect downstream values related to Conservation of Covered Species within the MSHCP Conservation Area. The assessment of riparian/riverine and vernal pool resources may be completed as part of the CEQA review process as set forth in Article V of the State CEQA Guidelines. However, the MSHCP identifies that the U.S. Fish and Wildlife Service and CDFW shall be notified in advance of approval of public or private projects of draft determinations for the biologically equivalent or superior determination findings associated with the Protection of Wetland Habitats and Species policies presented in Section 6.1.2 of the MSHCP (MSHCP Section 6.11). As required by MSHCP, completion of the DBESP process prior to adoption of the environmental document ensures that the project is consistent with the MSHCP and provides public disclosure and transparency during the CEQA process by identifying the project impacts and mitigation for wetland habitat, a requirement of CEQA Guidelines, §§ 15071, subds.(a)-(e).

The MSHCP identifies that assessment of these areas include identification and mapping of riparian/riverine areas and vernal pools. The assessment shall consider species composition, topography/ hydrology, and soil analysis, where appropriate. The documentation for the assessment shall include mapping and a description of the functions and values of the mapped areas with respect to the species identified in Section 6.1.2 of the MSHCP. Factors to be considered include hydrologic regime, flood storage and flood-flow modification, nutrient retention and transformation, sediment trapping and transport, toxicant trapping, public use, wildlife Habitat, and aquatic Habitat.

The MSHCP identifies that for mapped riparian/riverine and vernal pool resources that are not included in the MSHCP conservation area, applicable mitigation under CEQA, shall be imposed by the Permittee (in this case the Lead Agency). Further, the MSHCP identifies that to ensure the standards in Section 6.1.2 are met, the Permittee shall ensure that, through the CEQA process, project applicants develop project alternatives demonstrating efforts that first avoid, and then minimize direct and indirect effects to the wetlands mapped pursuant to Section 6.1.2. If an avoidance alternative is not feasible, a practicable alternative that minimizes direct and indirect effects to riparian/riverine areas and vernal pools and associated functions and values to the greatest extent possible shall be selected. Those impacts that are unavoidable shall be mitigated such that the lost functions and values as they relate to Covered Species are replaced as through the Determination of Biologically Equivalent or Superior Preservation (DBESP). The City is required to ensure the Applicant completes the DBESP process prior to completion of the DEIR to demonstrate implementation of MSHCP requirements in the CEQA documentation.

Within the Project site, the following MSHCP requirements apply for the Narrow Endemic Plant Species Survey Area (MSHCP Section 6.1.3) and Additional Survey Needs and Procedures (MSHCP Section 6.3.2):

Narrow Endemic Plant Species

Portions of the Project site fall within the MSHCP Section 6.1.3 survey area and have the potential to support the following Narrow Endemic Plant Species: Marvin's onion (*Allium marvinii*) and many-stemmed dudleya (*Dudleya multicaulis*). Therefore, the DEIR should address any potential impacts to these species.

More specifically the DEIR should include surveys for these species done within the appropriate time of years. Based on rainfall in a given year, surveys for Marvin's onion are typically done at peak blooming which can be from March through June. In addition, surveys for many-stemmed dudleya should be completed between February and June. The survey results and discussion of the findings should be included in the DBESP, pursuant to MSHCP Section 6.1.3. Additionally, the DBESP should be submitted prior to completion/adoption of the DEIR. Site specific surveys for Narrow Endemic Plant Species are required for all public and private projects where appropriate habitat is present.

CDFW recommends that the City follow the recommendations and guidance provided through MSHCP Section 6.1.3 to ensure Narrow Endemic Plant Species requirements are fulfilled.

Criteria Area Species

Portions of the Project site fall within the MSHCP Section 6.3.2 for Criteria Area species survey area and have the potential to support the following plant species: Nevin's barberry (*Berberis nevinii*), smooth tarplant (*Centromadia pungens*), and round-leaved filaree (*California macrophylla*). Therefore, the DEIR should address any potential impacts to these species.

More specifically the DEIR should include surveys for these species done within the appropriate time of years. Based on rainfall in a given year, surveys for Nevin's barberry and smooth tarplant are typically done at peak blooming which can be from March through September. In addition, surveys for round-leaved filaree should be completed between January through August. The survey results and discussion of the findings should be included in the DBESP, pursuant to MSHCP Section 6.1.3. Additionally, the DBESP should be submitted prior to completion/adoption of the DEIR. Site specific surveys for Narrow Endemic Plant Species are required for all public and private projects where appropriate habitat is present.

CDFW recommends that the City follow the recommendations and guidance provided through MSHCP Section 6.3.2 to ensure Criteria Area Species requirements are fulfilled.

Burrowing Owl (*Athene cunicularia*)

The Project site has the potential to provide suitable foraging and/or nesting habitat for burrowing owl. Take of individual burrowing owls and their nests is defined by Fish and Game Code section 86, and prohibited by sections 3503, 3503.5 and 3513. Take is defined in Fish and Game Code section 86 as “hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kill.”

CDFW recommends that the Lead Agency follow the survey instructions in the “Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area”⁴. The Survey Instructions specify that first a habitat assessment is conducted. If suitable habitat is not found on site, simply reporting the site is disturbed or under agricultural/dairy use is not acceptable. A written report must be provided detailing results of the habitat assessment with photographs and indicating whether or not the project site contains suitable burrowing owl habitat. If suitable habitat is found, then focused surveys at the appropriate time of year (March 1 to August 31), time of day, and weather conditions must be completed. Surveys will not be accepted if they are conducted during rain, high winds (> 20 mph), dense fog, or temperatures over 90 °F. The surveys must include focused burrow surveys and burrowing owl surveys. For the focused burrow surveys, the location of all suitable burrowing owl habitat, potential owl burrows, burrowing owl sign, and any owls observed should be recorded and mapped, including GPS coordinates in the report. The focused burrowing owl surveys include site visits on four separate days. CDFW recommends that the site visits are conducted at least a week apart to avoid missing owls that may be using the site. Finally, CDFW recommends the report also include an impact assessment evaluating the extent to which burrowing owls and their habitat may be impacted, directly or indirectly by Project activities. A final report discussing the survey methodology, transect width, duration, conditions, and results of the Survey shall be submitted to the RCA and the City.

Habitat assessments are conducted to evaluate the likelihood that a site supports burrowing owl. Burrowing owl surveys provide information needed to determine the potential effects of proposed projects and activities on burrowing owls, and to avoid take in accordance with Fish and Game Code sections 86, 3503, and 3503.5. Impact assessments evaluate the extent to which burrowing owls and their habitat may be

4 https://www.wrc-rca.org/species/survey_protocols/burrowing_owl_survey_instructions.pdf

impacted, directly or indirectly, on and within a reasonable distance of a proposed CEQA project activity or non-CEQA project.

Additionally, CDFW recommends that the City review and follow requirements for burrowing owl outlined in the MSHCP, specifically Section 6.3.2 (Additional Survey Needs and Procedures) and Appendix E (Summary of Species Survey Requirements). Appendix E of the MSHCP outlines survey requirements, actions to be taken if survey results are positive, and species-specific conservation objectives, among other relevant information.

Urban/ Wildlands Interface Guidelines, MSHCP Section 6.1.4:

As the MSHCP Conservation Area is assembled, boundaries are established between development and MSHCP Conservation Areas. Development near the MSHCP Conservation Area may result in edge effects that will adversely affect biological resources within the MSHCP Conservation Area. To minimize edge effects and maintain conservation values within the Conservation Areas, the County is required to implement the Urban/Wildlands Interface Guidelines (MSHCP Section 6.1.4) to minimize harmful effects from drainage, toxics, lighting, noise, invasives, barriers, and grading/land development. The MSHCP identifies that Project review and impact mitigation be provided through the CEQA process to address the Urban/Wildland Interface guidelines.

