Appendix J-1

Transportation Impact Assessment

MEMORANDUM

URBAN | CROSSROADS

DATE: May 5, 2025
TO: David Graves, Mesa Verde Owner, LLC
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 15218-01 VMT

MESA VERDE SPECIFIC PLAN AMENDMENT 2 TRANSPORTATION IMPACT ASSESSMENT

Urban Crossroads, Inc. has completed a Transportation Impact Assessment for the Mesa Verde Specific Plan Amendment 2 (**Project, Specific Plan**), which is generally located west of the Sandalwood Drive interchange at the I-10 Freeway in the City of Calimesa.

PROJECT OVERVIEW

The Project includes the development of up 4.44 million square feet of building area with the Business Park zones (allowing for industrial, logistics, office, and/or educational uses. The Project is anticipated to build out over 5 development phases, as presented in Table 1. A land use and phasing map for the Project is included in Attachment A.

TABLE 1: LAND USE SUMMARY BY PHASE

Phase	Year	Land Use	Quantity	Unit[1]
1	2030	General Light Industrial	1,400.00	TSF
		Single Family Detached Residential	709	DU
		Multifamily (Low-Rise) Residential	185	DU
		Fire and Rescue Station/Public Works Facility	16.5	TSF
		Parks	12.7	AC
2	2035	General Light Industrial	700.000	TSF
		High-Cube Fulfillment Center (Sort)	700.000	TSF
		Mixed Use (Commercial)	50.000	TSF
		Single Family Detached Residential	468	DU
		Multifamily (Low-Rise) Residential	81	DU
		Parks	16.2	AC

[1] TSF = Thousand Square Feet; DU = Dwelling Units; AC = Acres

TABLE 1 CONT'D: LAND USE SUMMARY BY PHASE

Phase	Year	Land Use	Quantity	Unit[1]
3	2038	General Light Industrial	700.000	TSF
		High-Cube Fulfillment Center (Sort)	700.000	TSF
		Single Family Detached Residential	447	DU
		Multifamily (Low-Rise) Residential	81	DU
		Mixed Use (Commercial)	250.000	TSF
		Parks	8.9	AC
4	2040	Single Family Detached Residential	689	DU
		Multifamily (Low-Rise) Residential	194	DU
		General Office	240.000	TSF
		Elementary School	600	Students
		Parks	16.5	AC
5	2045	Single Family Detached Residential	547	DU
		Multifamily (Low-Rise) Residential	249	DU
		Elementary School	600	Students
		Parks	12.2	AC

[1] TSF = Thousand Square Feet; DU = Dwelling Units; AC = Acres

BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City of Calimesa adopted analytical procedures, screening tools, and impact thresholds for VMT, which are documented in their Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (May 2020) (**City Guidelines**) (1). This analysis has been developed based on these adopted City Guidelines.

PROJECT SCREENING

City Guidelines describe three types of screening that the City of Calimesa will apply to effectively screen projects from project-level assessment. Consistent with screening thresholds identified in the City Guidelines, the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (Screening Tool) was used to aid in the screening process. The City's adopted VMT screening steps are described in Table 2 along with a determination of each screening step's applicability to the Project.

TABLE 2: PROJECT SCREENING SUMMARY

Screening Steps	Description	Result
1. Transit Priority Area (TPA) Screening	Projects located within a TPA (i.e., within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor) are presumed to have a less than significant impact on VMT.	Does not meet.
2. Low VMT Area Screening	Land use projects located within a low VMT generating zone that can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area are presumed to have a less than significant VMT impact.	Does not meet.
3. Project Type Screening	Local-Serving Retail under 50,000 square feet, Local Essential Services, and projects generating less than 110 daily vehicle trips are presumed to have a less than significant impact on VMT.	Does not meet.

Although the proposed elementary schools and fire rescue station/public works facility are each eligible for Project Type Screening, they have been included in the project-level VMT analysis in order to fully account for project-generated VMT.

TRAFFIC MODELING METHODOLOGY

Projects not screened through the VMT screening steps described previously should complete VMT forecasting and analysis using the Riverside County Model (RIVCOM). RIVCOM was developed by the Western Riverside Council of Governments (WRCOG) and initially released in June 2021. The most current release of RIVCOM is version 4.0.1, released in February 2024, representing the most current sub-regional transportation modeling tool for Western Riverside County. RIVCOM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment.

VMT ANALYSIS METHODOLOGY

Consistent with City Guidelines, VMT has been estimated using the Origin/Destination method and Boundary method. For both methods, VMT is presented as total VMT and VMT per Service Population (e.g., population plus employment). Total VMT is an estimate of total vehicle travel and considers all vehicle trips and trip purposes; whereas VMT per service population (SP) is an efficiency metric that represents VMT generated on a typical weekday per person who lives and/or works in the City of Calimesa or in the case of the Project, per person who works at the Project site. Total VMT provides an estimate of the total vehicle travel, while VMT per SP measures the efficiency of travel. The City of Calimesa has adopted the efficiency metric VMT per SP for transportation impact assessments.

ORIGIN/DESTINATION VMT

The Origin/Destination (OD) method for calculating VMT sums all weekday VMT generated by trips with at least one trip end in the study area (i.e., City boundary or Project boundary) and tracks those trips to their estimated origins/destinations. Origins are all vehicle trips that start in a specific traffic analysis zone (TAZ) and destinations are all trips that end in a specific TAZ.

BOUNDARY VMT

City Guidelines also require an evaluation of a project's effect on VMT, which can be performed using the boundary method of calculating VMT. The boundary method is the sum of all weekday VMT on the roadway network within a designated boundary (i.e., City boundary or other designated geographic area). The boundary method estimates VMT by multiplying vehicle trips on each roadway segment within the boundary by that segment's length. This approach consists of all trips, including those trips that do not begin or end in the designated boundary. Consistent with City Guidelines, the City of Calimesa was used as the boundary for this assessment. In addition, as the Project is located near the northern edge of the City, an additional assessment of a ten-mile boundary area surrounding the Project site has also been conducted to ensure trips associated with the Project are not omitted.

VMT IMPACT THRESHOLDS

The City of Calimesa has adopted the following thresholds of significance related to VMT for land use projects. The following thresholds are to be applied to determine potential project-generated VMT impacts[1]:

1. The baseline project-generated VMT per service population exceeds the City of Calimesa General Plan Buildout VMT per service population, or
2. The cumulative project-generated VMT per service population exceeds the City of Calimesa General Plan Buildout VMT per service population.

The Project's effect on VMT would be considered significant if it results in the following condition to be satisfied:

1. The cumulative link-level boundary Citywide VMT per service population increases under the plus project condition compared to the no project condition.

The City Guidelines notes that the cumulative no project shall reflect the adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); as such, if a project is consistent with the SCAG RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence.

CITY OF CALIMESA GENERAL PLAN BUILDOUT VMT PER SERVICE POPULATION

The City of Calimesa General Plan Buildout VMT per SP value has been calculated using RIVCOM. Table 3 presents the resulting City of Calimesa's General Plan Buildout VMT per SP value of 38.4.

TABLE 3: CITY OF CALIMESA VMT PER SERVICE POPULATION

	General Plan Buildout
Service Population	33,143
VMT	1,273,048
VMT per SP[1]	38.4

[1]SP refers to Service Population

[1] City Guidelines; Page 28

VMT ESTIMATES

Project VMT estimates have been calculated using the most current version of RIVCOM based on socio-economic data (SED) inputs presented in Table 4. A breakdown of land use conversion factors used to model the Project by development phase can be found in Attachment B. Project land use information for each development phase was coded into a separate TAZ to isolate Project-generated VMT.

