



CITY OF CALIMESA

908 PARK AVENUE, CALIMESA, CALIFORNIA 92320

DEVELOPMENT OF TENTATIVE TRACT NUMBERS 30386 AND 30387

FEBRUARY 2003



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Serving Public Agencies

**FINAL
ENVIRONMENTAL IMPACT REPORT**
STATE CLEARINGHOUSE NUMBER 2002011078

Development of Tentative Tract Numbers 30386 and 30387

Final Environmental Impact Report

State Clearinghouse Number 2002011078

Prepared for:

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February 2003



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<u>ABBREVIATION</u>	<u>EXPLANATION</u>
ACMs	Asbestos Containing Materials
AQMP	Air Quality Management Plan
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CALEPA	California Environmental Protection Agency
CAL OSHA	California Division Of Occupational Safety And Health Administration
Caltrans	California Department Of Transportation
CDFG	California Department of Fish and Game
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
dB	Decibel
dB(A)	A-weighting” sounds
DDT	Dichloro-Diphenyl-Trichloroethane
DOT	U.S. Department of Transportation
DU	Dwelling Unit
DU/AC	Dwelling Units Per Acre
EIR	Environmental Impact Report
EPA	Environmental Property Assessment
EPA	Environmental Protection Agency
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
HCM	Highway Capacity Manual
HE	(General Plan) Housing Element



HVAC	Heating, Ventilation And Air-Conditioning
HWCL	Hazardous Waste Control Law
ICU	Intersection Capacity Utilization
ITE	Institute of Transportation Engineers
LOS	Level Of Service
LUE	Land Use Element
LUSTIS	Leaking Underground Storage Tank Investigation Sites
MCE	Maximum Credible Event
MSL	Mean Sea Level
NAAQS	National Ambient Air Quality Standards
NPL	National Priority List
NO ₂	Nitrogen Dioxides
NSDWS	National Secondary Drinking Water Standards
O ₃	Ozone
PCB	Polychlorinated Biphenyl
PHGA	Peak Horizontal Ground Acceleration
PM	Particulate Matter
pph	Persons Per Household
ppm	Parts Per Million
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
ROC	Reactive Organic Compounds
RTP	Regional Transportation Plan
RHNA	Regional Housing Needs Assessment
RWQCB	Regional Water Quality Control Board
R-4	Multiple Family Residential Zone
SANDAG	San Diego Association Of Governments
SCAG	Southern California Association Of Governments
SCAQMD	South Coast Air Quality Management District
SO ₂	Sulfur Dioxide
STLC	Soluble Threshold Limit Concentrations
TDM	Transportation Demand Management



TDS	Total Dissolved Solids
TTLC	Total Threshold Limit Concentrations
USACOE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
UST	Underground Storage Tank
V/C Ratio	Volume To Capacity Ratio
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds



EXECUTIVE SUMMARY

ES.1 PROJECT DESCRIPTION

The proposed project is located at the southerly extension of California Street, Bryant Street and Fremont Street, east of the Calimesa Country Club, in the City of Calimesa, County of Riverside California.

The City of Calimesa is the Lead Agency for this project, taking primary responsibility for conducting the environmental review and approving or denying the project as two related Tentative Tract Maps, TT 30386 and 30387, providing a grading plan and infrastructure for the proposed combined subdivision of 711 single-family lots on approximately 320 acres, for a density of 2.2. D.U./acre. A part of the site currently serves as an active poultry farm. A drainage channel with a minor extent of wetland-associated vegetation occurs on the northern portion of the site. Surrounding land uses include low density residential to the north, an undeveloped canyon and golf course to the south and west and large lot residential housing to the east. The project also includes a 15-acre neighborhood city park and commercially designated property to be developed within the project site.

Project Scope

The proposed project's scope includes grading and development of roadways, infrastructure, and building pads as identified and provision for amenities and support services. Subsequently, housing would be built

Tentative Tract No. 30386 – This subdivision map includes 221 senior dwellings on approximately 72.23 acres. These dwelling units would be single-family residences, restricted for senior living. The subdivision includes a senior center on approximately 1.32 acres. Approximately 23.9 acres would be developed as permanent open space, including a nature trail, and passive open space. Streets within the subdivision are proposed to be private.

Tentative Tract No. 30387 – This subdivision map includes 490 single-family lots, a 7.27-acre commercial site, a 15-acre neighborhood city park, a water reservoir site, and approximately 50 acres of additional open space and natural area.

Project Objectives

The Tentative Tracts 30386 and 30387 development is proposed as a planned residential development, including recreational uses and a small commercial development component. As one of the City's largest planned communities, the project is viewed as a unique component of the City's land use plans. It also represents a major opportunity area for future growth. The potential exists to set a standard of development for the surrounding area to follow.



In order to provide a planned community that is unique to the area, specific objectives have been established in the Tentative Tracts 30386 and 30387 development. These include:

- Creating an identifiable community of large lot single-family residences, ancillary uses and recreational features to maximize the sense of community;
- Enhancing natural resources through an integrated open space system with a centralized trail network, which will tie the residential community together;
- Providing neighborhood commercial development that serves the needs of local residents;
- Allowing for circulation patterns, which serve residential needs without encouraging regional circulation intrusion;
- Conserving energy and preventing neglect of the site's natural resources through site design and use of drought-tolerant plant material;
- Providing development flexibility for future market changes; and,
- Proposing a logical phasing plan based on the marketplace and the extension and provision of utilities.

CEQA Compliance

This EIR addresses the impacts of development of a grading plan on the existing site. Proposed dwelling units have been discussed in terms of the traffic impact of both tracts at maximum buildout, as well as the impact of construction of these units, assuming that construction of both tracts will occur at approximately the same time.

This Final Environmental Impact Report (Final EIR) has been prepared to meet all of the substantive and procedural requirements of the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code Section 21000 et seq.), the State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq. as amended through January 1, 2001) and the rules, regulations and procedures for implementation of CEQA as adopted by the City of Calimesa.

Before beginning the preparation of an EIR, the Lead Agency must decide which specific issues should be evaluated in the document. CEQA Guidelines mandate various steps that Lead Agencies must take to define the scope and contents of an EIR, and also give lead agencies discretion to use additional "scoping" methods. The Notice of Preparation identified the probable environmental effects of the proposed project and discussed the scope of the assessment of environmental issues. These areas were:

- Aesthetics
- Biological Resources



- Hazards & Hazardous Materials
- Public Services
- Utilities/Service Systems
- Cultural Resources
- Hydrology/Water Quality
- Noise
- Air Quality
- Geology/Soils
- Land Use/Planning
- Population/Housing
- Transportation/Traffic.

Potential impacts identified in these areas are addressed by various sections of Final EIR Section 3.0.

According to the NOP, the proposed DEIR would not address mineral, agricultural, or recreational impacts of the proposed project, anticipating them to be less than significant.

Additionally, according to PRC Section 21081.6, for projects in which significant impacts will be avoided by mitigation measures, the Lead Agency must include in its Findings a Mitigation Monitoring Program (“MMP”). The purpose of the MMP is to ensure compliance with required mitigation during implementation of the project.

However, environmental impacts may not always be mitigated to a level considered less than significant: such impacts are considered significant and unavoidable. If a public agency approves a project that would result in significant and unavoidable environmental impacts, the agency shall state, in writing, the specific reasons for approving the project, based on information contained with the Final EIR, as well as any other information in the public record. The resulting document is called a Statement of Overriding Considerations, and serves to clearly state the proposed project’s benefits when weighed against its unavoidable environmental risks. The public agency prepares the Statement of Overriding Considerations, if required, after completion of the Final EIR, but before project approval according to CEQA Guidelines Section 15091 and 15093. As further guidance, in *Citizens of Goleta Valley v. Board of Supervisors of Santa Barbara County* (1990, 52 Cal.3d 553), the California Supreme stated that:

The wisdom of approving any development project, a delicate task that requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.



Therefore, this document is intended to serve as an informational document, as stated in Section 15121(a) of the CEQA Guidelines:

An EIR is an informational document, which will inform public agency decision makers, and the public generally of the significant environmental effect of a project, identifies possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the Draft EIR along with other information, which may be presented to the agency.

Furthermore, this EIR will constitute the primary source of environmental information for the lead, responsible, and trustee agencies to consider when exercising any permitting authority or approval power directly related to implementation of the proposed project.

ES.2 DEFINITION OF A PROJECT EIR

A Project EIR, as defined within Section 15161 of the CEQA Guidelines, is an EIR which:

Focuses primarily on the changes in the environment that would result from the development of the project. The EIR shall examine all phases of the project, including planning, construction, and operation.

Where an agency has prepared a Project EIR, typically no further environmental review is necessary to carry out the project for which the document has been prepared. A subsequent EIR or supplemental EIR, however, may be required in certain circumstances outlined in Public Resources Code Section 21166 and CEQA Guidelines Section 15162 and 15163.

ES.3 SCOPE OF THE EIR

This Final EIR addresses the potential environmental effects of the proposed project. The scope of the Final EIR includes issues identified by the City of Calimesa within the Notice of Preparation (NOP) for the proposed project and comment letters received during the NOP review period. The NOP and comment letters received during the NOP review period are included in Appendix A of this Final EIR.

ES.4 ENVIRONMENTAL REVIEW PROCESS

As a first step in complying with the procedural requirements of CEQA, the City of Calimesa filed an NOP with the California Governor's Office of Planning and Research as an indication that the EIR would be prepared. In turn, the NOP was distributed for a 30-day public review period, which began on January 23, 2002 and ended February 21, 2002. The purpose of the public review period was to solicit comments on the scope and content of the environmental analysis to be included in the EIR. The City of Calimesa received comment letters on the NOP from the following agencies:



- State of California Department of Highway Patrol
- State of California Department of Transportation, District 8, Transportation Planning
- State of California Department of Fish and Game
- State of California Regional Water Quality Control Board
- Riverside County Fire Department, Fire Protection and Emergency Medical Services
- Riverside County Flood Control and Water Conservation District

The NOP and their respective comment letters are included in Appendix A of this Final EIR.

During the preparation of the EIR, agencies, organizations, and persons who the City of Calimesa believes may have an interest in this project were specifically contacted. Information, data, and observations from these contacts are included in the EIR. Agencies or interested persons who did not respond during the public review period of the NOP had the opportunity to comment during the public review of the Draft EIR, as well as at subsequent hearings on the project.

ES.5 INTENDED USE OF THE EIR

As previously mentioned, this EIR is intended to provide the Lead Agency, interested public agencies, and the public with information which enables them to intelligently consider the environmental consequences of the proposed action. EIRs not only identify significant or potentially significant environmental effects, but also identify ways in which those impacts can be reduced to less-than-significant levels, whether through the imposition of mitigation measures or through the implementation of specific alternatives to the project. In a practical sense, EIRs function as a technique for fact-finding, allowing an applicant, concerned citizens, and agency staff an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure.

To gain the most value from this report, certain key points should be kept in mind:

- This report should be used as a tool to give the reader an overview of the possible ramifications of the proposed project. It is designed to be an “early warning system” with regard to potential environmental impacts.
- A specific environmental impact is not necessarily irreversible or permanent. Most impacts, particularly in urban, more developed areas, can be wholly or partially mitigated by incorporating changes recommended in this report during the design and construction phases of the project development.



ES.6 REQUIRED APPROVALS

This EIR will be used in connection with permits and other discretionary approvals necessary for implementation of the proposed project. The proposed project may require the following discretionary approvals by the City of Calimesa:

- Approval of Tentative Tract Map 30386
- Approval of Tentative Tract Map 30387
- Zoning Change from Residential Low to Commercial for 7.27 Acres
- General Plan Amendment to allow 7.27 Acres of Commercial Land



In addition to the Lead Agency, there are also local, state, and federal responsible agencies that have discretionary or appellate authority over specific aspects of the proposed project. The responsible agencies will also rely on this EIR when acting on those aspects of the project that require their approval. The following approvals are anticipated:

State Agencies

California Department of Transportation	Determination that Infrastructure Improvements are Sufficient
California Department of Fish and Game	Streambed Alteration Agreement (CDFG Code 1603)

Regional and Local Agencies

South Coast Air Quality Management District (SQUAMD)	Determine Compliance with Air Quality Standards
Santa Ana Regional Water Quality Control Board	Section 401 of the Clean Water Act Permit
Riverside County Flood Control and Water Conservation District	Determine the Need for Flood Control Services
Riverside Council of Governments	Determine Compliance with the Riverside County Congestion Management Plan.
Riverside County Transportation and Land Management Agency	Determine Compliance with the Regional Transportation Plan
Riverside County Fire Department	Determine the Level of Fire Protection and Emergency Medical Services
Riverside County Sheriff	Determine the Level of Police Services
Yucaipa-Calimesa Unified School District/Beaumont Unified School District	Determine the Level of Educational Services
San Bernardino Local Agency Formation Commission	Annexation of Tentative Tract 30386 into Yucaipa Valley Water District Jurisdiction
Yucaipa Valley Water District	Development of Sewer and Water Facilities

Federal Agencies

U.S. Army Corps of Engineers	Section 404 of the Clean Water Act Permit
U.S. Fish & Wildlife Service	May be Consulted During the Section 404 Permitting Process

ES.7 Environmental Impacts

The following table summarizes the potential environmental impacts of the proposed project. Each impact is briefly described along with recommended mitigation measures and the level of significance of each impact.



RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT
Aesthetics	<u>Impact 3.3.1</u> Impacts to the visual character of the project site would result from alteration of the landforms and from new construction associated with the project. Surrounding residents may find housing development less aesthetically appealing than the present views across the site, while future residents may find the buffering of natively vegetated slopes appealing.	<u>Mitigation 3.3-1</u> Landscaping shall be provided along the major roadways providing access to the proposed development to ensure that portions of the project site are screened. The landscaping also allows for more mature trees and shrubs when a particular phase is built in the future.	Less than Significant
Aesthetics	<u>Impact 3.3.2</u> New development on vacant land inevitably will cause some new lighting to be visible from the surrounding area. Light from new residential neighborhoods and recreational facilities will follow the guidelines set forth in the City's development standards to be harmonious with the surrounding uses.	None Required	Less than Significant
Aesthetics	<u>Impact 3.3.3</u> Cumulative impacts on aesthetic and visual resources are generally localized and affect the immediate vicinity surrounding the project site. Implementation of the proposed project would not contribute to cumulatively considerable aesthetic impacts.	<u>Mitigation Measure 3.3-1</u>	Less than Significant
Transportation	<u>Impact 3.4.1</u> The Level of Service (LOS) at the intersections of the I-10 eastbound and westbound ramps at County Line Road are currently at unacceptable levels. In addition the intersection of 3 rd Street and County Line road is operating at an unacceptable LOS.	<u>Mitigation Measure 3.4-1</u> At the completion of the 350 th residential units, the developer shall pay its fair share for the installation of traffic signals at the following intersections: I-10 eastbound ramp and County Line Road I-10 westbound ramp and County Line Road. 3 rd Street and County Line Road, and California Street and County Line Road.	Less than Significant



RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT
Transportation	<u>Impact 3.4.2</u> Background growth will cause the intersection of Calimesa Boulevard and County Line Road to operate at an unacceptable LOS.	<u>Mitigation Measure 3.4-2</u> At the completion of the 350 th unit of combined tracts, a northbound dual left lane shall be constructed at Calimesa Boulevard and County Line Road to improve the intersection to LOS C. This dual left lane can be obtained by converting one of the two northbound through lanes to a left turn lane, or adding a new left turn lane. Calimesa Boulevard is a 110 foot Major Arterial on the Master Plan and is scheduled to have two lanes in each direction plus left-turn pockets.	Less than Significant
Transportation	<u>Impact 3.4.3</u> Background growth will cause the intersection of 5 th Street and County Line Road to operate at an unacceptable LOS.	<u>Mitigation Measure 3.4-3</u> A second eastbound and a second westbound through lane shall be constructed at 5 th Street and County Line Road to improve the intersection to LOS C. This can be obtained by converting the right turn lanes to through lanes.	Less than Significant
Transportation	<u>Impact 3.4.4</u> The proposed project will cause the intersection of 5 th Street and County Line Road to operate at an unacceptable LOS.	<u>Mitigation Measure 3.4-4</u> A second eastbound and a second westbound through lane shall be constructed at 5 th Street and County Line Road to improve the intersection to LOS C. This can be obtained by converting the right turn lanes to through lanes.	Less than Significant
Transportation	<u>Impact 3.4.5</u> The proposed project will cause the intersection of County Line Road and Bryant Street to operate at an unacceptable LOS.	<u>Mitigation Measure 3.4-5</u> The developer shall install a signal at the intersection of County Line Road and Bryant Street to mitigate existing plus project plus other traffic conditions.	Less than Significant



RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT
Transportation	<u>Impact 3.4.6</u> The proposed project will impact local traffic at project entries.	<u>Mitigation Measures 3.4-6 and 3.4-7</u> For existing plus project traffic conditions, left turn pockets, which are 150 feet long with 90-foot transitions in each direction, shall be constructed at both project entries on Bryant Street. Both intersections have four legs and serve the development on both the west and east side of Bryant Street and would be equipped with two-way STOP controlled for the side street. For these future traffic conditions, intersection geometrics recommended in EIR Table 3.4-2 should be implemented. Construction of all streets internal to the project to full ultimate cross-sections shall occur as adjacent development occurs. <u>Mitigation Measure 3.4-10</u> The developer shall extend access to Bryant Street and Fremont Street from the property into the site. <u>Mitigation Measure 3.4-8</u> To maintain a high level of service, parking and control roadway access along arterial streets shall be restricted.	Less than Significant
Transportation	<u>Impact 3.4.7</u> Internal circulation may result in increases in vehicle hazards and hazards to pedestrians at intersections.	<u>Mitigation Measure 3.4-9</u> To assure good visibility, landscape plantings, walls, and non-traffic signs shall be limited to 36 inches in height with 25 feet of project driveways.	Less than Significant
Air Quality	<u>Impact 3.5.1</u> Increased air emissions will result from the increase in mobile sources of air pollution.	<u>Mitigation Measure 3.5-1.</u> Developer sponsored measures include the following: 1. Providing an attractive pedestrian environment, 2. Incorporating bicycle trails and interconnections, 3. Building homes that exceed minimum statewide energy construction requirements, 4. Including residential design features that encourage trip elimination or trip diversion to alternative transportation: a. Pre-wired for various telecommunications systems access for in-home offices; b. Pre-wired for 220V electric vehicle charging systems.	Reduction of air emissions from the project to the degree possible will result in maintaining the cumulative air impacts of population growth generally. A statement of overriding considerations will be necessary in the preparation of findings



RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT
Air Quality	<u>Impact 3.5.2</u> Vehicle emissions during the operation of this project would result in air impacts.	<u>Mitigation Measure 3.5-1</u>	Because the levels of ozone-forming emissions (ROG and/or NO _x) substantially exceed the significance threshold, a 5-10 percent reduction from developer-promoted air pollution emissions mitigation would not alter any conclusions about operational activity impact significance. A statement of overriding considerations would be required for operations.
Air Quality	<u>Impact 3.5.3</u> Construction activities are anticipated to create levels of PM-10 from soil disturbance and of NO _x from heavy equipment operations that exceed significance thresholds by a large margin. Reduction in the development rate through grading smaller parcels could reduce daily or quarterly PM-10 and NO _x emissions. With "standard" dust control, the disturbance limit is 5.7 acres before PM-10 levels are exceeded (150 lb/day ÷ 26.4 lb/ac/day = 5.7 acres). At three months per grading cycle, the annual development limit would be 22.8 acres per year, or about 14 years to build out the 320-acre project site.	<u>Mitigation Measure 3.5-2</u> The impact of the first project residents to over 10 years of construction and associated delay of infrastructure completion would offset any air quality benefits of a curtailed development schedule. Measures include: 1. Watering for dust control during clearing, grading and construction using groundwater from on-site wells. 2. Developing a dust control program to supplement the routine watering that constitutes best available control measures (BACMs) in excess of any minimum SCAQMD Rule 403 requirements. 3. Minimization of construction interference with regional non-project traffic movement. 4. Reducing "spill-over" effects by preventing soil erosion, washing vehicles, and washing/sweeping the site. 5. Requiring emissions control from on-site equipment through a routine mandatory program of low-emissions tune-ups. 6. Limiting grading/soil disturbance to as small an area as practical at any one time. 7. Limiting the application of architectural surface treatments.	Residential construction activities require good housekeeping procedures and a construction traffic management plan to maintain "spill-over" effects at a less-than-significant level. At 711 homes, phased buildout of 25 weeks (0.5 years) or more between the first and last units would limit average VOC emissions from paint to less-than-significant levels. A statement of overriding considerations would be required for construction and grading activities. During mass grading, temporary construction activity emissions cannot be maintained at less-than-significant levels. With effective mitigation, however, the degree of "excess" emissions and the number of days with potentially significant impacts can be reduced.



RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT
Noise	<u>Impact 3.6.1</u> Construction noise impacts.	<u>Mitigation Measure 3.6-1</u> All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 7 a.m. to 7 p.m. Monday through Friday, 10 a.m. to 5 p.m. on Saturday, Sunday and specified holidays, and shall utilize the quietest equipment available. <u>Mitigation Measure 3.6-2</u> All on-site construction equipment should have properly operating mufflers. Project specific noise mitigation is listed in MM 3.6.2 in the Final EIR. <u>Mitigation Measure 3.6-3</u> All construction staging areas shall be as far away as possible from any surrounding occupied development.	Less than Significant
Noise	<u>Impact 3.6.2</u> Ongoing noise impacts	<u>Mitigation Measure 3.6-4</u> Noise control barriers shall be constructed along Bryant Street to achieve 45 interior and 60 exterior dBA CNEL. The barriers shall conform to the following specifications: Street grade higher than pad: – 3' above street grade @ p/l Pad higher than street grade: – 5' above pad grade at edge of pad nearest the street Pad grade same as the street grade: - 5' above the street grade at the p/l. In addition, an acoustical engineer shall be retained to assist in the design of structures.	Less than Significant



RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT
Noise (continued)	<u>Impact 3.6.2 (continued)</u> Ongoing Noise Impacts	<u>Mitigation Measure 3.6-5</u> For interior noise control, plans submitted for plan check shall determine whether or not the barrier proposed in Mitigation 3.6.4 is adequate for second floor noise mitigation. The barrier seems adequate for first floor noise attenuation considering the proposed building materials of stucco and siding with fiberglass insulation, dual pane windows and sliding doors, shingle over plywood roof, and carpeted floor except kitchen and baths.	Less than Significant
		<u>Mitigation Measure 3.6-6</u> Air conditioning or a means of increasing ventilation shall be installed in each unit so that windows do not have to be opened to have a habitable environment.	
		<u>Mitigation Measure 3.6-7</u> The final grading plans shall be reviewed to ensure correct sound barrier heights. The produce plans shall be reviewed to ensure that an interior level of 45 dBA CNEL is met.	



RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT
Geology	<u>Impact 3.7.1</u> Impacts of local soils on grading, project footing and development.	<u>Mitigation Measure 3.7-1</u> To reduce the impacts to a less than significant level, specific design and construction practices will be required. These actions should follow the recommendations made by Zeiser Geotechnical, Inc. in the project's Preliminary Geotechnical Investigation contained in Appendix E of the EIR. These recommendations include, but are not limited to, the following: 1) site preparation involving the removal of unsuitable material and man-made features, 2) geotechnical observation, 3) testing and documentation of excavations to ensure suitable foundation materials are exposed, 4) settlement monitoring program to monitor deep settlement of alluvial areas beneath proposed fills, 5) removal of natural soils that are not satisfactory for structure support, 6) preparation of fill areas, 7) preparation of footing areas, 8) compacting of fill, 9) special handling of oversize materials, 10) installation of a subdrainage system, 11) criteria regarding "preliminary" and final infrastructure installation, 12) criteria regarding foundation design, slabs-on-grade, manufactured slope, cement type, and retaining walls, 13) testing and evaluation of project soils to reexamine for soil expansion potential after rough grading, 14) methods for utility installation, and 15) criteria for general site grading, grading plan review, slope compaction, erosion control, grading observation and testing. Further geotechnical testing as part of site plan development is included as part of these recommendations.	Less than Significant



RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT
Hydrology and Water Quality	<u>Impact 3.8.1</u> The project would alter drainage patterns and increase the rate and quantity of surface water on the project site.	<u>Mitigation Measure 3.8-1</u> Bryant Street shall be designed and constructed to maintain 15 horizontal feet of exposed pavement during a 100-year flood to accommodate vehicular traffic. All project streets except Bryant Street shall be designed and constructed to carry the 100-year flood within the right-of-way and the 25-year flood within the curb and gutter. In addition, curb heights on all proposed streets shall not exceed eight (8) inches. The City shall not issue grading permits until the City engineer has reviewed the project street designs and determined that these requirements have been met.	Less than Significant
Hydrology and Water Quality	<u>Impact 3.8.2</u> The project would alter off-site water flows.	<u>Mitigation Measure 3.8-2</u> The project applicant shall investigate the downstream impacts of the project and identify any required storm water system improvements to Calimesa Boulevard. This investigation shall be subject to review and approval by the City Engineer. The developer shall be responsible for design and construction of any required improvements, which shall also be subject to review and approval by the City Engineer.	Less than Significant
Hydrology and Water Quality	<u>Impact 3.8.3</u> The project would increase the quantity and velocity of runoff, thus increasing erosion and sedimentation.	<u>Mitigation Measure 3.8-3</u> The project applicant shall develop and adhere to Urban Storm water Mitigation Plan (USWMP). The City shall not approve a grading permit until the City Engineer has reviewed and approved the USWMP.	Less than Significant
Hydrology and Water Quality	<u>Impact 3.8.4</u> The project involves the installation of a pipe structure to transport surface water flows. This would lead to the degradation of the water quality of Garden Air Wash.	<u>Mitigation Measure 3.8-4</u> The project applicant shall design and construct a debris basin at the inlet to the proposed pipe structure that will carry the existing central drainage channel's flow. The City shall not issue a grading permit until the City Engineer has reviewed and approved the design of this debris basin.	Less than Significant
Hydrology and Water Quality	<u>Impact 3.8.5</u> The project site includes a Department of Water Resources transmission line. Damage or alteration of this transmission line could impact the recharge of the Cherry Valley groundwater basin.	<u>Mitigation Measure 3.8-5</u> The City shall not issue a grading permit for work within 500 feet of the Department of Water Resources transmission line without written approval by the Department of Water Resources.	Less than Significant



RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT
Hazardous Materials	<u>Impact 3.9.1</u> The conversion of the project site from agricultural land to residential use would have a positive affect on the potential hazards in the region. The current activity on the project site generates poultry manure, which is a potentially hazardous substance. The proposed development would not be considered a hazardous waste generator. In addition, hazardous materials currently contained on the project site would be safely removed and disposed of during construction, decreasing the potential for hazardous contamination.	<u>Mitigation Measure 3.9-1</u> Prior to the issuance of a building permit for any commercial structure, the applicant shall identify, in writing, all potential uses, generation, routine transport, and known disposal of hazardous materials and the methods at which the hazardous materials shall be handled. The City shall not issue a building permit for the commercial structure until it has reviewed this information and is confident that the potential uses, generation, routine transport, and known disposal of hazardous materials would not put humans or the environment at significant risk.	Less than Significant
		<u>Mitigation Measure 3.9-2</u> Prior to the issuance of a demolition permit the applicant shall identify, in writing, the methods to be used to dispose of the pesticides contained in the central work area. The City shall not issue a demolition permit until it has reviewed these methods and is confident that the disposal of pesticides would not put humans or the environment at significant risk.	



RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT
Hazardous Materials	<u>Impact 3.9.1 (continued)</u>	<u>Mitigation Measure 3.9-3</u> Prior to the issuance of a grading permit, the applicant shall have a Level II Assessment conducted for the areas around the chicken sheds and the soils beneath the demolished Underground Storage Tanks (USTs), as recommended in the Update to Level 1 Environmental Site Assessment prepared for this project in June 2002 by Zeiser Geotechnical, Inc. This assessment shall follow the procedures defined by the American Society for Testing and Materials (ASTM) in document “E1903-97 Standard Guide for Environmental Site Assessments: Phase II Environmental Site Assessment Process.” The Level II Assessment shall include chemical analysis of surface and subsurface soil and water to determine the levels and depth of pesticide contamination around the chicken sheds. The City shall not issue a grading permit until it has reviewed the Level II Assessment and is confident that the grading of soils around the chicken shed and around the site of the demolished USTs would not put humans or the environment at significant risk. In addition, the City shall not issue a grading permit if soil is contaminated with DDT or Arochlor at a concentration equal or greater than their respective Preliminary Remediation Goals as identified by the California Department of Toxic Substance Control and/or the U.S. Environmental Protection Agency Region IX; unless applicant has submitted to the City, in writing, the methods for remediation, and the City finds these methods to meet the requirements of Title 22 of the California Code of Regulations Division 4.5: Environmental Health and Safety Standards for the Management of Hazardous Waste.	Less than Significant



RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT
Hazardous Materials	<u>Impact 3.9.2</u> The project could increase the amount of persons and structures exposed to wildland fire hazards.	<u>Mitigation Measure 3.9-4</u> The homeowner's Association or appropriate City entity shall be responsible for the maintenance of the open space areas. Prior to approval of any development plan for lands adjacent to open space areas, a fire protection/vegetation management (Fuel Modification) plan shall be submitted to the Fire Department for review and approval.	Less than Significant
Biological Resources	<u>Impact 3.10.1</u> The proposed project would impact the existing native vegetation communities on-site.	<u>Mitigation Measure 3.10-1</u> The City shall not issue a grading permit until it has reviewed and approved the project's landscape plan. The City's approval of the landscape plan shall be contingent upon the introduction of no less than 80% native species to the designated natural open space area. The City shall not approve the landscaping plan if it includes planting of non-native invasive species.	Less than Significant
Biological Resources	<u>Impact 3.10.2</u> Construction of the proposed project could disturb active bird nests during the breeding season	<u>Mitigation Measure 3.10.2</u> Proposed project activities (including disturbances to vegetation throughout the entire proposed project site) should take place outside of the breeding bird season (March 1-August 31) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, surveys of the site by a qualified biologist shall be conducted to locate any active nests. All active nests shall be avoided and should be provided with a minimum buffer of 300 feet. (Five hundred [500] feet buffers are recommended for all raptor nests.)	Less than Significant



RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT
Biological Resources	Impact 3.10.3 The project would impact 0.78 acres of Waters of the United States and 1.12 acres of CDFG jurisdictional water. The USACOE requires an individual permit for impacts to intermittent channels that exceed 0.5 acres. Since the project exceeds this criterion an individual permit would be required. Pursuant with Section 1603 of the CDFG Code, the project would also require a Streambed Alteration Agreement for impacts to the channels.	Mitigation Measure 3.10-3 Jurisdictional habitat lost to the proposed development shall be replaced with similar habitat in accordance with United States Army Corps of Engineers and the California Department of Fish and Game requirements. This would consist of on-site enhancement of the drainage habitat.	Less than Significant
		Mitigation Measure 3.10-4 Measures shall be taken to avoid slope erosion and resulting siltation on the southeastern drainage which may directly affect riparian communities which may occur downstream of the site.	
Public Services and Utilities	Impact 3.11.1 The project will increase the need for educational services.	Mitigation Measure 3.11-1 Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the school services impact fees of the Yucaipa-Calimesa Unified School District. The current fees are \$2.05/square feet and a Level 2 fee of \$0.80/square feet.	Less than Significant
Public Services and Utilities	Impact 3.11.2 Increase in the need for fire protection services and an increased number of emergency and public service calls.	Mitigation Measure 3.11-2 Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the City of Calimesa Development Impact Fees for fire services. The current fees are \$140.02/residential dwelling unit and \$0.05/square feet of commercial and park uses.	Less than Significant
		Mitigation Measure 3.11-3 Prior to the issuance of a building permit the developer shall demonstrate to the City that all water mains and fire hydrants providing fire flows will be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or 787, subject to the approval by the Riverside County Fire Department.	



RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT
Public Services and Utilities	<u>Impact 3.11.3</u> The project will increase the need for police services.	<u>Mitigation Measure 3.11-4</u> Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the City of Calimesa Development Impact Fees for police services. The current fees are \$32.88/residential dwelling unit and \$0.015/square feet of commercial and park uses.	Less than Significant
Public Services and Utilities	<u>Impact 3.11.4</u> The project will impact the water service of the Yucaipa Valley Water District (YVWD). The YVWD has identified the system upgrades needed to provide future service.	<u>Mitigation Measure 3.11-5</u> Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the City of Calimesa Development Impact Fees for police services. The current fees are \$32.88/residential dwelling unit and \$0.015/square feet of commercial and park uses.	Less than Significant
Public Services and Utilities	<u>Impact 3.11.5</u> The project will impact the wastewater service of the Yucaipa Valley Water District (YVWD). The YVWD has identified the system upgrades needed to provide future service.	<u>Mitigation Measure 3.11-6</u> Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the sewer service connection fees of the Yucaipa Valley Water District.	Less than Significant
Public Services and Utilities	<u>Impact 3.11.6</u> The project will increase the need for solid waste disposal services.	None Required	Less than Significant
Public Services and Utilities	<u>Impact 3.11.7</u> The project will increase the need for electricity delivery service.	None Required	Less than Significant
Public Services and Utilities	<u>Impact 3.11.8</u> The project will increase the need for natural gas delivery service.	None Required	Less than Significant
Cultural Resources	<u>Impact 3.12.1</u> Although not expected, archaeological resources may be encountered during earthwork.	<u>Mitigation Measure 3.12-1</u> On-site monitoring for archaeology will be maintained throughout the period of development. Care shall be taken to watch for artifact fragments or obvious changes in soil coloration.	Less than Significant



RESOURCE	IMPACT DESCRIPTION	RECOMMENDED MITIGATION MEASURE	RESIDUAL IMPACT
Cultural Resources	<u>Impact 3.12.2</u> There is a low to moderate potential to encounter paleontological resources during earthwork.	<u>Mitigation Measure 3.12-1</u> <u>Mitigation Measure 3.12-2</u> The monitor must be empowered to temporarily halt or redirect excavation equipment while fossils are being removed. The monitor should be equipped to speedily collect specimens if they are encountered. <u>Mitigation Measure 3.12-3</u> The monitor, with assistance if necessary, should collect individual fossils and/or samples of fossil—bearing sediments. If specimens of small animal species are encountered the most time and cost efficient method of recovery is to remove a selected volume of fossil—bearing earth from the grading area and stockpile it offsite for later processing. <u>Mitigation Measure 3.12-4</u> Fossils recovered during earthmoving or as a result of screen washing of sediment samples should be cleaned and prepared sufficiently to allow identification. This allows the fossils to be described in a report of findings and reduces the volume of matrix around specimens prior to storage, thus reducing storage costs. <u>Mitigation Measure 3.12-5</u> Fossils recovered during earthmoving or as a result of screen washing of sediment samples should be cleaned and prepared sufficiently to allow identification. This allows the fossils to be described in a report of findings and reduces the volume of matrix around specimens prior to storage, thus reducing storage costs. <u>Mitigation Measure 3.12-6</u> The paleontological specimens recovered as a result of mitigation should be donated to a qualified scientific institution where they would be afforded long-term preservation and the opportunity for further scientific study.	Less than Significant



1.0 INTRODUCTION

1.1 PURPOSE OF THE EIR

This Environmental Impact Report (EIR) analyzes the potential environmental impacts associated with the conversion of a poultry farm and adjacent vacant land into 712 residential lots, 7.27 acres of commercial land, a senior center lot, a 14.88-acre park, and open space.

Under the provisions of the *Guidelines for Implementation of the California Environmental Quality Act* (CEQA Guidelines), an "EIR is an informational document which will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe alternatives to the project." Accordingly, this EIR provides information to the decision makers and the general public regarding the potential short term and long-term impacts associated with construction and operation of the proposed project. It is not a document that sets forth policy about the desirability of the proposed project or any of the potential alternatives.

1.2 SCOPE OF THE ENVIRONMENTAL ANALYSIS

As detailed in the Notice of Preparation (NOP) for the project, contained in Appendix A, the proposed project would have no impact on:

- Mineral Resources
- Agricultural Resource
- Recreational Resources

Therefore, this EIR focuses on only the following issue areas that were identified as potentially significant in the NOP:

- Land Use and Planning
- Population and Housing
- Aesthetics
- Traffic and Circulation
- Air Quality
- Noise
- Geology
- Hydrology and Water Quality
- Hazards
- Biological Resources
- Public Services and Utilities
- Cultural Resources



1.3 LEGAL REQUIREMENTS

This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA).

The EIR has been prepared by a team of professional environmental consultants under contract to the City of Calimesa. The City of Calimesa is the Lead Agency for the proposed project, defined by CEQA, Section 21067, as "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect on the environment."

1.4 USES OF THE EIR

During the EIR review process, the City Council, other agencies, and the public will use the EIR to assess project effects and to impose conditions or propose alternatives designed to lessen potential environmental impacts. The EIR may also be used by public agencies for discretionary actions, see **Table 1.1**.

1.5 PUBLIC REVIEW AND COMMENTS

The Final EIR is available for public inspection and copying at the City of Calimesa Planning Department, 908 Park Avenue, Calimesa, California. Documents referenced in the EIR are available for review at the City Planning Department. Circulating copies are also available at Calimesa Public Library, also located at 908 Park Avenue in the City of Calimesa.

Organizations and the public were invited to comment on the information presented in the Draft EIR during the 45 day Draft EIR review period, which ended on October 25, 2002.

1.6 CONTACT PERSON

The primary person who may be contacted for additional information is Ms. Sandra Massa-Lavitt, Planning Director, City of Calimesa. She can be reached by phone at (909) 795-9801.



Table 1.1
Agencies Who Will Use This Environmental Impact Report

Agency	Action Required
City of Calimesa	
City Council	Approval or Denial of Zoning Change for Commercial Land
	Approval or Denial of General Plan Amendment
	Approval or Denial of Tentative Tract Maps (If the Planning Commission's Decision is Appealed)
City Planning Commission	Approval or Denial of Tentative Tract Maps
	Recommendation to City Council on Zoning Change
	Recommendation to City Council on General Plan Amendment
City Planning Department	Recommendation to City Planning Commission on Tentative Tract Maps
	Recommendation to City Planning Commission on Zoning Change
	Recommendation to City Planning Commission on General Plan Amendment
State Agencies	
California Department of Transportation	Determination that Infrastructure Improvements are Sufficient
California Department of Fish and Game	Streambed Alteration Agreement (CDFG Code 1603)
Regional and Local Agencies	
City of Yucaipa	Analyze Potential Impacts to the City of Yucaipa
South Coast Air Quality Management District (SQUAMD)	Determine Compliance with Air Quality Standards
Santa Ana Regional Water Quality Control Board	Section 401 of the Clean Water Act Permit
Riverside County Flood Control and Water Conservation District	Determine the Need for Flood Control Services
Riverside Council of Governments	Determine Compliance with the Riverside County Congestion Management Plan.
Riverside County Transportation and Land Management Agency	Determine Compliance with the Regional Transportation Plan
Riverside County Fire Department	Determine the Level of Fire Protection and Emergency Medical Services
Riverside County Sheriff	Determine the Level of Police Services
Yucaipa-Calimesa Unified School District	Determine the Level of Educational Services
San Bernardino Local Agency Formation Commission	Annexation of Tentative Tract 30386 into Yucaipa Valley Water District Jurisdiction
San Bernardino Associated Governments (SANBAG)	Determine Compliance with the Congestion Management Plan.
Yucaipa Valley Water District	Determine Availability of Water Supply
Federal Agencies	
U.S. Army Corps of Engineers (ACE)	Section 404 of the Clean Water Act Permit
U.S. Fish and Wildlife Service	Consultation to the ACE during Section 404 Permitting



1.7 ORGANIZATION OF THE EIR

The Draft EIR was organized into an executive summary, six chapters, and appendices. The Executive Summary provides a brief project description and summarizes project impacts, mitigation measures, and alternatives. This section (Chapter 1) is the Introduction. A comprehensive project description is presented in Chapter 2. The environmental analysis of potential environmental impacts and mitigation developed to reduce these impacts is contained in Chapter 3. Sources of information used in the analysis are footnoted, as appropriate, throughout the document. Cumulative impacts, significant adverse impacts, environmental changes, and less than significant impacts are summarized in Chapter 4. Chapter 5 examines three alternatives to the proposed project; and chapter 6 lists preparers of the EIR.

The Final EIR includes a seventh and eighth chapter. Chapter 7 contains all comments received on the Draft EIR and responses to comments. Chapter 8 contains the Mitigation Monitoring Program as required by Section 21081.6 of CEQA. The Draft EIR with the addition of Chapters 7 and 8 becomes the Final EIR for the proposed project, which will be submitted to Planning Commission for consideration.

The format of the EIR is intended to present the project and environmental analysis in individual chapters, or sections, as suggested by CEQA. However, several topics in the EIR are interrelated (e.g., traffic, hazards, and public safety), and the reader is encouraged to review the entire EIR in order to understand the overall scope of the proposed project.



2.0 PROJECT DESCRIPTION

This section describes the location and existing characteristics of the project site and surrounding area, project objectives, proposed structures and uses, and approvals required for project implementation. This section also provides information regarding anticipated uses of this EIR by agencies other than the lead agency. Details and analysis of the project's anticipated environmental impacts follow in Chapter 3, organized by subject matter.

2.1 LOCATION

The project site is located in the City of Calimesa, which is in the north-central portion of the County of Riverside in the State of California. The regional project location is shown in Figure 2.1.

Within the City of Calimesa, the project site is located at the southerly extension of California Street, Bryant Street and Fremont Street, east of the Calimesa Country Club. The westerly boundary is approximately two miles east of the I-10 Freeway. A map showing the location of the project site in relation to the local area is presented as Figure 2.2.



This map of Southern California displays a network of major highways and urban centers. Key cities shown include Los Angeles, San Diego, San Francisco, and San Jose. Major highways such as I-5, I-10, I-15, I-205, and I-805 are clearly marked. The map also identifies geographical features like the Salton Sea, San Francisco Bay, and the San Joaquin Hills. A scale bar in the top right corner indicates distances of 40 miles and 40 kilometers. The map is credited to MapQuest.com, Inc. ©2000.



Figure 2.2: Project Location Map





2.2 PROJECT OBJECTIVES

The Tentative Tracts 30386 and 30387 development is proposed as a planned residential development, including recreational uses and a small commercial development component. As one of the City's largest planned communities, the project is viewed as a unique component of the City's land use plans. It also represents a major opportunity area for future growth. The potential exists to set a standard of development for the surrounding area to follow.

In order to provide a planned community that is unique to the area, specific objectives have been established for the Tentative Tracts 30386 and 30387 Development. These include:

- Creating an identifiable community of large lot single-family residences, ancillary uses and recreational features to maximize the sense of community;
- Enhancing natural resources through an integrated open space system with a centralized trail network, which will tie the residential community together;
- Providing neighborhood commercial development that serves the needs of local residents;
- Allowing for circulation patterns, which serve residential needs without encouraging regional circulation intrusion;
- Conserving energy and preventing neglect of the site's natural resources through site design and use of drought-tolerant plant material;
- Providing development flexibility for future market changes; and,
- Proposing a logical phasing plan based on the marketplace and the extension and provision of utilities.

2.3 SITE AND SURROUNDING AREA CHARACTERISTICS

General Plan and Zoning Designations

The majority of the project site is currently designated RL Residential Low (2-4 dwelling units per gross acre). The minimum lot size for the zone RL is 7,200 square-feet. The Land Use Element of the City of Calimesa's General Plan describes the intent of this zoning category as "a more urban residential character" and anticipates "single-family detached homes on streets with curbs, gutters, sidewalks, and streetlights." This zone also allows for recreational uses.

In addition to the RL zoning designation, a small portion in the southeastern corner of the project site is designated Residential Rural (0-2 dwelling/units per acre). This designation allows for single-family detached homes on half acre and one-acre lots with a population density of approximately five persons per acre. The Land Use Element of



the City of Calimesa's General Plan describes the intent of this category as "preserving the country atmosphere, while providing a transition from Residential Estate into Residential Low."

Existing On-Site Land Uses

The project site is primarily vacant land. At one time substantial portions of the land were used as an "egg ranch" with as many as 750,000 chickens. Although still in operation, the egg ranch has been substantially scaled back, leaving many vacant, shed-like structures that once housed the chickens. Processing and feed storage buildings also remain on the site. In addition, four single-family residences exist on the property.

Photographs of the project area are presented as Figures 2.3 through 2.6.

Surrounding Land Use

The adjacent land uses have the following Calimesa General Plan land use designations: Established Low Density (i.e. single-family detached) Residential - RL (2-4 du/ac) uses are located to the north, with Residential Estates - RE (1 du/ac) to the east. A golf course designated Open Space OS forms the projects western border, with vacant Low Density Residential, Open Space, and Park Overlay properties to the south.

The surrounding land uses match their General Plan designations. The Calimesa Golf and Country Club is adjacent to much of the western side of the project area, with long established single-family neighborhoods to the north. Large lot "ranchettes" which allow for the keeping of horses are located to the east, while much of the property bordering on the southern end of the project site is naturally vegetated open space.

2.4 DESCRIPTION OF PROPOSED PROJECT

There are two principal plan components to Tentative Tracts 30386 and 30387 – Land Use and Circulation.

- **Land Use:** The land use component identifies proposed land uses and associated project components.
- **Circulation:** The circulation component identifies vehicular and non-vehicular improvements to facilitate movement in the Tentative Tracts 30386 and 30387 development. Roadways, pedestrian paths, bicycle lanes, and local trails are discussed within the overall framework of providing efficient and safe movement patterns within the community.



Figure 2.3: A View of a Plowed Field on the Project Site



Figure 2.4: A View of Chicken Sheds on the Project Site

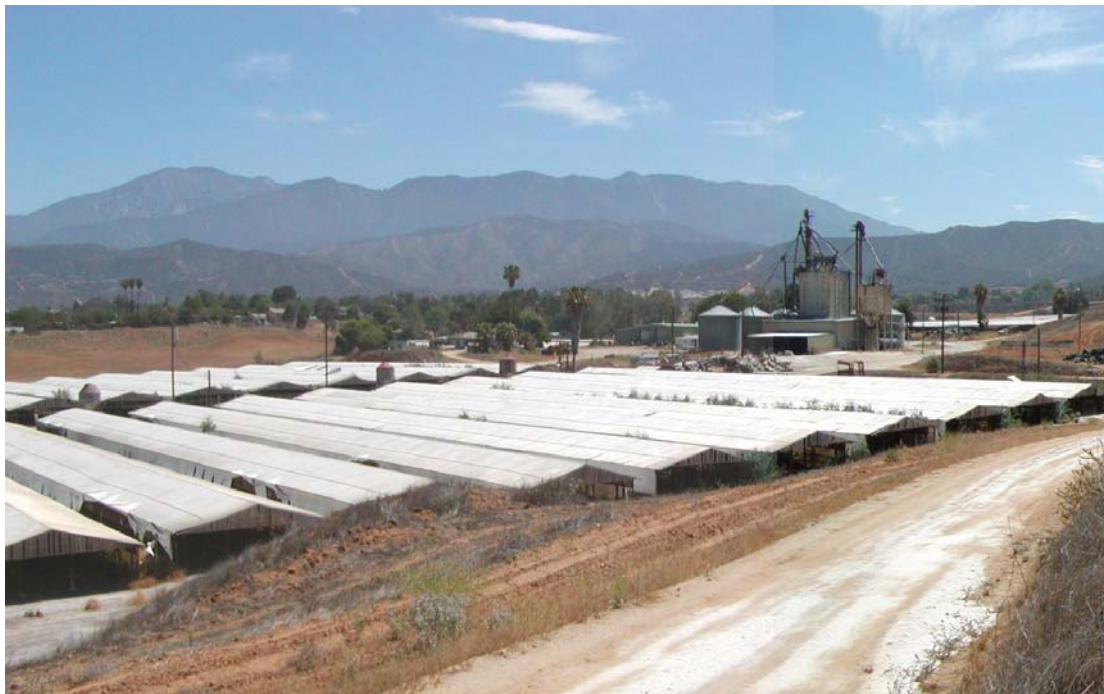




Figure 2.5: A View of the Central Work Area on the Perisits Egg Ranch



Figure 2.6: A View of an Equipment Storage Area on the Project Site





The proposed combined subdivision maps consist of 711 single-family lots on approximately 320 acres, for a density of 2.2 D.U./acre. A part of the site currently serves as an active poultry farm. A drainage channel with a minor extent of wetland-associated vegetation occurs on the northern portion of the site. Surrounding land uses include low density residential to the north, an undeveloped canyon and golf course to the south and west, and large lot residential housing to the east.

The subdivision maps are proposed as follows:

Tentative Tract No. 30386 – This subdivision map includes 221 senior dwellings on approximately 72.23 acres. These dwelling units would be single-family residences, restricted for senior living. The subdivision includes a senior center on approximately 1.32 acres. Approximately 23.9 acres would be developed as permanent open space, including a nature trail, and passive open space. Streets within the subdivision are proposed to be private.

Tentative Tract No. 30387 – This subdivision map includes 490 single-family lots (plus one existing residence), a 7.27-acre commercial site, a 15-acre neighborhood city park, a water reservoir site, and approximately 50 acres of additional open space and natural area.

The proposed development will require off-site improvements to support the development. These off-site improvements include a sewer connection to the existing line in the Calimesa Country Club Golf Course. The capacity of existing line will also be increased to handle future loads.

Project Uses Breakdown

Figure 2.7 illustrates the Tentative Tracts 30386 and 30387 Land Use Plan. Table 2.0.1 is a quantification of the acreage, dwelling unit and population factors.

The phasing of the Tentative Tracts 30386 and 30387 development has not been established. However, the buildout of the entire project is anticipated to take a number of years, possibly over a 20-year period.

Assuming a relatively constant level of development, approximately 175-180 dwelling units would be constructed during each 5-year period over a total period of 20 years. Using this timeframe, the project would add approximately 550 persons to the City of Calimesa's population each 5 years.



Figure 2.7: Site Plan





Table 2.0.1

Tentative Tracts 30386 and 30387 Development Quantification – Acres/Land Use

Land Use	T.T. 30386		T.T. 30387		TOTAL T.T.s		Estimated Population
	Acres	Dus/sf	Acres	Dus/sf	Acres	Dus/sf	
Open Space: Active (Park)	0.0	-	14.88ac	-	14.88ac	-	-
Nature Preserve	0.0	-	9.47ac	-	9.47ac	-	-
Passive (Hilly)	22.05ac	-	37.21ac	-	59.26ac	-	-
Emergency Access	0.09ac	-	-	-	0.09ac	-	-
Sub-total Open Space	22.14ac	-	61.56ac	-	83.70ac	-	-
Single-Family Residential^{1/}	34.39	221 dus	135.43	490 ^{2/}	169.82	712	1,122 ^{4/} 440^{5/}
Water Reservoir	0.0	-	0.57ac	-	0.57ac	-	-
Senior Center	1.72ac	-	-	-	1.72ac	-	-
Streets^{3/}	11.24ac	-	39.73	-	50.97	-	-
Bryant Street	2.73	-	2.87	-	5.60	-	-
Commercial	0.0	-	7.27ac	-	7.27ac	-	-
TOTAL	72.22ac	221 dus	247.43ac	-	319.65ac	-	1,562

^{1/} Lot sizes for TT 30386 are as follows: 12,361 sf max. - 5,467 sf min., 6,682 sf average;

Lot sizes for TT 30387 are as follows: 91,918 sf max. – 7,200 sf min, 12,015 sf average;

^{2/} One dwelling unit is existing.

^{3/} Exclusive of Bryant Street.

^{4/} Assumes 2.29 persons per dwelling unit (2000 Federal Census, City of Calimesa average) for 490 units

^{5/} Assumes 2.0 persons per dwelling unit average for 221 senior housing units

Project Applicants and Approvals Required

Approval of the proposed project will require the following four discretionary actions by the City of Calimesa:

1. Approval of Tentative Tract Map 30386
2. Approval of Tentative Tract Map 30387
3. Zoning Change from Residential Low to Commercial for 7.27 Acres
4. General Plan Amendment to allow 7.27 Acres of Commercial Land



2.5 INTENDED USES OF THE EIR

Agencies and Organizations Expected to Use this Environmental Impact Report

Public agencies with jurisdiction pertaining to the proposed project are expected to use this EIR in their decision-making processes, including the City as Lead Agency, as well as several responsible agencies, which have permit authority over the project. These agencies are:

a) City of Calimesa (Lead Agency)

- **Planning Department:** The Calimesa Planning Department will utilize this EIR for formulation and consideration of the project's recommendation for approval or denial, and conditions of approval, to ensure that the project incorporates mitigation of potential significant environmental impacts to the greatest extent feasible, and, if the project is approved, to monitor compliance with mitigation measures and conditions of approval as set forth in this EIR. It will also guide the Department if a Statement of Overriding Considerations becomes necessary for significant impacts that cannot be reduced to a less-than-significant level.
- **Planning Commission:** The Planning Commission will utilize this EIR in its decision to approve or deny the Tentative Tract Maps. The Commission will also use the EIR to help formulate its recommendations to the City Council on the approval or denial of the Zoning Change and General Plan Amendment.
- **Engineering Department:** The Engineering Department will use this EIR for evaluation of the proposed development's circulation and parking modifications, and will set forth any necessary mitigation measures and/or conditions if the development is approved.
- **City Council:** Based on Planning Commission recommendations, the City Council will utilize this EIR to formulate its final actions on the proposed project, relative to the EIR's disclosure of all environmental impacts resulting from the project for approving the Zoning Change and General Plan Amendment (GPA). If the Planning Commission decision to approve or deny the Tentative Tract Maps is appealed, the City Council will make a final decision.

b) State Agencies

- **California Department of Fish and Game (CDFG) [Responsible Agency]:** The California Department of Fish and Game (CDFG) will use this EIR when reviewing CDFG Code 1603 permits and reaching a Streambed Alteration Agreement. This includes determining actions or other mitigation measures necessary to protect wildlife and natural watercourses.



- **California Department of Transportation (CALTRANS)**: CALTRANS will use this EIR and its traffic analysis to ensure that vehicular infrastructure improvements are sufficient, in both quality and quantity, to provide the proposed development with acceptable levels-of-service.

c) Other Regional / Local Agencies

- **City of Yucaipa**: The City of Yucaipa will use this EIR to analyze potential impacts to their City.
- **Riverside Council of Governments (RCG) [Responsible Agency]**: RCG will use this EIR to confirm compliance with the Riverside County Congestion Management Plan (CMP).
- **South Coast Air Quality Management District (SCAQMD)**: The SCAQMD will utilize this EIR to ensure that no applicable air quality standards are exceeded or violated during development or as a result of completed development of the entire project or its phases.
- **Riverside County Transportation and Land Management Agency (RCTLMA)**: The RCTLMA will utilize this EIR to determine if and how the project would affect the regional transportation plan.
- **Yucaipa-Calimesa Unified School District**: The Yucaipa-Calimesa Unified School District will utilize this EIR to track projected school-age population growth and to ensure that adequate School District resources are in place to fulfill the long-term goals, policies, and responsibilities of the District.
- **Santa Ana Regional Water Quality Control Board (RWQCB) [Responsible Agency]**: The RWQCB is responsible for enforcing Section 401 of the Clean Water Act of 1972. This Act prohibits the introduction of water pollutants without proper permits. The RWQCB will use this EIR when reviewing applications for Section 401 permits.
- **Riverside County Flood Control and Water Conservation District**: The Riverside County Flood Control District will use this EIR to evaluate the project's potential to affect flooding. This includes affects from the alteration of the storm water drainage system and the placement of flood flow restrictors.
- **Riverside County Fire Department**: The Riverside County Fire Department will utilize this EIR when assessing the need for additional fire protection and emergency medical personnel and equipment.
- **Riverside County Sheriff**: The Riverside County Sheriff will utilize this EIR when assessing the need for additional police protection personnel and equipment.



- **San Bernardino Local Agency Formation Commission (LAFCO)**: The San Bernardino LAFCO will utilize this EIR when deciding whether to annex Tentative Tract 30386 into the jurisdiction of the Yucaipa Valley Water District.
- **San Bernardino Associated Governments (SANBAG)**: SANBAG will use this EIR to determine compliance with their Congestion Management Plan (CMP).
- **Yucaipa Valley Water District (YVWD)**: The YVWD will use this EIR for the development of the sewer and water facilities to service the subject development.

d) Federal Agencies

- **United States Army Corps of Engineers (USACE) [Responsible Agency]**: The USACE is responsible for enforcing Section 404 of the Clean Water Act of 1972. This Act prohibits the discharge of dredged or filled materials into “waters of the United States” without proper permits. The USACE will use this EIR when reviewing applications for Section 404 permits.
- **United States Fish and Wildlife Service (USFWS)**: The USFWS may be consulted by the USACE during the Section 404 permitting process.



3.0 ENVIRONMENTAL IMPACT ANALYSIS

3.1 LAND USE AND POLICY CONSISTENCY

This section examines the relationship of the proposed project with Calimesa's land use policy. The General Plan sets the overall structure for the community's growth and renewal, while zoning ordinances are specific codification of requirements used by the community to ensure that development or redevelopment is in conformance with planning vision.

3.1.1 ENVIRONMENTAL SETTING

Currently, the majority of the project site is designated RL Residential Low (2-4 dwelling units per gross acre). The minimum lot size for RL is 7,200 square-feet. The Land Use Element of the City of Calimesa's General Plan describes the intent of this zoning category as "a more urban residential character" and anticipates "single-family detached homes on streets with curbs, gutters, sidewalks, and streetlights." This zone also allows for recreational uses.

In addition to RL, a small portion in the southeastern corner of the project site is designated RR (Residential Rural 0-2 dwelling/units per acre). This designation allows for single-family detached homes on half acre and one-acre lots with a population density of approximately five persons per acre. The Land Use Element of the City of Calimesa's General Plan describes the intent of this category as to "preserving the country atmosphere, while providing a transition from Residential Estate into Residential Low." According to the current land use designations for the subject properties, the maximum allowable dwelling units for the project site is approximately 1200 dwelling units.

The project site is primarily vacant land. At one time substantial portions of the site were used as an "egg ranch" with as many as 750,000 chickens. While still in operation, the egg ranch has been substantially scaled-back, leaving many vacant, shed-like structures that once housed the chickens. Processing and feed storage buildings remain on the site. In addition, there are four single-family residences on the property.

The adjacent land has the following Calimesa General Plan land use designations: Established Low Density (i.e., single-family detached) Residential - RL (2-4 du/ac) to the north; Residential Estates - RE (1 du/ac) to the east; Open Space OS to the west, comprised of the Calimesa Country Club golf course and vacant land; and vacant Low-Density Residential and Residential Rural properties to the south.

The surrounding land uses follow these General Plan designations.

The Calimesa Golf and Country Club is adjacent to much of the western side of the project area, with long established single-family neighborhoods to the north. Large lot "ranchettes" which allow for the keeping of horses are found to the east, while much of the property bordering on the southern end of the project site vacant residentially zoned land.



3.1.2 THRESHOLDS FOR DETERMINING SIGNIFICANCE OF IMPACTS

CEQA Guidelines state that a proposed project may have a significant impact on land use and planning if it would:

- Physically divide an established community.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

3.1.3 PROJECT IMPACTS

Communities: As discussed, the project involves the development of 320 acres of land in the City of Calimesa. Residential communities in the City currently exist on the northern and eastern borders of the project site. These communities have developed around the project site, which has remained a poultry ranch for approximately 50 years. Since operation of the poultry ranch does not allow through travel, the project site currently divides the existing communities in the City.

Development of the project would be a southerly extension of the developed portion of the City of Calimesa. This development would promote community cohesion by removing an existing community divider. Therefore, the project would have no impact from physically dividing an established community.

Land Use Plans: As discussed the project site is designated as Residential Low (RL) and Residential Rural (RR) land. The majority of the project would comply with these designations, as described in the Land Use Element of the City's General Plan. However, the project includes the designation of 7.27 acres of commercial land within the currently designated RL land. Commercial uses are not allowed in the RL land use designation. Thus, the project would require a zone change and a General Plan amendment to allow for 7.27 commercial acres.

After designation of the 7.27 acres as commercial land, the project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigation an environmental effect.

Multi-Species Habitat Conservation Plan: The project site is not within a habitat conservation plan or natural community conservation plan, and would have no impacts in this regard.



3.1.4 CUMULATIVE IMPACTS

The project along with the additional projects occurring in the City of Calimesa, will cumulative affect the land use of the City. However, the City of Calimesa General Plan prepares for up to 17,108 new housing units. Therefore, although the development projects in the City of Calimesa could substantially increase the City's housing stock, cumulative impacts are less than significant. Further discussion of cumulative impacts can be found in the Cumulative Impacts section (Section 4.0) of this EIR.

3.1.5 MITIGATION MEASURES

Conformance with all applicable Calimesa General Plan and Zoning regulations can be expected to adequately mitigate land use concerns. Project Mitigation Measures are identified in the Executive Summary section of this EIR, and at the end of each subject where applicable.

3.1.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

There are no significant impacts to land use or zoning.



3.2. POPULATION AND HOUSING

This section examines the proposed project to determine how it would directly or indirectly effect the population and housing of the City of Calimesa.

3.2.1 ENVIRONMENTAL SETTING

The project site lies within the City of Calimesa in Riverside County. The 320-acre site is currently zoned Residential Low except for the southeast corner which is zoned Residential Rural. The site currently contains four detached housing units. The remainder of the site is part of the poultry farm operation or vacant land. The surrounding land uses include low density residential to the north, an undeveloped canyon and golf course to the south and west, and large lot residential housing to the east.

HOUSING SUPPLY

The City of Calimesa has 3,258 housing units (US Census Bureau, 2000), the majority of which are single-family detached units and mobile homes. Table 3.2-1 illustrates the variations of housing types in the city.