CDFW recommends that the DEIR include an analysis of edge effects related to project construction and operation, such as noise, lighting, trespass, and toxics and that Project specific mitigation measures to avoid and minimize any effects be included in the DEIR. Avoidance and minimization measures can include, but are not limited to:

1. *Lighting Plan*: A Lighting Plan that identifies existing ambient lighting conditions, analyzes the Project lighting impacts on the adjacent Conservation Area, and demonstrates that the proposed lighting plan will not significantly increase the lighting on the Conservation Area. The Lighting Plan should identify measures that address light and glare from interior and exterior building lighting, safety and security lighting, and vehicular traffic accessing the site at a minimum.
2. *Noise Plan*: A Noise Plan to avoid and minimize noise impacts based on an assessment of Project noise impacts on adjacent conservation areas during construction and post development. The MSHCP identifies that Project noise impacts do not exceed the residential standards within the Conservation Areas.
3. *Landscaping Plan*: A Landscaping plan that includes the use of native plant material on the Project site and avoids the use of invasive plant species identified in Table 6-2 of the MSHCP.
4. *Fencing Plan*: A Barrier and Fencing plan that provides specific details designed to minimize unauthorized public access, domestic animal predation, illegal trespass,

and dumping in the MSHCP Conservation Area (such as block walls along areas directly adjacent to potential conservation areas) and

5. *Best Management Practices*: The DEIR should incorporate the guidance in MSHCP Section 7.0 and Appendix C of the MSHCP for addressing Best Management Practices.

Stephens' Kangaroo Rat Habitat Conservation Plan

The Project occurs within the Stephens' kangaroo rat (*Dipodomys stephensi*) Habitat Conservation Plan (SKR HCP) fee area boundary, SKR HCP plan area map available here: <https://rchca.us/DocumentCenter/View/200/SKR-Plan-Area>. State and federal authorizations associated with the SKR HCP provide take authorization for Stephens' kangaroo rat within its boundaries, and the MSHCP provides Take Authorization for Stephens' kangaroo rat outside of the boundaries of the SKR HCP, but within the MSHCP area boundaries. The DEIR should identify if any portion of the Project will occur on SKR HCP lands, or on Stephens' kangaroo rat habitat lands outside of the SKR HCP, but within the MSHCP. Note that the SKR HCP allows for encroachment into the Stephens' kangaroo rat Core Reserve for public projects, however, there are no provisions for encroachment into the Core Reserve for privately owned projects. If impacts to Stephens' kangaroo rat habitat will occur from the proposed Project, the DEIR should specifically identify the total number of permanent impacts to Stephens' kangaroo rat core habitat and the appropriate mitigation to compensate for those impacts.

Lake and Streambed Alteration Program

Based on review of material submitted with the NOP, drainage features may traverse some of the parcels within the Project's scope. Depending on how the Project is designed and constructed, it is likely that the Project applicant will need to notify CDFW per Fish and Game Code section 1602. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: substantially divert or obstruct the natural flow of any river, stream, or lake; substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or deposit debris, waste or other materials that could pass into any river, stream, or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow.

Upon receipt of a complete notification, CDFW determines if the proposed Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your Project that would eliminate or reduce harmful impacts to fish and wildlife resources.

CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code § 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the proposed Project may be required to avoid or reduce impacts to fish and wildlife resources. To submit a Lake or Streambed Alteration notification, please go to <https://wildlife.ca.gov/Conservation/Environmental-Review/EPIMS>.

ADDITIONAL COMMENTS AND RECOMMENDATIONS

Native Landscaping

To ameliorate the water demands of this Project, CDFW recommends incorporation of water-wise concepts in Project landscape design plans. In particular, CDFW recommends xeriscaping with locally native California species, and installing water-efficient and targeted irrigation systems (such as drip irrigation). Native plants support butterflies, birds, reptiles, amphibians, small mammals, bees, and other pollinators that evolved with those plants, more information on native plants suitable for the Project location and nearby nurseries is available at CALSCAPE: <https://calscape.org/>. Local water agencies/districts and resource conservation districts in your area may be able to provide information on plant nurseries that carry locally native species, and some facilities display drought-tolerant locally native species demonstration gardens (for example the Riverside-Corona Resource Conservation District in Riverside). Information on drought-tolerant landscaping and water-efficient irrigation systems is available on California's Save our Water website: <https://saveourwater.com/>.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). Information can be submitted online or via completion of the CNDDDB field survey form at the following link: <https://wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

ENVIRONMENTAL DOCUMENT FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative,


Kelly Lucia, Planning Director
City of Calimesa
June 6, 2024
Page 19 of 19

vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP of a DEIR for the Mesa Verde Specific Plan Area 2 Amendment 2 Project (SCH No. 2004071045) and recommends that the City of Calimesa address the CDFW's comments and concerns in the forthcoming DEIR. Questions regarding this letter or further coordination should be directed to Breanna Machuca, Senior Environmental Scientist Specialist, at breanna.machuca@wildlife.ca.gov.

Sincerely,

DocuSigned by:

84F92FFEEFD24C8...

Kim Freeburn
Environmental Program Manager

ec:

Carly Beck, Senior Environmental Scientist Supervisor
Inland Deserts Region
Carly.Beck@wildlife.ca.gov

Office of Planning and Research, State Clearinghouse, Sacramento
state.clearinghouse@opr.ca.gov

Tricia Campbell (Western Riverside County Regional Conservation Authority)
Director of Reserve Management and Monitoring
tcampbell@rctc.org

6/6/2024



City of Calimesa
ATTN: Kelly Lucia, Planning Director
908 Park Avenue
Calimesa, CA 92320
E-Mail: klucia@cityofcalimesa.net

Subject: City of Yucaipa comments on the Notice of Preparation and Scoping Meeting for the Mesa Verde Specific Plan Subsequent Environmental Impact Report (SCH #2004071045).

Dear Kelly Lucia,

Thank you for providing the City of Yucaipa with the opportunity to comment on the above-mentioned Project. We received this request on **May 10, 2024**, and attended the Public Scoping Meeting on **May 30, 2024**. The City provided feedback at this meeting and is providing this letter to memorialize those comments for the record. Below are the City's preliminary comments on the proposed revisions to the Mesa Verde Specific Plan update and the preparation of the Subsequent Environmental Impact Report (SEIR). Please note that additional comments may be provided upon the circulation of the SEIR.

1. The City of Yucaipa wants to ensure that circulation and Levels of Service are adequately considered and planned for. The SEIR should identify the impacts of the implementation of this project with a specific review of the impact on the I-10 Freeway interchange at County Line Road, as well as other interchanges that are within the City of Yucaipa. This analysis should provide specificity on how trip generation is allocated and what assumptions are made based on directional traffic. The worst-case trip generation should be examined.
2. The City has received reports that the proposed Mesa Verde Specific Plan will include access through the City of Yucaipa and its Freeway Corridor Specific Plan. The City is concerned of any potential impacts that would result from accommodating Calimesa's traffic directly within the City of Yucaipa, especially as this has not been disclosed in the land use plan included with the Notice of Preparation. Please clarify the locations of all proposed roadways so that we can evaluate accordingly. The City requests to be included in the traffic scoping of the Project to consider the trip generation and distribution that will estimate the traffic within the proposed Plan.
3. When available, please email environmental documentation to bmatlock@yucaipa.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact Benjamin Matlock (909) 797-2489 ext. 261 (bmattlock@yucaipa.gov) or Fermin Preciado, ext. 240 (fpreciado@yucaipa.gov).