TABLE 4: LAND USE DATA SUMMARY BY PHASE

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5 (Buildout)
Households	894	1,443	1,971	2,854	3,650
Population	2,459	3,969	5,421	7,849	10,038
Employment	2,341	4,775	7,609	8,459	8,509

PROJECT-GENERATED VMT

Project level VMT estimates were extracted from RIVCOM using the OD trip matrices, which includes Project-generated VMT for all vehicle trips (both passenger cars and trucks) and trip purposes. RIVCOM outputs for each development phase are included in Attachment C. The VMT estimates for the Project are presented in Table 5.

TABLE 5: PROJECT-GENERATED VMT SUMMARY

	Total OD VMT	Service Population	VMT per Service Population (SP)	City Threshold	Potentially Significant?
Phase 1					
Baseline	125,009	4,800	26.0	38.4	No
Cumulative	123,690	4,800	25.8	38.4	No
Phase 2 (Phase 1+2)					
Baseline	243,468	8,744	27.8	38.4	No
Cumulative	253,714	8,744	29.0	38.4	No
Phase 3 (Phase 1+2+3)					
Baseline	390,633	13,030	30.0	38.4	No
Cumulative	397,027	13,030	30.5	38.4	No
Phase 4 (Phase 1+2+3+4)					
Baseline	433,049	16,308	26.6	38.4	No
Cumulative	445,410	16,308	27.3	38.4	No
Phase 5 (Buildout) (Phase 1+2+3+4+5)					
Baseline	449,086	18,547	24.2	38.4	No
Cumulative	465,562	18,547	25.1	38.4	No

As shown in Table 5, each development phase along with buildout of the Project are forecast to generate OD VMT per SP below the City's adopted impact threshold for both baseline and cumulative traffic conditions and is considered to have a less than significant impact on Project-generated VMT.

PROJECT EFFECT ON VMT

The Project is proposing to add population and employment above what is included in the existing cumulative year RIVCOM model and would not be consistent with the land uses assumed in the cumulative conditions. Therefore, the Project would not be consistent with RTP/SCS and a cumulative analysis to evaluate the Project's effect on VMT will be required.

The Project's effect on VMT has been calculated using the boundary method. Land use information representing the currently adopted Mesa Verde Specific Plan was coded into the Project's TAZ to correctly represent the Cumulative "No Project" condition, whereas, the proposed land use changes contemplated by the Project were coded into the Project TAZ to represent the Cumulative "With Project" condition. As the Project is located on the northern edge of Calimesa's border, the Project's effect on VMT when considering the City of Calimesa boundary alone may be understated. To evaluate the potential effect on VMT more accurately, an additional 10-mile boundary was also considered. Table 6 presents total VMT and VMT per service population estimates based on the boundary method for the Cumulative conditions.

TABLE 6: PROJECT EFFECT ON VMT SUMMARY

	City Boundary		10-Mile Boundary	
	No Project	With Project	No Project	With Project
SP	58,152	65,655	489,354	496,857
Boundary VMT	944,164	963,857	8,040,230	8,084,534
Boundary VMT per SP[1]	16.3	14.7	16.4	16.3
Change in VMT per SP[1]	-1.5		-0.1	

[1]SP refers to Service Population

Boundary VMT per SP was found to decrease under "with Project" conditions. The Project's cumulative effect on VMT is considered less than significant.

ACTIVE TRANSPORTATION PUBLIC TRANSIT REVIEW

The purpose of this analysis is to evaluate the potential for the Project to conflict with adopted transportation policies, plans, or programs. The analysis specifically addresses potential Project impacts to bicycle facilities and travel, pedestrian facilities and travel, and public transit.

BICYCLE FACILITIES REVIEW

The City of Calimesa has bicycle lanes painted adjacent to existing roadways. There are no facilities in the community for bikes only; however, the City does maintain a series of multi-use trails, which accommodate bicycles as well as pedestrians.[2]

The Project would construct new sidewalk and bicycle lane improvements as part of the frontage improvements along the future internal roadways and along Sandalwood Drive and Roberts Road (as required by City standards). See Attachment D.

[2] City of Calimesa General Plan (August 2014); Page 3-3.

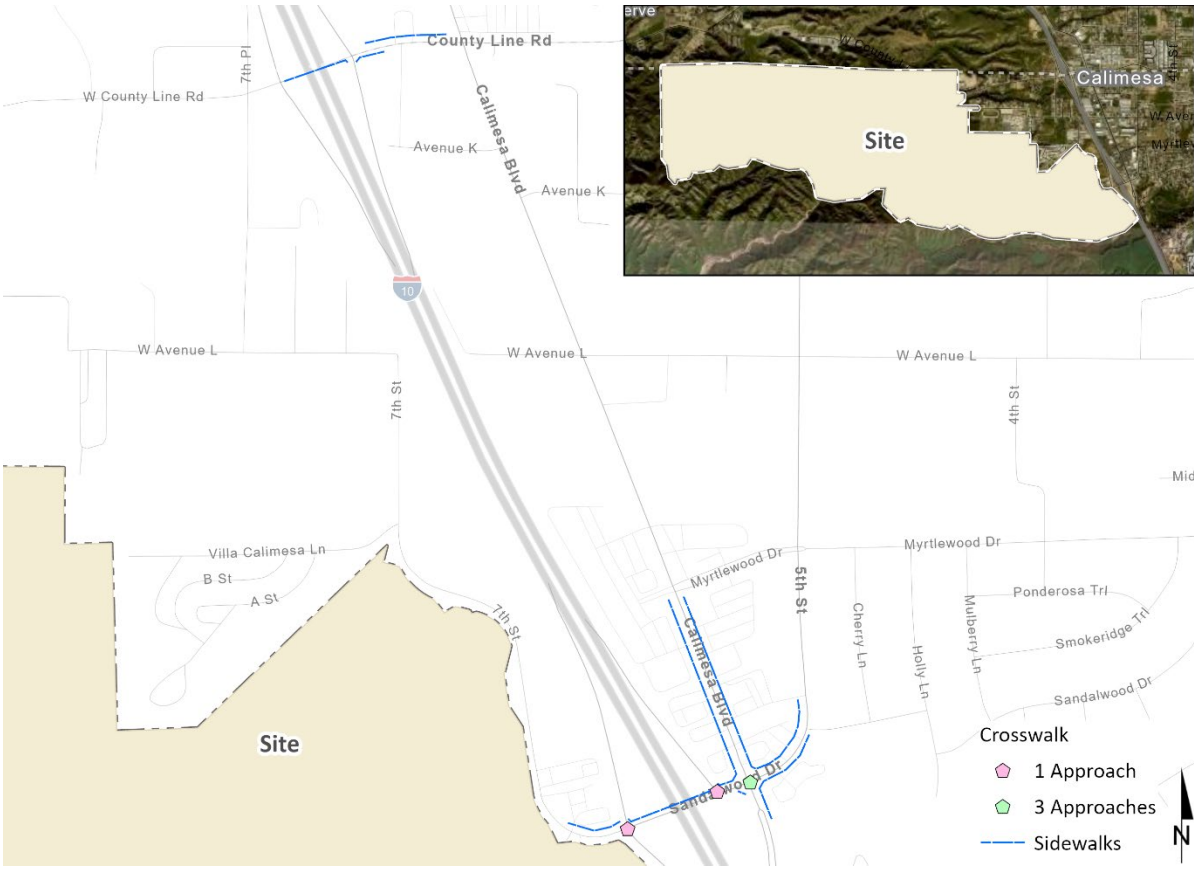
PEDESTRIAN FACILITIES REVIEW

Pedestrian facilities include sidewalks, walkways, bridges, crosswalks, signals, illumination, and benches, among other amenities. Pedestrian facilities provide a vital link between other methods of travel and can make up a considerable portion of short-range trips made in the community. Where pedestrian facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle. Pedestrian facilities also provide a vital link for commuters who use other transportation facilities such as rail, bus, and park-and-ride lots.