Table 3.2-1		
City of Calimesa Housing Units - 2000		
	Number of Units	Percent (%)
Single-Family		
Detached	1,966	60.34
Attached	66	2.03
Multiple-Family		
2 to 4 Units	64	1.96
5 or More Units	97	2.98
Mobile Homes	1,065	32.69
TOTAL	3,258	100

Source: CA Department of Finance, 2000

In 2000, 3.0 percent of the owner-occupied housing units and 10.6 percent of the renter-occupied housing units were vacant (US Census Bureau, 2000). In total, 266 of the 3,248, or 8.2 percent, of the housing units in Calimesa were vacant (US Census Bureau, 2000). This is less than the total Riverside County vacancy rate, which is 13.4 percent (US Census Bureau, 2000).



POPULATION AND COMMUNITY GROWTH

The City of Calimesa is experiencing growth through development and increasing population. In 1991 the city's 6,831 residents lived in 1,879 housing units (CA Department of Finance, January 1991). By the year 2000, the City's population rose 12 percent to 7,748 (CA Department of Finance, January 2000). (See Table 3.2-2). In the same timeframe, the housing stock in the city grew to 3,258 (US Census Bureau, 2000). The City's employment is also rising – from 1,361 in 1997 to 1,867 in 2000 (SCAG, 2001).

Table 3.2-2				
City of Calimesa Population Growth 1991-2000				
Year	Population	Change (%)	Average Annual Growth (persons per year)	Average Annual Growth Rate (%)
1991	6,831	-	-	-
2000	7,748	+12	101.9	1.3

Source: CA Department of Finance, U.S. Census Bureau

Calimesa's growth is expected to continue. The Southern California Association of Governments (SCAG) predicts a 96 percent employment increase, a 61 percent population increase, and a 76 percent housing increase for the City of Calimesa by the year 2010 (Table 3.3-3). SCAG projects growth through 2020, when the City's population, housing, and employment are expected nearly triple their current values. Table 3.2-3 identifies the predicted population, housing, and employment growth in the City of Calimesa.

Table 3.2-3					
City of Calimesa Population, Housing, and Employment Projections					
	2000	2005	2010	2015	2020
Population	7,748	8,663	12,473	16,073	21,144
Housing	3,258	3,525	5,238	6,827	8,847
Employment	1,867	2,764	3,657	4,195	4,687

Source: SCAG, CA Department of Finance. U.S. Census Bureau

SCAG considered the City's growth when developing the Regional Housing Needs Assessment (RHNA) in 2000. This assessment projects that Calimesa will need 480 additional housing units by the year 2005. The City is preparing for this need and for future growth with its Land Use Plan. The Land Use Plan designates 5,872.54 acres of land for residential purposes – enough to add 17,108 housing units. The City has also



zoned additional land for commercial and industrial development to promote employment growth.

EMPLOYMENT

In 2000, the estimated potential labor force in the City of Calimesa was 6,121 persons (City of Calimesa Housing Element, 2001). Forty-seven (47) percent of that population, or 2,877 persons, are employed (U.S. Census Bureau). This low percentage is skewed since the calculated labor force does not account for the City's 1,858 citizens that are 65 years or older. Table 3.2-4 illustrates the occupations in the city and the distribution of employees.

Table 3.2-4		
City of Calimesa Employment Characteristics		
Occupation	Employees	Percent (%)
Executives/Manager	719	25
Professionals/Technical	58	2
Sales/Clerical	863	30
Farm/Forestry/Fishing	345	12
Craftsmen/Machinists	604	21
Laborers/Transportation	230	8
Other	58	2
Total	2,877	100

Source: US Census Bureau, 1990

JOBS/HOUSING BALANCE

Jobs/housing balance is the ratio of a region's employment potential to housing potential. A balanced region has slightly more jobs than dwellings. In 1984, the Central Riverside Subregion, which Calimesa is a part of, was considered housing rich because its jobs/housing balance was 0.45 (City of Calimesa General Plan). The subregion's growth management plan (GMP) recognizes the jobs/housing balance and has established a 0.70 jobs/housing balance goal for the subregion by the year 2010.

3.2.2 THRESHOLDS FOR DETERMINING SIGNIFICANCE OF IMPACTS

CEQA Guidelines state that a proposed project may have a significant impact on population and housing if it would:

- Induce substantial population growth, beyond the area's projections and plans, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);



- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

3.2.3 PROJECT IMPACTS

POPULATION GROWTH

The Tentative Tracts for the project proposes the development of 711 residential lots, 40 open space lots, one (1) commercial lot, and one (1) senior center lot. Assuming that each residential lot will contain one housing unit and using the City average of 2.2 persons per housing unit, the proposed project will supply housing for 1,562 residents – which would be an increase of 20 percent to the City's population.

Although this is a substantial potential increase in population, it is not beyond the city's projected growth and plans. The City of Calimesa's population is projected to increase 4,725 residents by 2010 – 3 times the amount induced by the proposed action. SCAG's RHNA of 2000 also projects Calimesa will need to construct 480 housing units by 2005. This information sparked the City to prepare for growth by designating enough residential development land to add 17,108 housing units. The 711 residential lots proposed for this project are only 4.2 percent of the designated residential development land.

The proposed action also sets 7.27 acres aside for commercial purposes. Despite the fact that specific plans have not been developed for the site, it is reasonable to assume that commercial development will induce secondary growth. However, the commercial zoned area is only 3.3 percent the size of the residential zoned area. Therefore, the housing supply resulting from the project will likely exceed the demand induced by commercial growth.

Since the proposed action does not increase the City's population beyond projections and current planning and induced secondary growth is not substantial, the project's potential to induce population growth is less than significant.

DISPLACEMENT OF RESIDENTS

The proposed site contains four existing households. The proposed action would result in the condemnation and demolition of three of these structures. Using the average of 2.2 persons per housing unit, as noted above, this will result in a displacement of a total of 6.6 or 7 persons, with a gain of 711 units, providing for a net increase in housing provided for 1,555 persons. The proposed project will replace standard dwelling units and is not subject, for example, to relocation requirements for mobile home parks. Those persons who are living on site are all members of an extended family and it is expected they will share in the profits of the sale of this site; because these persons are not tenants, no notification is required of the City of Calimesa. Therefore, the



displacement of existing residences and existing residents is less than significant impact.

3.2.4 CUMULATIVE IMPACTS

As discussed, the project has the potential to increase the City of Calimesa's population by 20 percent. However, this action is in accordance with the growth plans and projections of the City of Calimesa General Plan. The City's population is expected to grow to 12,473 persons by the year 2010. The number of households in the City is also anticipated to increase accordingly. SCAG predicts 2,018 new households by the year 2010. **The increase in population and housing resulting from the proposed action is a cumulatively less than significant impact** because it represents only 4.2 percent of the City's planned residential development.

3.2.5 MITIGATION MEASURES

None required.

3.2.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts are less than significant, and no mitigation is necessary.



3.3 AESTHETICS

The Notice of Preparation (NOP) for this project dated January 18, 2002, identified aesthetics as an issue to be discussed in the EIR. This section examines the proposed project's impacts on views from surrounding properties onto the project site, and light and glare impacts.

3.3.1 ENVIRONMENTAL SETTING

The City of Calimesa is primarily a low-density residential community located within the eastern portion of Southern California's Inland Valley, within the Yucaipa Valley of the San Gorgonio Pass Area. The Yucaipa Valley Area is naturally divided into three mesa-like areas: the North Bench (still referred to by its geographical name), the Middle Bench encompassing central Yucaipa, and the South Bench, covering Calimesa. The San Bernardino Mountains and the Crafton Hills surround Calimesa to the north and west. The San Jacinto Mountains and the San Timoteo Badlands border the City to the east and south, respectively.

Mount San Gorgonio and Mount San Jacinto are the tallest physiographic features in this portion of the Inland Valley and are positioned on either side of the San Gorgonio Pass. Interstate 10 runs through the San Gorgonio Pass and connects the Los Angeles Basin with the Coachella Valley and the Inland desert areas. Interstate 10, the major transportation route, provides uninterrupted views of the surrounding rolling terrain and valley floors, as well as the prominent but more distant San Bernardino and San Jacinto Mountains. This regional transportation route also provides views of Yucaipa, Calimesa, and Beaumont. Because of the low-density development in the area, most streets provide views of the surrounding mountains and hillsides.

Visual Resources

The City of Calimesa is characterized by foothills in its eastern areas, and nearly level topography in its north and central area gently sloping towards the San Timoteo Creek in the southwestern areas of the City. Vegetation consists of chaparral on north-facing slopes, sage-scrub on south-facing slopes; oak and riparian woodland along canyon bottoms and annual grassland, open range, and agricultural fields on much of the City's area. Local topographical features include rolling hills, sloping plateaus, and flat valley bottoms.

The City has a number of visual units with a distinctive landscape character and topography. Each visual unit is described below in terms of its location within the City, view shed boundaries, and topographic features:

San Timoteo Canyon

This visual unit is located in the southwestern portion of the City. Characterized by a long, broad corridor bounded by steep ridges bordering the San Timoteo Creek, the San Timoteo Canyon is generally enclosed by eastern ridgelines, although a small series of valleys provide view shed towards interstate 10 and the San Bernardino Mountains. The San Timoteo Creek area is characterized by open grassland, agricultural land, and



riparian vegetation along the creek. San Timoteo Canyon Road and the Southern Pacific Railroad Tracks form the City's western boundary and the central portion of this visual unit.

Central Valleys

This largest visual unit consists of four east-west trending valleys, and is separated by distinct ridges stretching from a rolling or gently sloping plateau adjacent to the Calimesa Hills. It continues across the City past Interstate 10, and extends to the San Timoteo Canyon Area. Garden Air Wash, the major stream channel, drains the Calimesa Hills and flows west through the Calimesa Golf and County Club. Vegetation in the central valleys consists of open grassland and riparian vegetation along the valley bottoms and flatter eastern slopes, and chaparral and sage-scrub along the steeper slopes and small ravines. View sheds from the valley floor are oriented towards the ridge tops to the east and west. The Southern California Edison easement, which forms the southwest portion of Calimesa's corporate boundary, follows the ridge between two of the valleys, and is the only intrusion into this natural setting.

Northern Plain

Located in the northwest and northeast areas of Calimesa, this visual unit is described by open pastureland west of Interstate 10 and a commercial corridor and single-family residential developments to the east. Calimesa Channel, which originally was an irrigation source for agricultural properties, rolls through the north-central portion of the City, and continues as a natural drainage course west of Interstate 10. The northern plain provides views of western Calimesa and southern Riverside County areas, overlooking a series of ridges and ravines.

Northern Plateaus and Ravines

This visual unit, located at the northwestern City boundary is comprised of higher plateaus, and scattered scrub-covered ravines that slope to the west with a pastoral setting. Higher elevations allow for panoramic views of the Yucaipa and San Jacinto Valleys, San Bernardino and San Jacinto Mountains, and the surrounding communities.

Northern Valley

This visual unit, adjacent to the northern plateaus and ravines, connects to San Timoteo Canyon southwest of Calimesa. The northern valley is similar in topography and vegetative types to the Central Valley, but is more enclosed.

Existing Conditions

Current conditions on the project site were described and illustrated in Section 2.0 Project Description, Site and Surrounding Area Characteristics. Views into the project site from surrounding properties are somewhat limited by topography (from the south) and existing residential development (from the north and east). Higher elevations to the east afford clear views into the subject property than lower areas to the west. The photographs on Figure 3.3.1 and 3.3.2 present views into the site for the most accessible surrounding areas.



Due to the current status of the site, few sources of nighttime lighting internal to the project site currently exist. Most of the chicken farm operation is not functional and the existing single-family residences generate very little light sources.

**Figure 3.3.1
View of Central Work Area**



**Figure 3.3.2
View of Chicken Sheds**





3.3.2 THRESHOLDS FOR DETERMINING SIGNIFICANCE OF IMPACTS

The proposed project will have a significant visual impact if it would introduce a new source of substantial light or glare that could affect sensitive uses in the project area or involve a degradation of visual quality.

Degradation of visual quality can occur through the loss of views or vistas from or across the project site, or the construction of a project that fails to meet community appearance standards. Generally, evaluating visual impacts involves determining whether or not, or to what extent:

- Scenic resources are affected by the proposed project.
- A project will significantly impair scenic vistas from or across the project site.
- The visual character of the project site and surroundings would be degraded by the proposed project.

In deciding whether there will be any significant impacts from the proposed project (T.T. 30386 & 30387), this EIR has relied on the City's General Plan to apply community standards to answer questions of aesthetics since the proposed development will urbanize what is now primarily vacant land. However, all of the portions of the project site, which are to be developed, are no longer in a natural state. In addition, large portions of the site are covered with now derelict buildings once part of the "egg farm" operation.

3.3.3 PROJECT IMPACTS

View

The severity of potential aesthetic impacts involves the alteration or loss of views across the project site, and the extent to which the visual character or quality of the project site and the surroundings would be degraded by the proposed project. The level of significance of visual change is based on a number of factors, including number of viewers, their level of concern, the quality of the existing views and whether or not they are unique to the area. All of these factors combined result in the level of change that can be tolerated by viewers.

Visual features are often rated as to quality and uniqueness. The visual nature of the proposed development site in its current state is unremarkable, and the presence of scattered areas of trash, tracks left by off-road vehicle use and large abandoned buildings has rendered it visually degraded. The steep slopes in the southern part of the site are proposed to be retained.

Impacts to the visual character of the project site would result from alteration of the landforms and from new construction associated with the project. In the development of vacant land some alteration of landforms is inevitable, such as leveling and grading of slopes to render them appropriate for structural foundations, and grading terrain to allow



for new street construction. Although this level of landform alteration is expected, it still constitutes a change to the existing topography. The extent to which aesthetics are impacted in any meaningful way is highly subjective in nature and beyond the scope of this document to quantify.

Surrounding residents may find housing development less aesthetically appealing than the present views across the site, while future residents may find the buffering of natively vegetated slopes appealing.

Lighting

New development on vacant land inevitably will cause some new lighting to be visible from the surrounding area. The adjacent uses are all either similar vacant parcels zoned for future residential development, or developed residential neighborhoods. The sources of light from new residential neighborhoods and recreational facilities will follow the guidelines set forth in the City's development standards to be harmonious with the surrounding uses, and thus any impacts are expected to be less than significant.

3.3.4 CUMULATIVE IMPACTS

Cumulative impacts on aesthetic and visual resources are generally localized and affect the immediate vicinity surrounding the project site. Implementation of the proposed project would not contribute to cumulatively considerable aesthetic impacts.

3.3.5 MITIGATION MEASURES

Although development of the entire project in all its phases will be governed and guided by the City of Calimesa Development Standards, it is recommended that landscaping be provided along the major roadways providing access to the proposed development to ensure that portions of the project site are screened. The landscaping also allows for more mature trees and shrubs when a particular phase is built in the future.

Mitigation 3.3.1 – During the initial phase of development, landscaping shall be provided along the major roadways providing access to the proposed development to ensure that portions of the project site are screened. The landscaping also allows for more mature trees and shrubs when a particular phase is built in the future.

3.3.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Aesthetic impacts would be reduced to a less-than-significant level with implementation of Mitigation Measure 3.3.1.



3.4 TRAFFIC AND CIRCULATION

The information in this section is taken from a traffic study prepared for the project by Kunzman Associates dated April 18, 2002. The complete report is attached in Appendix B.

3.4.1 PROJECT DESCRIPTION

Two access points serve the development west of Bryant Street. This development has a trip generation of 2,056 trips per Table 3.4-11. With two access points, the expected volumes are approximately 1,000 on any of the internal streets. This is an acceptable volume on a residential street.

The development on the east side of Bryant Street has three access points. Two are on Bryant Street and one is to Fremont Street on the east side of the project. Excluding the commercial, the development generates 4,689 daily trips and the maximum volume on any one street is approximately 2,000 vehicles per day. This is an acceptable volume on a residential street.

The commercial development generates up to 3,129 daily trips. This commercial traffic can be accommodated by one driveway, although two would be preferable. The commercial development plan is not yet defined, and whether a signal will be needed to serve the commercial is not known. This will need to be determined at a future date when the commercial plans are more definitive.

The commercial site is located on the southeast corner of Bryant Street and Street A. The site plan for the commercial is not available and would be closely examined at the time the commercial site plan is available. Access to Bryant Street from the commercial would be restricted on residential street. The commercial driveways would provide adequate off-street queue storage length to serve the expected volume.

Bryant Street will be a four-lane street throughout the project. This will assure adequate capacity to not only serve the project but to also serve other areas of the city that desire to go to the freeway once the Singleton Road access is constructed.

The traffic circulation internal to the proposed project has been reviewed from a traffic-engineering viewpoint, and the findings are as follows:

Cul-de-sac Lengths: None of the cul-de-sacs have excessive length, which is important for emergency equipment access. One cul-de-sac length on D Street exceeds 1,000 feet (Tract 30387) and would be subject to review of the Fire Marshal. The cul-de-sac bulb radius would be greater than 40 feet and be designed to the satisfaction of the traffic engineer.

Curve Radii: All curve radii are proposed to be 250 feet or more, which is desirable.



Distance between Intersections: It is desirable to place intersections at least two hundred feet apart. All intersections are proposed to be 200 feet apart or greater.

Street Widths: All residential streets are proposed to be 40 feet or wider (curb-to-curb) in Tract 30387, which is adequate. In Tract 30386, many of the proposed residential streets are 32 feet wide and would be subject to review by the Fire Marshal and the Director of Public Works. For 32-foot wide streets, parking would be restricted to one side only. Guest parking would be provided near the homes where there is no on-street parking available on the same side of the street.

Grades: All grades are 10 percent or less, which is satisfactory. The only exception is W Street (Tract 30387), which has a 12 percent grade and would be subject to the review of the Director of Public Works.

Intersection Angle: All intersecting streets are proposed to be perpendicular to one another. Intersections at other than 90 degrees are less desirable.

Visibility: All intersections are designed to afford adequate visibility provided the landscaping is low. Landscape plantings, wall and non-traffic signs would be limited to 36 inches in height within 25 feet of project driveways to assure good visibility.

Existing Circulation System

The proposed project is located in the eastern portion of the City of Calimesa. The site is bounded by Avenue L to the north, rolling undeveloped land to the south, the Calimesa Golf and Country Club to the west and large ranch home estates to the east. The major arterials in the project are Calimesa Boulevard and portions of County Line Road, Sandalwood Drive and Singleton Road, which serve or are located within close proximity to the I-10 freeway. Access routes to the project site are provided by Bryant Street/Singleton Road and Fremont Street which are designated as a secondary arterial and a collector street, respectively.

Figures 3.4-1 and 3.4-2 identify the existing number of travel lanes and intersection controls for the affected roadways near the project site. Descriptions of the noted roadways serving the site are identified below.

Calimesa Boulevard – Calimesa Boulevard is a north-south roadway and is classified as a major arterial from the northern City boundary to Cherry Valley Boulevard at the south city limits. It is a four-lane undivided roadway north of Sandalwood Drive and two-lane divided roadway south of it. The average daily traffic (ADT) volume ranges from approximately 4,300 to 16,000 vehicles per day (VPD) north of Sandalwood Drive and it ranges from 1,000 to 2,300 VPD south of Sandalwood Drive. Parking is permitted north of Sandalwood Drive on either side of the roadway and parking prohibited south of Sandalwood Drive. The posted speed limit to the south of Sandalwood Drive is 25 miles per hour (mph). The adjacent land use is generally commercial between



Sandalwood Drive and County Line Road and is residential to the south of Sandalwood Drive.

County Line Road – County Line Road is an east-west roadway and is classified as a Secondary Arterial except between 7th Place and 5th Street where it is classified as a major arterial. It is generally two-lane undivided roadway except from Calimesa Boulevard to the I-10 interchange. The land use along this road is commercial near the intersection with Calimesa Boulevard at Third and Fourth Streets and residential elsewhere. It carries an ADT of approximately 16,000 vehicles per day near Calimesa Boulevard.

Avenue L – Avenue L is an east-west roadway and is classified as a collector street within the project vicinity and becomes a secondary arterial for the portion west of 5th Street. Avenue L is a two-lane, undivided roadway and has occasional curb and paved shoulder along various segments. The roadway carries an ADT of approximately 4,000 vehicles per day near Calimesa Boulevard. The posed speed limit is 35 mph. The adjacent land use is primarily residential.

Sandalwood Drive – Sandalwood Drive is an east-west roadway within the City. It is classified as a major arterial west of Calimesa Boulevard to the I-10 and as secondary arterial from Calimesa Boulevard to 5th Street. In general, the roadway has curbs or paved shoulders adjacent to the travel lanes. The adjacent land use is primarily residential. It carries an ADT of approximately 5,900 vehicles per day near Calimesa Boulevard.

Singleton Road – Singleton Road is an east-west roadway to the west of I-10 and travels in a southwest-northeast direction east of the freeway. It is classified as a secondary arterial and a two-lane, undivided roadway. Presently, it extends from Woodhouse Road on the west of I-10 to approximately half a mile east of Calimesa Boulevard. It carries an ADT of approximately 1,200 vehicles per day east of Calimesa Boulevard. The adjacent land use is primarily residential.

Bryant Street – Bryant Street is a north-south roadway and is classified as a secondary arterial within the City. It is a two-lane undivided roadway and has occasional curb and paved shoulder along its travel lanes. It carries an ADT of approximately 1,500 vehicles per day. The adjacent land use is primarily residential.

Fremont Street – Fremont Street is a north-south roadway and is classified as a collector street within the City. It is a two-lane undivided roadway and has occasional curb and paved shoulder along its travel lanes. It carries an ADT of approximately 1,000 vehicles per day. The adjacent land use is primarily residential.

5th Street – Fifth Street is a north-south roadway and is classified as secondary arterial. It is a two-lane undivided roadway and has occasional curb and paved shoulder along



the travel lanes. It carries an ADT of approximately 2,300 vehicles per day near Calimesa Boulevard. The posted speed limit is 35 mph. The adjacent land use is primarily residential.

California Street – California Street is a north-south roadway and is classified as a collector street within the City. It is a two-lane undivided roadway and has occasional curb and paved shoulder along its travel lanes. South of County Line Road, in the southbound direction, there is a residential frontage road. The posted speed limit is 25 mph. The adjacent land use is primarily residential. It carries an ADT of approximately 2,200 vehicles per day.

The project site is largely vacant with only a few existing residential homes generating little to minimal traffic at present.

Traffic signals are presently warranted at the intersection of County Line Road and I-10 eastbound ramp and County Line Road and I-10 westbound ramp. Additionally, traffic signals are currently warranted at the intersection of 3rd Street and County Line Road.

The number of through lanes for existing roadways and the existing intersection controls are identified. Figure 3.4-3 shows the number of lanes by intersection movements.

Existing Daily Traffic

Figure 3.4-5 depicts the average daily two-way traffic volumes.

Daily traffic volume estimates were obtained by factoring the sum of the morning and evening peak hour volumes. A factor of 5.0 was used. This method of estimating daily traffic volumes produces reasonable results. Exhibit 3.4-1 shows that these existing traffic volumes are typically well under capacity based on LOS C and General Plan standards.

Existing Intersections

Table 3.4-1 shows the existing Intersection Delay Values and Level of Service (LOS) for signalized intersections. Table 3.4-4 shows the existing Intersection Delay Values and Level of Service (LOS) for two-way STOP controlled intersections. Table 3.4-7 shows the existing Intersection Delay Values and Level of Service (LOS) four-way STOP controlled intersections. The 21 intersections included for LOS analysis are identified in Figure 3.4-4.

Existing intersections in the vicinity of the site currently operate at Level of Service C or better, except for the intersection of County Line Road and I-10 eastbound which operates at LOS F because there is no signal. It currently warrants a signal.



Exhibit 3.4-1 Daily Traffic Analysis (Existing Conditions)

Street Section	Existing Volumes	LOS C Existing Capacities	General Plan Capacities
COUNTY LINE ROAD			
- w/o Eastbound Ramps	100	7,700	28,000
- Eastbound to Westbound Ramps	5,700	13,500	28,000
- Westbound Ramps to Calimesa Boulevard	16,000	28,000	28,000
- Calimesa Boulevard to 5 th Street	13,900	28,000	28,000
- 5 th Street to 3 rd Street	11,300	13,500	13,500
- 3 rd Street to 2 nd Street	9,500	13,500	13,500
- 2 nd Street to California Street	8,200	13,500	13,500
- California Street to Bryant Street	6,300	13,500	13,500
- Bryant Street to Fremont Street	4,900	13,500	13,500
- e/o Fremont Street	4,600	13,500	13,500
AVENUE L			
- w/o Calimesa Boulevard	1,000	13,500	13,500
- Calimesa Boulevard to 5 th Street	4,000	13,500	13,500
- 5 th Street to 3 rd Street	3,600	13,500	7,700
- 3 rd Street to 2 nd Street	3,500	13,500	7,700
- 2 nd Street to California Street	2,600	13,500	7,700
- California Street to Bryant Street	2,300	13,500	7,700
- Bryant Street to Fremont Street	1,400	13,500	7,700
SANDALWOOD DRIVE			
- w/o Eastbound Ramps	1,800	13,500	28,000
- Eastbound to Westbound Ramps	5,900	13,500	28,000
- Westbound Ramp to Calimesa Boulevard	7,600	13,500	28,000
- Calimesa Boulevard to 5 th Street	5,800	13,500	13,500
SINGLETON ROAD			
- w/o Eastbound Ramps	200	7,700	28,000
- Eastbound to Calimesa Boulevard	300	7,700	28,000
- e/o Calimesa Boulevard	1,200	7,700	13,500
CALIMESA BOULEVARD			
- n/o County Line Road	16,000	28,000	28,000
- County Line Road to Avenue L	6,200	13,500	28,000
- Avenue L to Sandalwood	4,300	13,500	28,000
- Sandalwood Road to Singleton Road	2,100	13,500	28,000
- s/o Singleton Road	1,200	13,500	28,000
5TH STREET			
- n/o County Line Road	6,200	13,500	13,500
- County Line Road to Avenue L	2,800	13,500	13,500
- Avenue L to Sandalwood	2,300	13,500	13,500
3RD STREET			
- n/o County Line Road	1,900	7,700	7,700
- County Line Road to Avenue L	2,300	7,700	7,700
- s/o Avenue L	1,300	7,700	7,700
2ND STREET			
- n/o County Line Road	1,000	7,700	7,700
- County Line Road to Avenue L	1,000	7,700	7,700
CALIFORNIA STREET			
- n/o County Line Road	3,600	7,700	7,700
- County Line Road to Avenue L	2,200	7,700	7,700
- s/o Avenue L	1,300	2,500	2,500
BRYANT STREET			
- w/o County Line Road	1,500	7,700	13,500
- County Line Road to Avenue L	1,000	7,700	13,500
- s/o Avenue L	300	7,700	13,500
FREMONT STREET			
- n/o County Line Road	800	7,700	7,700
- County Line Road to Avenue L	1,000	7,700	7,700
- s/o Avenue L	600	--	



Existing Level of Service

From Exhibit 3.4-2 it can be seen that all intersections in the vicinity of the site operate at a LOS C or better for existing peak hour traffic conditions. Level of Service is described in Table 3.4-10.