Sincerely,



Fermin Preciado, P.E.
Director of Development Services/City Engineer

Sent Via Email

CC: Benjamin Matlock, Deputy Director of Community Development / City Planner
Chris Mann, City Manager



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Transportation
Tim Sandoval, Pomona

June 6, 2024

Kelly Lucia, Planning Director
City of Calimesa, Community Development Department
908 Park Avenue
Calimesa, California 92320
Phone: (909) 795-9801
E-mail: klucia@cityofcalimesa.net

Subject: SCAG Comments on the Notice of Preparation of a Draft Subsequent Environmental Impact Report and Public Scoping Meeting for the Mesa Verde Specific Plan Area 2 Amendment 2 [SCAG NO. IGR11069]

Dear Kelly Lucia:

Thank you for submitting the Notice of Preparation of a Draft Subsequent Environmental Impact Report and Public Scoping Meeting for the Mesa Verde Specific Plan Area 2 Amendment 2 (“proposed project”) to the Southern California Association of Governments (SCAG) for review. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG’s adopted regional plans, to be determined by the lead agencies.¹

Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP), including the Sustainable Communities Strategy (SCS). SCAG’s feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of and alignment with adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and policies. Finally, SCAG is the authorized regional agency for Intergovernmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Mesa Verde Specific Plan Area 2 Amendment 2 in Riverside County. The proposed project includes the Mesa Verde Specific Plan Area 2 Amendment 2 to develop up to 4.44 million square feet (sf) of business park use, 3,650 dwelling units, 300,000 sf of commercial/retail use, two elementary schools, and 50.4 acres of public park uses on 1,463.1 acres.

When available, please email environmental documentation to IGR@scag.ca.gov providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the IGR Program, attn.: Ryan Bañuelos, Associate Regional Planner, at (213) 630-1532 or IGR@scag.ca.gov. Thank you.

Sincerely,

Frank Wen, Ph.D.
Manager, Planning Strategy Department

¹ Local jurisdictions and other lead agencies shall have the sole discretion to determine a local project’s or plan’s consistency and/or alignment with Connect SoCal 2024 for the purpose of determining consistency for CEQA purposes.

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING FOR THE
MESA VERDE SPECIFIC PLAN AREA 2 AMENDMENT 2 [SCAG NO. IGR11069]**

CONNECT SOCAL 2024

Connect SoCal 2024 (Plan) is a long-range visioning plan for the six-county SCAG region, reflecting a continuation of the shift towards more efficient resource management including transportation infrastructure resources, land resources and environmental resources. The Plan highlights the existing land use and transportation conditions throughout the SCAG region and forecasts the region's evolving transportation needs between 2024 and 2050. The Plan identifies and prioritizes expenditures of the anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle, and pedestrian, as well as aviation ground access.

The Plan was developed to achieve greenhouse gas (GHG) per capita emission reduction targets, consistent with Senate Bill (SB) 375 and other regional goals. In accordance with federal fiscal constraint requirements, Connect SoCal 2024 is a financially constrained Plan in terms of transportation revenues and expenditures. Connect SoCal 2024 would reduce traffic congestion, improve air quality, and improve the region's long-term economic viability through more than \$751 billion in transportation investments and a more sustainable regional development pattern. To view Connect SoCal 2024 and the accompanying technical reports, please visit the [Connect SoCal 2024](#) webpage.

Connect SoCal 2024 Vision and Goals

The SCAG Regional Council fully adopted the Plan on April 4, 2024. Connect SoCal 2024 represents the vision for the region and reflects the planned transportation investments, policies, and strategies that integrate with the Forecasted Regional Development Pattern to achieve the Plan's goals. The Vision and Goals for Connect SoCal 2024 are rooted in the direction set forth by Connect SoCal 2020, reflecting both SCAG's statutory requirements, the emerging trends, and persistent challenges facing the region. Reflecting input from engagement with stakeholders and members of the public, SCAG's vision for Southern California in the year 2050 is "A healthy, prosperous, accessible and connected region for a more resilient and equitable future." The following goals and subgoals help the SCAG region to achieve this vision.

Mobility: Build and maintain an integrated multimodal transportation network

- Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions
- Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities
- Support planning for people of all ages, abilities and backgrounds

Communities: Develop, connect and sustain communities that are livable and thriving

- Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households

Environment: Create a healthy region for the people of today and tomorrow

- Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water
- Conserve the region's resources

Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents

- Improve access to jobs and educational resources
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities

For ease of review, SCAG staff encourages the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG CONNECT SOCAL 2024 GOALS AND SUBGOALS	
Goal/Subgoal	Analysis
Mobility Goal: <i>Build and maintain an integrated multimodal transportation network</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; or Not Applicable: Statement as to why; DEIR page number reference</i>
Mobility Subgoal: <i>Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

Connect SoCal 2024 Key Elements

Unique to this plan cycle, SCAG developed a set of Regional Planning Policies and Implementation Strategies to guide decision-making in the region toward integrated land use and transportation planning and other goals in Connect SoCal 2024. Eighty-eight Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal 2024. The Implementation Strategies help the region to achieve this vision for the future and are priorities for SCAG efforts in fulfilling or going beyond the Regional Planning Policies. The Regional Planning Policies and Implementation Strategies were developed to achieve California’s greenhouse gas emission reduction goals as set forth in SB 375 and federal Clean Air Act Section 176(c) requirements for transportation conformity while meeting the broader regional objectives, such as improved equity and resilience in addition to preservation of natural lands, improvement of public health, increased roadway safety, support for the region’s vital goods movement industries and more efficient use of resources. The Plan also includes a detailed project list; strategic investments to bridge local plans with overarching regional performance targets and goals; a growth forecast and regional development pattern based on population, household and employment growth projections by 2050; and a transportation network including a list of transportation projects and investments.

Connect SoCal 2024 presents a summary of that work in five chapters of the Main Plan with additional details on Plan elements and analysis in the Plan’s accompanying 15 Technical Reports, including the [Goods Movement Technical Report](#). SoCal 2024 builds upon the progress from previous RTP/SCS cycles, reflecting both SCAG’s statutory requirements, the emerging trends, and persistent challenges facing the region. These policies offer a resource by which County Transportation Commissions (CTCs) or local jurisdictions within the SCAG region, when seeking resources from state or federal programs, can refer to specific policies to demonstrate alignment with the RTP/SCS.

Regional Growth Forecast and Forecasted Regional Development Pattern

As part of developing a Sustainable Communities Strategy per SB 375, SCAG must include a “forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies ...” enables SCAG to reach its per capita GHG emission reduction target of 19 percent below 2005 levels by 2035. SCAG staff prepared a Forecasted Regional Development Pattern for Connect SoCal 2024 through 2050, the horizon year of the Plan. The regional growth forecast determines the projected increase in population, households, and jobs based on local general plans and known development entitlement agreements, including available data from 6th cycle housing element updates. The Connect SoCal 2024 [Demographic and Growth Forecast Technical Report](#) includes detailed discussions on socioeconomic data, including additional detail on the growth forecast, growth vision, and Sustainable Communities Strategy (SCS) consistency in Section of the Technical Report. The Connect SoCal 2024 [Land Use and Communities Technical Report](#) includes the most recent planning assumptions and estimates of population and housing.

SCAG’s work helps facilitate implementation, but SCAG does not directly implement or construct projects or have land use authority. Achieving a sustained regional outcome depends upon informed and intentional local action. To access jurisdictional level growth estimates and forecasts for years 2030, 2035, and 2050, please refer to the [Final Connect SoCal 2024 growth forecast data](#). The growth forecasts for the region and the applicable jurisdiction is below.

	Adopted SCAG Region Growth Forecasts				Adopted City of Calimesa Growth Forecasts		
	Year 2019	Year 2030	Year 2035	Year 2050	Year 2019	Year 2035	Year 2050
Population	18,827,000	19,476,000	19,946,000	20,909,000	9,900	11,500	13,100
Households	6,193,000	7,006,000	7,311,000	7,814,000	3,800	4,700	5,400
Employment	8,976,000	9,609,000	9,885,000	10,276,000	2,100	3,600	4,400

Consistency with Connect SoCal 2024

SCAG provides informational resources to facilitate the lead agency’s consistency determination of the proposed project with Connect SoCal 2024. For the purpose of determining consistency with CEQA, local jurisdictions shall have the sole discretion to determine a local project’s or plan’s consistency and/or alignment with Connect SoCal 2024².