Pedestrian facilities include multi-use trails, pedestrian signals, sidewalks, and crosswalks.

Within the study area, there are currently three crosswalks on Sandalwood Drive, two at the I-10 on/off ramps and one at the intersection of Sandalwood Drive and Calimesa Boulevard. In addition, there are sidewalks along County Line Road at the I-10 on/off ramps, along Sandalwood Drive, and at the intersection of Sandalwood Drive and Calimesa Boulevard (See Exhibit 1).

EXHIBIT 1: PEDESTRIAN FACILITIES WITHIN STUDY AREA



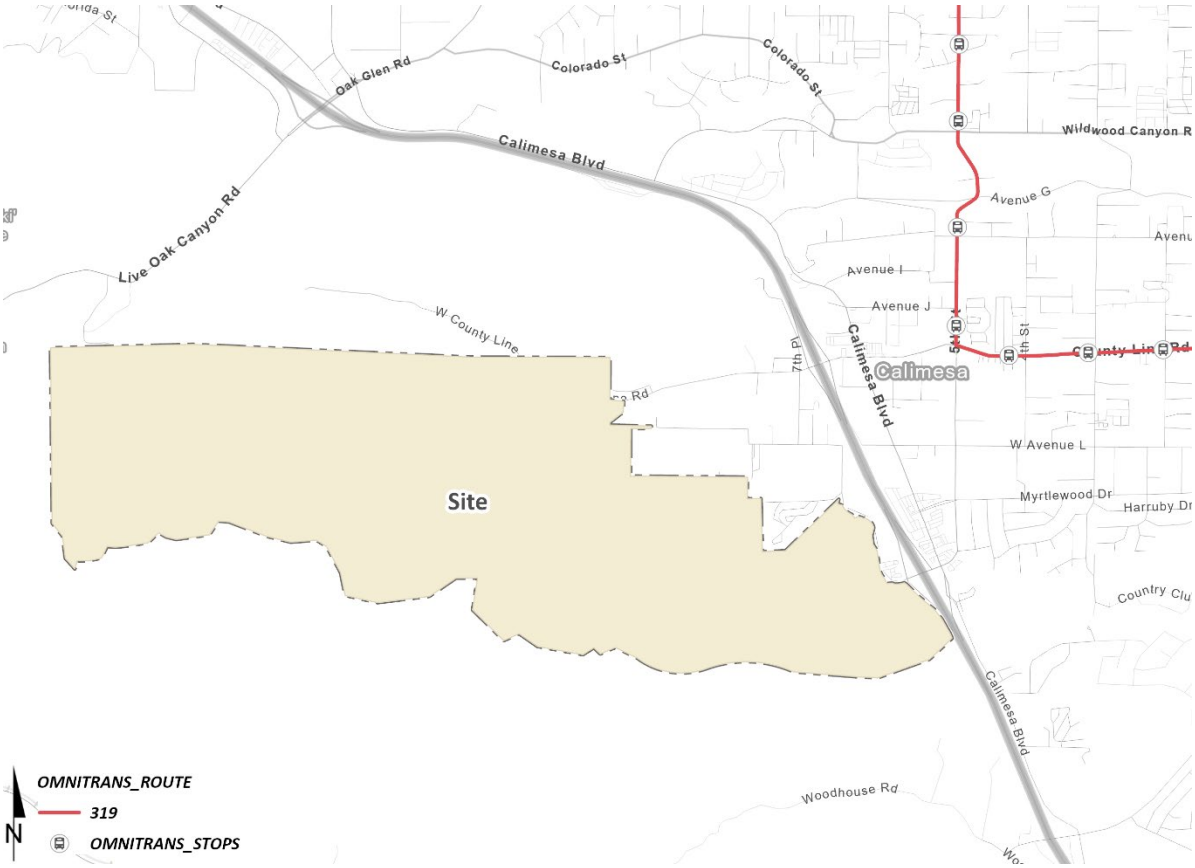
PUBLIC TRANSIT

OMNITRANS

There are bus and regional transit service options available within the City of Calimesa. Omnitrans coordinates transit services throughout San Bernardino County and portions of Riverside County, which includes the City of Calimesa. At present, the only Omnitrans route that provides service

near the Project site is Route 319, located east of the Project site. The nearest bus stops are on County Line Road, approximately one mile northeast of the Project site, and on 54th Street, approximately one mile east of the Project site. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Existing Omnitrans routes are presented at Exhibit 2.

EXHIBIT 2: EXISTING OMNITRANS ROUTES



METROLINK

Commuter train service does not run in the City of Calimesa; however, the Project is approximately 6.5 miles from the Redlands - University Station located at 1100 East Park Avenue in the City of Redlands. Here, passengers can access the Metrolink Arrow Service.

Arrow Service starts at San Bernardino - Downtown Station and ends at Redlands - University Station. Arrow trains run daily from 5 a.m. to 9 p.m. – every 30 minutes early morning and evening and every 60 minutes mid-morning to mid-afternoon. The Project does not propose or require facilities or operations that would potentially affect Metrolink services or facilities. Given the physical separation (approximately 6.5 miles) between the Project site and the nearest Metrolink facilities, it is unlikely the Project would interact with or otherwise affect Metrolink facilities or operations.

AMTRAK

Amtrak provides medium and long-distance inter-city passenger rail service. The nearest Amtrak station is the Riverside - Downtown station, located approximately 17 miles west of the Project site. The Project does not propose or require facilities or operations that would potentially affect AMTRAK services or facilities. Given the physical separation (approximately 17 miles) between the Project site and the nearest AMTRAK facilities, it is unlikely the Project would interact with or otherwise affect AMTRAK facilities or operations.

TRANSPORTATION IMPACT ANALYSIS

This assessment addresses the following Transportation thresholds stated in CEQA Guidelines Appendix G:

- T-1 Potential to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- T-2 Potential to conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) regarding policies to reduce vehicle miles traveled (VMT).
- T-3 Potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-4 Potential to result in inadequate emergency access.

T-1 ASSESSMENT

The analysis presented here evaluates Project consistency with regional goals and City policies addressing the circulation system. Project design features (Bicycle and Pedestrian Access, Transit Access and Amenities) that would support use of alternative transportation modes and thereby further mobility within the City are also discussed.