Exhibit 3.4-2 Existing Intersection Analyses

Intersection		Existing Conditions	
		AM Peak Hour	PM Peak Hour
1.	1-10 East Ramps/County Line Road (2-way stop)	20.1/C	15.6/C
2.	1-10 West Ramps/County Line Road (2-way)	12.3/B	12.3/B
3.	Calimesa Boulevard/County Line Road (signal)	27.1/C	25.8/C
4.	5 th Street/County Line Road (signal)	26.4/C	28.7/C
5.	3 rd Street/County Line Road (all-way)	13.6/B	13.7/B
6.	2 nd Street/County Line Road (all-way)	13.2/B	13.3/B
7.	California Street/County Line Road (all-way)	12.9/B	13.0/B
8.	Bryant Street/County Line Road (all-way)	12.7/B	12.5/B
9.	Fremont Street/County Line Road (all-way)	12.5/B	12.4/B
10.	Calimesa Boulevard/Avenue L (signal)	27.7/C	26.3/C
11.	5 th Street/Avenue L (all-way)	12.3/B	12.3/B
12.	3 rd Street/Avenue L (all-way)	12.7/B	12.7/B
13.	California Street/Avenue L (all-way)	12.2/B	12.1/B
14.	Bryant Street/Avenue L (all-way)	11.8/B	12.1/B
15.	Fremont Street/Avenue L (2-way)	8.0/A	7.9/A
16.	1-10 East Ramps/Sandalwood Drive (2-way)	10.3/B	15.8/C
17.	1-10 West Ramps/Sandalwood Drive (2-way)	8.5/A	8.2/A
18.	Calimesa Boulevard/Sandalwood Drive (signal)	27.4/C	30.9/C
19.	1-10 East Ramps/Singleton Road (2-way)	7.3/A	7.3/A
20.	1-10 West Ramps/Singleton Road (2-way)	12.1/B	13.5/B
21.	Calimesa Boulevard/Singleton Road (all-way)	12.0/B	12.3/B



Figure 3.4-1

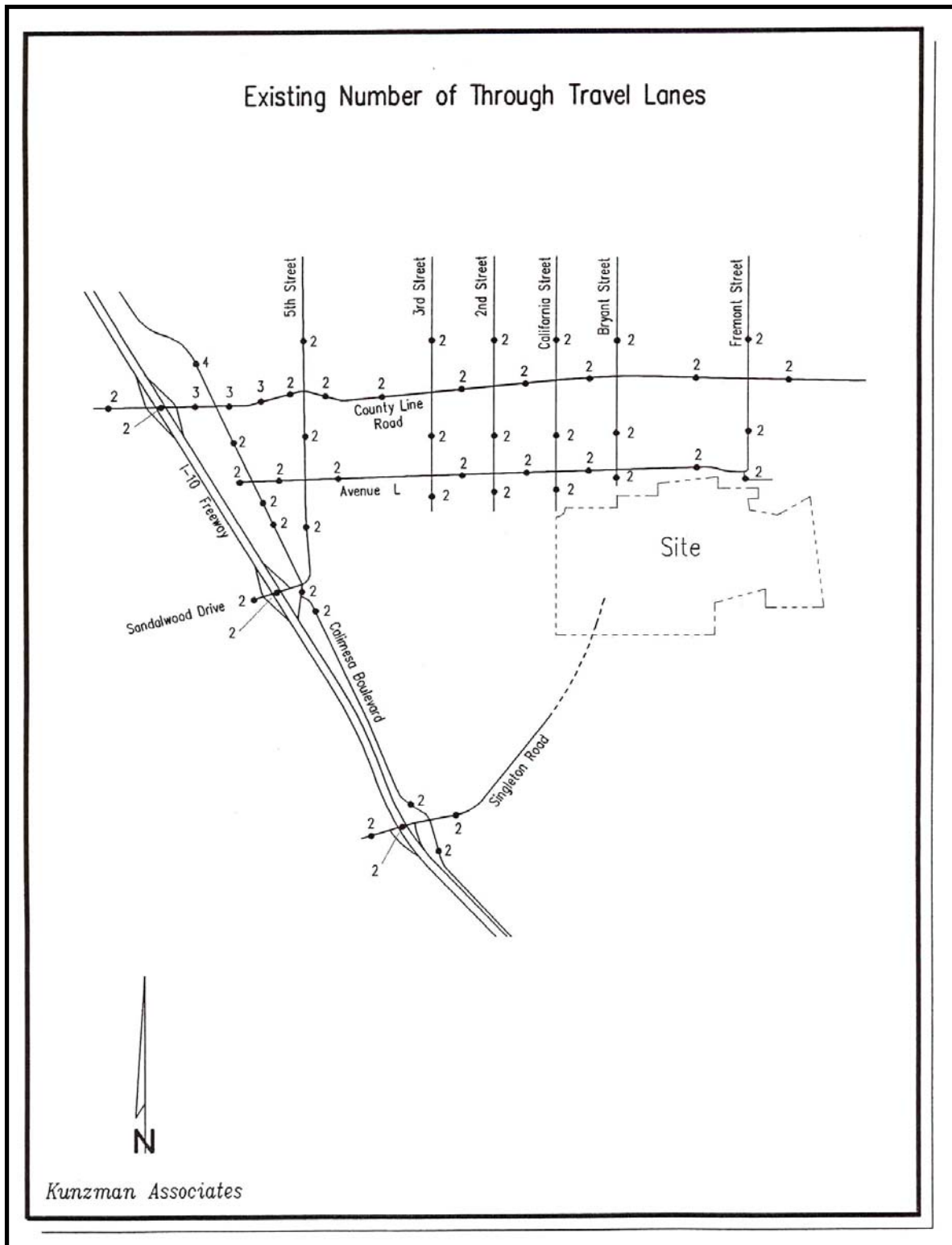




Figure 3.4-2

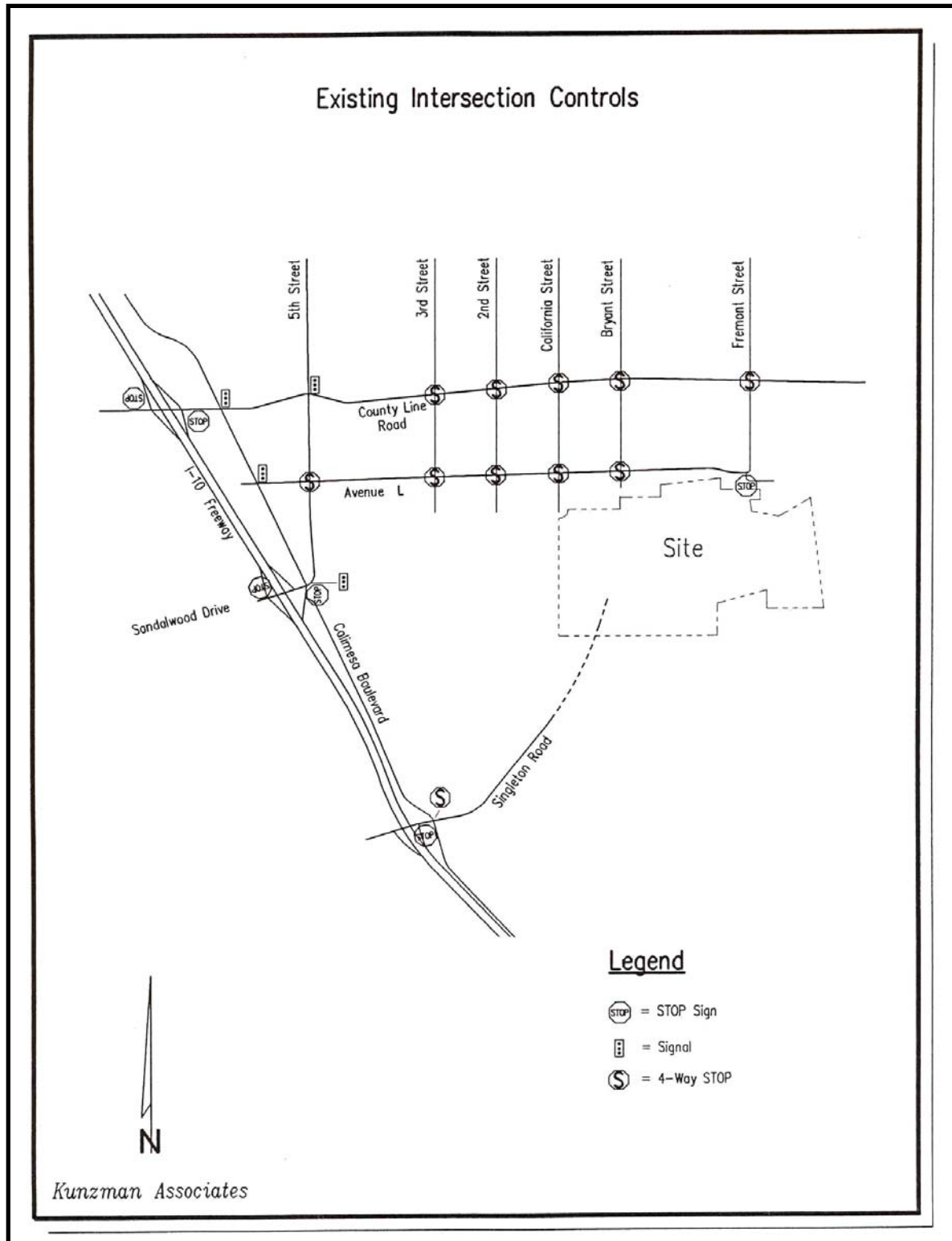




Figure 3.4-3

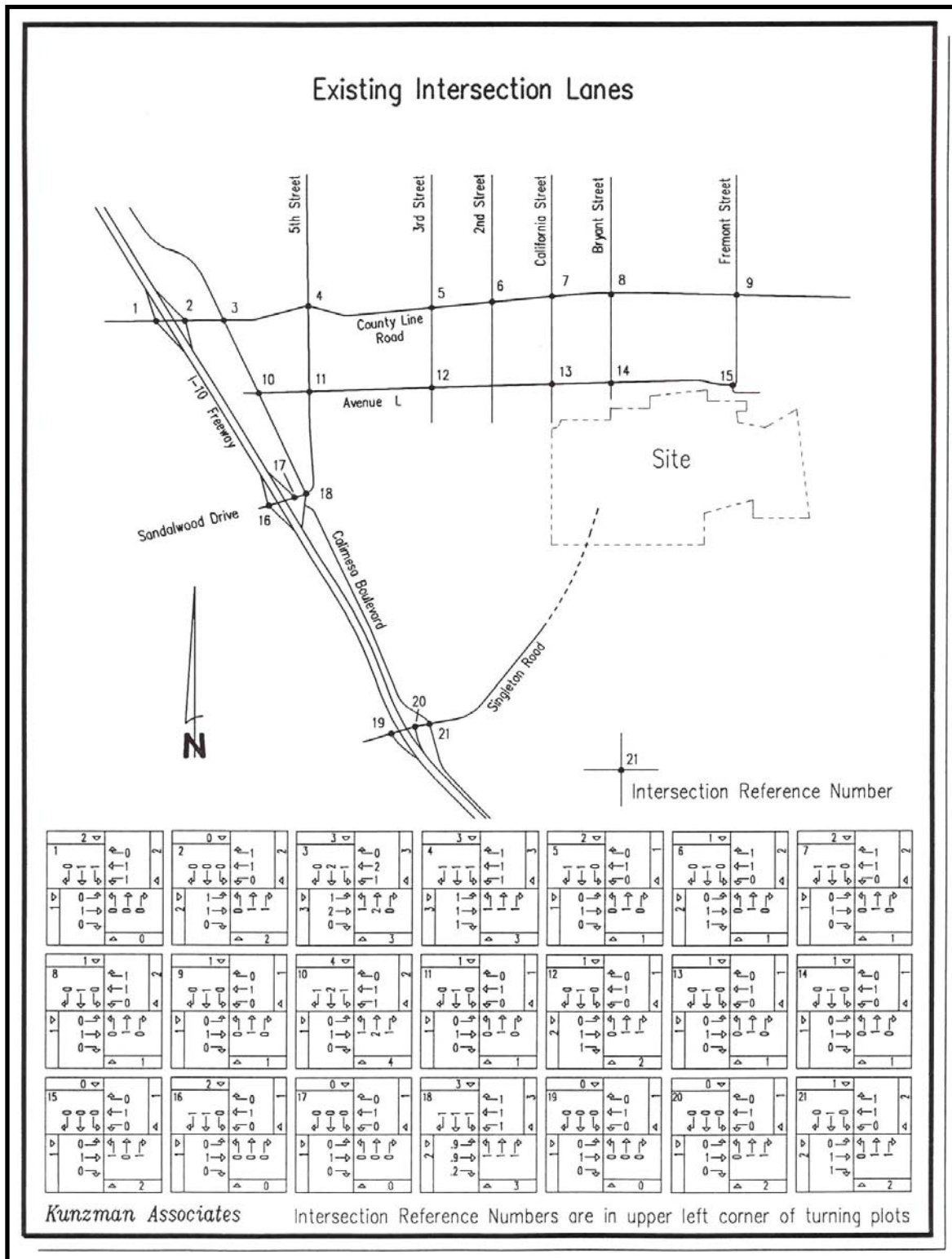




Figure 3.4-4

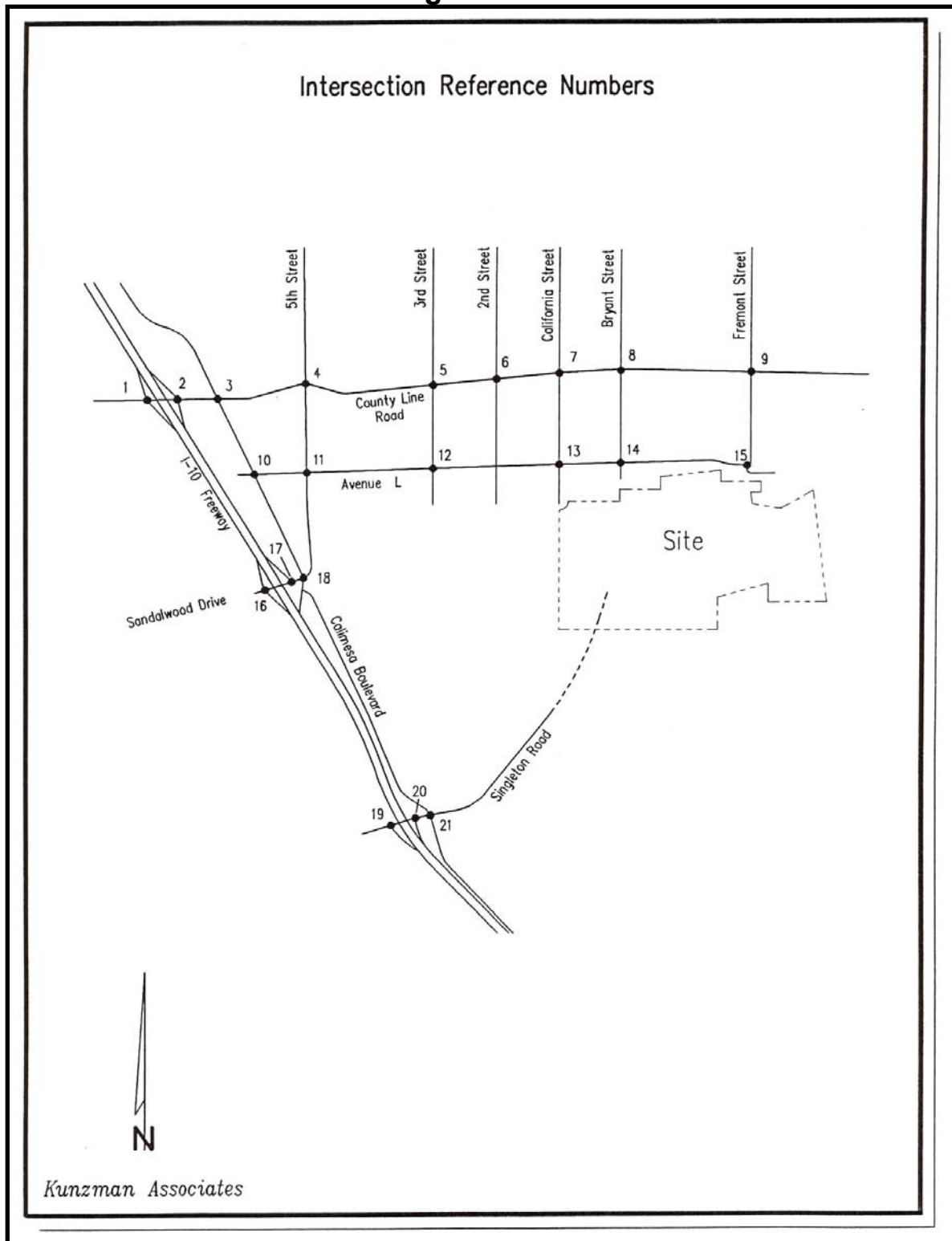




Table 3.4-1

EXISTING PLUS PROJECT SIGNALIZED INTERSECTION DELAY AND LEVEL OF SERVICE (LOS)

Intersection	Land Use Scenario	Peak Hour	Lanes												Delay in Seconds and Level of Service (LOS)	Lanes
			Northbound			Southbound			Eastbound			Westbound				
			Thr	Rt	Lt	Thr	Rt	Lt	Thr	Rt	Lt	Thr	Rt	Lt		
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	AM	0	0	0	1	0	1	1	0	0	1	0	1	19.9 B-	Existing
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	PM	0	0	0	1	0	1	1	0	0	1	0	1	17.6 B-	Existing
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	AM	0	0	0	1	0	1	1	0	0	1	0	1	19.6 B-	Existing
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	PM	0	0	0	1	0	1	1	0	0	1	0	1	17.8 B-	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	AM	1	1	0	0	0	0	1	0	1	1	1	0	5.9 A	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	PM	1	1	0	0	0	0	1	0	1	1	1	0	4.0 A	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	AM	1	1	0	0	0	0	1	0	1	1	1	0	6.6 A-	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	PM	1	1	0	0	0	0	1	0	1	1	1	0	5.8 A	Existing
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	AM	2	0	1	2	0	1	2	0	1	2	0	1	27.1 C	Existing
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	PM	2	0	1	2	0	1	2	0	1	2	0	1	25.8 C	Existing
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	AM	2	0	1	2	0	1	2	0	1	2	0	1	26.9 C	Existing
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	PM	2	0	1	2	0	1	2	0	1	2	0	1	24.3 C+	Existing
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	AM	1	0	2	2	0	1	2	0	1	2	0	1	24.1 C+	Mitigate
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	PM	1	0	2	2	0	1	2	0	1	2	0	1	25.2 C	Mitigate
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	AM	1	0	2	2	0	1	2	0	1	2	0	1	23.4 C+	Mitigate
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	PM	1	0	2	2	0	1	2	0	1	2	0	1	22.8 C+	Mitigate
4. 5th Street (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	AM	1	1	1	1	1	1	1	1	1	1	1	1	26.4 C	Existing
4. 5th Street (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	PM	1	1	1	1	1	1	1	1	1	1	1	1	28.7 C	Existing
4. 5th Street (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	AM	1	1	1	1	1	1	1	1	1	1	1	1	31.8 C	Existing
4. 5th Street (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	PM	1	1	1	1	1	1	1	1	1	1	1	1	33.1 C-	Existing
4. 5th Street (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	AM	1	1	1	1	1	1	2	0	1	2	0	1	22.9 C+	Mitigate
4. 5th Street (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	PM	1	1	1	1	1	1	2	0	1	2	0	1	25.5 C	Mitigate
4. 5th Street (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	AM	1	1	1	1	1	1	2	0	1	2	0	1	23.6 C+	Mitigate
4. 5th Street (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	PM	1	1	1	1	1	1	2	0	1	2	0	1	25.4 C	Mitigate
10. Calimesa Boulevard (NS) and Avenue L (EW)	Year 2001 Volumes W/O Project	AM	2	1	1	2	1	1	1	0	0	1	0	1	27.7 C	Existing
10. Calimesa Boulevard (NS) and Avenue L (EW)	Year 2001 Volumes W/O Project	PM	2	1	1	2	1	1	1	0	0	1	0	1	26.3 C	Existing
10. Calimesa Boulevard (NS) and Avenue L (EW)	Year 2001 Volumes W/ Project	AM	2	1	1	2	1	1	1	0	0	1	0	1	28.5 C	Existing
10. Calimesa Boulevard (NS) and Avenue L (EW)	Year 2001 Volumes W/ Project	PM	2	1	1	2	1	1	1	0	0	1	0	1	27.8 C	Existing
18. Calimesa Boulevard (NS) and Sandalwood Drive (EW)	Year 2001 Volumes W/O Project	AM	1	1	1	1	1	1	0.9	0.2	0.9	1	1	1	27.4 C	Existing
18. Calimesa Boulevard (NS) and Sandalwood Drive (EW)	Year 2001 Volumes W/O Project	PM	1	1	1	1	1	1	0.9	0.2	0.9	1	1	1	30.9 C-	Existing
18. Calimesa Boulevard (NS) and Sandalwood Drive (EW)	Year 2001 Volumes W/ Project	AM	1	1	1	1	1	1	0.9	0.2	0.9	1	1	1	28.2 C-	Existing
18. Calimesa Boulevard (NS) and Sandalwood Drive (EW)	Year 2001 Volumes W/ Project	PM	1	1	1	1	1	1	0.9	0.2	0.9	1	1	1	31.5 C-	Existing

NOTES

These calculations were made using the 1997 Highway Capacity Manual procedures.

The signalized intersection analysis is used even when an intersection is not signalized to show what its true potential carrying capacity is.

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Table 3.4-2

EXISTING PLUS OTHER DEVELOPMENT PLUS PROJECT SIGNALIZED INTERSECTION DELAY AND LEVEL OF SERVICE (LOS)

Intersection	Land Use Scenario	Peak Hour	Lanes												Delay in Seconds and Level of Service (LOS)	Lanes
			Northbound			Southbound			Eastbound			Westbound				
			Thr	Rt	Lt	Thr	Rt	Lt	Thr	Rt	Lt	Thr	Rt	Lt		
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	0	0	0	1	0	1	1	0	0	1	0	1	22.0 C+	Existing
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	PM	0	0	0	1	0	1	1	0	0	1	0	1	19.4 B-	Existing
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	AM	0	0	0	1	0	1	1	0	0	1	0	1	22.7 C+	Existing
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	PM	0	0	0	1	0	1	1	0	0	1	0	1	23.8 C+	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	1	1	0	0	0	0	1	0	1	1	1	0	8.0 A-	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	PM	1	1	0	0	0	0	1	0	1	1	1	0	5.2 A	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	AM	1	1	0	0	0	0	1	0	1	1	1	0	12.7 B+	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	PM	1	1	0	0	0	0	1	0	1	1	1	0	8.8 A-	Existing
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	2	0	1	2	0	1	2	0	1	2	0	1	34.4 C-	Existing
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	PM	2	0	1	2	0	1	2	0	1	2	0	1	27.4 C	Existing
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	AM	2	0	1	2	0	1	2	0	1	2	0	1	36.7 D+	Existing
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	PM	2	0	1	2	0	1	2	0	1	2	0	1	26.2 C	Existing
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	1	0	2	2	0	1	2	0	1	2	0	1	28.5 C	Mitigate
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	PM	1	0	2	2	0	1	2	0	1	2	0	1	26.4 C	Mitigate
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	1	0	2	2	0	1	2	0	1	2	0	1	29.0 C	Mitigate
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	AM	1	0	2	2	0	1	2	0	1	2	0	1	25.0 C+	Mitigate
3. Calimesa Boulevard (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	PM	1	0	2	2	0	1	2	0	1	2	0	1	25.0 C+	Mitigate
4. 5th Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	1	1	1	1	1	1	1	1	1	1	1	1	36.6 D+	Existing
4. 5th Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	PM	1	1	1	1	1	1	1	1	1	1	1	1	36.1 D+	Existing
4. 5th Street (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	AM	1	1	1	1	1	1	1	1	1	1	1	1	51.2 D-	Existing
4. 5th Street (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	PM	1	1	1	1	1	1	1	1	1	1	1	1	48.7 D-	Existing
4. 5th Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	1	1	1	1	1	1	2	0	1	2	0	1	25.3 C	Mitigate
4. 5th Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	PM	1	1	1	1	1	1	2	0	1	2	0	1	27.4 C	Mitigate
4. 5th Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	1	1	1	1	1	1	2	0	1	2	0	1	27.4 C	Mitigate
4. 5th Street (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	AM	1	1	1	1	1	1	2	0	1	2	0	1	28.7 C	Mitigate
4. 5th Street (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	PM	1	1	1	1	1	1	2	0	1	2	0	1	28.7 C	Mitigate
10. Calimesa Boulevard (NS) and Avenue L (EW)	Year 2007 Volumes W/O Project	AM	2	1	1	2	1	1	1	0	0	1	0	1	27.6 C	Existing
10. Calimesa Boulevard (NS) and Avenue L (EW)	Year 2007 Volumes W/O Project	PM	2	1	1	2	1	1	1	0	0	1	0	1	27.4 C	Existing
10. Calimesa Boulevard (NS) and Avenue L (EW)	Year 2007 Volumes W/ Project	AM	2	1	1	2	1	1	1	0	0	1	0	1	28.3 C	Existing
10. Calimesa Boulevard (NS) and Avenue L (EW)	Year 2007 Volumes W/ Project	PM	2	1	1	2	1	1	1	0	0	1	0	1	29.1 C	Existing
18. Calimesa Boulevard (NS) and Sandalwood Drive (EW)	Year 2007 Volumes W/O Project	AM	1	1	1	1	1	1	0.9	0.2	0.9	1	1	1	28.9 C	Existing
18. Calimesa Boulevard (NS) and Sandalwood Drive (EW)	Year 2007 Volumes W/O Project	PM	1	1	1	1	1	1	0.9	0.2	0.9	1	1	1	33.6 C-	Existing
18. Calimesa Boulevard (NS) and Sandalwood Drive (EW)	Year 2007 Volumes W/ Project	AM	1	1	1	1	1	1	0.9	0.2	0.9	1	1	1	29.8 C	Existing
18. Calimesa Boulevard (NS) and Sandalwood Drive (EW)	Year 2007 Volumes W/ Project	PM	1	1	1	1	1	1	0.9	0.2	0.9	1	1	1	34.8 C-	Existing

NOTES

These calculations were made using the 1997 Highway Capacity Manual procedures.

The signalized intersection analysis is used even when an intersection is not signalized to show what its true potential carrying capacity is.

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Table 3.4-3

EXISTING PLUS OTHER DEVELOPMENT PLUS PROJECT SIGNALIZED INTERSECTION DELAY AND LEVEL OF SERVICE (LOS)
WITH SINGLETON CONNECTING SOUTH TO I-10

Intersection	Land Use Scenario	Peak Hour	Lanes								Delay in Seconds and Level of Service (LOS)	Lanes				
			Northbound			Southbound			Eastbound				Westbound			
			Thr	Rt	Lt	Thr	Rt	Lt	Thr	Rt			Lt	Thr	Rt	Lt
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	0	0	0	1	0	1	1	0	0	1	0	1	22.7 C+	Existing
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	0	0	0	1	0	1	1	0	0	1	0	1	23.8 C+	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	1	1	0	0	0	0	1	0	1	1	1	0	12.7 B+	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	1	1	0	0	0	0	1	0	1	1	1	0	8.8 A-	Existing
3. Calimesa Boulevard (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	2	0	1	2	0	1	2	0	1	2	0	1	36.7 D+	Existing
3. Calimesa Boulevard (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	2	0	1	2	0	1	2	0	1	2	0	1	26.2 C	Existing
3. Calimesa Boulevard (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	1	0	2	2	0	1	2	0	1	2	0	1	29.0 C	Mitigate
3. Calimesa Boulevard (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	1	0	2	2	0	1	2	0	1	2	0	1	25.0 C+	Mitigate
4. 5th Street (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	1	1	1	1	1	1	1	1	1	1	1	1	51.2 D-	Existing
4. 5th Street (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	1	1	1	1	1	1	1	1	1	1	1	1	48.7 D-	Existing
4. 5th Street (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	1	1	1	1	1	1	2	0	1	2	0	1	27.4 C	Mitigate
4. 5th Street (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	1	1	1	1	1	1	2	0	1	2	0	1	28.7 C	Mitigate
10. Calimesa Boulevard (NS) and Avenue L (EW)	Yr 2007 Vols w/ Singleton to South	AM	2	1	1	2	1	1	1	0	0	1	0	1	28.3 C	Existing
10. Calimesa Boulevard (NS) and Avenue L (EW)	Yr 2007 Vols w/ Singleton to South	PM	2	1	1	2	1	1	1	0	0	1	0	1	29.1 C	Existing
18. Calimesa Boulevard (NS) and Sandalwood Drive (EW)	Yr 2007 Vols w/ Singleton to South	AM	1	1	1	1	1	1	0.9	0.2	0.9	1	1	1	28.9 C	Existing
18. Calimesa Boulevard (NS) and Sandalwood Drive (EW)	Yr 2007 Vols w/ Singleton to South	PM	1	1	1	1	1	1	0.9	0.2	0.9	1	1	1	33.6 C-	Existing

NOTES

These calculations were made using the 1997 Highway Capacity Manual procedures.

The signalized intersection analysis is used even when an intersection is not signalized to show what its true potential carrying capacity is.

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Table 3.4-4

EXISTING PLUS PROJECT DELAY AND LEVEL OF SERVICE (LOS) FOR TWO WAY STOP INTERSECTIONS

Intersection	Land Use Scenario	Peak Hour	Lanes												Average Delay in Seconds for Vehicles That Stop	Level of Service (LOS) for Vehicles That Stop	Lanes
			Northbound			Southbound			Eastbound			Westbound					
			Thr	Rt	Lt	Thr	Rt	Lt	Thr	Rt	Lt	Thr	Rt	Lt			
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	AM	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	20.1	C	Existing
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	PM	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	15.6	C	Existing
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	AM	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	79.8	F	Existing
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	PM	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	60.0	F	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	12.3	B	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	12.3	B	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	13.7	B	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	17.2	C	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	12.3	B	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	12.3	B	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	13.7	B	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	17.2	C	Existing
15. Fremont Street (NS) and Avenue L (EW)	Year 2001 Volumes W/O Project	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.0	A	Existing
15. Fremont Street (NS) and Avenue L (EW)	Year 2001 Volumes W/O Project	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	7.9	A	Existing
15. Fremont Street (NS) and Avenue L (EW)	Year 2001 Volumes W/ Project	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.3	A	Existing
15. Fremont Street (NS) and Avenue L (EW)	Year 2001 Volumes W/ Project	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.5	A	Existing
16. I-10 Eastbound Ramps (NS) and Sandalwood Drive (EW)	Year 2001 Volumes W/O Project	AM	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	10.3	B	Existing
16. I-10 Eastbound Ramps (NS) and Sandalwood Drive (EW)	Year 2001 Volumes W/O Project	PM	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	15.8	C	Existing
16. I-10 Eastbound Ramps (NS) and Sandalwood Drive (EW)	Year 2001 Volumes W/ Project	AM	0.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	10.6	B	Existing
16. I-10 Eastbound Ramps (NS) and Sandalwood Drive (EW)	Year 2001 Volumes W/ Project	PM	0.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	13.8	B	Existing
17. I-10 Westbound Ramps (NS) and Sandalwood Drive (EW)	Year 2001 Volumes W/O Project	AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.5	A	Existing
17. I-10 Westbound Ramps (NS) and Sandalwood Drive (EW)	Year 2001 Volumes W/O Project	PM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.2	A	Existing
17. I-10 Westbound Ramps (NS) and Sandalwood Drive (EW)	Year 2001 Volumes W/ Project	AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.6	A	Existing
17. I-10 Westbound Ramps (NS) and Sandalwood Drive (EW)	Year 2001 Volumes W/ Project	PM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.4	A	Existing
19. I-10 Eastbound Ramps (NS) and Singleton Road (EW)	Year 2001 Volumes W/O Project	AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	7.3	A	Existing
19. I-10 Eastbound Ramps (NS) and Singleton Road (EW)	Year 2001 Volumes W/O Project	PM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	7.3	A	Existing
19. I-10 Eastbound Ramps (NS) and Singleton Road (EW)	Year 2001 Volumes W/ Project	AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	7.3	A	Existing
19. I-10 Eastbound Ramps (NS) and Singleton Road (EW)	Year 2001 Volumes W/ Project	PM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	7.3	A	Existing
20. I-10 Westbound Ramps (NS) and Singleton Road (EW)	Year 2001 Volumes W/O Project	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.1	B	Existing
20. I-10 Westbound Ramps (NS) and Singleton Road (EW)	Year 2001 Volumes W/O Project	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	13.5	B	Existing
20. I-10 Westbound Ramps (NS) and Singleton Road (EW)	Year 2001 Volumes W/ Project	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.1	B	Existing
20. I-10 Westbound Ramps (NS) and Singleton Road (EW)	Year 2001 Volumes W/ Project	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	13.5	B	Existing
NOTE. These calculations were made using the 2000 Highway Capacity Manual (HCM) procedures.																	

NOTE. These calculations were made using the 2000 Highway Capacity Manual (HCM) procedures.