CEQA MITIGATION MEASURES

The SCAG Regional Council certified the [Final Program Environmental Impact Report](#) for Connect SoCal 2024 (2024 PEIR) and adopted the Mitigation Monitoring and Reporting Program (MMRP), Findings of Fact, and a Statement of Overriding Considerations on April 4, 2024. The mitigation approach used in the 2024 PEIR recognizes the limits of SCAG’s authority; distinguishes between SCAG commitments and project-level responsibilities and authorities; optimizes flexibility for project implementation; and facilitates CEQA streamlining (e.g., SB 375) and tiering where appropriate on a project-by project basis determined by each lead agency. Consistent with the approach, the 2024 PEIR identifies regional-level mitigation measures to be implemented by SCAG over the lifetime of the Plan as well as project-level mitigation measures that lead agencies can and should consider, as applicable and feasible, in subsequent project-specific design, CEQA review, and decision-making processes. Given that SCAG is not an implementing agency and has no decision-making authority over projects or any land use authority, it is ultimately up to each lead agency’s own discretion to determine the appropriateness of mitigation measures, including exploring opportunities of voluntary regional advance mitigation programs, based on project-specific circumstances such as individual site conditions, project specific details, and community values. Therefore, SCAG staff recommends that the proposed project’s CEQA lead agency review the 2024 PEIR for guidance, as appropriate.

² SCAG. April 2024. Connect SoCal 2024 [Demographic and Growth Forecast Technical Report](https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf). Accessible at: <https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf>



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:

klucia@cityofcalimesa.net

Kelly Lucia, M. URP, Planning Director
City of Calimesa – Planning Division
908 Park Avenue
Calimesa, California 92320

June 10, 2024

**Notice of Preparation of a Draft Subsequent Environmental Impact Report for the
Mesa Verde Specific Plan Area 2 Amendment 2 (Proposed Project)
SCH No. 2004071045**

South Coast Air Quality Management District (South Coast AQMD) staff appreciate the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Subsequent Environmental Impact Report (SEIR). Please send a copy of the Draft SEIR upon its completion and public release directly to South Coast AQMD as copies of the Draft SEIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses (electronic versions of all emission calculation spreadsheets, air quality modeling, and health risk assessment input and output files, not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

Responsible Agency and South Coast AQMD Permits

CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of the process for conducting a review of the Proposed Project and issuing discretionary approvals. Moreover, it is important to note that if a Responsible Agency determines that a CEQA document is not adequate to rely upon for its discretionary approvals, the Responsible Agency must take further actions listed in CEQA Guideline Section 15096(e), which could have the effect of delaying the implementation of the Proposed Project. In its role as CEQA Responsible Agency, the South Coast AQMD is obligated to ensure that the CEQA document prepared for this Proposed Project contains a sufficient project description and analysis to be relied upon in order to issue any discretionary approvals that may be needed for air permits.

For these reasons, the final CEQA document should be revised to include a discussion about any and all new stationary and portable equipment requiring South Coast AQMD air permits, provide the evaluation of their air quality and greenhouse gas impacts, and identify South Coast AQMD as a Responsible Agency for the Proposed Project as this information will be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD's webpage at <https://www.aqmd.gov/home/permits>.

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website¹ as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod² land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds³ and localized significance thresholds (LSTs)⁴ to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA *operational* thresholds to determine the level of significance.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment⁵.

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants and include schools, daycare centers, nursing homes, elderly care facilities, hospitals, and residential dwelling units. The Proposed Project will include, among others, residential areas and is located in close proximity to industrial areas, and to facilitate the purpose of an SEIR as an informational document, it is recommended that the Lead Agency perform a mobile source health risk assessment⁵ to disclose the potential health risks⁶.

¹ South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

² CalEEMod is available free of charge at: www.caleemod.com.

³ South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at:

<https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf>

⁴ South Coast AQMD's guidance for performing a localized air quality analysis can be found at:

<http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

⁵ South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at:

<http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

⁶ *Ibid.*

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*⁷ is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory⁸.

The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*⁹ includes suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. It is recommended that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.

The Proposed Project would potential include, among other things, gasoline service stations. Benzene, which is a toxic air contaminant, may be emitted from the operation. To ensure that sensitive receptors are not going to be adversely affected by the exposure to benzene, it is recommended that the Lead Agency evaluate, quantify, and perform a health risk assessment for the Proposed Project in the Draft SEIR¹⁰.

The Proposed Project would include, among other things, a new school facility and is subject to the consultation requirements in CEQA Guidelines Section 15186. For a search of South Coast AQMD permitted facilities, please fill out the "Grid Search Request Form"¹¹.

South Coast AQMD staff is concerned about potential public health impacts of siting potential warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by the existing warehouse and truck activities. The South Coast AQMD's Multiple Air Toxics Exposure Study (MATES V), completed in August 2021, concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter (DPM) emissions¹². According to the MATES V carcinogenic risk interactive map, the area surrounding the Proposed Project has an estimated cancer risk of over 280 in one million¹³. Operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit DPM. When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increasing health risks.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook,¹⁴ South Coast AQMD's Mitigation Monitoring and

⁷ CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at:

<https://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf>.

⁸ CARB's technical advisory can be found at: https://ww2.arb.ca.gov/sites/default/files/2017-10/rd_technical_advisory_final.pdf.

⁹ South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*.

Available at: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf>.

¹⁰ South Coast AQMD. Guidance for performing a gasoline dispensing station health risk assessment can be found here:

<http://www.aqmd.gov/home/permits/risk-assessment>.

¹¹ South Coast AQMD's Grid Search Request Form can be found at: <https://www.aqmd.gov/docs/default-source/permitting/ab3205-request-form-210701.pdf>.

¹² South Coast AQMD. August 2021. *Multiple Air Toxics Exposure Study in the South Coast Air Basin V*. Available at:

<http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>.

¹³ South Coast AQMD. MATES V Data Visualization Tool. Accessed at: [MATES Data Visualization \(arcgis.com\)](https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v).

¹⁴ <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>

Reporting Plan for the 2022 Air Quality Management Plan,¹⁵ and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.¹⁶

Mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider in the Draft SEIR may include the following:

- Require zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. Given the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks such as the Advanced Clean Trucks Rule¹⁷ and the Heavy-Duty Low NOx Omnibus Regulation¹⁸, ZE and NZE trucks will become increasingly more available to use. The Lead Agency should require a phase-in schedule to incentivize the use of these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency. At a minimum, require the use of 2010 model year¹⁹ that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. Include environmental analyses to evaluate and identify sufficient electricity and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. Include the requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.
- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.
- Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

Mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the Draft SEIR may include the following:

¹⁵ South Coast AQMD's 2022 Air Quality Management Plan can be found at: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan> (Chapter 4 - Control Strategy and Implementation).

¹⁶ Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

¹⁷ CARB. June 25, 2020. *Advanced Clean Trucks Rule*. Accessed at: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

¹⁸ CARB has recently passed a variety of new regulations that require new, cleaner heavy-duty truck technology to be sold and used in state. For example, on August 27, 2020, CARB approved the Heavy-Duty Low NOx Omnibus Regulation, which will require all trucks to meet the adopted emission standard of 0.05 g/hp-hr starting with engine model year 2024. Accessed at: <https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox>.

¹⁹ CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

- Maximize use of solar energy by installing solar energy arrays.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

Design considerations for the Proposed Project that the Lead Agency should consider to further reduce air quality and health risk impacts include the following:

- Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).
- Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- Design the Proposed Project such that any check-in point for trucks is inside the Proposed Project site to ensure that there are no trucks queuing outside.
- Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305. Rules 2305 and 316 are new rules that will reduce regional and local emissions of nitrogen oxides (NOx) and particulate matter (PM), including diesel PM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 square feet. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt in to earn Points on behalf of their tenants if they so choose because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project consists of the potential development of a multi-million-square-foot warehouse, the Proposed Project's warehouse owners and operators will be required to comply with Rule 2305 once the warehouse is occupied. Therefore, South Coast AQMD staff recommends that the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the Proposed Project that may help future warehouse operators meet their compliance obligation²⁰. South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or waire-program@aqmd.gov. For implementation guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage²¹.