REGIONAL TRANSPORTATION/MOBILITY GOALS

The Southern California Association of Governments (SCAG) Regional Council formally adopted the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024, RTP/SCS) in April 2024. Connect SoCal 2024 is a long-range regional plan that balances future mobility and housing needs with economic, environmental, and public health goals. Regional goals addressing growth and development and related implications on the regional transportation system are presented in Connect SoCal 2024. Table 7 summarizes Project consistency with Connect SoCal 2024 Goals.[3]

[3] **Note:** While Connect SoCal 2024 strives to align with local plans and input, the potential for incompatibilities with existing general plans is acknowledged and expected due to the advisory nature of the regional plan and the ongoing process of local plan updates. SCAG has no land use authority to adopt, approve, implement, or otherwise regulate local land use plans or transportation projects identified in the Plan. Local governments reserve their land use authority and may incorporate, as appropriate, the recommended policies and strategies included in the Plan. See also *Connect SoCal 2024 – 2050 Final Program Environmental Impact Report*, Certified April 4, 2024 (SCAG), SCH # 2022100337.

TABLE 7: PROJECT CONSISTENCY WITH CONNECT SOCAL 2024

Connect SoCal 2024 Goal	Remarks
Mobility: Build and maintain an integrated multimodal transportation network.	***Consistent:*** This Goal would be implemented by counties and cities agencies within the SCAG region. The Project would support this Goal through implementation of multi-modal access serving vehicles, bicycles, and pedestrians. These components are designed to provide safe and efficient access between the Project land uses, and integrated connection of the Project to the area circulation system. Additionally, the Project scope, mix of land uses, and development intensity would provide a potential ridership base that would support future expansion of public transit service to the Project. On this basis, the Project would be consistent with and would support Connect SoCal 2024 Mobility Goals.
Communities: Develop, connect and sustain livable and thriving communities.	***Consistent:*** This Goal would be implemented by cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project supports this Goal through provision of complementary residential and employment-generating land uses. These land uses include: Mixed-Use, Business/Industrial, Commercial, and Residential Land Uses (at varied densities - High; Medium High; Medium; Low Medium; and Low). In this manner, the Project would provide a variety of employment opportunities and housing choices, promoting livability and sustainability. Collocation of residential and employment-generating uses proposed by the Project also promotes reduced commute trips and shorter commute trips, acting generally to reduce environmental effects associated with traffic. On this basis, the Project would be consistent with and would support Connect SoCal 2024 Communities Goals.
Environment: Create a healthy region for the people of today and tomorrow.	***Consistent***: This Goal would be implemented by cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project supports this Goal through establishment of a sustainable Specific Plan development providing compatible and complementary Mixed-Use, Business/Industrial, Commercial, and Residential land uses. Additionally, the Project provides multi-modal access serving vehicles, bicycles, and pedestrians. Alternative transportation modes that are readily available encourage their use, generally correlating with reductions in personal vehicle usage. In this manner, the Project design acts to reduce Project Vehicle Miles Traveled (VMT). VMT impacts are a general proxy that broadly represent relative impacts of development proposals. In this regard, reduction of VMT avoids or diminishes vehicular-source air quality impacts, vehicular-source GHG emissions impacts, and vehicular-source noise impacts. The City has evaluated potential environmental impacts of the Project consistent with CEQA requirements. Potentially significant impacts have been mitigated to the extent feasible. Moreover, the Project would not conflict with applicable City of Calimesa General Plan Policies. On this basis, the Project would be consistent with and would support Connect SoCal 2024 Environment Goals.

TABLE 7: PROJECT CONSISTENCY WITH CONNECT SOCAL 2024

Connect SoCal 2024 Goal	Remarks
Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.	***Consistent:*** This Goal would be implemented by cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project would accommodate complementary residential and employment-generating land uses. The collocation of residential and employment-generating uses proposed by the Project provides a variety of employment opportunities and housing choices thereby promoting livability and sustainability. The Project in total represents efficient use of available land, contributes to local and regional economies, and expands and diversifies employment and housing opportunities. On this basis, the Project would be consistent with and would support Connect SoCal 2024 Economy Goals.

Sources: Goals from Connect SoCal 2024; Remarks by Urban Crossroads, Inc.

CITY OF CALIMESA TRANSPORTATION AND MOBILITY POLICIES

The City of Calimesa General Plan Chapter 3, *Transportation and Mobility* presents policies addressing General Circulation, Regional Mobility, Trip Reduction/Transportation Demand Management, and Muli-use Trails. Project consistency with General Plan Transportation and Mobility Policies is presented at Table 8.

TABLE 8: PROJECT CONSISTENCY WITH

GENERAL PLAN TRANSPORTATION AND MOBILITY POLICIES

Policy	Remarks
TM-1: Provide for roadways in accordance with the Circulation Plan.	***Consistent:*** The Project discretionary actions include a proposed General Plan Amendment – Circulation Element. The City will employ the approved Specific Plan Circulation Plan to amend the General Plan Circulation Plan [Circulation Element], thereby providing consistency between the Plans. Roadways constructed pursuant to the approved Specific Plan Circulation Plan would be designed and implemented consistent with requirements of the City, recommendations of the Project Traffic Analysis (Project TA, TA), and design and performance standards articulated in the Specific Plan. The City would ensure compliance with applicable standards through the City's adopted development review processes. With approval of the proposed General Plan Amendment – Circulation Element, the Project would be consistent with Policy TM-1.
TM-3: Strive to construct streets in accordance with the City's standard street classifications	***Consistent:*** The Project TA recommends circulation system improvements that would minimize or avoid potential levels of service (LOS) deficiencies within the TA Study Area (Study Area). Please refer to Project TA Section 1.5, *Recommendations*. The Project would either construct the recommended improvements, or contribute fees that would be assigned to completion of the improvements. All improvements would be designed and implemented consistent with requirements of the City of Calimesa, recommendations of the Project TA, and design and performance standards articulated in the Specific Plan. The City would ensure compliance with applicable standards via the City's adopted development

	review processes. Based on the preceding, the Project would be consistent with Policy TM-3.
TM-4: Maintain and rehabilitate roadways to preserve and improve the quality of city streets and thoroughfares that promote access and mobility between residential neighborhoods, employment centers, shopping, and health services.	***Consistent:*** This Policy supports and promotes City-wide actions and standards that would: remove access barriers, provide safe and efficient access between developments, ensure compliance with state and federal disability access requirements (Americans with Disabilities Act [ADA] Standards), and establish appropriate truck routes. The Project does not propose or require uses or operations that would interfere with or obstruct City implementation of Policy TM-4. Based on the preceding, the Project would be consistent with Policy TM-4.
TM-5: Design each roadway with sufficient width to accommodate projected traffic at acceptable service levels, based on the intensity or density of planned land uses.	***Consistent:*** All Project roadways as approved by the City would be designed to accommodate projected traffic at acceptable service levels. Please refer to remarks at Policy TM-3. Based on the preceding, the Project would be consistent with Policy TM-5.
TM-6: Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation.	***Consistent:*** The Specific Plan concept provides access points located at sufficient distances from major intersections, allowing for safe and efficient operations. Please refer to Specific Plan Section 6.1, *Circulation*. Ultimate design of all access points, their locations, and any traffic controls would conform to requirements of the City of Calimesa, recommendations of the Project TA, and design and performance standards articulated in the Specific Plan. All proposed access points, their locations, and traffic controls would be subject to review and approval by the City. Based on the preceding, the Project would be consistent with Policy TM-6.
TM-7: Seek to maintain level of service C on all City- maintained roads. A peak-hour level of service of D, or lower, may be allowed on City-maintained road segments in commercial and employment areas or any combination of major highways, urban arterials, secondary highways, or freeway ramp intersections.	***Consistent:*** The Project TA evaluates circulation system facilities that could be affected by Project-related traffic. The Project TA at Table 1-4, *Summary of Improvements* identifies circulation system improvements that would minimize or avoid potential LOS deficiencies within the Study Area. These same improvements would support safe and efficient transportation and access within the Study Area. For those improvements listed at Table 1-4 and not constructed as part of the Project, the Project Applicant's responsibility for the Project's contributions to deficient conditions would be fulfilled through payment of fees or fair share that would be assigned to construction of the recommended improvements. All improvements would be designed and implemented consistent with requirements of the City of Calimesa, recommendations of the Project TA, and design and performance standards articulated in the Specific Plan. The City would ensure compliance with applicable standards through the City's adopted development review processes. Based on the preceding, the Project would be consistent with Policy TM-7.