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Table 3.4-5

EXISTING PLUS FUTURE DEVELOPMENT PLUS PROJECT DELAY AND LEVEL OF SERVICE (LOS) FOR TWO WAY STOP INTERSECTIONS

Intersection		Land Use Scenario	Peak Hour	Lanes								Average Delay in Seconds for Vehicles That Stop	Level of Service (LOS) for Vehicles That Stop	Lanes				
				Northbound			Southbound			Eastbound					Westbound			
				Thr	Rt	Lt	Thr	Rt	Lt	Thr	Rt				Lt	Thr	Rt	Lt
1.	I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	114.6	F	Existing
1.	I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	PM	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	90.9	F	Existing
1.	I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	AM	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	100.0	F	Existing
1.	I-10 Eastbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	PM	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	65.5	F	Existing
2.	I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	14.2	B	Existing
2.	I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	14.1	B	Existing
2.	I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	16.4	C	Existing
2.	I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	20.7	C	Existing
2.	I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	14.2	B	Existing
2.	I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	14.1	B	Existing
2.	I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	16.4	C	Existing
2.	I-10 Westbound Ramps (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	20.7	C	Existing
15.	Fremont Street (NS) and Avenue L (EW)	Year 2007 Volumes W/O Project	AM	0.0	1.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.1	A	Existing
15.	Fremont Street (NS) and Avenue L (EW)	Year 2007 Volumes W/O Project	PM	0.0	1.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	7.9	A	Existing
15.	Fremont Street (NS) and Avenue L (EW)	Year 2007 Volumes W/ Project	AM	0.0	1.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.5	A	Existing
15.	Fremont Street (NS) and Avenue L (EW)	Year 2007 Volumes W/ Project	PM	0.0	1.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.5	A	Existing
16.	I-10 Eastbound Ramps (NS) and Sandalwood Drive (EW)	Year 2007 Volumes W/O Project	AM	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	13.1	B	Existing
16.	I-10 Eastbound Ramps (NS) and Sandalwood Drive (EW)	Year 2007 Volumes W/O Project	PM	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	15.6	C	Existing
16.	I-10 Eastbound Ramps (NS) and Sandalwood Drive (EW)	Year 2007 Volumes W/ Project	AM	0.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	14.1	B	Existing
16.	I-10 Eastbound Ramps (NS) and Sandalwood Drive (EW)	Year 2007 Volumes W/ Project	PM	0.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	18.2	C	Existing
17.	I-10 Westbound Ramps (NS) and Sandalwood Drive (EW)	Year 2007 Volumes W/O Project	AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	9.2	A	Existing
17.	I-10 Westbound Ramps (NS) and Sandalwood Drive (EW)	Year 2007 Volumes W/O Project	PM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.7	A	Existing
17.	I-10 Westbound Ramps (NS) and Sandalwood Drive (EW)	Year 2007 Volumes W/ Project	AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	9.4	A	Existing
17.	I-10 Westbound Ramps (NS) and Sandalwood Drive (EW)	Year 2007 Volumes W/ Project	PM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.9	A	Existing
19.	I-10 Eastbound Ramps (NS) and Singleton Road (EW)	Year 2007 Volumes W/O Project	AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	7.3	A	Existing
19.	I-10 Eastbound Ramps (NS) and Singleton Road (EW)	Year 2007 Volumes W/O Project	PM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	7.3	A	Existing
19.	I-10 Eastbound Ramps (NS) and Singleton Road (EW)	Year 2007 Volumes W/ Project	AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	7.3	A	Existing
19.	I-10 Eastbound Ramps (NS) and Singleton Road (EW)	Year 2007 Volumes W/ Project	PM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	7.3	A	Existing
20.	I-10 Westbound Ramps (NS) and Singleton Road (EW)	Year 2007 Volumes W/O Project	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.6	B	Existing
20.	I-10 Westbound Ramps (NS) and Singleton Road (EW)	Year 2007 Volumes W/O Project	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	13.7	B	Existing
20.	I-10 Westbound Ramps (NS) and Singleton Road (EW)	Year 2007 Volumes W/ Project	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.6	B	Existing
20.	I-10 Westbound Ramps (NS) and Singleton Road (EW)	Year 2007 Volumes W/ Project	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	13.7	B	Existing

NOTE. These calculations were made using the 2000 Highway Capacity Manual (HCM) procedures.

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Table 3.4-6

EXISTING PLUS FUTURE DEVELOPMENT PLUS PROJECT DELAY AND LEVEL OF SERVICE (LOS) FOR TWO WAY STOP INTERSECTIONS
WITH SINGLETON CONNECTING SOUTH

Intersection	Land Use Scenario	Peak Hour	Lanes								Average Delay in Seconds for Vehicles That Stop	Level of Service (LOS) for Vehicles That Stop	Lanes				
			Northbound			Southbound			Eastbound					Westbound			
			Thr	Rt	Lt	Thr	Rt	Lt	Thr	Rt				Lt	Thr	Rt	Lt
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	100.0	F	Existing
1. I-10 Eastbound Ramps (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	65.5	F	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	16.4	C	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	20.7	C	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	16.4	C	Existing
2. I-10 Westbound Ramps (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0	20.7	C	Existing
15. Fremont Street (NS) and Avenue L (EW)	Yr 2007 Vols w/ Singleton to South	AM	0.0	1.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.5	A	Existing
15. Fremont Street (NS) and Avenue L (EW)	Yr 2007 Vols w/ Singleton to South	PM	0.0	1.0	1.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.5	A	Existing
16. I-10 Eastbound Ramps (NS) and Sandelwood Drive (EW)	Yr 2007 Vols w/ Singleton to South	AM	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	13.1	B	Existing
16. I-10 Eastbound Ramps (NS) and Sandelwood Drive (EW)	Yr 2007 Vols w/ Singleton to South	PM	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	15.6	C	Existing
17. I-10 Westbound Ramps (NS) and Sandelwood Drive (EW)	Yr 2007 Vols w/ Singleton to South	AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	9.2	A	Existing
17. I-10 Westbound Ramps (NS) and Sandelwood Drive (EW)	Yr 2007 Vols w/ Singleton to South	PM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	8.7	A	Existing
19. I-10 Eastbound Ramps (NS) and Singleton Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	7.3	A	Existing
19. I-10 Eastbound Ramps (NS) and Singleton Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	7.3	A	Existing
20. I-10 Westbound Ramps (NS) and Singleton Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	10.9	B	Existing
20. I-10 Westbound Ramps (NS) and Singleton Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	1.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	10.4	B	Existing

NOTE. These calculations were made using the 2000 Highway Capacity Manual (HCM) procedures.

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Table 3.4-7

EXISTING PLUS PROJECT DELAY AND LEVEL OF SERVICE (LOS) FOR ALL WAY STOP INTERSECTIONS

Intersection	Land Use Scenario	Peak Hour	Lanes								Delay in Seconds	Level of Service (LOS)	Lanes				
			Northbound		Southbound		Eastbound		Westbound								
			Thr	Rt	Lt	Thr	Rt	Lt	Thr	Rt	Lt			Thr	Rt	Lt	
5. 3rd Street (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	13.6	B	Existing
5. 3rd Street (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	13.7	B	Existing
5. 3rd Street (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	14.2	B	Existing
5. 3rd Street (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	14.6	B	Existing
6. 2nd Street (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	13.2	B	Existing
6. 2nd Street (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	13.3	B	Existing
6. 2nd Street (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	13.8	B	Existing
6. 2nd Street (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	14.1	B	Existing
7. California Street (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	12.9	B	Existing
7. California Street (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	13.0	B	Existing
7. California Street (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	13.4	B	Existing
7. California Street (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	13.6	B	Existing
8. Bryant Street (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	12.7	B	Existing
8. Bryant Street (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	12.5	B	Existing
8. Bryant Street (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	12.8	B	Existing
8. Bryant Street (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	12.5	B	Existing
9. Fremont Street (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.5	B	Existing
9. Fremont Street (NS) and County Line Road (EW)	Year 2001 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.4	B	Existing
9. Fremont Street (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.4	B	Existing
9. Fremont Street (NS) and County Line Road (EW)	Year 2001 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.3	B	Existing
11. 5th Street (NS) and Avenue L (EW)	Year 2001 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.3	B	Existing
11. 5th Street (NS) and Avenue L (EW)	Year 2001 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.3	B	Existing
11. 5th Street (NS) and Avenue L (EW)	Year 2001 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.4	B	Existing
11. 5th Street (NS) and Avenue L (EW)	Year 2001 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.5	B	Existing
12. 3rd Street (NS) and Avenue L (EW)	Year 2001 Volumes W/O Project	AM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	12.7	B	Existing
12. 3rd Street (NS) and Avenue L (EW)	Year 2001 Volumes W/O Project	PM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	12.7	B	Existing
12. 3rd Street (NS) and Avenue L (EW)	Year 2001 Volumes W/ Project	AM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	13.0	B	Existing
12. 3rd Street (NS) and Avenue L (EW)	Year 2001 Volumes W/ Project	PM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	13.1	B	Existing
13. California Street (NS) and Avenue L (EW)	Year 2001 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.2	B	Existing
13. California Street (NS) and Avenue L (EW)	Year 2001 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.1	B	Existing
13. California Street (NS) and Avenue L (EW)	Year 2001 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.4	B	Existing
13. California Street (NS) and Avenue L (EW)	Year 2001 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.5	B	Existing
14. Bryant Street (NS) and Avenue L (EW)	Year 2001 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	11.8	B	Existing
14. Bryant Street (NS) and Avenue L (EW)	Year 2001 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.1	B	Existing
14. Bryant Street (NS) and Avenue L (EW)	Year 2001 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.2	B	Existing
14. Bryant Street (NS) and Avenue L (EW)	Year 2001 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.3	B	Existing
21. Calimesa Boulevard (NS) and Singleton Road (EW)	Year 2001 Volumes W/O Project	AM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	12.0	B	Existing
21. Calimesa Boulevard (NS) and Singleton Road (EW)	Year 2001 Volumes W/O Project	PM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	12.3	B	Existing
21. Calimesa Boulevard (NS) and Singleton Road (EW)	Year 2001 Volumes W/ Project	AM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	12.0	B	Existing
21. Calimesa Boulevard (NS) and Singleton Road (EW)	Year 2001 Volumes W/ Project	PM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	12.3	B	Existing

NOTE: These calculations were made using the 2000 Highway Capacity Manual (HCM) procedures.

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Table 3.4-8

EXISTING PLUS OTHER DEVELOPMENT PLUS PROJECT DELAY AND LEVEL OF SERVICE (LOS) FOR ALL WAY STOP INTERSECTIONS

Intersection	Land Use Scenario	Peak Hour	Lanes								Delay in Seconds	Level of Service (LOS)	Lanes				
			Northbound			Southbound			Eastbound					Westbound			
			Thr	Rt	Lt	Thr	Rt	Lt	Thr	Rt				Lt	Thr	Rt	Lt
5. 3rd Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	14.1	B	Existing
5. 3rd Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	14.3	B	Existing
5. 3rd Street (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	14.8	B	Existing
5. 3rd Street (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	15.4	C	Existing
6. 2nd Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	13.7	B	Existing
6. 2nd Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	13.8	B	Existing
6. 2nd Street (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	14.3	B	Existing
6. 2nd Street (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	14.7	B	Existing
7. California Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	13.2	B	Existing
7. California Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	13.2	B	Existing
7. California Street (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	13.7	B	Existing
7. California Street (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	13.9	B	Existing
8. Bryant Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	13.0	B	Existing
8. Bryant Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	12.6	B	Existing
8. Bryant Street (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	13.0	B	Existing
8. Bryant Street (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	12.7	B	Existing
9. Fremont Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.7	B	Existing
9. Fremont Street (NS) and County Line Road (EW)	Year 2007 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.5	B	Existing
9. Fremont Street (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.6	B	Existing
9. Fremont Street (NS) and County Line Road (EW)	Year 2007 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.5	B	Existing
11. 5th Street (NS) and Avenue L (EW)	Year 2007 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.4	B	Existing
11. 5th Street (NS) and Avenue L (EW)	Year 2007 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.5	B	Existing
11. 5th Street (NS) and Avenue L (EW)	Year 2007 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.5	B	Existing
11. 5th Street (NS) and Avenue L (EW)	Year 2007 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.6	B	Existing
12. 3rd Street (NS) and Avenue L (EW)	Year 2007 Volumes W/O Project	AM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	12.8	B	Existing
12. 3rd Street (NS) and Avenue L (EW)	Year 2007 Volumes W/O Project	PM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	12.8	B	Existing
12. 3rd Street (NS) and Avenue L (EW)	Year 2007 Volumes W/ Project	AM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	13.1	B	Existing
12. 3rd Street (NS) and Avenue L (EW)	Year 2007 Volumes W/ Project	PM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	13.3	B	Existing
13. California Street (NS) and Avenue L (EW)	Year 2007 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.2	B	Existing
13. California Street (NS) and Avenue L (EW)	Year 2007 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.1	B	Existing
13. California Street (NS) and Avenue L (EW)	Year 2007 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.5	B	Existing
13. California Street (NS) and Avenue L (EW)	Year 2007 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.5	B	Existing
14. Bryant Street (NS) and Avenue L (EW)	Year 2007 Volumes W/O Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	11.8	B	Existing
14. Bryant Street (NS) and Avenue L (EW)	Year 2007 Volumes W/O Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.1	B	Existing
14. Bryant Street (NS) and Avenue L (EW)	Year 2007 Volumes W/ Project	AM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.2	B	Existing
14. Bryant Street (NS) and Avenue L (EW)	Year 2007 Volumes W/ Project	PM	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	12.4	B	Existing
21. Calimesa Boulevard (NS) and Singleton Road (EW)	Year 2007 Volumes W/O Project	AM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	12.0	B	Existing
21. Calimesa Boulevard (NS) and Singleton Road (EW)	Year 2007 Volumes W/O Project	PM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	12.3	B	Existing
21. Calimesa Boulevard (NS) and Singleton Road (EW)	Year 2007 Volumes W/ Project	AM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	12.0	B	Existing
21. Calimesa Boulevard (NS) and Singleton Road (EW)	Year 2007 Volumes W/ Project	PM	1.0	1.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	12.3	B	Existing

NOTE: These calculations were made using the 2000 Highway Capacity Manual (HCM) procedures.

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Table 3.4-9

EXISTING PLUS OTHER DEVELOPMENT PLUS PROJECT DELAY AND LEVEL OF SERVICE (LOS) FOR ALL WAY STOP INTERSECTIONS
WITH SINGLETON CONNECTION TO I-10

Intersection	Land Use Scenario	Peak Hour	Lanes				Delay in Seconds	Level of Service (LOS)	Lanes
			Northbound	Southbound	Eastbound	Westbound			
			Thr Rt Lt	Thr Rt Lt	Thr Rt Lt	Thr Rt Lt			
5. 3rd Street (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	1.0 0.0 0.0	1.0 1.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	14.8	B	Existing
5. 3rd Street (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	1.0 0.0 0.0	1.0 1.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	15.4	C	Existing
6. 2nd Street (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	1.0 0.0 0.0	1.0 0.0 0.0	1.0 1.0 0.0	1.0 1.0 0.0	14.3	B	Existing
6. 2nd Street (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	1.0 0.0 0.0	1.0 0.0 0.0	1.0 1.0 0.0	1.0 1.0 0.0	14.7	B	Existing
7. California Street (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	1.0 0.0 0.0	1.0 1.0 0.0	1.0 0.0 0.0	1.0 1.0 0.0	13.7	B	Existing
7. California Street (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	1.0 0.0 0.0	1.0 1.0 0.0	1.0 0.0 0.0	1.0 1.0 0.0	13.9	B	Existing
8. Bryant Street (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	1.0 1.0 0.0	13.0	B	Existing
8. Bryant Street (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	1.0 1.0 0.0	12.7	B	Existing
9. Fremont Street (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	12.6	B	Existing
9. Fremont Street (NS) and County Line Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	12.5	B	Existing
11. 5th Street (NS) and Avenue L (EW)	Yr 2007 Vols w/ Singleton to South	AM	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	12.5	B	Existing
11. 5th Street (NS) and Avenue L (EW)	Yr 2007 Vols w/ Singleton to South	PM	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	12.6	B	Existing
12. 3rd Street (NS) and Avenue L (EW)	Yr 2007 Vols w/ Singleton to South	AM	1.0 1.0 0.0	1.0 0.0 0.0	1.0 1.0 0.0	1.0 0.0 0.0	13.1	B	Existing
12. 3rd Street (NS) and Avenue L (EW)	Yr 2007 Vols w/ Singleton to South	PM	1.0 1.0 0.0	1.0 0.0 0.0	1.0 1.0 0.0	1.0 0.0 0.0	13.3	B	Existing
13. California Street (NS) and Avenue L (EW)	Yr 2007 Vols w/ Singleton to South	AM	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	12.5	B	Existing
13. California Street (NS) and Avenue L (EW)	Yr 2007 Vols w/ Singleton to South	PM	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	12.5	B	Existing
14. Bryant Street (NS) and Avenue L (EW)	Yr 2007 Vols w/ Singleton to South	AM	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	12.2	B	Existing
14. Bryant Street (NS) and Avenue L (EW)	Yr 2007 Vols w/ Singleton to South	PM	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	1.0 0.0 0.0	12.4	B	Existing
21. Calimesa Boulevard (NS) and Singleton Road (EW)	Yr 2007 Vols w/ Singleton to South	AM	1.0 1.0 0.0	1.0 0.0 0.0	1.0 1.0 0.0	1.0 1.0 0.0	12.1	B	Existing
21. Calimesa Boulevard (NS) and Singleton Road (EW)	Yr 2007 Vols w/ Singleton to South	PM	1.0 1.0 0.0	1.0 0.0 0.0	1.0 1.0 0.0	1.0 1.0 0.0	12.4	B	Existing

NOTE: These calculations were made using the 2000 Highway Capacity Manual (HCM) procedures.

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Table 3.4-10

LEVEL OF SERVICE DESCRIPTION
FOR DELAY METHOD (1997 METHODOLOGY)

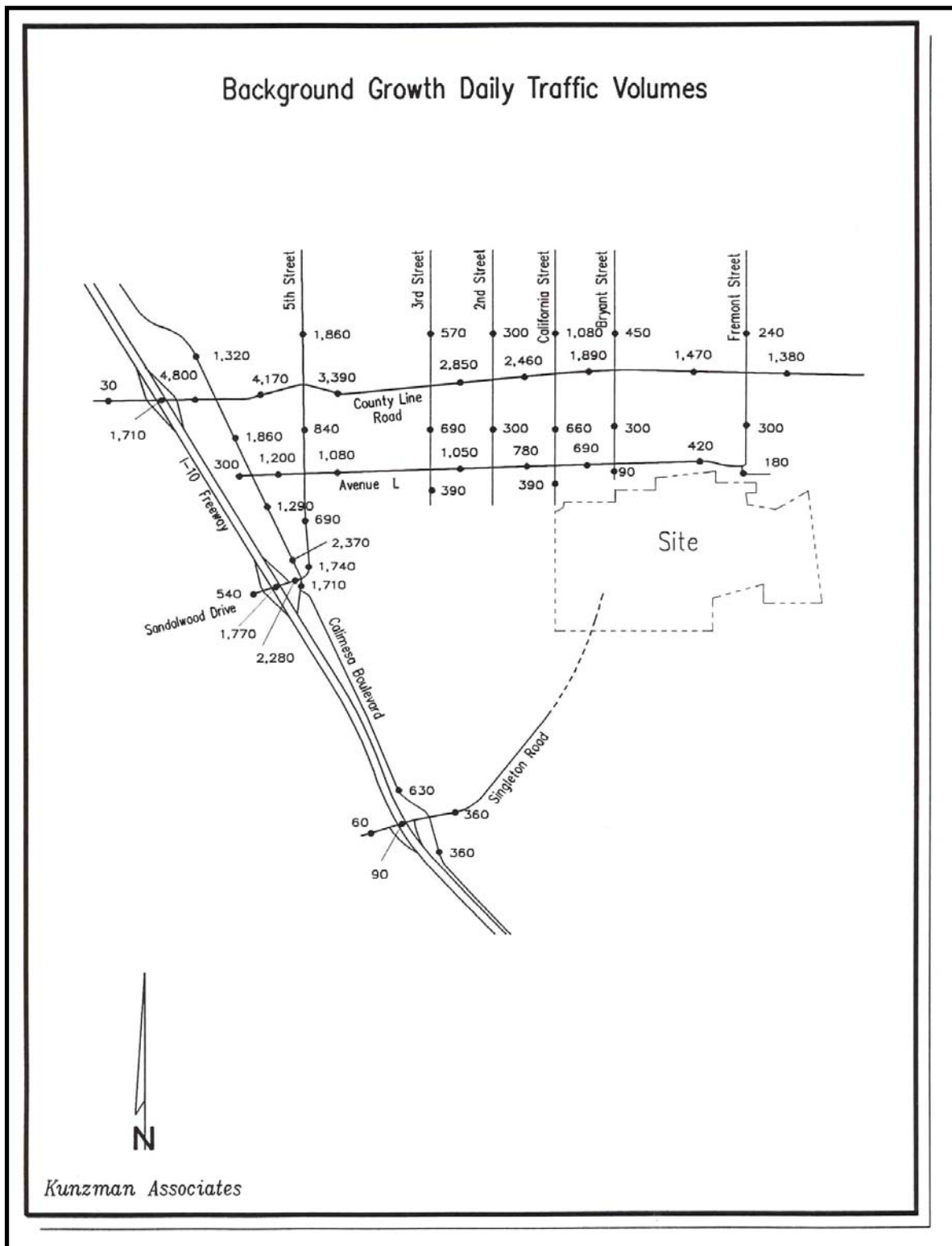
Level of Service	Description	Stopped Delay per Vehicle (Seconds)	
		With Signal	No Signal
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.0	0 to 10.0
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	10.1 to 20.0	10.1 to 15.0
C	Level of Service generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.1 to 35.0	15.1 to 25.0
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.1 to 55.0	25.1 to 35.0
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.1 to 80.0	35.1 to 50.0
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with over-saturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.1 +	50.1 +

Source: HIGHWAY CAPACITY MANUAL, Special Report 2099, Transportation Research Board, National Research Council, Washington, D.C., 1997, Pages 9-6 to 9-7.

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Figure 3.4-5





3.4.2 Project Impacts Prior to Mitigation

To estimate project-related traffic volumes at various points on the street network, a three-step process is utilized. First, the traffic that will be generated by the proposed development is determined. Second, the traffic volumes are geographically distributed to major attractions of trips, such as employment centers, commercial centers, recreational areas or residential areas. Finally, the trips are assigned to specific roadways and the project-related volumes are determined on a route-by-route basis.

Cumulative Projects

Future Conditions

Substantial additional development will occur in the city in the future. To assess future traffic conditions, project traffic is combined with existing traffic and traffic from other surrounding development. Figure 3.4-6 illustrates traffic conditions including other planned development with the project.

To account for growth, which can be expected in the area, a growth rate of 5 percent per year compounded annually for 6 years has been assumed. The total compounded growth over 6 years is 30 percent. The City of Calimesa is the source for the growth rate assumption.

Cumulative Daily Traffic Volumes

Figure 3.4-6 and Exhibit 3.4-3 displays the cumulative traffic volumes that exist when the project traffic volumes and other future development traffic volumes are added to existing traffic volumes. For existing plus future development traffic conditions, the expected daily two-way traffic volumes are as illustrated in Figure 3.4-7. The growth component expressed in daily volumes is shown in Figure 3.4-8.

Cumulative Level of Service

From the intersection delay analysis, the intersection Level of Service (LOS) can be determined because LOS is directly related to intersection delay. Table 3.4-10 shows how LOS is related to intersection delay and describes LOS.



Exhibit 3.4-3 Daily Traffic Analysis

Street Section	Existing + Cumulative Volumes	Existing + Cumulative + Project Volumes	General Plan Capacities (LOS C)
COUNTY LINE ROAD			
- w/o Eastbound Ramps	130	300	28,000
- Eastbound to Westbound Ramps	7,410	10,528	28,000
- Westbound Ramps to Calimesa Boulevard	20,800	27,037	28,000
- Calimesa Boulevard to 5 th Street	18,070	23,861	28,000
- 5 th Street to 3 rd Street	14,690	19,145	13,500
- 3 rd Street to 2 nd Street	12,350	16,805	13,500
- 2 nd Street to California Street	10,660	15,115	13,500
- California Street to Bryant Street	8,190	12,645	13,500
- Bryant Street to Fremont Street	6,370	7,261	13,500
- e/o Fremont Street	5,980	6,425	13,500
AVENUE L			
- w/o Calimesa Boulevard	1,300	1,300	13,500
- Calimesa Boulevard to 5 th Street	5,200	6,982	13,500
- 5 th Street to 3 rd Street	4,680	7,798	7,500
- 3 rd Street to 2 nd Street	4,550	7,668	7,500
- 2 nd Street to California Street	3,380	6,498	7,500
- California Street to Bryant Street	2,990	6,108	7,500
- Bryant Street to Fremont Street	1,820	2,265	7,500
SANDALWOOD DRIVE			
- w/o Eastbound Ramps	2,340	2,340	28,000
- Eastbound to Westbound Ramps	7,670	8,115	28,000
- Westbound Ramp to Calimesa Boulevard	9,880	10,325	28,000
- Calimesa Boulevard to 5 th Street	7,540	7,540	13,500
SINGLETON ROAD			
- w/o Eastbound Ramps	260	260	28,000
- Eastbound to Calimesa Boulevard	390	390	28,000
- e/o Calimesa Boulevard	1,560	1,560	13,500
CALIMESA BOULEVARD			
- n/o County Line Road	20,800	27,037	28,000
- County Line Road to Avenue L	8,060	8,951	28,000
- Avenue L to Sandalwood	5,590	6,481	28,000
- Sandalwood Road to Singleton Road	2,730	2,730	28,000
- s/o Singleton Road	1,560	1,560	28,000
5TH STREET			
- n/o County Line Road	8,060	8,060	13,500
- County Line Road to Avenue L	3,640	4,976	13,500
- Avenue L to Sandalwood	2,990	2,990	13,500
3RD STREET			
- n/o County Line Road	2,470	2,470	7,700
- County Line Road to Avenue L	2,990	2,990	7,700
- s/o Avenue L	1,690	1,690	7,700
2ND STREET			
- n/o County Line Road	1,300	1,300	7,700
- County Line Road to Avenue L	1,300	1,300	7,700
CALIFORNIA STREET			
- n/o County Line Road	4,680	4,680	7,700
- County Line Road to Avenue L	2,860	2,860	7,700
- s/o Avenue L	1,690	1,690	7,700
BRYANT STREET			
- w/o County Line Road	1,950	2,841	13,500
- County Line Road to Avenue L	1,300	5,755	13,500
- s/o Avenue L	390	7,518	13,500
FREMONT STREET			
- n/o County Line Road	1,040	1,040	7,700
- County Line Road to Avenue L	1,300	2,636	7,700
- s/o Avenue L	780	2,562	--