²⁰ South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf>.

²¹ South Coast AQMD WAIRE Program. Accessed at: <http://www.aqmd.gov/waire>.

Health Risk Reduction Strategies

Many strategies are available to reduce exposures, including, but are not limited to, building filtration systems with MERV 13 or better, or in some cases, MERV 15 or better is recommended; building design, orientation, location; vegetation barriers or landscaping screening, etc. Enhanced filtration units are capable of reducing exposures. However, enhanced filtration systems have limitations. For example, in a study that South Coast AQMD conducted to investigate filters²², a cost burden is expected to be within the range of \$120 to \$240 per year to replace each filter panel. The initial start-up cost could substantially increase if an HVAC system needs to be installed and if standalone filter units are required. Installation costs may vary and include costs for conducting site assessments and obtaining permits and approvals before filters can be installed. Other costs may include filter life monitoring, annual maintenance, and training for conducting maintenance and reporting. In addition, because the filters would not have any effectiveness unless the HVAC system is running, there may be increased energy consumption that the Lead Agency should evaluate in the Draft SEIR. It is typically assumed that the filters operate 100 percent of the time while residents are indoors, and the environmental analysis does not generally account for the times when the residents have their windows or doors open or are in common space areas of the project. These filters have no ability to filter out any toxic gases. Furthermore, when used filters are replaced, replacement has the potential to result in emissions from the transportation of used filters at disposal sites and generate solid waste that the Lead Agency should evaluate in the Draft SEIR. Therefore, the presumed effectiveness and feasibility of any filtration units should be carefully evaluated in more detail prior to assuming that they will sufficiently alleviate exposures to diesel particulate matter emissions.

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at swangl@aqmd.gov.

Sincerely,

Sam Wang

Sam Wang

Program Supervisor, CEQA IGR

Planning, Rule Development & Implementation

SW

RVC240509-01

Control Number

²² This study evaluated filters rated MERV 13 or better. Accessed at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf>. Also see 2012 Peer Review Journal article by South Coast AQMD: <https://onlinelibrary.wiley.com/doi/10.1111/ina.12013>.

From: [Kelly Lucia](#)
To: [Kristin Starbird](#); [Samantha Robinson](#)
Cc: [David Graves](#)
Subject: NOP Comments - Mesa Verde vs. County Line Rd
Date: Monday, May 20, 2024 1:50:39 PM
Attachments: [Outlook-l4vwnmu0.png](#)
[Outlook-trvvd30g.png](#)
[Outlook-kasqhqf.png](#)
[Outlook-bw3xk5ch.png](#)

Please see below -



Kelly Lucia, M. URP
Planning Director

Cell 909.809.8778 (preferred)
Office 909.795.9801 ext. 229
Email klucia@cityofcalimesa.net



[City of Calimesa Planning Department](#)

From: Ryan Marcroft <ryan.marcroft@gmail.com>
Sent: Monday, May 20, 2024 1:37 PM
To: Kelly Lucia <klucia@cityofcalimesa.net>; Jenna Marcroft <Jenna.Marcroft@gmail.com>
Subject: Mesa Verde vs. County Line Rd

Hello Kelly,

My Name is Ryan Marcroft resident at 746 W County Line Rd, Calimesa, CA 92320.

The last few years have drastically changed the face of calimesa and specifically County Line -Road forever. Part of the reason we moved here 10+ years ago was to get some peace and quiet, actually i wanted to see stars from my yard, while that is no longer possible with the warehouse, gas station and who knows what will end up next to our home in the empty lot but the proposal to make county line the main entrance point to the Mesa Verde housing project although might make sense on paper it makes no sense to any resident on county line rd, or the future residents of the Mesa Verde Estates.

A few concerns I have that I would like to be addressed:

- How many cars are we looking at going up and down the road each day?
- When will CalTrans actually start work on improving the offramp at County Line Rd? We can see the issues going on at the Cherry Valley Boulevard Exit.

- How many trucks are expected to be added to the traffic from the new warehouse?
- How will we maintain the 25mph speed limit down county line rd, even now almost every car travels well in excess of the speed limit?
- will sidewalks be added?
- will the power lines be moved underground?
- how much compensation will each resident receive from land taken from them?
- will the city or builder offer a buyout option to the residents on county line road? for the houses too close or too affected by the new construction?
- How many additional sherrifs will be in the area when this development is underway and completed?
- will speed humps or bumps be placed to control traffic?
- when will home/land owners be aware of how much land they will be losing to county line road widening efforts?
- what will the smog impact be to the area, specifically my home as I am on the corner and will be next to massive surges of semi truck, commercial vehicles and residential vehicle traffic in a very centralized location? How will this be studied?

Look forward to your responses

R/

Ryan Marcroft



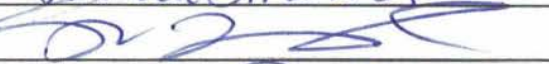

951-818-3251

RESIDENTS SPEAK OUT

We, the residents of West County Road in Calimesa, California, strongly object to West County Line Road becoming the main entrance to the 3,650 unit Development in the proposed 2023 Mesa Verde Specific Plan, Amendment One.

The original proposals from 2007 and 2017 listed West County Line Road as an EMERGENCY Access and Exit Only. Sandalwood Drive, near Bob's Big Boy, was designated to be the main entrance to the Mesa Verde Project. The proposed change would have a DISASTROUS impact on those of us living on West County Line Road. The street would be widened to accommodate the THOUSANDS of vehicles accessing and exiting the new development. The street would literally be on the front porch of some of our Friends and Neighbors homes. There would be INVASIVE TRAFFIC, NOISE, and POLLUTION!

SAVE OUR STREET!!!

Signed:	<u>Name</u>	<u>Address</u>
X		780 W County Line Rd Calimesa
X		780 W. County Line Rd Calimesa
X	Christina Healt	275 W County Line Rd. Calimesa CA
X	Ana Madrid	774 W. County Line Rd Calimesa CA
X	Linda Smerber	850 W County Line Calimesa
X		814 W COUNTY LINE RD. CALIMESA
X	Michelle Felipe	739 W County Line Rd Calimesa
X	Danielle Roberts	739 1/2 County Line Rd Calimesa
X	Susan Caliz	739 1/2 County Line Rd Calimesa
X	Ed Rave	739 W County Line Rd Calimesa
X	Esteban Rivas	789 W County Line Rd Calimesa
X	 + Lexi Sankin	773 W County Line Rd. Calimesa
X	Sacha Hoffman	856 W County Line rd Calimesa

June 6th 2024

Dear Calimesa City Planning Commission,

I am writing this letter in opposition to the proposed plan to the Mesa Verde Specific Plan Area 2 Amendment 2. This project was recently bought by the Orange County developer Shopoff. The proposed plan has several changes that are not good for Calimesa as a whole and need to be rejected. I urge the planning commission to reject the proposed plan and send it back to Shopoff with the following recommendations:

1. Calimesa is a rural and neighborhood community; we do not need more commercial buildings in this development. Calimesa does not desire to become Fontana or Orange County. The original mission statement for the development describes "The new vision for the community is based on the history of the site, **California Rural**. The preservation of open space and oaks trees support and enhance this theme. The community is planned as a sustainable development that includes more sport facilities, increased open space preservation, a variety of residential units, expanded commercial square footage, and a drought-tolerant design theme that is supportive of Calimesa's character of rural living." The increase in High density is unacceptable for the future of Calimesa.
 - a. Increasing the commercial space by 250 Acres does not meet this mission
 - b. Removal of Very Low Residential from the approved 158 lots to 0 does not meet the mission.
 - c. Lowering Low Residential from the approved 428 lots to 139 lots, reducing Low Medium Residential by 16 lots, and removing 219 Medium Residential lots does not meet the mission.
 - d. Medium High Residential upped by 250 lots does not meet the mission.
 - e. Multi-Family (High Density Residential) upped by 432 lots does not meet the mission nor is it true to the character of Calimesa.
2. Proposed entrance to the residential community down County Line Rd will create undo traffic to a residential community and require eminent domain of property not owned by the city. The use of County Line Rd as a main artery for this development is unacceptable and must be rejected.
 - a. County Line Rd has been a dead end road for many years and the houses were here pre-existing to the road. These 22 houses and families deserve to be protected from the encroachments of an Orange County developer.
 - b. County Line Rd is currently only 20 ft wide and would have to be widened to accommodate the unacceptable traffic increase.
 - c. To widen the road is impossible without the use of eminent domain due to houses being very close to the road and not within the required 20 ft setback from the road.
 - d. This developer should use the existing plan to enter the development off of Sandalwood and Calimesa Blvd. that was developed in 2017 with County Line Rd designated as an emergency exit. This was agreed to with the previous developer after much debate. This would allow egress from the area in case of a

June 6th 2024

- fire. Additionally there will be fire protection from the development itself as it clears brush and replaces it with houses and open spaces
- e. The traffic on the road will be unacceptable. $3650 \text{ units} \times 2.4 \text{ trips per day (AAA website)} \times 2 \text{ vehicles} = 17,520 \text{ trips}$. This amount of traffic will not work with houses on the road. This is a main artery of a city, not a quiet neighborhood.
 - i. For the safety of the children that live on the street don't allow a developer to bulldoze an existing Calimesa Community.
 - ii. Imagine a road of this magnitude in front of your residential house. It is unacceptable, unsafe, and makes no sense.
 3. The acres of land that Calimesa has in its boundary can be more wisely used for the good of Calimesa and its current and future residents.
 - a. Do not make a "good" financial decision for the short term that will drive people away from your community in the long run by ruining the very character of it.
 - b. This development will be Chapman heights all over again in 10 years with run down rental properties with homeowners fleeing the high density areas.
 - c. Do not trample the property rights of your existing resident by destroying their neighborhood with a main artery road through their front yards or living rooms.
 - d. Keep Calimesa rural and reject the increased commercial acres.

Sincerely,
Travis Feenstra
878 W. County Line Rd
Calimesa Ca 92320

05/15/2024

To: City of Calimesa Planning Division

Statement of opposition to the Mesa Verde Specific Plan Area 2 Amendment 2.

This development project was debated for years that led to the approval. With the purchase of this development by Shopoff in 2021 and this latest Amendment 2, we are now literally faced with starting over due to the major changes being requested that would greatly affect the character of rural living, greatly increase density, and create an unacceptable traffic problem.

The original, what I call, mission statement published for this project is below and can be found at <https://formacompanies.com/project/mesa-verde-calimesa/>

“Mesa Verde, Calimesa. Development of Community Master Plan and Specific Plan Amendment covering over 1,460 acres in the city of Calimesa, represents over 15% of the City’s area. The new vision for the community is based on the history of the site, California Rural. The preservation of open space and oak trees support and enhance this theme. The community is planned as a sustainable development that includes more sport facilities, increased open space preservation, a variety of residential units, expanded commercial square footage, and a drought-tolerant design theme that is supportive of Calimesa’s character of rural living.”

Quick summary shows the latest Amendment 2 being proposed that does NOT meet the above mission statement:

Elimination of Very Low Residential from the approved 158 lots to 0.

Significantly reduced Low Residential from the approved 428 lots to 139 lots, a decrease of 289 lots.

Low Medium Residential reduced by 16 lots

Medium Residential reduced by 219 lots

Medium High Residential INCREASED by 250 lots

Multi-Family (High Density Residential) INCREASED by 432 lots

Increase in 250 acres of Business Park (is going to shove more homes in smaller area)

These proposed changes in Amendment 2 do NOT fall within the original theme of Calimesa’s character of rural living. The increase in High density is unacceptable.

The proposed change in Amendment 2 to utilize County Line Rd as the main access point is an egregious slap in the face to the residents of W County Line Rd. Countless hours were spent at City Council and Planning Commission meetings by the residents of the street when this development process started and helped to shape it into its 2007 approval. To put it bluntly, a 60’ right of way does not fit W County Line Rd. The proximity of a widened street encroaches the required 20’ setbacks on most homes. There are also many homes where the road would be within feet of their doorsteps, and inside of one.

The approved specific plan from 2007 / 2017 stated that W County Line Rd would only be used as Emergency access.

Here is the stated use of County Line Rd from the original approval.

I. Specific Plan Components

MESA VERDE SPECIFIC PLAN

C. Circulation

3. Emergency Access

Interim Emergency access will be provided from Avenue L, adjacent to the existing Mesa View School through Planning Area 13 (proposed elementary school site) to Street 'A' for the first phase of development. Permanent emergency access will be provided to County Line Road through Street 'D' (refer to Figure I.3, Circulation Master Plan). County Line Road at the property boundary will be gated with a Knox activated electric gate per Riverside County Fire Department standards to permit Fire Department access to the site but restrict public access to the site, (refer to Chapter II, Landscape Design Guidelines, Section C.6., Fuel Modification Master Plan).

On the Project side, pressure pads will be provided to allow unrestricted egress from the site. Public egress from the site into County Line Road during non-emergencies will be restricted by installation of signage prohibiting egress in non-emergency situations. A camera will be installed to capture the license plate of the violators. The CC&Rs will include provisions to issue tickets, impose and collect fines from the violators. In addition, signage will be provided on the Project side to indicate "Emergency Egress Only" and on the County Line Road side to indicate "Emergency Vehicles Access Only".

After the developer gets done stripping the land for the house pads, removing, and reshaping the hills, cutting down the trees, and adding in the roads, the fire hazard will be significantly and drastically reduced. The new roads and landscape will provide buffers all around this project. The addition of the current project to the South and the Yucaipa freeway corridor to the North and West also ensures this. The point being, that the original "Emergency Access" that was approved is still sufficient, fire hazard will decrease. This will no longer be open range.

To summarize why W County Line Rd should **NOT** be used as access:

Traffic !!! An unacceptable amount of traffic!!!

(3650 units x 2 vehicles x 3.6 trips per day = 26,280 trips per day. This is just an estimate based on Dept of Transportation data, it is likely MUCH greater).

Noise Pollution from traffic.

Air Pollution.

Reduced property values.

Safety.

Proximity of the road to the front door of most homes would be less than the city code 20' setback.

Not able to access our property due to traffic. Many have horse trailers, travel trailers, or RV's that must be backed in.

In addition, the recent construction of the commercial building at the County Line Rd offramp is estimated to have 1000 big rigs coming and going from the building each day. That building alone is going to bottleneck the whole interchange area at County Line Rd. The mention of adding in a traffic signal to help with truck traffic is going to cause huge backups onto the freeway and into the surrounding neighborhoods. Roundabouts are NOT going to alleviate the traffic problem either. With just the Commercial building at County Line Rd the estimated traffic delays due to the truck traffic that were spoken of during its approval process was an obscene amount of delay time to navigate County Line Rd.

The Yucaipa freeway corridor plan also states that it will utilize County Line Rd as an access point. It has nearly 2300 homes and approx. 5 million sq ft of Commercial building and the truck traffic that accompanies it. This will also be utilizing the County Line Rd offramp.

Now add in **IF** W County Line Rd were approved as the main access point to the 3650-unit Mesa Verde Development, that would add in an additional, approximately 26,000 vehicles a day, going to and from the development on W County Line Rd based on Department of Transportation data of 3.6 trips per person per day. The number is much higher.

W County Line Rd is currently a 20' road.

There is a 60' right of way for W County Line Rd. Utilizing the full 60' right of way would put the curb of the road dangerously close to the front doorsteps of many of the homes. Less than the required 20' setback. It would come within a few feet of many homes and inside of one. This amount of traffic will also cause unacceptable noise and pollution at our front doors. Such a plan is NOT plausible.