TM-8: Alternative levels of service may be allowed on intersections in planned development or similar identified mixed-use areas that demonstrate links to transit, trails, and alternative transportation and comfortable walking distance to goods and services.	***Consistent:*** Analysis of potential LOS deficiencies and recommended improvements addressing those potential deficiencies is discussed previously. Please refer to remarks at Policy TM-7. Additionally, the Project collocates compatible residential and employment-generating uses, acting generally to reduce commute trips and commute trip lengths. The Project also provides multi-modal access serving vehicles, bicycles, and pedestrians. In this manner, the Project design acts to diminish potential LOS deficiencies and supports consideration of alternative LOS standards for the Project. Based on the preceding, the Project would be consistent with Policy TM-8.
TM-9: The City will include the public in all aspects of transportation planning and its development process.	***Consistent:*** Implementation of this Policy is beyond the scope of the Project. Nonetheless, the Project supports City efforts to inform and involve the public in transportation planning efforts through the Project CEQA process and all associated analysis, documentation, and public meetings. Based on the preceding, the Project would be consistent with Policy TM-9.
TM-10: Support the development of the Short- and Long-Range Transit Plans.	***Consistent:*** Implementation of this Policy is beyond the scope of the Project. The Project would not interfere with or obstruct City efforts or actions supporting the development of the Short- and Long-Range Transit Plans. Based on the preceding, the Project would be consistent with Policy TM-10.
TM-11: Reduce vehicle trips through design and changes in operations.	***Consistent:*** The Project accommodates complementary residential and employment-generating uses of land uses. These land uses include: Mixed-Use, Business/Industrial, Commercial, and Residential Land Uses (at varied densities - High; Medium High; Medium; Low Medium; and Low). The collocation of residential and employment-generating uses proposed by the Project promotes reduced commute trips and shorter commute trips. Additionally, the Project provides multi-modal access serving vehicles, bicycles, and pedestrians. Alternative transportation modes that are readily available encourage their use, generally correlating with reductions in personal vehicle usage. In this manner the Project design acts to reduce Project Vehicle Miles Traveled (VMT). Further, as substantiated in this Project VMT Analysis, all Project VMT impacts would be less-than-significant. Based on the preceding, the Project would be consistent with Policy TM-11.
TM-12: Provide for the development of multi-use equestrian, pedestrian, and hiking trails that provide a linkage with regional facilities.	***Consistent:*** The Project does not propose or require facilities or operations that would conflict with or obstruct planning, development, or implementation of bicycle access or pedestrian access, or with existing or proposed linkages with regional facilities. As discussed in the Draft SEIR Project Description, "[t]he circulation system for the Specific Plan Area provides multi-modal access serving vehicles, bicycles, and pedestrians. These components are designed to provide safe and efficient access to the residential neighborhoods, Business Park land use, natural open space, and recreational amenities within open space areas. [DSEIR] Figure 3-6, *Roadway Cross-Sections*, provides numerous example cross-sections of roadway widths, sidewalk, curb/gutter, median, and bicycle lane standards for all roadways within the Project area" (Draft SEIR, p.3-12). Based on the preceding, the Project would be consistent with Policy TM-12.
TM-13: Ensure that schoolchildren have safe and adequate	***Consistent:*** Bus service is not currently available in the Project vicinity. However, the Project scope, mix of land uses, and development intensity would provide a potential ridership base that would support future expansion of transit service to the Project. The Project also

transportation routes available, such as pedestrian or bike paths, or local bus service.	collocates school and residential uses, generally facilitating access between these uses. Additionally, the Project design incorporates multi-modal access serving bicycles and pedestrians. Project streets would include sidewalks, allowing for safe and efficient access for schoolchildren. Final designs of all Project improvements, including roadways, pedestrian paths and bicycle amenities would be required to conform to City safety standards. Based on the preceding, the Project would be consistent with Policy TM-13.

Sources: Policies from City of Calimesa General Plan 2014; Remarks by Urban Crossroads

PROJECT DESIGN FEATURES

BICYCLE AND PEDESTRIAN ACCESS

The Project does not propose or require facilities or operations that would conflict with or obstruct planning, development, or implementation of bicycle access or pedestrian access. As discussed in the Draft SEIR Project Description, **"**[t]he circulation system for the Specific Plan Area provides multi-modal access serving vehicles, bicycles, and pedestrians. These components are designed to provide safe and efficient access to the residential neighborhoods, Business Park land use, natural open space, and recreational amenities within open space areas. [DSEIR] Figure 3-6, *Roadway Cross-Sections*, provides numerous example cross-sections of roadway widths, sidewalk, curb/gutter, median, and bicycle lane standards for all roadways within the Project area" (Draft SEIR, p. 3-12).

Additionally, per the Specific Plan Amendment, "larger roadways would be developed with bicycle lanes. 'Enhanced major streets' would include 6-foot-wide Class II bicycle lanes on both sides of the street; "major streets", 'secondary streets,' 'divided collector streets,' and 'modified collector streets' would include 6-foot bike lanes on both sides of the street" (Draft SEIR, p. 3-13).

The Project would construct sidewalks and bicycle access as part of the required improvement of rights-of-way serving the Project facilities. Pedestrian and bicycle access implemented by the Project would be required to conform to standards and specifications identified in the City Municipal Code and the Specific Plan Amendment.

TRANSIT ACCESS AND AMENITIES

The Project does not propose or require facilities or operations that would conflict with or obstruct planning, development, or implementation of area transit services. Bus service to the Project area is currently provided by Omnitrans. At present, the only proximate serving Omnitrans route is Route 319, located east of the Project site. The nearest bus stops are on County Line Road, approximately one mile northeast of the Project site, and on 54th Street, approximately one mile east of the Project site. It is noted here that the Project scope, mix of land uses, and development intensity would provide a potential ridership base that would support future expansion of public transit service to the Project. The Project Applicant would coordinate final Project designs with the City and Omnitrans to potentially accommodate bus service and supporting amenities (e.g., bus stops, bus shelters) serving the Project.

SUMMARY

Based on the preceding discussions and detailed information presented in the Specific Plan Amendment, the potential for the Project to conflict with a program, plan, ordinance or policy

addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities would be **less than significant.**

T-2 ASSESSMENT

The Project is consistent with CEQA Guidelines section 15064.3, subdivision (b) regarding policies to reduce VMT. The City of Calimesa has adopted the following thresholds of significance related to VMT for land use plans:

1. The baseline project-generated VMT per service population exceeds the City of Calimesa General Plan Buildout VMT per service population, or
2. The cumulative project-generated VMT per service population exceeds the City of Calimesa General Plan Buildout VMT per service population.