Figure 3.4-6

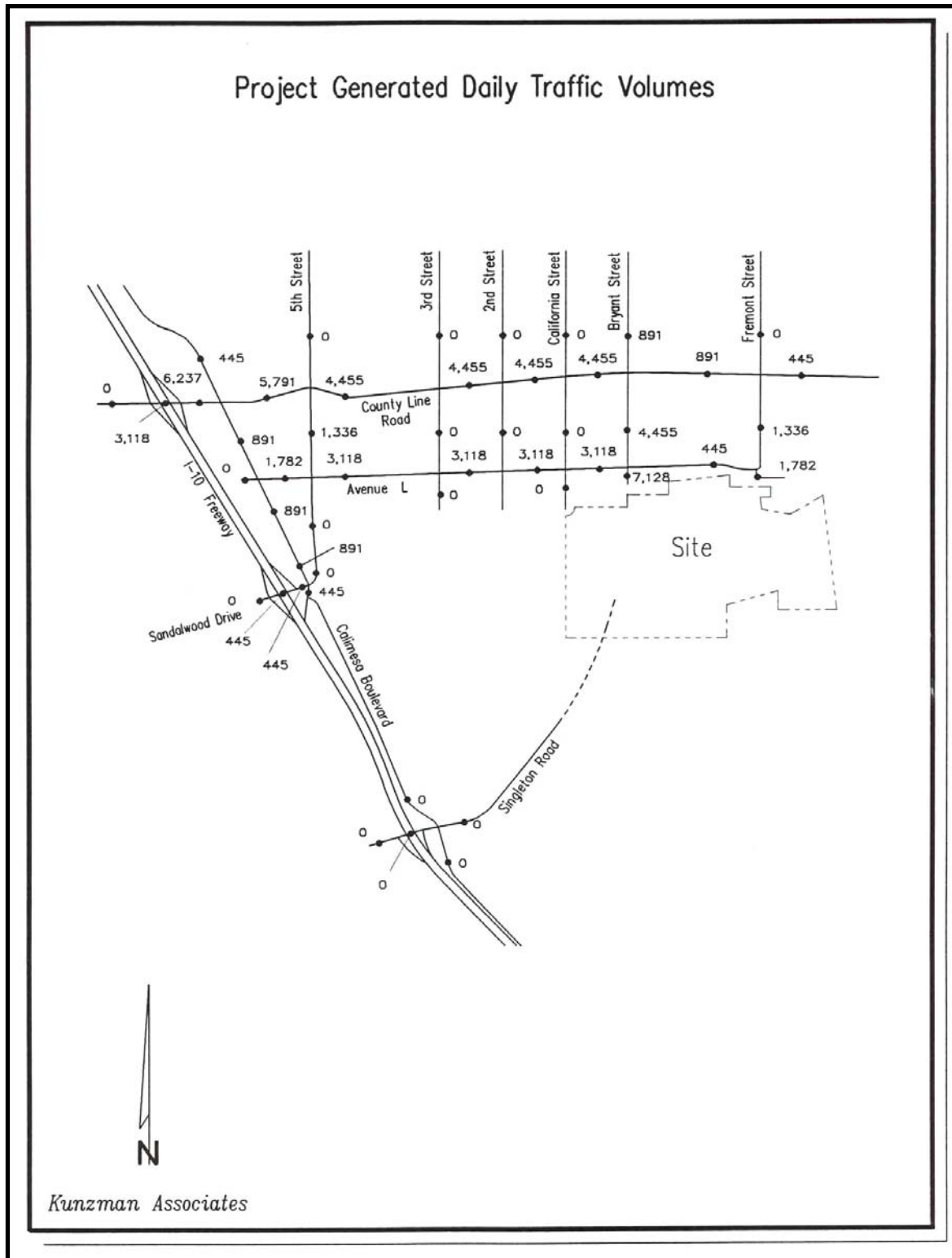




Figure 3.4-7

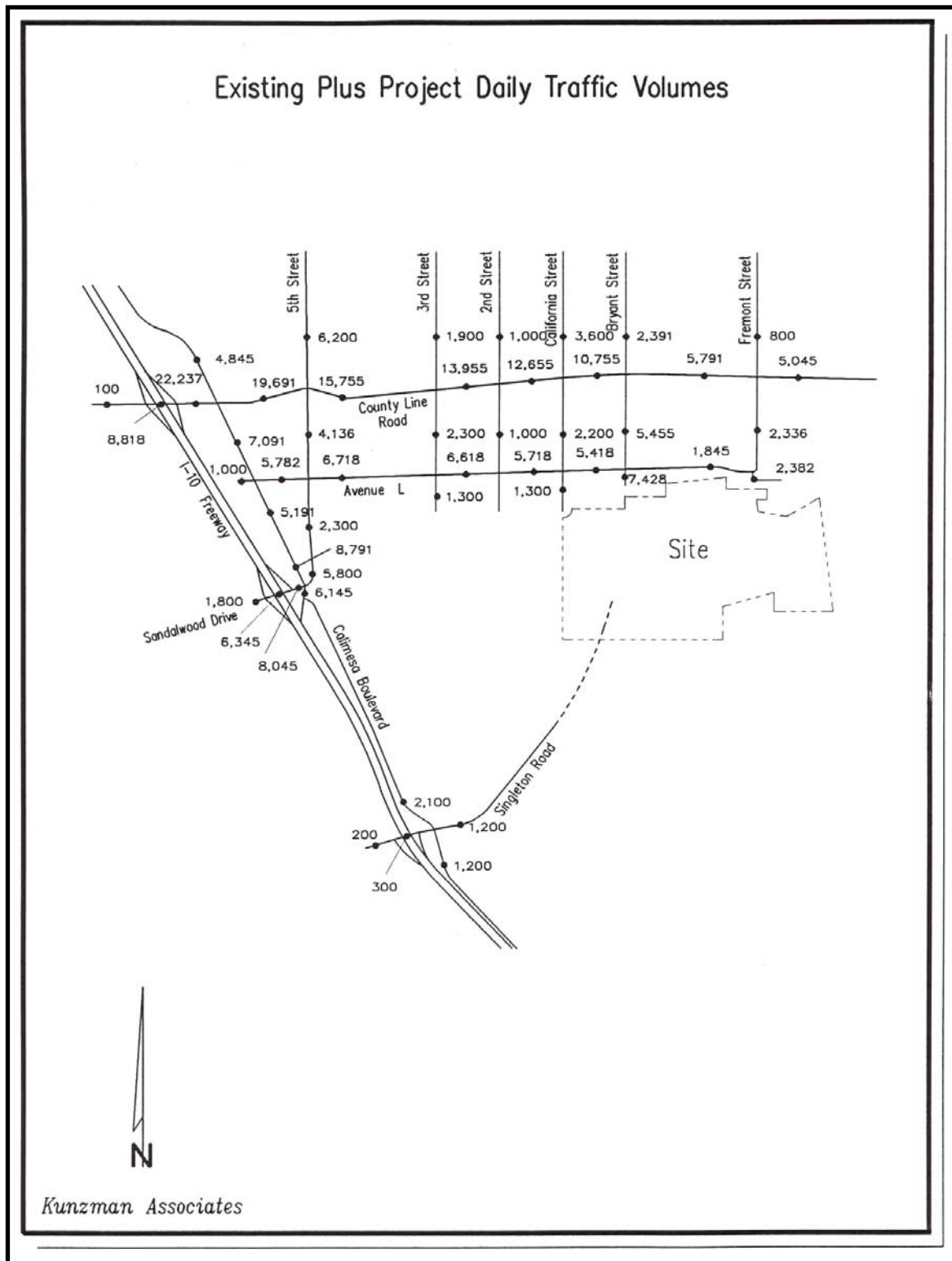
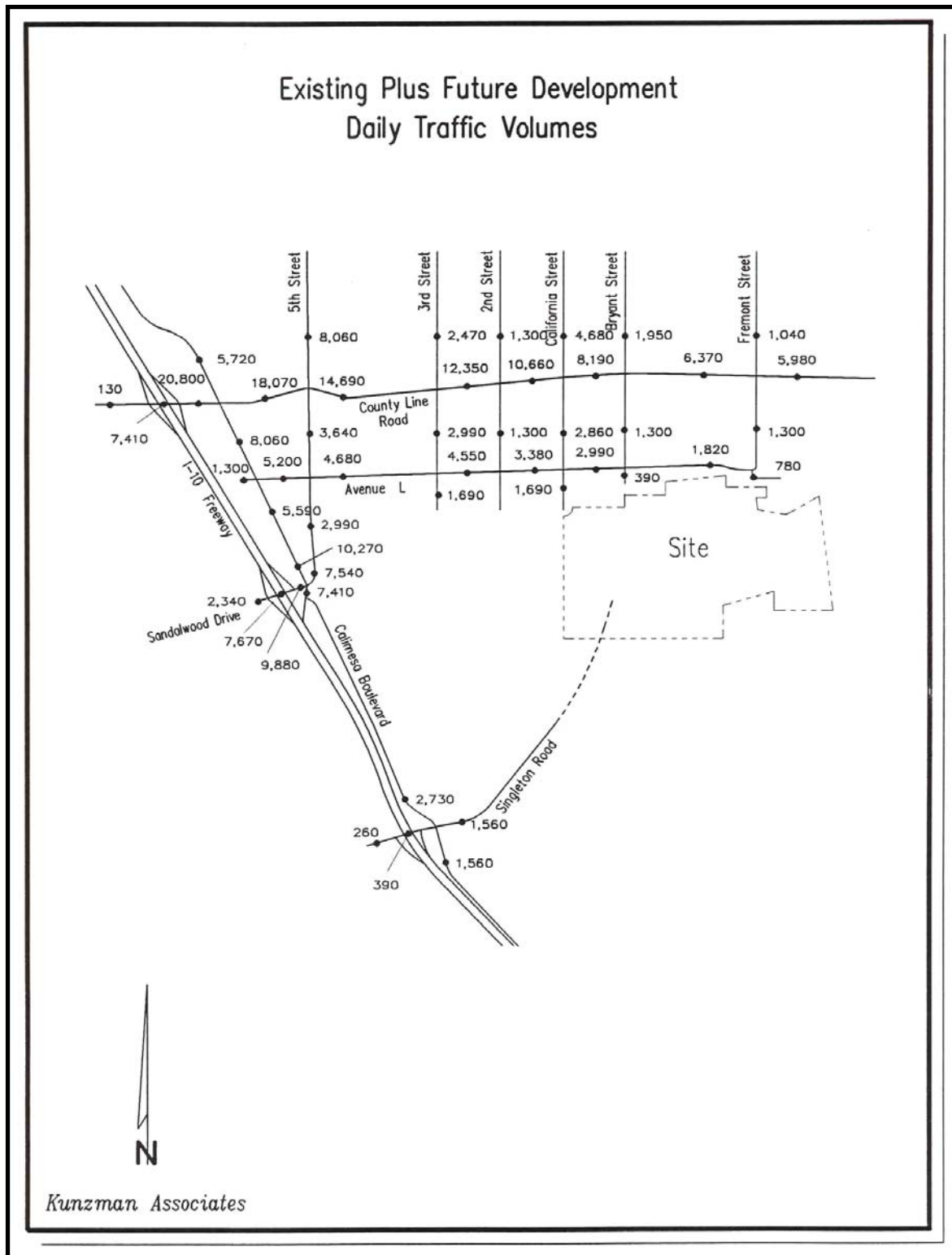




Figure 3.4-8





From Exhibit 3.4-4 it can be seen that all intersections in the vicinity of the site operate at a LOS C or better for cumulative peak hour traffic conditions, except for the intersections of Calimesa and County Line Road, 5th Street and County Line Road and I-10 eastbound ramp at County Line Road.

The following mitigation is currently needed today to accommodate existing traffic volumes. The intersection of I-10 eastbound ramp and County Line Road currently warrants a traffic signal. The intersection of I-10 westbound ramp and County Line Road currently warrants a traffic signal. See Appendix B for signal warrant worksheets.

For existing plus project traffic conditions, 5th Street at County Line Road needs a second eastbound and a second westbound through lane. This can be obtained by converting the right turn lanes to through lanes. County Line Road is classified as a four-lane 88-foot wide right of way four-lane road. It is recommended that these mitigation measures be implemented within 2 years or when the project is 25 percent occupied, whichever comes first.

The following mitigation is needed when other traffic from background growth is added without project traffic. For Calimesa Boulevard and County Line Road, a northbound dual left lane is needed. This dual left lane can be obtained by converting one of the two northbound through lanes to a left-turn lane, or adding a new left-turn lane. For 5th Street at County Line Road, a second eastbound and a second westbound through lane is needed. This can be obtained by converting the right turn lanes to through lanes. Calimesa Boulevard is a 110-foot major arterial on the Master Plan and is scheduled to have two lanes in each direction plus left-turn pockets. It is recommended that these mitigation measures be implemented within 2 years or when the project is 25 percent occupied, whichever comes first.

For existing plus project plus other traffic conditions, all of the above improvements are needed in addition to one signal at the intersection of County Line Road and Bryant Street. For future traffic conditions, intersection geometrics as recommended in Table 3.4-4, 3.4-5 and 3.4-6 need to be implemented.

From Exhibit 3.4-4, it can be seen that all intersections in the vicinity of the site operate at a LOS C or better for existing plus future development peak hour traffic conditions, except for the intersection of 5th Street and County Line Road and I-10 eastbound ramps and County Line Road, which operates at LOS F.

The needed mitigation is to widen County Line Road as it goes through the 5th Street intersection to 2 lanes in each direction. This can be done by converting the right-turn lanes to shared through right-lanes. For County Line Road and Calimesa Boulevard, one of the two northbound through lanes needs to be converted to a second left-turn lane. Calimesa Boulevard is a 110-foot major arterial on the Master Plan and is scheduled to have two lanes in each direction plus left-turn pockets. County Line Road is classified as an 88-foot wide right of way four-lane road. It is recommended that these mitigation measures be implemented within 2 years or when the project is 25 percent occupied, whichever comes first.



Exhibit 3.4-4 Intersection Analyses - Cumulative (Without Singleton Road Extension)

Intersection		HCM/LOS			
		Existing		Cumulative	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1.	I-10 East Ramps/County Line Road	20.1/C	15.6/C	114.6/F	90.9/F
2.	I-10 West Ramps/County Line Road	12.3/B	12.3/B	14.2/B	14.1/B
3.	Calimesa Blvd/County Line Road	27.1/C	25.8/C	34.4/C	27.4/C
4.	5 th Street/County Line Road	26.4/C	28.7/C	36.6/D	36.1/D
5.	3 rd Street/County Line Road	13.6/B	13.7/B	14.1/B	14.3/B
6.	2 nd Street/County Line Road	13.2/B	13.3/B	13.7/B	13.8/B
7.	California Street/County Line Road	12.9/B	13.0/B	13.2/B	13.2/B
8.	Bryant Street/County Line Road	12.7/B	12.5/B	13.0/B	12.6/B
9.	Fremont Street/County Line Road	12.5/B	12.4/B	12.7/B	12.5/B
10.	Calimesa Boulevard/Avenue L	27.7/C	26.3/C	27.6/C	27.4/C
11.	5 th Street/Avenue L	12.3/B	12.3/B	12.4/B	12.5/B
12.	3 rd Street/Avenue L	12.7/B	12.7/B	12.8/B	12.8/B
13.	California Street/Avenue L	12.2/B	12.1/B	12.2/B	12.1/B
14.	Bryant Street/Avenue L	11.8/B	12.1/B	11.8/B	12.1/B
15.	Fremont Street/Avenue L	8.0/A	7.9/A	8.1/A	7.9/A
16.	I-10 East Ramps/Sandalwood Drive	10.3/B	15.8/C	13.1/B	15.6/C
17.	I-10 West Ramps/Sandalwood Drive	8.5/A	8.2/A	9.2/A	8.7/A
18.	Calimesa Boulevard/Sandalwood Drive	27.4/C	30.9/C	28.9/C	33.6/C
19.	I-10 East Ramps/Singleton Road	7.3/A	7.3/A	7.3/A	7.3/A
20.	I-10 West Ramps/Singleton Road	12.1/B	13.5/B	12.6/B	13.7/B
21.	Calimesa Boulevard/Singleton Road	12.0/B	12.3/B	12.0/B	12.3/B

LOS - Level of Service
HCM - Highway Capacity Manual



Project Trip Generation

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are expressed in terms of trip ends per person, trip ends per employee, trip ends per acre, trip ends per dwelling, or trip ends per thousand square feet of floor space. For instance, if a particular land use generates six outbound trips per acre in the morning peak hour, then six vehicles are expected to leave the site in the morning peak hour for each acre of development.

The Institute of Transportation Engineers and others have expended significant effort to research the correlation between trip generation and land use. From this body of research, trip generation rates can be estimated with reasonable accuracy for various land uses.

Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and our lifestyles remain similar to what we know today. A major change in these variables may affect trip generation rates.

By multiplying the traffic generation rates by the land use quantities, the traffic volumes are determined. Table 3.4-11 displays the project trip generation rates.



Table 3.4-11

PROJECT TRIP GENERATION

Descriptor	Tentative Tract 30386 (West of Bryant)			Tentative Tract 30387 (East of Bryant)				Total Before Adjustment for Internal Traffic	Adjusted Total with 10 Percent Reduction for Internal Traffic [See NOTE 2]
	Senior Single Family Dwellings [See NOTE 1]	Recreation Center [1.72 acres at 20,000 Square Feet of Floor per Acre]	Total	Single Family Dwellings	Community Commercial Shopping Center [7.27 acres at 10,000 Square Feet of Floor per Acre]	Park	Total		
Units	Dwellings	Acres		Dwellings	1000 Sq Ft	Acres			
Quantity	221	34.40		490	72.7	14.88			
ITE Land Use Category (See Footnote)	201 *	495		210	820	412			
Trip Generation Rates per Unit									
Morning Peak Hour									
Inbound	0.11	0.87		0.19	0.63	0.10			
Outbound	0.35	0.45		0.58	0.40	0.10			
Total	0.46	1.32		0.77	1.03	0.20			
Evening Peak Hour									
Inbound	0.39	0.60		0.65	1.80	0.20			
Outbound	0.22	1.16		0.37	1.94	0.40			
Total	0.61	1.76		1.02	3.74	0.60			
Daily	5.74	22.88		9.57	42.92	2.28			
Trips Generated									
Morning Peak Hour									
Inbound	25	30	55	93	46	1	140	196	176
Outbound	77	15	92	284	29	1	315	407	366
Total	102	45	148	377	75	3	455	603	542
Evening Peak Hour									
Inbound	86	21	107	319	131	3	452	559	503
Outbound	49	40	89	181	141	6	328	417	376
Total	135	61	196	500	272	9	781	976	879
Daily	1,269	787	2,056	4,689	3,120	34	7,844	9,900	8,910

Traffic generation rates are from the Institute of Transportation Engineers "Trip Generation", 6Th Edition, 1997.

NOTE 1. The above referenced source for traffic generation does not have a senior single family dwelling rate that is appropriate. It was assumed that these homes would generate 60 percent that of single family dwellings.

NOTE 2. The internal traffic adjustment reflects trips which are double counted. A residential trip which goes to the commercial, recreation center, or park is the same trip generated by the commercial or park. Without an internal adjustment factor, the trips are double counted. The 10 percent internal adjustment factor is estimated judging that about 25 percent of residential trips go to commercial, recreation center, park, or other homes within the development, and judging that the commercial, recreation center, and park combined generate far more than 10 percent of the residential.

— Kunzman Associates —



Project Traffic Impacts

Based on the identified traffic generation and distributions, project related daily traffic volumes are shown in Figure 3.4-6.

Post Project Traffic Analysis

Once the project-related traffic is assigned to the existing street network and added to existing volumes, the traffic impact can be assessed. Figure 3.4-7 illustrates the existing plus project traffic conditions.

Post Project Daily Traffic Volumes

Upon project completion and occupancy, the expected daily two-way traffic volumes are as illustrated in Figure 3.4-8. Figure 3.4-9 shows expected daily traffic volumes for existing plus project traffic conditions. As illustrated, then the traffic on Avenue L approximately doubles. Avenue L is an 88-foot wide secondary arterial which has two lanes in each direction. The anticipated volumes are well within the capacity of a two-lane road, and easily within the capacity of a four-lane road as demonstrated in Exhibit 3.4-3.

Post Plus Project Level of Service

From the intersection delay analysis, the intersection Level of Service (LOS) can be determined. LOS is directly related to intersection delay. Table 3.4-10 shows how LOS is related to intersection delay.

From Exhibit 3.4-5 it can be seen that all intersections in the vicinity of the site operate at a LOS C or better for existing plus project peak hour traffic conditions, except for the intersection of I-10 eastbound ramps and County Line Road which operates at an LOS F. Mitigation for these significant impacts are as follows: Fifth Street and County Line Road could be widened to two through lanes in eastbound and westbound direction. This mitigation measure should be implemented within 2 years or when the project is 25 percent occupied, whichever comes first.

The intersections of I-10 eastbound ramp at County Line Road and I-10 westbound ramp at County Line Road currently warrant traffic signals in 2001 and will operate at satisfactory LOS, if signalized. It should be noted that although a signal is warranted, immediate installation of the signal is not critical because of the directional uses of this interchange. The majority of vehicles using the I-10/County Line Road interchange are traveling between Calimesa and Redlands. The vehicles traveling from Calimesa to Redlands travel westbound on County Line Road and turn right onto the I-10 westbound ramps. The vehicles traveling from Redlands to Calimesa turn left from the I-10 eastbound ramps onto County Line Road eastbound toward Calimesa. In addition, very few vehicles travel westbound on County Line Road past I-10. Consequently, the majority of the vehicles using this intersection do not cross paths. Therefore, the traffic inefficiencies at this intersection are minor and only seen for short durations during the peak hour.



Exhibit 3.4-5
Intersection Analyses Summary - Project Conditions
(Without Singleton Road Extension)

Intersection		Cumulative		Plus Project		Post Project with Mitigation	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1.	I-10 East Ramps/County Line Road	114.6/F	90.9/F	100.0/F	65.5/F	---	---
2.	I-10 West Ramps/County Line Road	14.2/B	14.1/B	16.4/B	20.7/C	---	---
3.	Calimesa Blvd/County Line Road	34.4/C	27.4/C	36.7/D	26.2/C	29.0/C	25.0/C
4.	5 th Street/County Line Road	35.6/D	36.1/D	51.2/D	48.7/D	27.4/C	28.7/C
5.	3 rd Street/County Line Road	14.1/B	14.3/B	14.8/B	15.4/C	---	---
6.	2 nd Street/County Line Road	13.7/B	13.8/B	14.3/B	14.7/B	---	---
7.	California Street/County Line Road	13.2/B	13.2/B	13.7/B	13.9/B	---	---
8.	Bryant Street/County Line Road	13.0/B	12.6/B	13.0/B	12.7/B	---	---
9.	Fremont Street/County Line Road	12.7/B	12.5/B	12.6/B	12.5/B	---	---
10.	Calimesa Boulevard/Avenue L	27.6/C	27.4/C	28.3/C	29.1/C	---	---
11.	5 th Street/Avenue L	12.4/B	12.5/B	12.5/B	12.6/B	---	---
12.	3 rd Street/Avenue L	12.8/B	12.8/B	13.1/B	13.3/B	---	---
13.	California Street/Avenue L	12.2/B	12.1/B	12.5/B	12.5/B	---	---
14.	Bryant Street/Avenue L	11.8/B	12.1/B	12.2/B	12.4/B	---	---
15.	Fremont Street/Avenue L	8.1/A	7.9/A	8.5/A	8.5/A	---	---
16.	I-10 East Ramps/Sandalwood Drive	13.1/B	15.6/C	14.1/B	18.2/C	---	---
17.	I-10 West Ramps/Sandalwood Drive	9.2/A	8.7/A	9.4/A	8.9/A	---	---
18.	Calimesa Boulevard/Sandalwood Drive	28.9/C	33.6/C	29.8/C	34.8/C	---	---
19.	I-10 East Ramps/Singleton Road	7.3/A	7.3/A	7.3/A	7.3/A	---	---
20.	I-10 West Ramps/Singleton Road	12.6/B	13.7/B	12.6/B	13.7/B	---	---
21.	Calimesa Boulevard/Singleton Road	12.0/B	12.3/B	12.0B	12.3/B	---	---



Figure 3.4-9

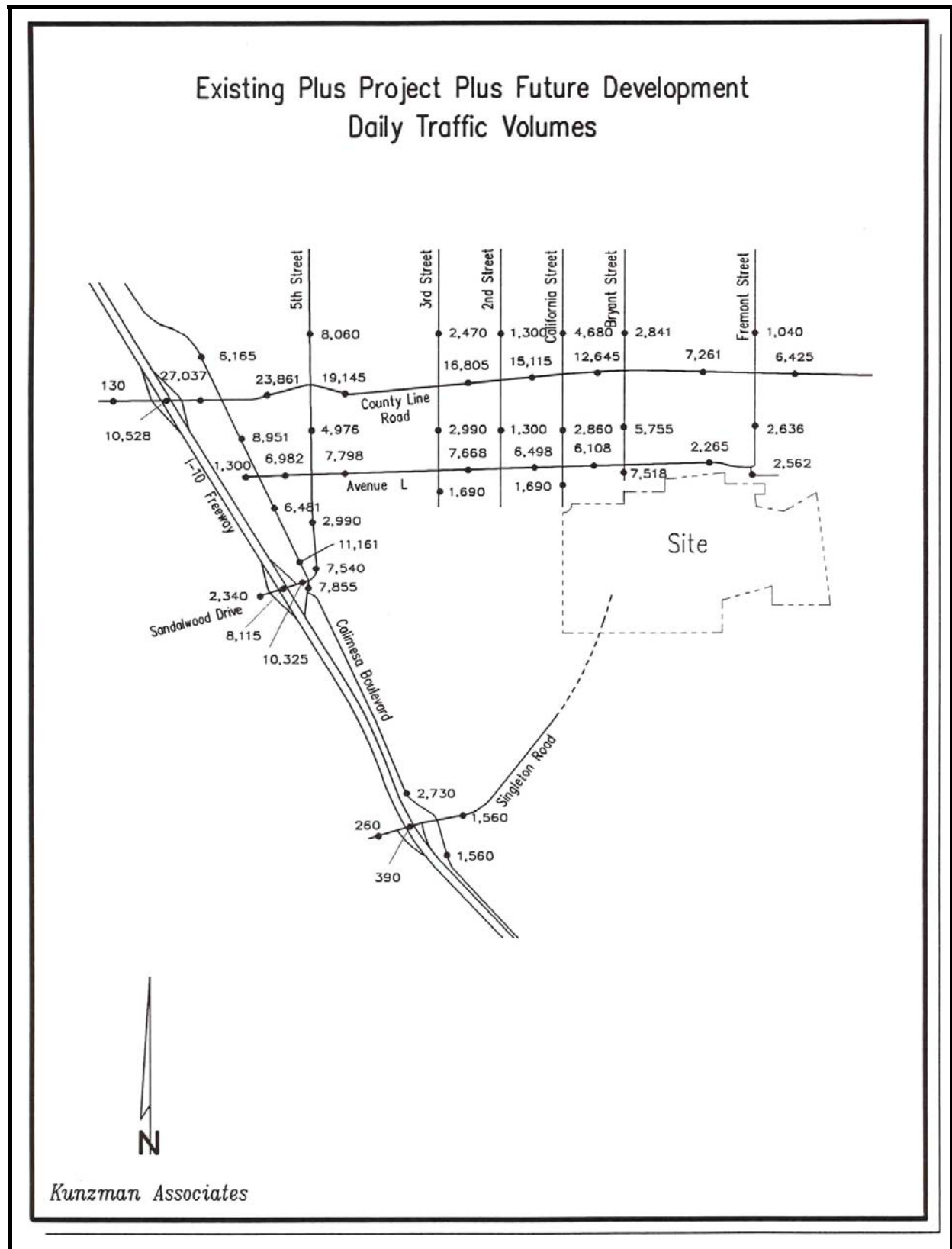
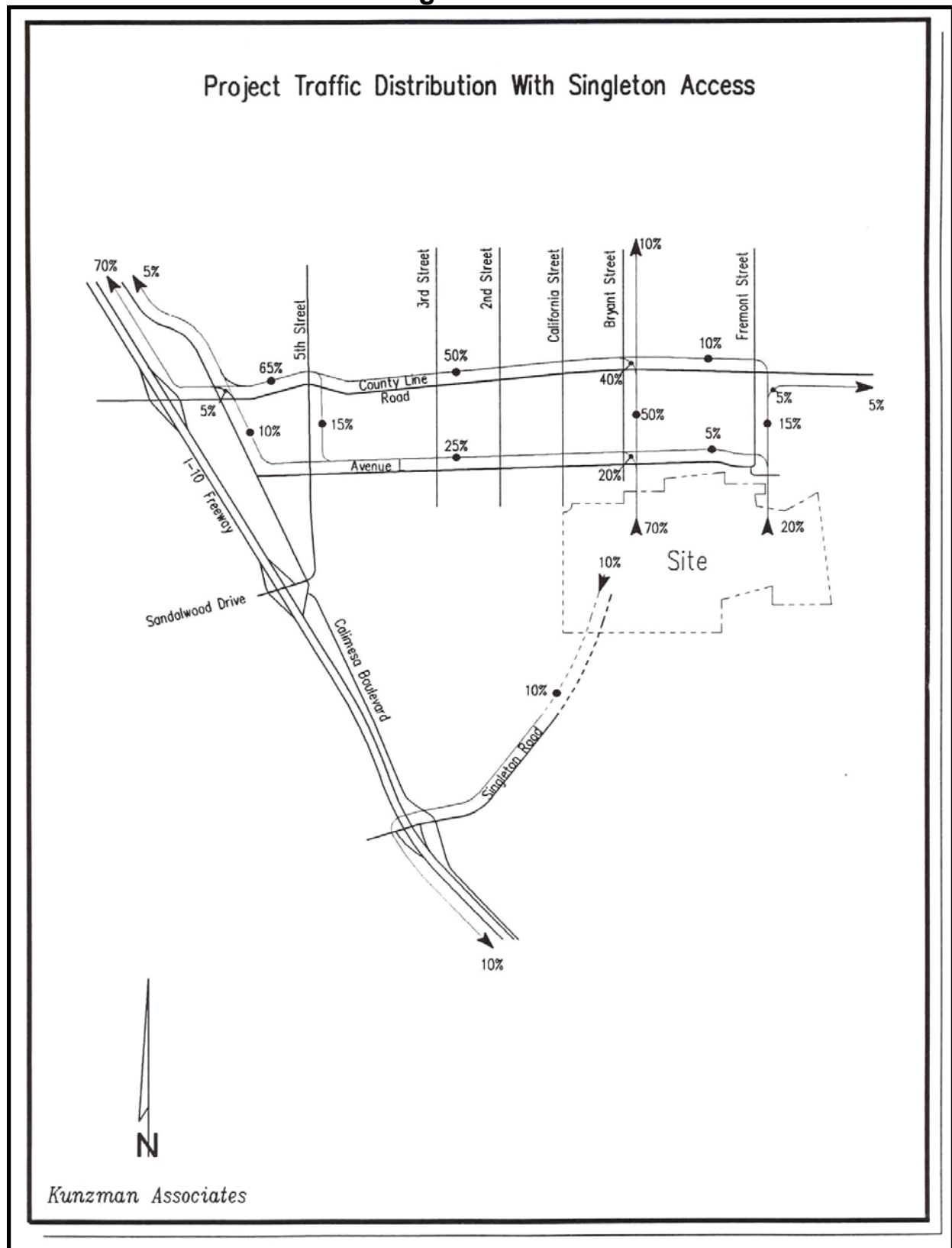




Figure 3.4-10





Bryant Street should be a four-lane street throughout the project. This will assure adequate capacity to serve the project and to serve other areas that desire to go to I-10 when the Singleton Road access is constructed. Before a connection is made from Bryant Street to Singleton Ranch Road, the terminus of Bryant Street should be signed and have an end treatment to the satisfaction of the City Traffic Engineer.

Table 3.4-4 shows the existing plus project Intersection Delay Values and Level of Service (LOS) for signalized intersections. Table 3.4-5 shows the existing plus project Intersection Delay Values and Level of Service (LOS) for two-way STOP controlled intersections. Table 3.4-7 shows the existing plus project Intersection Delay Values and Level of Service (LOS) for four-way STOP controlled intersections. After project completion, all of the intersections in the vicinity of the site will continue to operate at LOS D capacity or better with implementation of project and non-project mitigation measures.

Proposed land uses for the 320-acre site include residential, commercial, and recreational uses. The project will generate 8,910 daily vehicle trips, 542 of which will occur during the morning peak hour, and 879 of which will occur during the evening peak hour. Construction of the proposed circulation network will adequately service future traffic volumes. The proposed internal circulation network for the site will adequately service future traffic volumes. Project-related traffic will warrant the installation of a traffic signal at County Line Road and Bryant Street.

Singleton Road Access

Tables 3.4-3, 3.4-6 and 3.4-9 address the impact of having an access to the project southward to Singleton Road. This access makes very little difference because the only advantage is for persons going east on the I-10 towards Indio. Otherwise, there is no advantage. Even assuming 10 percent of the project traffic goes east on I-10, the benefits are only to Avenue L and the Sandalwood interchange as demonstrated in Exhibits 3.4-5 and 3.4-6. The Singleton Road access does not affect the mitigation needed for the project.

Signal Studies

Traffic signals are presently warranted at the intersection of County Line Road and I-10 eastbound ramp and County Line Road and I-10 westbound ramp. Additionally, traffic signals are currently warranted at the intersection of 3rd Street and County Line Road. Additionally, with the future traffic added, traffic signals will be warranted at County Line Road and California Street.

Traffic signal will be warranted at the intersection of County Line Road and Bryant Street when the project traffic is added along with the other development traffic. It is recommended that this mitigation measure be implemented within 2 years or when the project is 25 percent occupied, whichever comes first. See Appendix B for warrant worksheets.



Exhibit 3.4-6 Intersection Analyses Summary - Project Conditions (With Singleton Road Extension)

Intersection		Plus Project		Post Project with Mitigation	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1.	I-10 East Ramps/County Line Road	100.0/F	65.5/F	---	---
2.	I-10 West Ramps/County Line Road	16.4/C	20.7/C	---	---
3.	Calimesa Blvd/County Line Road	36.7/D	26.2/C	29.0/C	25.0/C
4.	5 th Street/County Line Road	51.2/D	48.7/D	27.4/C	28.7/C
5.	3 rd Street/County Line Road	14.8/B	15.4/C	---	---
6.	2 nd Street/County Line Road	14.3/B	14.7/B	---	---
7.	California Street/County Line Road	13.7/B	13.9/B	---	---
8.	Bryant Street/County Line Road	13.0/B	12.7/B	---	---
9.	Fremont Street/County Line Road	12.6/B	12.5/B	---	---
10.	Calimesa Boulevard/Avenue L	28.3/C	29.1/C	---	---
11.	5 th Street/Avenue L	12.5/B	12.6/B	---	---
12.	3 rd Street/Avenue L	13.1/B	13.3/B	---	---
13.	California Street/Avenue L	12.5/B	12.5/B	---	---
14.	Bryant Street/Avenue L	12.2/B	12.4/B	---	---
15.	Fremont Street/Avenue L	8.5/A	8.5/A	---	---
16.	I-10 East Ramps/Sandalwood Drive	13.1/B	15.6/C	---	---
17.	I-10 West Ramps/Sandalwood Drive	9.2/A	8.7/A	---	---
18.	Calimesa Boulevard/Sandalwood Drive	28.9/C	33.6/C	---	---
19.	I-10 East Ramps/Singleton Road	7.3/A	7.3/A	---	---
20.	I-10 West Ramps/Singleton Road	10.9/B	10.9/B	---	---
21.	Calimesa Boulevard/Singleton Road	12.1/B	12.4/B	---	---

Additionally, traffic signals may be warranted at project's commercial entrance on Bryant Street. However, this will depend on the type of commercial and location of access points. This determination will need to be made when more definitive plans are available.

3.4.3 MITIGATION MEASURES

Circulation Improvements

The following measures are recommended to mitigate the impact of the project on traffic circulation. It should be noted that some of the mitigation measures are currently needed or are needed with or without the project:

The following mitigation measures are currently needed (today) to accommodate existing traffic volumes:



Mitigation Measure 3.4-1 – At the completion of the 350th residential unit the developer shall pay its fair share for the installation of traffic signals at the following intersections: I-10 eastbound ramp and County Line Road, I-10 westbound ramp and County Line Road, 3rd Street and County Line Road, and California Street at County Line Road. The following mitigation is needed when other traffic from background growth is added without project traffic:

Mitigation Measure 3.4-2 – At the completion of the 350th unit of combined tracts, a northbound dual left lane shall be constructed at Calimesa Boulevard and County Line Road to improve the intersection to LOS C. This dual left lane can be obtained by converting one of the two northbound through lanes to a left-turn lane, or adding a new left-turn lane. Calimesa Boulevard is 110-foot major arterial on the Master Plan and is scheduled to have two lanes in each direction plus left-turn pockets.