Trying to get in and out of our own driveways with such a large amount of traffic is a huge concern as well. If the road were widened, where would the majority of residents park as the 20' setback would be encroached for most of the homes.

Property values would plummet due to the traffic, the noise generated by the traffic, as well as the proximity of the curb to the front doors.

Utilizing W County Line Rd as main access, instead of the already approved "emergency access" in the original and amended approvals, would destroy the quality of life for each of the residents. Such a decision by the city to do so is not only impractical but irresponsible.

Sandalwood Drive makes way more sense, as originally approved.

This new EIR (Environmental Impact Report) had better address the approximately 26,000 plus vehicles a day on W County Line Rd and the impact this would have on the residents, as well as the proximity to the existing homes. An UNACCEPTABLE impact!

The residents of Calimesa as well as the residents of W County Line Rd should not be overrun by a developer / development but should be fairly represented by our elected officials. I am concerned that the tactic of financial gifts whether it be through actual monies, land, buildings, improvements, trips, lunches, or negotiations, otherwise known as donations, could be used to lead to gain favor with anyone employed or serving within the framework of the City of Calimesa. It is my belief and opinion that this has already happened when the previous City Manager took land from the homeowner at the West end of County Line Rd "to establish right of way" around a year after this development was purchased. The developer's property boundary is approximately 600' to the West. However, after the City of Calimesa took the right of way from the property owner, the developer then paid for the 10' tall gates and approximately 600' of 6' fencing that leads to the developer's property boundary to the West. This fencing is NOT on the developer's land. It is on the Northern property boundary of the landowner and has now blocked them from accessing their land. However, it now provides access to the developer's land. We have not yet received an acceptable response from the City of Calimesa about this transaction to explain how it was okay to take the right of way, to the benefit of the developer, and have the developer pay for the gates and fencing when this newly established right of way is on private property and city property. Flash forward approximately a year to this Amendment 2 being presented with the request to now use County Line Rd as main access instead of Sandalwood Drive. The optics here are horrible. An answer or investigation needs to be forthcoming to address this. Additionally, if the "right of way" was taken the entirety of the property owner's northern property line, it would literally put the curb several feet INSIDE OF the house. This seems to explain why the City only took right of way approximately halfway up the northern boundary of the property owner and left the rest of the property owner's land where the home is located alone. The property address is 867 W County Line Rd. THIS IS A PROBLEM GOING FORWARD IF THE REST OF THE RIGHT OF WAY IS TO BE UTILIZED. You cannot have a road literally 3 feet INSIDE OF A HOUSE THAT HAS BEEN THERE SINCE 1946. Also, if you try and "take" the land from the other side of the street, the same situation occurs for that home putting the road within feet of that house. All these matters must be addressed.

Add in the fact that even if the West end of County Line Rd was used for "Emergency Access" as planned, the current extension road to the west of the gate that leads to the development boundary was built by the then land owner from the 1940's, later paved by them, not the County of Riverside, and the Southern part of the road adjacent to the asphalt is fill dirt. None of this extension that leads to the development land boundary was ever built by the County of Riverside. The Northern side of the extension is a hillside covered in mature oak trees adjacent to the existing sewer plant road. This fun fact is something that needs to be addressed as well if this is to be used as "Emergency Access." Either way, there are major obstacles in place that must be addressed.

The integrity of City officials is paramount to those of us that elected our representatives, and those that are employees within the city framework, and I ask that oversight be put in place and that transparency to the public at large prevails. Such is NOT in place based on the activities that took place described above, in my opinion. We are watching this issue very closely.

This Amendment 2 should be rejected based on its merits. This DOES NOT fit the rural atmosphere or character of our community. Instead, it brings High Density housing to the forefront. We do NOT want this to become Moreno Valley. Using W County Line Rd as access is not plausible. Traffic is already going to be a nightmare at the interstate offramp with the Big Rig truck traffic, and the

Yucaipa Freeway Corridor. There is no room for an additional 25,000 vehicles a day or more either at the freeway offramp area or down W County Line Rd. The original approval used Sandalwood Drive as the main access point, and it should stay there. There are no existing homes over there to disrupt. The original approval also utilized Roberts Rd. Where did that go?

How about the wildlife? Burrowing Owls, Coyotes, Mountain lion, Bobcats, Birds, squirrels, chipmonks, Skunks, etc, are all collateral damage, that will either be killed or displaced.

The mature Oak trees mentioned in the above narrative, "The preservation of open space and oaks trees support and enhance this theme." The majority will be cut down and replaced...so maybe in 100 years they get back to what they were originally, and our city representatives are okay with this...?

I urge each of you to drive down W County Line Rd and see firsthand that a widened road would not fit. If it was widened, thousands of vehicles is not practical, or safe, and would destroy the quality of life for each of the residents, as well as their property values. No residents anywhere within Calimesa should have to weather the amount of traffic that this development will create, and the problems associated with such. Please reject this Amendment 2.

Sincerely,

Clarence Hoefer

870 W County Line Rd

Calimesa, Ca

37-year Calimesa resident

June 7, 2024

From Beverly James, a resident of West County Line Rd. I, along with several other residents, have been involved with making our city a better place to live and work. Over the course of many, many years, we have participated in the drawing up of a General Plan for the City, served on the Library Commission, attended countless City meetings and raised money for a new Library by holding yard sales, hosting community breakfasts and selling used books. We have also delivered Meals on Wheels etc., etc! Why is our little County Line Road being singled out to become a major four lane artery when we had an agreement to have a gated Emergency exit at the west end of our street. A conservative estimate would put traffic at 26,280 vehicles passing in front of our homes each day. And, that is not even counting the back traffic from the Mesa Verde Development. The 2023 Mesa Verde Plan Amendment 1 should NOT be adopted. We are one of two streets in Calimesa that is zoned for farm animals. We have horses, goats, chickens and rabbits. In addition we are home to countless wildlife that are being chased from their homes in the name of progress. We ask that you save us from the vast devastation proposed.

Sincerely, Beverly James
830 W. County Line Rd.
Calimesa, CA 92320

CITY OF CALIMESA

JUN 10 2024

RECEIVED

A written response would
be greatly appreciated.
Thank you.

Dear City of Calimesa Planning Department,

I write as a concerned resident of Calimesa to object to the proposed Mesa Verde development plan. I believe the development plan as proposed is not good for residents living on West County Line Road. I live at 806 W. County Line Road, and understand the serious negative impact this development would have for every homeowner on the street.

The proposed plan shows the primary access for the new development to be County Line Road. In order to accommodate the traffic associated with such a large development, the currently roughly 18 feet wide road would need to be approximately 60 feet wide. This would require taking the front yards of all the residents on County Line Road, and many of the homes as well, as the new road would be just several feet from the front door of the houses if not actually touching the houses in some cases.

Inevitably, most of the residents, my family included, would be forced out of what is currently a beautiful, quiet neighborhood to raise a family. This could be avoided by amending the Mesa Verde development plan, taking into consideration the residents on County Line Road. The primary access to the development could come from Sandalwood and alternate accesses ought to be explored where long time residents of Calimesa do not lose their property and homes.

Please do not approve this development plan as proposed with County Line Road as the primary access. The residents understand that the development will likely happen at some point. We just don't want to lose our property and homes for

it to happen.

Thank you for your consideration.

Sincerely,

Nick Meelker

806 W. County Line Rd.

Calimesa, CA 92320

June 7, 2024

RE: Mesa Verde Specific Plan Area 2, Amendment 2 Environmental Impact Report/Public Scoping

City of Calimesa, Planning Commission,

I am opposed and disappointed with the Planning Commission for considering ruining me and my fellow resident's quality of life when considering projects such as the aforementioned. I have watched our politicians with our city planners eat away and leveling our beautiful hillsides. Calimesa once surrounded by rolling hills now covering them with dense housing and concrete. Our freeways and streets have eroded and are crowded beyond belief. The infrastructure is overwhelmed. Obviously, the visions have become financially motivated, and those elected have failed to protect the quality of life of their residents.