The Project's effect on VMT would be considered significant if it results in the following condition to be satisfied:

3. The cumulative link-level boundary Citywide VMT per service population increases under the plus project condition compared to the no project condition.

Based on the VMT analysis previously presented in this technical memorandum, Project-generated Buildout (Phase 5) VMT per service population was found to be less than the City of Calimesa VMT per service population under General Plan Buildout Conditions in 1) baseline and 2) cumulative conditions. Additionally, 3) the total daily VMT per service population within the City is forecast to be lower "With Project" for cumulative conditions as compared to the "no project" condition. The Project therefore results in a **less than significant** VMT impact.

T-3 ASSESSMENT

The Project does not propose or require facilities or operations that would substantially increase hazards due to a geometric design feature. Final designs of Project plans and all Project traffic improvements would be subject to review and approval by the City, thereby ensuring conformance of improvements with City and design and safety standards. On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the Project site. Sight distance at each Project access point would be reviewed to ensure conformance with City sight distance standards at the time of preparation of final grading, landscape and street improvement plans. It is noted here that this analysis is predicated on preliminary Project design concepts. Should final Project designs propose or require non-standard features or designs, this analysis will be revised accordingly.

Traffic generated by the Project, and traffic accessing the Project site would comprise conventional autos and trucks. Uses requiring incompatible vehicle types (e.g., farm equipment) are not proposed by the Project. Further, given the Project's urban context, it is not anticipated that such incompatible vehicle types would comprise a substantial proportion of traffic accessing the Project site.

Based on the preceding, the potential for the Project to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) would be **less-than-significant.**

T-4 ASSESSMENT

The Project does not propose or require facilities or operations that would restrict or otherwise interfere with emergency access. The Draft SEIR Project Description specifically addresses emergency access provisions, as excerpted below:

EMERGENCY ACCESS

The Specific Plan considers provisions for interim and alternative emergency access. As discussed at Specific Plan Section 6, *Infrastructure*, there is opportunity to use an existing driveway from the proposed Sandalwood Drive alignment that could connect to West Avenue L if agreements could be made. It appears Mesa View Middle School also has a street right of way along its eastern edge of the property. Further investigation would be necessary but it could be a viable option for a permanent emergency access. It may also be a possible road connection between an extended Sandalwood Drive and West Avenue L.

In addition, representatives of the Calimesa Fire Department (CFD) and Riverside County Sheriff's Department would review the Project's plans to ensure that emergency access is provided consistent with Department(s) requirements. Efficient and safe access within, and access to, the Project is provided by the Specific Plan Amendment design concepts, site access improvements, and site adjacent roadway improvements included as components of the Project.

This analysis is predicated on preliminary Project designs. Based on final Project designs, the City of Calimesa may require further analysis and incorporation of additional Project design features. This may include but would not be limited to analysis of truck movements within the Project site and development of truck routing plans to ensure proper routing of traffic.

OTHER CONSIDERATIONS

It is also recognized that temporary and interim traffic detours and traffic disruptions could occur during Project construction. To minimize effects of Project construction on area traffic patterns it is recommended the following or similar Construction Area Traffic Management Plan (Plan) be implemented as a Project Condition of Approval. Typical elements and information incorporated in the Plan would include, but not be limited to:

- Name of on-site construction superintendent and contact phone number.
- Identification of Construction Contract Responsibilities - For example, for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any).
- Identification and Description of Truck Routes - to include the number of trucks and their staging location(s) (if any).
- Identification and Description of Material Storage Locations (if any).
- Location and Description of Construction Trailer (if any).
- Identification and Description of Traffic Controls - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the City for review and approval. All right-of-way encroachments would require permitting through the City.

- Identification and Description of Parking - Estimate the number of workers and identify parking areas for their vehicles.
- Identification and Description of Maintenance Measures - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

The Plan would be reviewed and approved by the City prior to the issuance of the first building permit. The Plan and its requirements would also be required to be provided to all contractors as one component of building plan/contract document packages.

Based on the preceding, the potential for the Project to result in inadequate emergency access would be **less than significant.**

If you have any questions, please contact me directly at aso@urbanxroads.com.

REFERENCES

1. **City of Calimesa.** *Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment.* City of Calimesa : s.n., May 2020.