Mitigation Measure 3.4-3 – A second eastbound and second westbound through lane shall be constructed 5th Street and County Line Road to improve the intersection to LOS C. This can be obtained by converting the right turn lanes to through lanes.

Mitigation Measure 3.4-4 – A second eastbound and second westbound through lane shall be constructed 5th Street and County Line Road to improve the intersection to LOS C. This can be obtained by converting the right turn lanes to through lanes.

Mitigation Measure 3.4-5 – The developer shall install a signal at the intersection of County Line Road and Bryant Street to mitigate existing plus project plus other traffic conditions.

Mitigation Measures 3.4-6 and 3.4-7 – For existing plus project traffic conditions, left turn pockets, which are 150 feet long with 90-foot transition in each direction, shall be constructed at both project entries on Bryant Street. Both intersections have four legs and serve the development on both the west east side of Bryant Street and would be equipped with two-way STOP controlled for the side street. For these future traffic conditions, intersection geometrics recommended in EIR Table 3.4-2 should be implemented. Construction of all streets internal to the project to full ultimate cross-sections shall occur as adjacent development occurs.

Mitigation Measure 3.4-8 – To maintain a high level of service, parking and control roadway access along arterial streets shall be restricted.

Mitigation Measure 3.4-9 – To assure good visibility, landscape plantings, walls, and non-traffic signs shall be limited to 36 inches in height with 25 feet of project driveways.

Mitigation Measure 3.4-10 – The developer shall extend Bryant Street from the property and to Fremont Street from the property will require extending the roads into the site. This improvement should be installed by the project developer.



3.4.4 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With the implementation of the mitigation measures listed above, the level of service at all intersections affected by the project and/or the cumulative projects will be reduced to an acceptable level or to a level consistent with the pre-project condition. The project will result in an increase in generated traffic over the existing condition. This increase will not, however, result in significant impacts. No significant unavoidable adverse impacts will result from implementation of the project.



3.5 AIR QUALITY

This section addresses the air quality setting and impacts related to the construction and operation of the proposed project. This section also presents an analysis of the project's impact on ambient air quality on a regional and local basis. Air quality calculation data is provided in Appendix C of this document.

3.5.1 ENVIRONMENTAL SETTING

Existing Conditions- Meteorology/Climate

The climate of the Calimesa area, as with all of Southern California, is governed largely by the strength and location of the semi-permanent high pressure center over the Pacific Ocean and the moderating effects of the nearby vast oceanic heat reservoir. Local climatic conditions are characterized by very warm summers, mild winters, infrequent rainfall, moderate daytime on-shore breezes, and comfortable humidities. Unfortunately, the same climatic conditions that create such a desirable living climate combine to severely restrict the ability of the local atmosphere to disperse the large volumes of air pollution generated by the population and industry attracted in part by the climate.

The City of Calimesa is located within Riverside County at the San Bernardino County line. The project is situated in an area where the pollutants generated in coastal portions of the Los Angeles basin undergo photochemical reactions and then move inland across the project site during the daily sea breeze cycle. Fortunately, significant air quality improvement in the last decade suggests that healthful air quality may someday be attained despite the limited regional meteorological dispersion potential.

Winds across the proposed Calimesa project site are an important meteorological parameter because they control both the initial rate of dilution of locally generated air pollutant emissions as well as their regional trajectory. The wind patterns in this portion of San Bernardino and Riverside County display a very unidirectional onshore flow from the WSW-WNW that is strongest in summer with a weaker offshore return flow from the NNE-ENE which is strongest on winter nights when the land is colder than the ocean. The onshore winds during the day average 8-12 mph while the offshore flow is often calm or drifts slowly westward at 1-3 mph. During the daytime, any locally generated air emissions are thus rapidly transported eastward towards Banning Pass/Palm Springs, or upslope within the rising thermal chimneys on the south slopes of the San Bernardino Mountains without generating any localized air quality impacts. The nocturnal drainage winds which move slowly across the area have some potential for localized stagnation, but fortunately, these winds have their origin in the nearby mountains where background pollution levels are low such that any localized contributions do not create any unhealthful impacts.

In conjunction with the two characteristic wind regimes that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. The summer on-shore flow is capped by a massive dome of warm, sinking air which caps a shallow layer of cooler ocean air. These marine/ subsidence inversions act like a giant lid over the basin. They allow for local mixing of emissions, but they confine the entire polluted air mass within the basin until it escapes into the desert or along the thermal chimneys formed



along heated mountain slopes. In winter, when the air near the ground cools while the air aloft remains warm, radiation inversions are formed that trap low-level emissions such as automobile exhaust near their source. As background levels of primary vehicular exhaust rise during the seaward return flow, the combination of rising non-local baseline levels plus emissions trapped locally by these radiation inversions creates microscale air pollution "hot spots" near freeways, shopping centers and other traffic concentrations in coastal areas of the Los Angeles Basin. The combination of winds and inversions are thus critical determinants in leading to the often degraded air quality in summer, and the generally good air quality in winter in the Calimesa area.

3.5.2 AIR QUALITY SETTING

Ambient Air Quality Standards (AAQS): In order to gauge the significance of the air quality impacts of the proposed Calimesa project, those impacts, together with existing background air quality levels, must be compared to the applicable ambient air quality standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other diseases or illnesses, and persons engaged in strenuous work or exercise, called "sensitive receptors". Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Recent research has shown, however, that chronic exposure to ozone (the primary ingredient in photochemical smog) may lead to adverse respiratory health even at concentrations close to the ambient standard.

National AAQS were established in 1971 for six pollution species with states retaining the option to add other pollutants, require more stringent compliance, or to include different exposure periods. The initial attainment deadline of 1977 was extended to 1987 for national AAQS, and has now been further extended in air quality problem areas like Southern California until the year 2010. Because California had established AAQS several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Table 3.5.1.

The federal Clean Air Act Amendments (CAAA) of 1990 required that the U.S. Environmental Protection Agency (EPA) review all national AAQS in light of currently known health effects. EPA was charged with modifying existing standards or promulgating new ones where appropriate. EPA subsequently developed standards for chronic ozone exposure (8+ hours per day) and for very small diameter particulate matter (called "PM-2.5"). New national AAQS were adopted on July 17, 1997. California standards for PM-10, which includes PM-2.5, are more stringent than the federal PM-2.5 standard.

Implementation of these federal standards had been put on hold through an order issued by the U.S. Circuit Court of Appeals. That stay was appealed to the U.S. Supreme Court. In a unanimous decision, the Supreme Court ruled in February, 2001, that EPA did indeed have the proper authority to adopt national clean air standards, and that a cost/benefit



analysis need not accompany such new rules. However the Court ruled that attainment schedules for new standards were inconsistent with those from "older" standards, and that new schedules must be prepared. Data collection is therefore continuing, but no enforcement or attainment actions are currently ongoing for these standards until the attainment schedule coordination issue is resolved.

TABLE 3.5.1

Ambient Air Quality Standards

Pollutant	Average Time	California Standards		Federal Standards		
		Concentration	Method	Primary	Secondary	Method
Ozone	1 Hour	0.09 ppm (180 ug/m3)	Ultraviolet Photometry	0.12 ppm (235 ug/m3)	Same as Primary Std.	Ethylene Chemiluminescence
	8 hour	-		0.08 ppm (157ug/m3)		
Carbon Monoxide	8 Hours	9.0 ppm (10 mg/m3)	Non-dispersive Infrared Spectroscopy (NADIR)	9 ppm (10 mg/m3)	None	Non-dispersive Infrared Spectroscopy (NADIR)
	1 Hour	20 ppm (23 mg/m3)		35 ppm (40 mg/m3)		
Nitrogen Dioxide	Annual Average	-	Gas Phase Chemiluminescence	0.053 ppm (100 ug/m3)	Same as Primary Std.	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 ug/m3)		-		
Sulfur Dioxide	Annual Average	-	Fluorescence	80 ug/m3 (0.03 ppm)	-	Pararosaniline
	24 Hour	0.04 ppm (105 ug/m3)		365 ug/m3 (0.14 ppm)	-	
	3 Hour	-		-	1300 ug/m3 (0.5 ppm)	
	1 Hour	0.25 ppm (656 ug/m3)		-	-	



TABLE 3.5.1 (continued)
Ambient Air Quality Standards

Pollutant	Average Time	California Standards		Federal Standards		
		Concentration	Method	Primary	Secondary	Method
Suspended Particulate Matter (PM ₁₀)	Annual Geometric Mean	30 ug/m3	Size Selective Inlet High Volume Sampler and Gravimetric Analysis	-	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	24 Hour	50 ug/m3		150 ug/m3		
	Annual Arithmetic Mean	-		50 ug/m3		
Fine Particulate Matter (PM ₂₅)	24 Hour	No Separate State Standard		65 ug/m3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean			15 ug/m3		
Sulfates	24 Hours	25 ug/m3	Turbidimetric Barium Sulfate	-	-	-
Lead	30-Day Average	1.5 ug/m3	AIHL Method 54 (12/74)	-	-	High Volume Sampler and Atomic Absorption
	Calendar Quarter	-	Atomic Absorption	1.5 ug/m3	Same as Primary Standard	
Hydrogen Sulfide	1 Hour	0.03 ppm (42 ug/m3)	Cadmium Hydroxide ST Reaction	-	-	-
Vinyl Chloride (chloroethene)	24 Hours	0.010 ppm (26 ug/m3)	Tedlar Bag Collection, Gas Chromalography	-	-	-
Visibility Reducing Particles	8 Hours (10 am to 5 pm PST)	In sufficient amount to produce an expansion coefficient of 0.23 per ug/m3 due to particles when the relative humidity is less than 70 percent. Measurement in accordance with ARB Method V.		-	-	-



After further review of the relationship between fine particulate matter and human health effects, the California Air Resources Board adopted new state standards for PM-2.5 that are much more stringent than the federal standards. These standards were adopted June 20, 2002. No specific control program is in place to achieve these much more stringent standards. It does, represent, however, an air quality goal for all state residents to dramatically reduce the adverse health effects from small particle air pollution.

Baseline Air Quality

There are no baseline air quality data available directly from the proposed project site. Long-term air quality monitoring for carbon monoxide, nitrogen oxides, and particulates is carried out by the South Coast Air Quality Management District (SCAQMD) at the nearby San Bernardino monitoring station. Ozone and PM-10 are measured at the Redlands monitoring station, and sulfur dioxide is measured in Fontana. Table 3.5.2 summarizes the last 5 years of monitoring data from a composite of these available data resources.

Ozone and particulates are seen to be the two most significant air quality concerns. However, the 5-year trend in the data in Table 3.5.2 shows a very encouraging downward trend in violations of various ozone standards. The last first-stage smog alert in Redlands was called in 1998 (one hour ≥ 0.20 ppm). Violations of the federal one-hour ozone standard declined from 65 days in 1996 to only 11 exceedances in 2000. The number of violations of the more stringent State one-hour ozone (smog) standard dropped from 125 days per year in 1996 to only 59 violations in 1999.

Weather conditions during the 2000 summer "smog season" were considerably less favorable than in 1999. Ozone levels in 2000 were somewhat higher than in 1998-99, but still much lower than 10 to 20 years ago. Attainment of all clean air standards in the project vicinity is thus not likely to occur soon, but the severity and frequency of violations is expected to continue to slowly decline during the current decade.

Whereas photochemical smog levels have improved significantly throughout the last decade, airborne dust (PM-10) trends have remained "flat" throughout the same period. The frequency of violations of the California 24-hour PM-10 standard in 1998-2000 was very similar to earlier years in the decade. While many of the major ozone precursor emissions (automobile, solvents, paints, etc.) have been substantially reduced, most major PM-10 sources (construction dust, vehicular turbulence along roadway shoulders, truck exhaust, etc.) have not been as effectively reduced. Prospects of ultimate attainment of ozone standards are better than for particulate matter.



TABLE 3.5.2
PROJECT AREA AIR QUALITY MONITORING SUMMARY
(Days Exceeding Standards and Observed Maximum Levels)

Pollutant/Standard	1996	1997	1998	1999	2000
<u>Ozone:</u>					
1-Hour > 0.09 ppm	117	108	76	59	78
1-Hour > 0.12 ppm	65	35	43	12	11
8-Hour > 0.09 ppm	88	79	60	39	51
1-Hour $\geq$ 0.20 ppm	1	1	1	0	0
Max. 1-Hour Conc. (ppm)	0.22	0.20	0.22	0.15	0.15
<u>Carbon Monoxide:</u>					
1-Hour > 20. ppm	0	0	0	0	0
8-Hour > 9. ppm	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	6	8	6	5	5
Max. 8-Hour Conc. (ppm)	4.6	6.0	4.6	4.0	4.3
<u>Nitrogen Dioxide:</u>					
1-Hour > 0.25 ppm	0	0	0	0	0
Max.1-Hour Conc. (ppm)	0.15	0.14	0.11	0.14	0.10
<u>Sulfur Dioxide</u>					
1-Hour $\geq$ 0.25 ppm	0	0	0	0	0
24-Hour > 0.05 ppm	0	0	0	0	0
Max 1-Hour Conc. (ppm)	0.01	0.01	0.02	0.01	0.02
<u>Particulate Lead:</u>					
1-Month $\geq$ 1.5 ug/m ³	0/12	0/12	0/12	---	0/12
Max.1-Mon Conc. (ug/m ³)	0.06	0.04	0.05	---	0.06
<u>Particulate Sulfate:</u>					
24-Hour $\geq$ 25. ug/m ³	0/59	0/60	0/58	---	0/60
Max 24-Hr Conc.(ug/m ³)	11.2	9.1	11.5	---	12.4
<u>Inhalable Particulates (PM₁₀):</u>					
24-Hour > 50 ug/m ³	25/60	23/60	19/60	23/57	27/61
24-Hour > 150 ug/m ³	0/60	0/60	0/60	0/57	0/61
Max. 24-Hour Conc.(ug/m ³)	128.	103.	97.	92.	109.
<u>Ultra-Fine Particulates/(PM_{2.5}):</u>					
24-Hour > 65ug/m ³)	----	----	----	4/104	3/102
Max. 24-Hour Conc. μ g/m ³	----	----	----	122.	90.

Source: South Coast AQMD Annual Summaries, 1996-2000, San Bernardino Redlands and Fontana Monitoring Stations.
 San Bernardino: Lead, Sulfate, PM-2.5, CO, NO₂
 Redlands: Ozone, PM-10
 Fontana: SO₂



More localized pollutants such as carbon monoxide, nitrogen oxides, lead, etc. are very low near the project site because background levels even in downtown San Bernardino never exceed allowable levels, and there are almost no sources of such emissions near the project site. There is thus substantial excess dispersive capacity to accommodate localized vehicular air pollutants such as NO_x or CO without any threat of violating applicable AAQS.

Air Quality Management Planning

The Federal Clean Air Act (1977 Amendments) required that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards by December 31, 1987. The South Coast Air Basin (SCAB) could not meet the deadline for ozone, nitrogen dioxide, carbon monoxide, or PM-10. In the SCAB, the agencies designated by the governor to develop regional air quality plans are the SCAQMD and the Southern California Association of Governments (SCAG). The two agencies first adopted an Air Quality Management Plan (AQMP) in 1979 and revised it several times subsequently as earlier attainment forecasts were shown to be overly optimistic.

In 1988, because of uncertainty in federal Clean Air Act reauthorization, the California Legislature enacted the California Clean Air Act (CCAA). The CCAA requires that regional emissions be reduced by 5 percent per year until attainment can be demonstrated. In July 1991, the SCAQMD adopted a revised AQMP, which was designed to meet the CCAA requirements. The 1991 AQMP deferred the attainment date to 2010, consistent with the 1990 federal Clean Air Act.

The 1990 federal Clean Air Act Amendments (CAAA) required that all states with airsheds with "serious" or worse ozone problems submit a revision to the State Implementation Plan (SIP). The 1991 AQMP was modified/adapted and submitted as the SCAB portion of the SIP. The 1991 SIP submittal estimated that an 85 percent basinwide reduction in volatile organic compound (VOC) emissions and a 59 percent reduction in oxides of nitrogen (NO_x) between 1990 to 2010 were needed to meet federal clean air standards. About 40 percent of these reductions were to come from existing pollution control programs. The rest would come from new rules, technologies or other reduction programs.

In 1996, EPA approved the 1994 submittal of the SCAB portion of the SIP. The plan was finally approved after considerable debate on the contingency measures that should be implemented if progress is not as rapid as anticipated in the 1994 SIP. The CAAA required that an updated plan be submitted by February 8, 1997, which included attainment plans for all pollutants exceeding federal standards. The CCAA requires an update of the state-mandated clean air plan every 3 years. The last update was due December 31, 2000.

An updated 1997 AQMP to meet federal requirements was locally adopted. The California Air Resources Board (ARB) forwarded this plan on to EPA for its consideration and recommended approval. The 1997 AQMP was designed to meet both federal (EPA) and



state (ARB) air quality planning guidelines. Components of the 1997 plan update included:

- Demonstration of attainment for ozone, CO, and PM-10
- Updated emissions inventories (1993 base year) of VOC, NO_x, CO, SO_x and PM-10
- Emissions budgets for future years of the inventoried compounds.
- An updated pollution control strategy
- Contingency measures if the plan as presently proposed fails to meet stated timetables.

Additional research and photochemical computer modeling, as well as improved emissions estimates, now suggest that formerly predicted emissions reductions required to meet standards need not be quite as severe as thought earlier. Table 3.5.3 summarizes the currently proposed regional attainment planning for ozone (VOC and NO_x) and for carbon monoxide (CO). Emissions reductions of around 62 percent for VOC, 56 percent for NO_x and 66 percent for CO are anticipated from the currently proposed AQMP update. Within the plan, some measures considered "long-term reductions" require additional technological development whose development schedule is uncertain. There is therefore no clear scientific consensus that the 1997 AQMP update will be able to achieve its mandatory clean air objectives by the end of 2010.

The Draft 1997 AQMP was challenged by several environmental organizations as not being consistent with the 1990 CAAA on rates of progress toward attaining the ozone standard. The Ninth Circuit Court found for these organizations. A 1999 Amendment to the proposed SIP Revisions was developed that accelerates the schedule for a number of new SCAQMD rules and regulations. The 1999 SIP Amendment complies with the court-ordered acceleration of the development of new rules and regulations designed to bring the air basin into compliance. The 1999 SIP Amendment was approved by EPA in 2000 as the currently adopted clean air plan for the basin.

A residential and neighborhood commercial development such as the proposed project relates to the air quality planning process through the growth forecasts that were used as inputs into the regional transportation model. If a proposed development is consistent with those growth forecasts, and if all available emissions reduction strategies are implemented as effectively as possible on a project-specific basis, then the air quality impact on a regional basis may be considered as less than significant. The South Coast AQMD, while acknowledging that the AQMP is a growth-accommodating document, recommends that project air quality impacts be analyzed independent of planning consistency. Inconsistency as to project scope or schedule is considered a basis for a finding of impact significance. The converse, however, i.e., project/clean air plan consistency, is not considered an adequate basis to support a finding of a less-than-significant impact.

The AQMP also contains a number of land use and transportation control measures (TCMs). Many of these measures cannot be implemented on any single development



basis because they require an integration of all development and all transportation planning. AQMP consistency on a single development basis is thus more a matter of facilitating or providing the infrastructure for TCM implementation than of actually specifically being solely responsible to carry out regionally comprehensive AQMP measures.

TABLE 3.5.3
SOUTH COAST AIR BASIN ATTAINMENT PLAN
(Emissions in tons/day)

	<u>VOC</u> [*]	<u>NO_x</u> [*]	<u>CO</u> ^{**}
Current Inventory ^(a)			
Stationary + Area Sources	410	144	363
On-Road Mobile	562	761	5,826
Off-Road Mobile	119	304	1,009
TOTAL	1,092	1,208	7,197
2010 Forecast ^(b)			
Stationary + Area Sources	531	98	337
On-Road Mobile	163	360	1,913
Off-Road Mobile	144	269	1,643
TOTAL	838	727	3,893
Short-term + Intermediate			
Reductions	< 221>	< 120>	<1,468>
Long-term Reductions	< 204>	< 77>	< 0>
2010 Remaining ^(c)	413	530	2,425

(a) 2000 Base Year

(b) With current emissions reduction programs and adopted growth forecasts.

(c) Levels at which all federal air quality standards will be met.

Source: California Air Resources Board, The 2001 California Almanac of Emission & Air Quality, and SCAQMD, Draft Final 1997 AQMP (October 1999).

- Summer ozone precursors
- Winter CO "hot spot"

3.5.3 PROJECT IMPACTS

Developments such as the proposed project potentially impact air quality almost exclusively through increased automotive emissions. Any single project typically does not cause enough traffic and associated air pollutants to be generated as to individually threaten clean air standards. It is the cumulative effect of hundreds of such developments that causes the small incremental impact from any one development to become cumulatively significant. Minor secondary emissions during construction, from increased fossil-fueled energy utilization and from small miscellaneous sources will also be generated, but these are usually much smaller in both duration and volume than the mobile source emissions.



Standards of Significance

Many air quality impacts, which derive from dispersed mobile sources, i.e., the dominant pollution generators in the basin, often occur hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally immeasurably small. The SCAQMD has therefore developed suggested significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The 1993 SCAQMD CEQA Air Quality Handbook states that any projects in the SCAB with daily emissions that exceed any of the following thresholds should be considered as having an individually and cumulatively significant air quality impact:

55 lbs per day of ROC (75 lbs/day during construction)

55 lbs per day of NO_x (100 lbs/day during construction)

550 lbs per day of CO

150 lbs per day of PM-10

150 lbs per day of SO_x

These thresholds do not take into account several important considerations, namely:

1. Emission levels from one large project may exceed thresholds while those from numerous smaller projects with identical emissions might not, even though the regional impact is the same.
2. Large developments have a greater opportunity to effectively implement transportation control measures (TCMs) because of a greater potential participant pool in trip/VMT diversion programs.
3. Project-related emissions and their regional impact may already have been incorporated into regional growth projections.
4. Emissions generated by project-related traffic have essentially the same regional air quality impact as if they were released in any other nearby community. If the anticipated demand for residential growth is not met at the Calimesa project site but in some other locality, the no-project alternative will have basically the same regional air quality impact.

These considerations could support a finding of a less-than-significant impact, even if the SCAQMD advisory emissions thresholds are exceeded. Alternately, the Lead Agency may make a finding of a significant impact for projects exceeding the SCAQMD thresholds, but use as many of the above criteria in a statement of overriding considerations as are applicable.



Additional indicators are listed in the SCAQMD Handbook that should be used as screening criteria to evaluate the need for further analysis with respect to air quality. Whenever possible, the project should be evaluated in a quantitative analysis; otherwise a qualitative analysis is appropriate. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or State ambient air quality standards by either violating or contributing to an existing or projected air quality violation;
- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP;
- Project could generate vehicle trips that cause a CO hot spot;
- Project might have the potential to create or be subjected to objectionable odors;
- Project could have hazardous materials on site and could result in an accidental release of air toxic emissions;
- Project could emit an air toxic contaminant regulated by District rules or that is on a federal or State air toxic list;
- Project could involve disposal of hazardous waste;
- Project could be occupied by sensitive receptors near a facility that emits air toxics or near CO hot spots;
- Project could emit carcinogenic air contaminants that could pose a cancer risk.

Secondary significance criteria are rarely triggered by the construction of new residential and community commercial (supermarket, etc.) uses on a previously minimally developed parcel of land. Potential impact significance thus relates mainly to the SCAQMD CEQA Handbook numerical emissions thresholds identified above.

Project-Related Sources of Potential Impact

Intensification of land uses in Riverside County potentially impacts ambient air quality on two scales of motion. As cars drive throughout Southern California, the small incremental contribution to the basin air pollution burden from any single vehicle is added to that from several million other vehicles. The impact from the Calimesa project, even if it generates a significant number of new vehicle trips, is very small on a regional scale. Basinwide air quality impacts are, therefore, addressed in terms of project compatibility with regional air quality plans. If any given project or plan has been properly incorporated into basinwide growth projections which are the basis for regional air quality/ transportation planning, then there will be no significant basinwide impact because of unanticipated growth.

Locally, changes in the location of any collection of automotive sources, or changes in the number of vehicles or travel speeds may impact the microscale air quality around any given development site. Traffic increases not only contribute air pollutants in direct



proportion to their cumulative percentage of traffic volume growth, but they may slow all existing traffic to slower, more inefficient travel speeds. The development traffic/air quality impact is thus potentially compounded.

Temporary construction activity emissions will occur during project buildout. Such emissions include on-site generation of dust and equipment exhaust, and off-site emissions from construction employee commuting and/or trucks delivering building materials. Construction activity emissions are difficult to quantify, since the exact type and amount of equipment that will be used or the acreage that may be disturbed on any given day in the future is not known with any reasonable certainty. The emphasis in environmental documents relative to construction activity emission impacts has therefore been to minimize the emissions as fully as possible through comprehensive mitigation even if the exact amount of emissions cannot be precisely quantified.

Construction Activity Impacts

Dust is normally the primary concern during construction of new buildings and infrastructure. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). These parameters are not known with any reasonable certainty prior to project development and may change from day to day. Any assignment of specific parameters to an unknown future date is speculative and conjectural.

Because of the inherent uncertainty in the predictive factors for estimating fugitive dust generation, regulatory agencies typically use one universal "default" factor based on the area disturbed assuming that all other input parameters into emission rate prediction fall into mid-range average values. This assumption may or may not necessarily be applicable to site-specific conditions on the Calimesa project site. As noted previously, emissions estimation for project-specific fugitive dust sources is therefore characterized by a considerable degree of imprecision.

In the generic dust emissions factor developed by EPA for grading activities, the PM-10 fraction of fugitive dust emissions are predicted to be around 55 pounds per day per acre disturbed in the absence of any dust control measures being applied (SCAQMD Handbook, Table 9-2). Mandatory measures required by South Coast AQMD Rule 403 (Fugitive Dust) are generally assumed to reduce this rate by approximately 50 percent. Average daily PM-10 emissions during site grading and other disturbances are stated in the SCAQMD Handbook to be 26.4 pounds/acre. This estimate is based upon required dust control measures in effect in 1993 when the AQMD CEQA Air Quality Handbook was prepared. Rule 403 was subsequently revised to require use of a greater array of fugitive dust control on construction projects. Use of enhanced dust control procedures such as continual soil wetting, use of supplemental binders, early paving, etc. can achieve a substantially higher PM-10 control efficiency.

PM-10 emissions were calculated by assuming that, at worst case, 32 acres, or approximately 10 percent of the 320 developable acres within the project area, is under simultaneous heavy construction at some point during the buildout lifetime of the project.



Major grading will take approximately three months to complete. Exact development phasing will depend upon market demand and the rate of absorption. A 32-acre disturbance assumption is likely a worst-case condition.

While the actual daily rate will depend on individual project phasing, the daily PM-10 generation could be as high as 845 pounds per day for the assumed 32-acre disturbance area ($32 \times 26.4 = 845 \text{ lbs/day}$). Dust control as required by SCAQMD Rule 403 was assumed to reduce PM-10 emissions by around 50 percent. This control level is implicitly assumed in the 26.4 lb/acre/day emission rate. A more successful dust control program using multiple techniques (chip sealing access roads, hydroseeding exposed surfaces, adding chemical binders or surfactants to the water) may achieve an 80 percent reduction. Even with a dust control program that exceeds minimum requirements, (i.e., an 80 percent control rate) daily PM-10 emissions of approximately 338 pounds per day would exceed the CEQA Handbook PM-10 significance threshold of 150 pounds per day.

Use of best available control measures (BACMs) alone would not be able to achieve a less than significant dust (PM-10) emission rate. Restriction of simultaneous grading activities to smaller parcels would reduce the daily PM-10 generation rate, but would substantially extend the project construction period. Grading of smaller parcels over a longer period of time may entail operation of construction equipment near already completed homes rather than grading large tracts before any homes are built/occupied.

Current research in particulate exposure health effects suggests that the most adverse effect derives from ultra-small diameter particulate matter comprised of chemically reactive pollutants such as sulfates, nitrates or organic material. A new national clean air standard for particulate matter of 2.5 microns or smaller in diameter (called "PM-2.5") was adopted in 1997. A California PM-2.5 standard was adopted in 2002. Very little construction activity particulate matter is in the PM-2.5 range. SCAQMD measurements of PM-2.5 in Riverside County found that only around 5 percent of the particulate mass was due to "crustal materials," with diesel exhaust and the byproducts of chemical reactions producing the bulk of the ultra-fine particulate matter. Soil dust is also more chemically benign than typical urban atmospheric PM-2.5. The fact that project-related construction activity PM-10 is predicted to exceed the 150 pound/day threshold is therefore not of itself a good indicator of soil disturbance activity air quality impact potential.

In addition to fine particles that remain suspended in the atmosphere semi-indefinitely, construction activities generate many larger particles with shorter atmospheric residence times. This dust is comprised mainly of large diameter inert silicates that are chemically non-reactive and are further readily filtered out by human breathing passages. These fugitive dust particles are therefore more of a potential soiling nuisance as they settle out on parked cars, outdoor furniture or landscape foliage rather than any adverse health hazard. With a low population density downwind of the proposed Calimesa development, dust nuisance potential for this project is not considered individually significant. Any nuisance potential will tend to be highly localized when a new tract is built in very close proximity to an already completed development.

Soiling nuisance can be minimized by performing mass grading and subsequent reseedling of larger tracts before any residential occupancy to reduce later heavy equipment operations near already occupied dwellings. As noted above, however, very



large-scale mass grading creates high regional PM-10 emissions that offset any localized nuisance reduction benefit.

Exhaust emissions will result from on- and off-site heavy equipment. The types and numbers of equipment will vary among contractors such that these emissions cannot be quantified with certainty. Typical emission rates for diesel-powered equipment were obtained from the SCAQMD Air Quality Handbook and are incorporated into Table 3.5.4. Diesel scrapers are the most common equipment used for grading activities. The Calimesa project grading operations may utilize perhaps 20 pieces of heavy equipment at any one time during mass grading operations. Assuming that 20 pieces of heavy equipment were operated an average of eight hours per day, the emissions that would be anticipated are shown in Table 3.5.4.

TABLE 3.5.4
TOTAL DAILY CONSTRUCTION EMISSIONS

<u>Source Note:</u>	<u>EMISSIONS (lb/day)</u>					
	<u>CO</u>	<u>NOx</u>	<u>PM-10</u>	<u>SOX</u>	<u>ROG</u>	
20 Scrapers	200	614	66	74	43	1
2 Dozers	6	20	2	2	2	2
Water Trucks	9	9	1	Negl.	1	3
Worker Commuting	25	3	1	Negl.	3	4
Fugitive Dust	<u>--</u>	<u>--</u>	<u>338</u>	<u>--</u>	<u>--</u>	5
TOTAL	240	646	408	76	49	--
SCAQMD Threshold	550	100	150	150	75	--
Percent of Threshold	44%	646%	272%	51%	65%	--

Notes:

1. SCAQMD Handbook, Table A9-8 (20 X 8 = 160 hours/day)
2. SCAQMD Handbook, Table A9-8 (2 X 8 = 16 hours/day)
3. URBEMIS7G Computer Output - Riverside Co. (2004) 500 mi/day heavy truck
4. URBEMIS7G Computer Output - Riverside Co. (2004) 2000 mi/day light duty auto/truck
5. 32 ac/day X 10.56 lb/ac = 338/day



Table 3.5.4 also contains emissions associated with dozer operations during grading, with water trucks for dust control, and with workers commuting to the job site. Grading emissions are assumed to be a worst-case condition. Subsequent construction will utilize smaller types of equipment (backhoes, cement trucks, portable compressors, etc.) at a reduced level of intensity. The Table 3.5.4 entries are thus a worst-case condition.