This current plan wants to make our small street a main thoroughway for over 3000 homes. It will devastate our small street increasing not only ruining our rural atmosphere, but safety, noise, and property encroachment are issues. Adding 3000+ homes and taking away our outdoor spaces for MORE homes is not the direction Calimesa residents, especially on our small street want to see. I have cats, dogs, horses—it will severely impact the use of my property to have the traffic from these homes (more than 3000 cars driving past my house daily?) traveling up and down my street. I used to be able to ride my horse in town, the amount of traffic has made that unsafe, and to make me unable to ride out my own driveway? With the traffic this project will create on my street my kids no longer be able to safely ride their bicycles or play ball in the front yard. Just since they built the 76 gas station, the traffic has increased—and I live almost to the end of the street, the furthest from the gas station. And now the warehouse with hundreds of big trucks going in and out all day long? Have you even seen our County Line exit lately? Undoubtedly you have seen the mess at Live Oak Canyon? You will have cars backed up down our whole street.

High density housing brings many other issues too—I know you are aware of crime, but why would you build high density housing next to a poop factory who the fire dept themselves told me if it ever caught fire, it would level our block. The last fires set by the trash company employee and kids playing with fireworks had three firetrucks stationed in front of my house. And that was their reason. Of course, that was scary—but now you're going to turn a blind eye to get a dense housing project approved? And your reason for using our street was for potential fire escape---you better think of a better escape route if our block is leveled, it will be impassable, not to mention we are further away that you plan to put the project. Maybe all the blown-up dead people won't need a way to get out. It looks like safety is not really the concern?

And now let's talk about all the displaced wildlife. With the fires and already increased neighboring traffic I have seen a definite decrease in natural wildlife. When we first moved here, we had deer, bobcat, burrowing owls, and hawks, hundreds of rabbits, and many other wildlife species. And though I'm not particularly a spider lover, the massive number of migrating tarantulas in August and September was quite impressive. And the many beautiful oak trees—hundreds of years old. I guess all those will just be collateral damage too? It is so unfair to our future generations to obliterate these natural resources.

I get it that you want more taxes, and the State waving cash in front of your faces if you promote high density housing, but that's NOT what your residents want. These politicians do not live here and have ruined many cities with their not so bright ideas. Don't let them ruin ours too. We live here because we want to enjoy the beauty of the land. Calimesa promised the rural atmosphere Quit mowing down our hillsides, don't turn our City into just another concrete jungle—Neighboring Beaumont is a mess—backed-up streets, City corruption---keep our small town feel. Keep us safe and don't let greed ruin Calimesa as it has our neighbors.

Sincerely and respectfully,

Linda Smerber

850 W County Line Rd
Calimesa CA 92320
951-201-8904

From: [Kelly Lucia](#)
To: [Kristin Starbird](#); [Samantha Robinson](#); [David Graves](#)
Subject: Fwd: Notice of Preparation: Mesa Verde Specific Plan Subsequent Environmental Impact Report and Scoping Meeting (SCH#2004071045)
Date: Tuesday, June 11, 2024 5:38:16 AM
Attachments: [Outlook-1qdfm3b.png](#)
[Outlook-wh41we2t.png](#)
[Outlook-hr45hnys.png](#)
[Outlook-olqp4zv2.png](#)

Begin forwarded message:

From: tim beemer <beemer_tim@hotmail.com>
Date: June 10, 2024 at 10:03:02 PM PDT
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Re: Notice of Preparation: Mesa Verde Specific Plan Subsequent Environmental Impact Report and Scoping Meeting (SCH#2004071045)

To Whom it May Concern,

Here are my public comments and concerns for the proposed Mesa Verde Specific Plan Area 2 Amendment 2.

- Addition of 243.1 acres of business park/industrial warehouses serves to completely change the outlook and overall mantra of the project. This is no longer a residential project, but rather an industrial project with a side of residential. This doesn't align with the city General Plan, "Support Calimesa's transition from a small rural city to a more populous community that welcomes the new residents who will live in neighborhoods in master-planned areas, while retaining the city's sense of community and rural identity". This new amendment is the complete opposite.
- With the revised road network, the impact will be far greater to the residential properties down County Line Road. The mind-boggling choice to use the heavily constricted County Line Road as the main point of entry for residential traffic flow is almost commical. And will provide the absolute greatest impact to existing and future residents.
- Business industrial warehouses are now located to impact the current existing Mesa View traffic flow and are now putting heavy pollution creators closest to the school. The Inland Empire has the heaviest density of warehouses in the nation and as such ranks highest in pollution and air quality studies. This new Amendment say we "Calimesa Planning and City Council" that we don't care about pollution on how much can we cram into

our rural land.

- The new Amendment does not increase any housing units but merely densifies the units/acre sardine can residents to allow for business industrials parks, why aren't we trying to solve the housing crisis as mandated by CA government?
- This plan moves Calimesa from rural to densified urban space, without maintaining the city's community identity.
- We have also decreased the land usage for schools. Not to mention there locations will further impact local traffic flow and commute times due to the limited one entrance/exit design.
- With 1 main path of traffic flow already planned to use the County Line Road on/off ramp to the I-10 the already non-compliant interchange will become even greater of a nuisance and safety risk as more and more travelers will choose to exit and complete illegal U-turns at County Line Lane. Further impacted by the truck stop where no control has been mandated to regulate 75'-long trucks from turning left across all lanes.

At a minimum this proposed Amendment should be postponed and further planning attempted to reduce impact to all of those affected.

Non-elected city staff should look painstakingly look at this plan and provide better solutions to this area. Multiple access points, less land purchases, less impacted residents, result in better project outcomes. I implore City Council to hold these staff members accountable for their actions and designs/review.

From: Kelly Lucia <klucia@cityofcalimesa.net>

Sent: Friday, May 10, 2024 8:00 AM

To: Kelly Lucia <klucia@cityofcalimesa.net>

Subject: Notice of Preparation: Mesa Verde Specific Plan Subsequent Environmental Impact Report and Scoping Meeting (SCH#2004071045)

Good morning,

Please find attached the Notice of Preparation and Scoping Meeting for the Mesa Verde Specific Plan Subsequent Environmental Impact Report.

Thank you,



Kelly Lucia, M. URP
Planning Director

Cell 909.809.8778 (preferred)

Office 909.795.9801 ext. 229

Email klucia@cityofcalimesa.net



[City of Calimesa Planning Department](#)

From: [Kelly Lucia](#)
To: [Kristin Starbird](#); [Samantha Robinson](#); [David Graves](#)
Subject: Fwd: Regarding Mesa Verde Project
Date: Tuesday, June 11, 2024 5:39:13 AM

Sent from my iPhone

Begin forwarded message:

From: Sage Porter <randmlgl@yahoo.com>
Date: June 10, 2024 at 11:55:46 PM PDT
To: Kelly Lucia <klucia@cityofcalimesa.net>
Subject: Regarding Mesa Verde Project

Hello,

I hope this isn't too late, we just saw the meeting on YouTube regarding the Mesa Verde Project posted 12 hours ago. Said we can comment here.

It's a shame to take out the very low residential housing. I believe I read that was suppose to be for horse property, which would be wonderful especially being near the already existing horse properties. Unfortunately the equestrian area neighboring this project will be running out of space to ride their horses, it would be great to add horse trails and horse parks and give them some space even adding more horse property for people to live in and enjoy keeping their horses with them at home.

There is way too much space for the "business park". I've been reading a lot about all the empty warehouses in California and that they're going to have to purchase already existing warehouses to use, that will continue now that people are going out more. Also been reading what California may be doing with the empty buildings which will be housing homeless, which is great for bigger cities but not for our lil' rural area which is why we all want to live here. Even our very own Equestrian Center would be great in that project, a morale booster!

Thank you for your time.