ATTACHMENT A
PROJECT LAND USE MAP

EXHIBIT A-1: LAND USE MAP

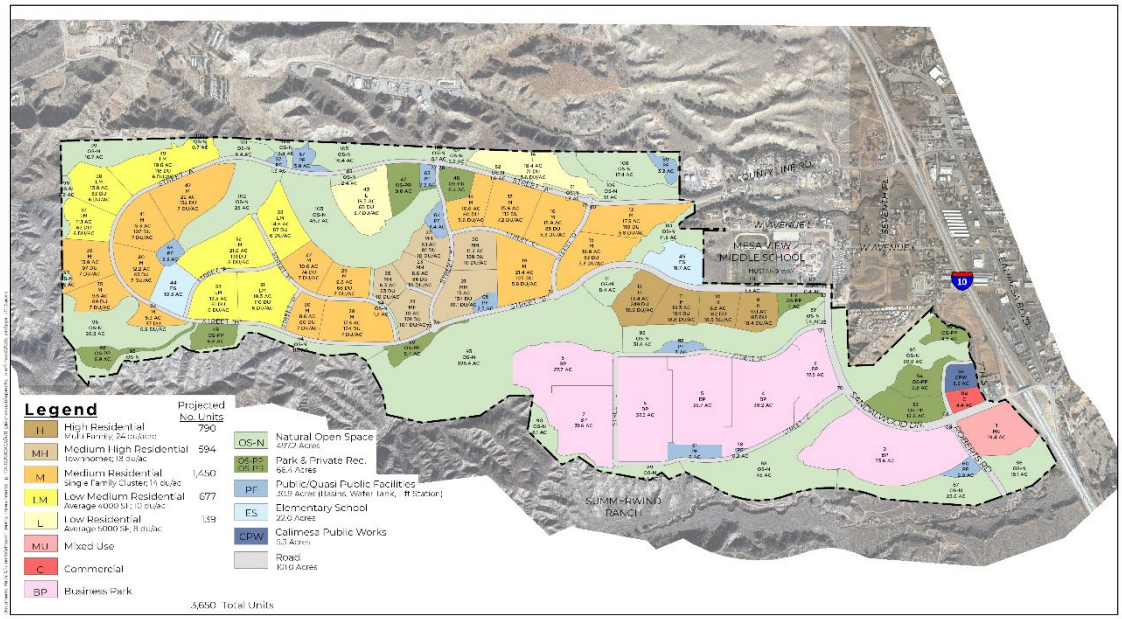


Figure 2-1

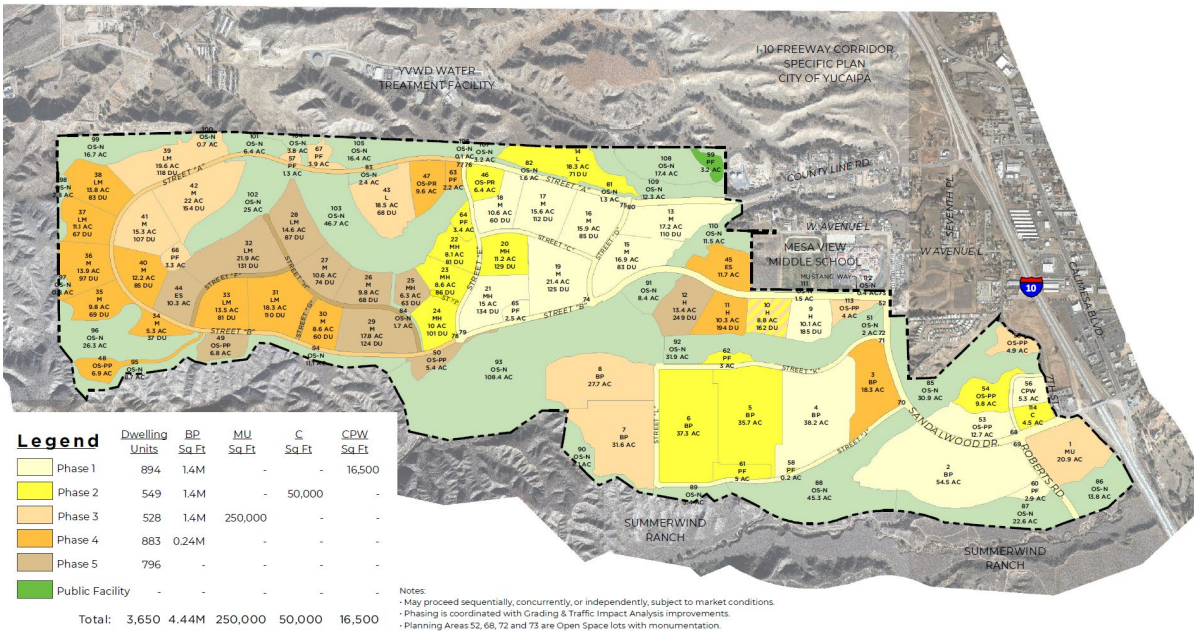
MESA VERDE
SPECIFIC PLAN AREA 2 - AMENDMENT 2

Land Use Plan

N 0 600 1,200 Feet

FORMA
April 2023

EXHIBIT A-2: PHASING MAP



Legend	Dwelling Units	BP Sq Ft	MU Sq Ft	C Sq Ft	CPW Sq Ft
Phase 1	894	1.4M	-	-	16,500
Phase 2	549	1.4M	-	50,000	-
Phase 3	528	1.4M	250,000	-	-
Phase 4	883	0.24M	-	-	-
Phase 5	796	-	-	-	-
Public Facility	-	-	-	-	-
Total:	3,650	4.44M	250,000	50,000	16,500

Notes:
- May proceed sequentially, concurrently, or independently, subject to market conditions.
- Phasing is coordinated with Grading & Traffic Impact Analysis improvements.
- Planning Areas 52, 68, 72 and 73 are Open Space lots with monumentation.

ATTACHMENT B
LAND USE CONVERSION FACTORS

TABLE 4: PHASE 1 LAND USE DATA SUMMARY

Land Use	Quantity	Conversion Factors	Estimated SED
Phase 1			
Industrial	1,400,000 SF	600 SF per employee[1]	2,333 Employees
Residential	894 DU	2.75 Person Per Household[2]	2,459 Population
Public Works Facility	16,500 SF	-	8 Employees[3]
Phase 2 (1+2)			
Industrial	2,800,000 SF	600 SF per employee[1]	4,775 Employees
Residential	1,443 DU	2.75 Person per household[2]	3,969 Population
Public Works Facility	16,500 SF	-	8 Employees[3]
Commercial	50,000 SF	500 SF per employee[1]	100 Employees
Phase 3 (1+2+3)			
Industrial	4,200,000 SF	600 SF per employee[1]	7,001 Employees
Residential	1,971 DU	2.75 Person per household[2]	5,421 Population
Public Works Facility	16,500 SF	-	8 Employees[3]
Commercial	300,000 SF	500 SF per employee[1]	600 Employees
Phase 4 (1+2+3+4)			
Industrial	4,200,000 SF	600 SF per employee[1]	7,001 Employees
Residential	2,854 DU	2.75 Person per household[2]	7,849 Population
Public Works Facility	16,500 SF	-	8 Employees[3]
Commercial	300,000 SF	500 SF per employee[1]	600 Employees
Office	240,000 SF	300 SF per employee[1]	800 Employees
School	600 Students	1 employee per 12 students[3]	50 Employees
Project Buildout (1+2+3+4+5)			
Industrial	4,200,000 SF	600 SF per employee[1]	7,001 Employees
Residential	3,650 DU	2.75 Person per household[2]	10,038 Population
Public Works Facility	16,500 SF	-	8 Employees[3]
Commercial	300,000 SF	500 SF per employee[1]	600 Employees
Office	240,000 SF	300 SF per employee[1]	800 Employees
School	1,200 Students	1 employee per 12 students[3]	100 Employees

[1] County of Riverside General Plan; Appendix E-2.
[2] U.S. Census. 2023a. Households, 2017-2021. Calimesa city, California. Quick Facts. Accessed July 24, 2023. https://www.census.gov/quickfacts/fact/table/calimesacitycalifornia#.
[3] City of Calimesa Fire
[4] Riverside County Education Report

ATTACHMENT C
PROJECT BUILDOUT RIVCOM OUTPUTS

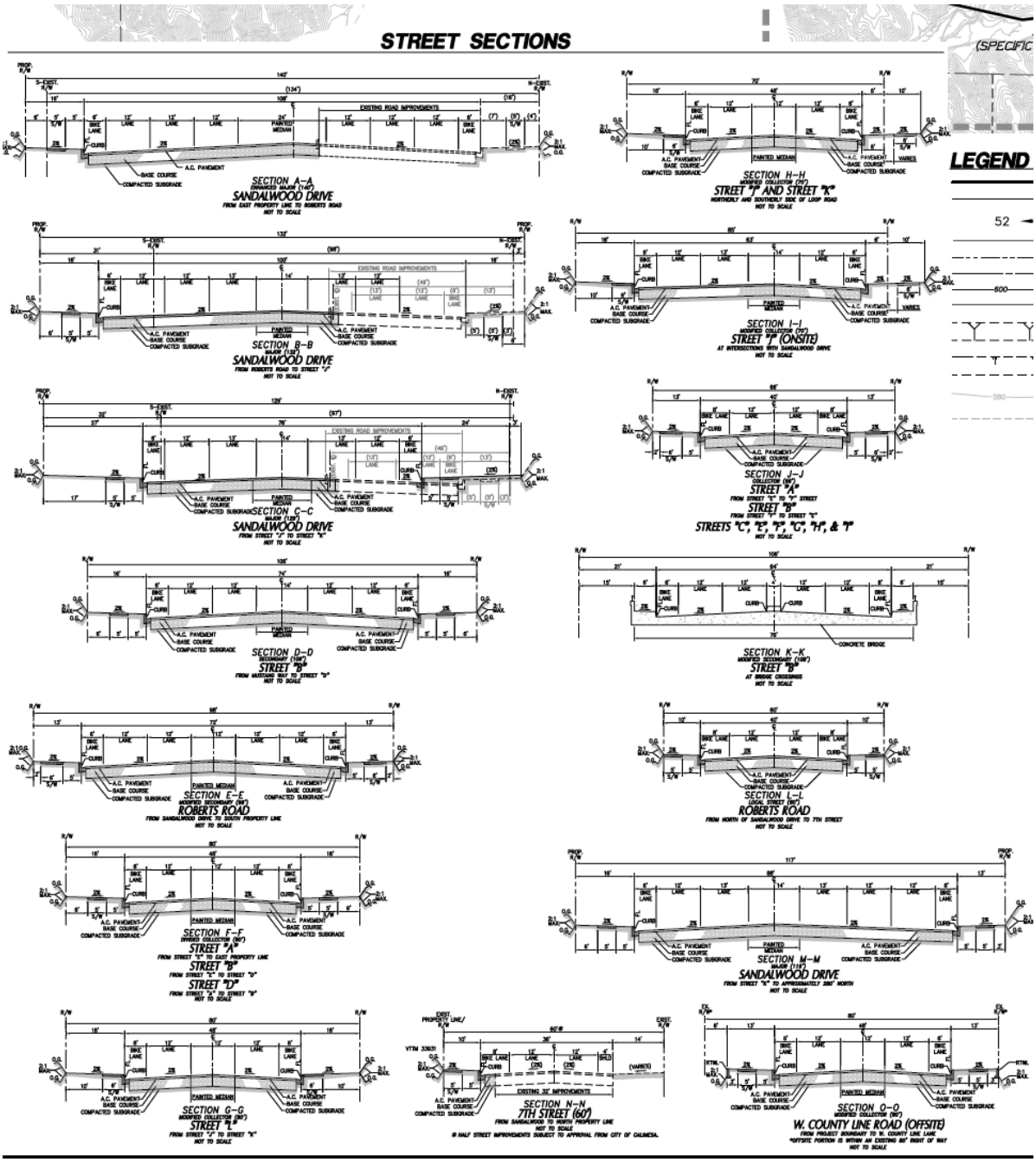
TABLE C-1: RIVCOM 2018

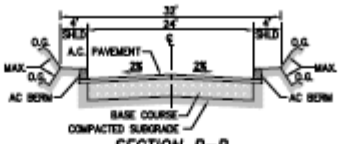
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5 (Buildout)
Daily_Home-Based (incl. IEHB) Prod VMT	4917.068359	7542.564941	8723.085938	11829.22559	14852.90625
Daily_HBW (incl. EIHBW) Attr VMT	76614.91406	154324.5938	236709.8438	261862.0156	263592.25
Daily_Total Auto OD From VMT	48272.96875	97298.125	158880.8594	178440.5313	185547.1406
Daily_Total Auto OD To VMT	52568.17969	105706	174008.2188	195177.375	203179.625
Daily_Total Auto OD Intra VMT	24.645859	131.220749	755.537231	935.568481	1073.742432
Daily_Total Truck OD From VMT	10016.06152	19357.74023	27938.78125	27880.74414	27797.5
Daily_Total Truck OD To VMT	10016.09961	19363.49023	27978.39453	28018.38867	27854.09961
Daily_Total Truck OD Intra VMT	68.759468	252.050659	573.007935	609.532471	627.777771
Daily_Total OD From VMT	58289.02734	116655.875	186819.6563	206321.2813	213344.6406
Daily_Total OD To VMT	62584.27734	125069.5	201986.6406	223195.75	231033.7188
Daily_Total OD Intra VMT	93.405319	383.271423	1328.545166	1545.101074	1701.520264
Daily_Total_TripLen	24.890047	24.204187	21.697842	21.466547	21.051612
Population	2459	3969	5421	7849	10038
Employment	2341	4775	7609	8459	8509
Enrollment	0	0	0	600	1200

TABLE C-2: RIVCOM 2045

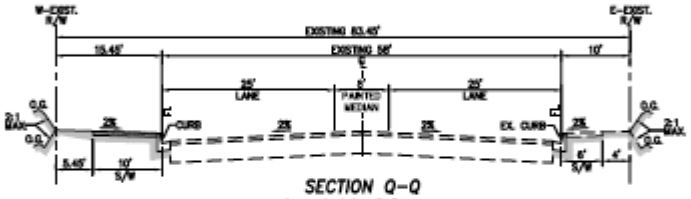
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5 (Buildout)
Daily_Home-Based (incl. IEHB) Prod VMT	27139.63281	28266.79297	29177.14844	33797.91406	38312.9375
Daily_HBW (incl. EIHBW) Attr VMT	74794.91406	148451.4688	235081.0625	263335.3125	267801.125
Daily_Total Auto OD From VMT	59000.41797	102640.5313	162956.3125	185452.7656	194377.8281
Daily_Total Auto OD To VMT	61314.32031	110759.5781	178476	203038.7344	213760.4844
Daily_Total Auto OD Intra VMT	99.991318	269.200592	986.717102	1192.151489	1337.485962
Daily_Total Truck OD From VMT	9588.817383	18044.32422	27745.25586	28456.89063	28667.03906
Daily_Total Truck OD To VMT	9582.394531	18120.69531	27849.75586	28461.75	28756.83008
Daily_Total Truck OD Intra VMT	30.177963	86.706024	200.47052	212.568436	218.396545
Daily_Total OD From VMT	68589.23438	120684.8594	190701.5625	213909.6563	223044.875
Daily_Total OD To VMT	70896.71875	128880.2656	206325.75	231500.4844	242517.3125
Daily_Total OD Intra VMT	130.169281	355.906616	1187.187744	1404.719971	1555.882568
Daily_Total_TripLen	18.405474	18.787962	17.480088	17.344254	17.081203
Population	2459	3969	5421	7849	10038
Employment	2341	4775	7609	8459	8509
Enrollment	0	0	0	600	1200

ATTACHMENT D
PROJECT ROADWAY DESIGN STANDARD

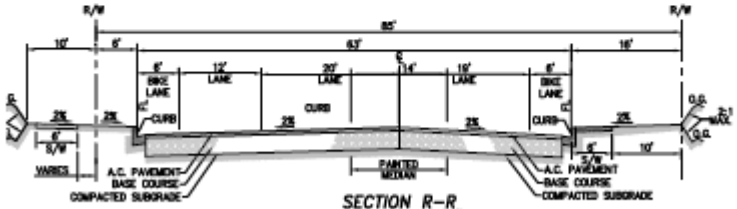

STREET SECTIONS
LEGEND
SECTION A–A
SANDALWOOD DRIVE
SECTION B–B
SANDALWOOD DRIVE
SECTION C–C
SANDALWOOD DRIVE
SECTION D–D
STREET "B"
SECTION E–E
ROBERTS ROAD
SECTION F–F
STREET "A"
STREET "B"
STREET "D"
SECTION G–G
STREET "L"
SECTION H–H
STREET "F" AND STREET "K"
SECTION I–I
STREET "F" (ONSITE)
SECTION J–J
STREET "A"
STREET "B"
STREETS "C", "E", "F", "G", "H", & "I"
SECTION K–K
STREET "B"
SECTION L–L
ROBERTS ROAD
SECTION M–M
SANDALWOOD DRIVE
SECTION N–N
7TH STREET (60')
SECTION O–O
W. COUNTY LINE ROAD (OFFSITE)



SECTION P–P
MAINTENANCE ACCESS ROAD (24')
NOT TO SCALE



SECTION Q–Q
EXISTING SCHOOL ENTRY
NOT TO SCALE



SECTION R–R
MODIFIED COLLECTOR (84')
STREET "K" (ONSITE)
AT INTERSECTIONS WITH SANDALWOOD DRIVE
NOT TO SCALE