Although the NO_x emissions exceed the SCAQMD significance threshold, the mobile nature of the on-site construction equipment and off-site trucks will prevent any microscale violation of the NO_x or other standards. There may be localized instances when the characteristic diesel exhaust odor is noticeable from passing trucks or nearby heavy equipment, but such transitory exposure is a brief nuisance and will not threaten air quality standards. Truck exhaust impacts can be minimized by controlling construction routes to reduce interference with non-project traffic patterns and to preclude truck queuing or idling near sensitive receptor sites.

Some mitigation in the form of anticipated future emission standards for heavy, off-road equipment have been passed by the California ARB to be phased in later in this decade. Until such mandatory standards are promulgated, the South Coast AQMD urges the inclusion of control measures for construction activities as part of any local discretionary actions that are comparably effective as the future mandatory measures. Recommended measures abstracted from the AQMD "menu" of possible control options are detailed in the mitigation section of this report. With mitigation to keep equipment in good tune (low-NO_x tune-ups), and with time limits on equipment idling, average daily NO_x construction equipment emissions can be slightly reduced, but not to less than significant levels during maximum (worst-case) grading activity days.

Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 day per year, 70-year lifetime exposure. Public exposure to heavy equipment operating in the distance will be an extremely small fraction of the above dosage assumption. Prevailing daytime west to east winds will carry on-site equipment diesel exhaust eastward toward very lightly populated areas where they will be highly diluted before reaching any population areas such as Beaumont. Diesel equipment is also becoming progressively "cleaner" in response to air quality rules on new off-road equipment. Any public health risk associated with project related heavy equipment operations exhaust is therefore unquantifiable, but small.

Construction activity air quality impacts occur mainly in close proximity to individual disturbance areas. There may, however, be some "spill-over" into the surrounding community. That spillover may be physical as vehicles drop or carry out dirt, or silt is washed into public streets. Passing non-project vehicles then pulverize the dirt to create off-site dust impacts. Spillover may also occur via congestion effects. Construction may entail roadway encroachment, detours, lane closures, and competition between construction vehicles (trucks and contractor employee commuting) and ambient traffic for available roadway capacity. Emissions controls require good housekeeping procedures and a construction traffic management plan that maintains such "spill-over" effects at a less-than-significant level.



Construction activities also generate evaporative emissions of volatile organic compounds (VOC) from paints, solvents, asphalt, roofing tar, and other coatings. The volatility of the materials used in asphalt is regulated by AQMD rules, as are paints and solvents. Even water-based paint, however, still contains a high percentage of VOCs such that paint and other architectural coatings are the primary source of construction-related VOC emissions. SCAQMD Rule 1113 limits the level of VOC in paint to 100 grams/ liter, or around 0.8 pounds per gallon. If painting one home requires perhaps 20 gallons of paint, about 16 pounds of VOCs will be released per house painted (inside and out). Painting more than an average of four homes per day could cause the SCAQMD threshold of 75 pounds per day of VOCs to be exceeded. A phasing schedule to limit the average number of completed residences to less than 28 per week (4 per day X 7 days/week) is recommended to maintain VOC emissions impact potential at less than significant levels. At 711 homes, phased buildout of 25 weeks (0.5 years) or more between the first and last units would limit average VOC emissions from paint to less-than-significant levels. Buildout is anticipated to be much longer than the one-half-year cycle that would indicate a probable significant impact from paint and other coatings.

Overlap between painting activities at one project phase and on-going construction at another phase could occur. Construction phasing will depend upon the rate of absorption of new homes. A small amount of ROG emissions during other construction activities could be released concurrently with VOC (ROG) emissions from house painting. The level of additional constraint to maintaining a less-than-significant VOC impact during surface coating operations is not precisely known, but is relatively small.

Operational Impacts

By far, the greatest project-related air quality concern centers on the 8,910 new vehicle trips that will be generated at project completion. For typical Riverside County trip lengths of slightly under 7 mi./trip, additional vehicle travel from project implementation will be about 62,000 vehicle miles traveled (VMT) per day.

Secondary impact potential will derive from energy consumption in power plants or on-site heaters, stoves, water heaters, etc. General development also creates miscellaneous emissions from a variety of sources such as cleaning products, landscaping equipment, or fireplaces, and also contributes to off-site emissions at restaurants, gas stations, dry cleaners, or sand and gravel plants. Except for more readily quantifiable energy consumption (stationary sources), many of the small miscellaneous sources are typically not quantified on a single project basis. These small sources, however, are non-negligible when minute individual contributions are summed over millions of Southern California residences. They further attest to the conclusion that overall anticipated growth is a substantial impediment to the attainment of regional clean air standards.

The California ARB has developed a land use and air pollution emissions computer model that allows one to reliably calculate the daily emissions increase associated with the proposed project. This model, called URBEMIS7G, was run for a buildout year of 2007. Quantifiable stationary source (energy consumption) emissions were not calculated because the mobile source emissions burden by itself exceeds SCAQMD significance thresholds such that inclusion of the much smaller stationary source contribution is



immaterial. The project-related mobile source emissions burden, along with a comparison of SCAQMD recommended significance thresholds, is shown in Table 3.5.5.

TABLE 3.5.5
PROJECT-RELATED EMISSIONS BURDEN
(Emissions (pounds/day))

<i>Buildout</i>	<u>ROG</u>	<u>Nox</u>	<u>CO</u>	<u>PM-10</u>	<u>SO_x</u>
Year 2007	95.2	61.1	952.4	52.7	0.4
SCAQMD Threshold	55	55	550	150	150
Percent of Threshold	173%	111%	173%	35%	<1%
Exceeds Threshold (?)	Yes	Yes	Yes	No	No

Source: URBEMIS7G Computer Model

The project clearly contributes to the regional inability to attain the ozone standard based on SCAQMD's recommended levels. The mobile source emissions from project implementation may create a potentially significant air quality impact. Project-related emission levels for the two ozone (NO_x and ROG) precursor pollutants would exceed the threshold from 111 to 173 percent for year 2007 project buildout. No reasonable level of mitigation could reduce such "excessive" levels to a less-than-significant level.

However, the question of impact significance from growth-associated emissions should not necessarily be solely related to the size of a project or the magnitude of its emissions, but rather whether such growth has been properly anticipated in the air quality planning process. The growth assumptions were obtained from SCAG at their website "scag.ca.us.gov." This data reflects updated information based upon the 1994 Regional Comprehensive Plan (RCP). Between years 2000-2025, there are 7,873 new residences and 3,356 new jobs forecast for the Calimesa area, with an anticipated population increase of 18,607 people. The proposed project will account for about 9 percent (711/7873) of total housing forecast within this planning area.

Developments, which are "housing rich and jobs poor," may contribute to a finding of air quality impact significance because they promote excessive out-of-area commuting. The estimated project job creation from neighborhood commercial uses is approximately 230 jobs compared to 490 housing units (the 211 senior retirement units are excluded), or a jobs:housing (J:H) ratio of 0.47. While the Southern California J:H ratio is around 1.30 on a regional average, the proposed project is fairly consistent with a citywide forecast J:H ratio of 0.47 for year 2025. The regional J:H imbalance to which this project will contribute is thus a cumulative impediment to air quality by promoting long commuting distances to meaningful employment. The proposed project will not exacerbate the citywide J:H imbalance, but it will also not contribute to any possible improvement. It is this cumulative effect, rather than emissions magnitude alone, that would suggest that the project-related air quality impact should be considered to be a significant impact to air quality.



Current CEQA Guidelines focus strongly on "standards" of the Lead Agency in determining significance if this standard was properly developed within a legislative process with adequate public input. Riverside County has not developed threshold standards for assessing air quality impact significance. However, the SCAQMD is a responsible agency in the air quality evaluation process, and has developed specific standards. Given the SCAQMD expertise in air quality, the regional air quality impact should be found to be individually significant and not mitigatable to a less-than-significant level by reasonably available control measures by virtue of exceeding the AQMD's recommended significance thresholds. A statement of overriding consideration will be necessary for adoption of this finding. The fact that identical regional emissions would occur at another development for demand not met within the Calimesa area, and that this demand is planned growth already integrated into the regional air quality plan should be incorporated into the statement of overriding considerations.

In addition to regional air quality concerns, which focus on the photochemical conversion of air pollution emissions to more harmful forms, vehicular exhaust may impact air quality.

Maximum hourly CO levels of 3.8 ppm over background currently occur near the intersection of County Line Road and the westbound I-10 ramps. The maximum existing background CO levels measured in the project vicinity are 5 ppm. It would require a local contribution of 15 ppm to cause the most stringent one-hour CO standard of 20 ppm to be exceeded. The combination of existing background levels plus theoretical microscale maxima does not remotely approach the hourly CO standard.

For buildout (2007) conditions, the predicted "with project" one-hour CO concentration is 3.8 ppm above background at the same intersection as for the maximum existing microscale exposure. The rate of vehicular emissions improvements within the next 5 years will exactly offset any effects of greater traffic volumes and worse congestion. As with near-term predicted impacts, these very low concentration exposures present no CO "hot spot" potential.

Table 3.5.6 shows that the maximum project-related CO increment (difference between no-project vs. with-project) at buildout is 1.0 ppm at the I-10 eastbound ramp County Line Road intersection during the p.m. peak traffic hour. This small increment will not cause the hourly standard to be exceeded. One-hour CO levels are reported to the nearest whole ppm. The project increment does not exceed a reportable amount. All with-project CO increments are dominated by the no-project area growth of traffic and congestion. No microscale "hot spots" will occur with or without the proposed project. Microscale air quality impacts are not considered significant.



TABLE 3.5.6
MICROSCALE AIR QUALITY IMPACT ANALYSIS
(Hourly CO levels (ppm) above non-local background)
A.M. Peak Hour

Intersection	Existing 2002	Exist + Project 2002	No-Project 2007	With Project 2007
County Line Road @:				
I-10 E.B. Ramp	1.4	2.4	1.7	2.0
I-10 W.B. Ramp	3.8	4.6	3.3	3.8
Calimesa Blvd.	2.5	2.8	2.2	3.1
5 th Street	1.7	2.0	1.9	2.2
3 rd Street	1.1	1.3	0.9	1.1
2 nd Street	0.9	1.1	0.8	0.9
California Street	0.7	1.0	0.6	0.8
Bryant Street	0.7	0.8	0.6	0.7
Freemont Street	0.5	0.6	0.5	0.5
Avenue L @:				
Calimesa Blvd.	0.8	0.9	0.7	0.8
5 th Street	0.5	0.7	0.5	0.6
3 rd Street	0.4	0.6	0.3	0.5
California Street	0.2	0.4	0.2	0.3
Bryant Street	0.1	0.6	0.1	0.4
Freemont Street	0.1	0.3	0.1	0.2
Sandalwood Drive @:				
I-10 E.B. Ramp	0.7	0.8	0.8	0.4
I-10 W.B. Ramp	0.8	0.8	0.7	0.7
Calimesa Blvd.	0.9	1.0	0.8	0.8
Singleton Road @:				
I-10 E.B. Ramp	<0.1	<0.1	<0.1	<0.1
I-10 W.B. Ramp	0.1	0.1	0.1	0.1
Calimesa Blvd.	0.2	0.2	0.2	0.2

Source: Screening procedure based upon CALINE4 model.



TABLE 3.5.7
MICROSCALE AIR QUALITY IMPACT ANALYSIS
(Hourly CO levels (ppm) above non-local background)

P.M. Peak Hour

Intersection	Existing 2002	Exist + Project 2002	No-Project 2007	With Project 2007
County Line Road @:				
I-10 E.B. Ramp	1.1	3.4	1.7	2.7
I-10 W.B. Ramp	3.2	4.2	2.8	3.5
Calimesa Blvd.	1.6	2.1	1.5	1.8
5 th Street	2.0	2.7	2.3	2.5
3 rd Street	1.1	1.5	1.0	1.6
2 nd Street	1.0	1.4	0.9	1.1
California Street	1.0	1.4	0.8	1.1
Bryant Street	0.5	1.0	0.4	0.8
Freemont Street	0.5	0.6	0.4	0.5
Avenue L @:				
Calimesa Blvd.	0.9	1.0	0.8	0.9
5 th Street	0.4	0.6	0.3	0.5
3 rd Street	0.4	0.7	0.4	0.6
California Street	0.3	0.6	0.3	0.5
Bryant Street	0.3	0.8	0.2	0.6
Freemont Street	0.1	0.2	0.1	0.2
Sandalwood Dr. @:				
I-10 E.B. Ramp	0.7	0.8	0.7	0.7
I-10 W.B. Ramp	0.6	0.6	0.5	0.6
Calimesa Blvd.	1.2	1.3	1.1	1.1
Singleton Road @:				
I-10 E.B. Ramp	<0.1	<0.1	<0.1	<0.1
I-10 W.B. Ramp	0.1	0.1	0.1	0.1
Calimesa Blvd.	0.2	0.3	0.2	0.2

Source: Screening procedure based upon CALINE4 model.

On-Site Impact Potential

The operation of a community commercial retail use, such as a supermarket serviced by a number of trucks throughout the day, and generating food waste and other biodegradables, has the potential to create a local nuisance when located in proximity to sensitive receptors. Residential units might be situated relatively close to a supermarket. Trucking activities, loading and unloading, and waste storage areas are of concern, as they are activities that may generate odor, fumes, or other nuisance.

Minimizing impacts from odors or other airborne contaminants is carried out through enforcement of good housekeeping policies and frequent waste removal. Such actions are part of expected normal site operations. They may be further reinforced by use permit



conditions that provide performance standards for receiving area operation that optimize the likelihood that nuisance conditions do not exist. Recommended measures include strict limits on any diesel engine idling (to reduce diesel odor and carcinogenic exhaust particulates) and on sanitary (odor-free) operations of refuse storage and disposal.

3.5.4 MITIGATION MEASURES

The fact that the proposed development may contribute to continued regional air quality degradation places a special responsibility on project proponents and local regulatory agencies to develop effective impact mitigation. However, since almost all the project impacts derive from mobile source emissions beyond the control of project sponsors, there is only a limited potential for reducing any large percentage of project impacts. Some "standard" mitigation measures such as using dust control measures during construction mandated by the SCAQMD and using energy efficient design practices required by Title 24 of the California Code of Regulations will be adopted, but they fail to address the basic transportation air quality impact issues.

Effective emissions reduction of mobile source emissions will require a unified Transportation System Management (TSM) approach where a wide variety of transportation control measures (TCMs) are integrated into a comprehensive system of procedures and goals. An effective TSM program as a means for reducing vehicular traffic and its associated environmental effects (air pollution, noise, energy consumption, etc.) is difficult to achieve in practice because of the dependence on the low (mainly single) occupant vehicle as the primary means of transportation. The difficulties inherent in TCM implementation notwithstanding, Riverside County is committed in its air quality element in the General Plan to identify effective and feasible tactics to improve air quality for local government implementation. The components of any mobile source emissions reduction program should include:

1. Cooperation with the SCAQMD to implement regional strategies and tactics.
2. Development of park-and-ride facilities.
3. Encouragement of bicycle and pedestrian circulation alternatives.
4. Express transit access from the project vicinity to other regional employment centers.
5. Encouragement of local job-intensive uses to reduce the existing and growing jobs-housing imbalance that promotes long commutes in and out of the local area.

Given, however, the existing pattern of land use in the region, the effectiveness of mitigation efforts cannot alter the conclusion that project development will likely have a significant regional air quality impact. A statement of overriding considerations will be necessary in the preparation of findings.



Mitigation Measure 3.5-1 – On a project-specific basis, the number of options to reduce vehicular emissions that can be implemented by an individual developer are limited. Developer sponsored measures include the following:

1. Providing an attractive pedestrian environment;
2. Incorporating bicycle trails and interconnections;
3. Building homes that exceed minimum statewide energy construction requirements;
4. Including residential design features that encourage trip elimination or trip diversion to alternative transportation:
 - a. Pre-wired for various telecommunications systems access for in-home offices;
 - b. Pre-wired for 220V electric vehicle charging systems.

Even with optimum incorporation of these measures, the daily trip elimination/diversion, or the level of daily on-site energy consumption, cannot be reduced by more than ten percent. A more realistic goal is a five percent reduction from the values shown in Table 3.6.5. Because the levels of ozone-forming emissions (ROG and/or NO_x) substantially exceed the significance threshold, a 5-10 percent reduction from developer-promoted air pollution emissions mitigation would not alter any conclusions about operational activity impact significance.

Construction activities are anticipated to create levels of PM-10 from soil disturbance and of NO_x from heavy equipment operations that exceed significance thresholds by a large margin. Reduction in the development rate through grading smaller parcels could reduce daily or quarterly PM-10 and NO_x emissions. With "standard" dust control, the disturbance limit is 5.7 acres before PM-10 levels are exceeded (150 lb/day ÷ 26.4 lb/ac/day $\approx$ 5.7 acres). At three months per grading cycle, the annual development limit would be 22.8 acres per year, or about 14 years to build out the 320-acre project site. The impact of the first project residents to over 10 years of construction and associated delay of infrastructure completion would offset any air quality benefits of a curtailed development schedule.

Mitigation Measure 3.5-2 – The impact of the first project residents to over 10 years of construction and associated delay of infrastructure completion would offset any air quality benefits of a curtailed development schedule. Measures include:

1. Watering for dust control during clearing, grading and construction using groundwater from on-site wells. Availability of brackish or reclaimed water sources should be investigated. Soil disturbance should be terminated when high winds (>25 mph) make dust control extremely difficult.
2. Developing a dust control program to supplement the routine watering that constitutes best available control measures (BACMs) in excess of any minimum SCAQMD Rule 403 requirements. BACMs that may be adopted and integrated into an enhanced dust control program might include hydroseeding previously disturbed



areas while awaiting construction, adding chemical binders or surfactants to increase the effectiveness of watering, early paving or chip sealing of roads, enforcing reduced travel speeds (15 mph) on unpaved surfaces, and/or sand fences and perimeter sandbags.

3. Minimization of construction interference with regional non-project traffic movement. Measures recommended for inclusion are:
 - a. Scheduling receipt of construction materials to non-peak travel periods.
 - b. Routing construction traffic through areas of least impact sensitivity.
 - c. Limiting lane closures and detours to off-peak travel periods.
 - d. Providing ride-share incentives for contractor and subcontractor personnel.
4. Reducing "spill-over" effects by preventing soil erosion, washing vehicles entering public roadways from dirt off-road project areas, and washing/sweeping project access to public roadways on an adequate schedule.
5. Requiring emissions control from on-site equipment through a routine mandatory program of low-emissions tune-ups. Such controls are not expected to reduce daily NO_x emissions from all off- and on-road equipment to less than significant levels. A statement of overriding considerations for construction activity NO_x from diesel exhaust well in excess of SCAQMD thresholds will be necessary.
6. Limiting grading/soil disturbance to as small an area as practical at any one time. Likely significance of peak daily PM-10 emissions in excess of SCAQMD thresholds needs to be acknowledged in a statement of overriding considerations.
7. Limiting the application of architectural surface treatments (i.e., paint, etc.) to average no more than four houses per day over the project buildout lifetime using the most currently required low-VOC paint.

3.5.5 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project along with surrounding projects total approximately 770 acres. The technology does not exist to build out this much land in a semi-arid climate without creating some periodically substantial dust and equipment exhaust. These temporary impacts can, however, be noticeably reduced if a commitment is made to pursue available impact mitigation as aggressively as possible. During mass grading, temporary construction activity emissions cannot be maintained at less-than-significant levels. With effective mitigation, however, the degree of "excess" emissions and the number of days with potentially significant impacts can be reduced. Even so, air quality impacts from the project would be significant and a statement of overriding considerations will be required.



3.6 **NOISE**

This section focuses on the effects of noise that would be generated by the proposed project on nearby noise sensitive land uses. Section 3.6.1 (Existing Conditions) provides a description of general noise principles. The discussion of noise sources, sensitive receptors, and noise levels associated with the project and adjacent land uses are also provided under Section 3.6.2 (Noise Impacts) and 3.6.5 (Cumulative Impacts). The noise measurements collected on site, and in the vicinity of the project site, are included in Tables 3.6.1 and 3.6.2. In-depth discussion of the elements of noise and its measurement can be found in the Acoustical Analysis prepared by Gordon Bricken & Associates in January 2002, and a Noise Impact Analysis prepared for Willdan by Giroux & Associates on July 12, 2002. These analyses and the Design Noise Calculations are attached as Appendix D of the EIR.

3.6.1 ENVIRONMENTAL SETTING

Existing Conditions

The Equivalent Noise Level (LEQ) was used to measure noise levels for this study and from that measurement; figures were extrapolated for the 24-hour Community Noise Equivalent Level (CNEL) standard. Local noise suitability criteria are based on State model guidelines. The City of Calimesa noise exposure goal for noise-sensitive land uses is 60 dBA CNEL in usable outdoor space (yards, patios, etc.). If the 60-dBA CNEL standard cannot be met, a 65-dBA CNEL exposure is considered noise impacted but marginally acceptable (General Plan Noise Element, 1994). The City's noise/land use matrix is shown in Exhibit 3.6-1. This standard is comparable to the parameters discussed in detail by the Noise Impact Analysis.

Noise standards for residential projects such as the proposed project are as follows:

Exhibit 3.6.1

<u>Exterior Level</u>	<u>Mitigation Requirement</u>
≤60 dBA CNEL	None
60-65 dBA CNEL	Indoor Level ≤45 dBA CNEL
>65 dBA CNEL	Outdoor Level Mitigated to ≤65 dBA CNEL and Indoor Level ≤45 dBA CNEL

Methodology

Roadways

Noise measurements were conducted using a Bruel and Kjaer (B & K) Model 2218 Type 1 Sound Level Meter and B & K Model 2317 Portable Level Recorder. One measurement taken at the corner of Freemont Street and Selrocco Drive reported a level of about 50 dBA LEQ, which would extrapolate to a level of about 50 dBA CNEL. The other measurement was taken on the future right-of-way of Bryant Street., reported at 46 dBA LEQ, which would extrapolate to about 46 dBA CNEL. Both locations were



measured as less than the City's allowed 60 dBA. There are no railroads near the site and there are no major aircraft over-flights of the site that might increase interior noise impacts, nor is the project site located near heavily traveled roadways.

Table 3.6.1 identifies Traffic Input data for Freemont and Bryant Streets.

Table 3.6.1

Vehicle Type	% Day	% Evening	% Night	% Volume
Autos	77.51	12.90	9.59	100.0
Medium Trucks	0.00	0.00	0.00	0.00
Heavy Trucks	0.00	0.00	0.00	0.00
Volume	6,627 ADT for Bryant Street 3,453 ADT for Fremont Street			
Speed	45 MPH			

Source: Gordon Bricken Associates, 2002. The calculations are contained in Appendix D.

The observed readings on June 28, 2002, are shown in Table 3.6.2 below:

Table 3.6.2

<u>Parameter</u>	<u>FREMONT @ AVENUE L</u>	<u>BRYANT@ROSEWOOD</u>
LEQ	56.5	52.5
Lmax	69.5	68.5
Lmin	37.0	37.5
L10	61.0	58.5
L50	44.0	40.0
L90	38.0	38.0
CNEL(est)	59 dBA	55 dBA

Source: Giroux & Associates, 2002.

The 60 and 65 dBA CNEL noise contour locations are noted in Table 3.6.3.



Table 3.6.3
Location of Noise Contours ⁽¹⁾

Roadway	65 dBA LEQ	60 dBA LEQ
Bryant Street	54 feet	171 feet
Fremont Street	28 feet	90 feet

(1) Distances are relative to roadway center. Source: Gordon Bricken Associates, 2002.

Noise concerns typically identified with land use intensification include short-term construction noise impacts, incremental increases after project completion, and the impacts of a project on sensitive receptors.

3.6.2 THRESHOLDS FOR DETERMINING SIGNIFICANCE OF IMPACTS

Noise impacts are considered significant if:

- They expose persons to levels in excess of standards established in local general plans or noise ordinances.
- They create a substantial permanent or temporary increase. The term "substantial" is not quantified in CEQA guidelines. In most environmental analyses, "substantial" is taken to mean a level that is clearly perceptible to humans. In practice, this is at least a +3 dBA increase.

Revised CEQA Guidelines (1998) are clear on the issue of compliance with standards. The guidelines, at Section 15064, state as follows:

"... a change in the environment is not a significant effect if the change complies with a standard..."

The standard must meet certain criteria as to applicability to environmental impacts and must be adopted by a public agency through a public review process. Compliance with any of the provisions of the City of Calimesa Noise Ordinance (Ordinance 91-21, Effective 9/11/91) that are applicable to project activities would not be considered significant by CEQA guidelines.

Exterior Noise

A number of representative lots along Fremont Street were selected for the achievement of 60 dBA CNEL relative to noise barriers. The calculations were carried out for barrier heights ranging from zero to six feet. Table 3.6.4 shows the results of these observations and calculations. To achieve these noise levels, Mitigation Measure 3.6.4 includes the following requirements:



Table 3.6.4
General Specification for Sound Barriers along Fremont Street
to Achieve 60 dBA CNEL.

Condition	Height
Street grade higher than pad	3 feet above street grade at property line
Pad higher than street grade	5 feet above pad grade at the edge of pad nearest the street.
Pad grade same as the street grade	Five feet above the street grade at the property line.

Source: Gordon Bricken & Associates, 2002

Interior Noise

The City's exposure criteria for new residential construction require that the interior noise environment, attributable to outside sources, be limited to 45 CNEL. Analysis and recommendations for control of outdoor-to outdoor noise intrusion are presented in full in Appendix D. The characteristics of the basic building shell given in Table 3.6.5 will always be minimum used.

Table 3.6.5
Basic Building Shell Characteristics

Panel	Construction
Exterior wall	7/8" stucco or siding, 2" x 4" studs, R-13 fiberglass insulation, drywall
Windows	Dual pane
Sliding Glass Door	Dual pane
Roof	Shingle over plywood, R-30 Fiberglass insulation, drywall, vented
Floor	Carpeted except kitchen and baths

Source: Gordon Bricken & Associates, 2002

The controlling variable in interior noise reduction is the glazing. The nearest units to Fremont will have first floor levels that do not exceed 60 dBA CNEL with the recommended barriers in Table 3.6.4.



3.6.3 PROJECT IMPACTS

Construction Noise Impacts

Temporary construction noise impacts will vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by site clearing and grading, then by foundation construction, and finally for finish construction. The earth-moving (grading) activities are the noisiest sources during construction with equipment noise ranging from 75 to 90 dBA at 50 feet from the source. Long-term (one hour or more) noise levels are at the lower end of the range, while short-term peaks are at the upper end.

Spherically radiating point sources of noise emissions are atmospherically attenuated by a factor of 6 dBA per doubling of distance. The quieter construction noise sources will, therefore, drop below 60 dBA by about 300 feet from the source while the loudest sources might still be detectable above the local background beyond 1,000 feet from the construction area.

For anticipated grading activities, some residences about the project site south of Avenue L. It is unknown as to how close to these residences the grading will occur. A scraper or dozer each produces 88-89 dBA at 50 feet from the source during full power operation. Because the equipment operates at full power for only brief periods, and is continually moving around the construction site, hourly average noise levels at the nearest home could be as high as 75 dBA for brief periods. This could be considered a "substantial" temporary increase.

There are established noise regulations in the City of Calimesa regarding construction. If the construction activity complies with such regulations, and the regulations are designed for environmental protection, then impacts are less than significant.

The City of Calimesa Noise Ordinance, Chapter 2, Section 4-208b states, "No such equipment...shall be operated so as to cause noise at a level in excess of 75 decibels for more than eight hours during any 24-hour period..." The following table provides sound levels corrected for time duration as specified by this section of the Noise Ordinance:

Total Duration In 24 Hours	Decibel Level Allowance	Total Decibel Level
Up to 15 minutes	+15	90
Up to 30 minutes	+12	87
Up to 1 hour	+9	84
Up to 2 hours	+6	81
Up to 4 hours	+3	78
Up to 8 hours	0	75

Source: Giroux and Associates, 2002



On Saturdays and Sundays, as well as certain holidays and the Monday following that holiday, the ordinance prohibits powered construction equipment operating prior to 10 a.m. and after 5 p.m. (Noise Ordinance, Chapter 2, Section 4-208a, ord. 91-21, Eff. 9/11/91).

The hourly average noise level from mobile construction equipment is noted above to possibly average 75 dBA (one-hour) during grading closest to existing Avenue L homes. The noise ordinance limits the hourly exposure to 84 dBA (one-hour). Mobile sources such as scrapers or dozers are not likely to remain still enough for an hour so as to cause the noise ordinance standard to be exceeded. Violations of the City standard might occur around loud stationary sources such as pile drivers or cranes, but such equipment will not be operating on-site near any existing homes.

Compliance with ordinance time limits, and with operational practices under the City's standard conditions of approval, would render noise impacts from construction as less than significant under current CEQA guidelines. Temporary noise levels possibly as high as 75 dBA LEQ for brief periods at the nearest residence would be considered as temporarily adverse, but less than significant. City standards for construction activities are included in this assessment as Mitigation Measure 3.6.1 and are expected to reduce potential impacts to less than significant levels.

Further controls on noise from construction equipment include Mitigation Measure 3.6.2 to have properly operating mufflers, as well as locating construction staging areas away from occupied development, as specified in Mitigation Measure 3.6.3. Potential impacts are expected to be less than significant upon implementation of these mitigation measures.

Development-Related Vehicular Noise Impacts

Methodology

Long-term noise concerns from the increased urbanization of the project area center primarily on mobile source emissions surrounding the project site. These concerns were addressed using the California Specific Vehicle Noise Curves (CALVENO) in the federal highway noise prediction model (FHWA-RD-77-108) in a computerized version of the model developed by Caltrans. The model calculates the LEQ noise level for a particular reference set of input conditions, and then makes a series of adjustments for site-specific traffic volumes, distances, speeds, or noise barriers.

Off-Site Noise Impacts

Off-site noise levels were calculated along forty-four (44) area roadway segments for existing conditions (year 2002) with and without project, and for area build-out conditions, with and without project. Table 1 of Appendix D shows the CNEL level at 100 feet from the roadway centerline at the various roadways analyzed.

Project-related noise impacts with "significant" levels ($\geq +3$ dB) occur at nine (9) different roadway segments out of the forty-four (44) analyzed. The project-related impacts occur along Avenue L, Bryant Street, Fremont Street, and on the County Line Road. Five (5) roadway segments will have noise impacts that are considered individually significant ($+3$ dBA increase). These segments include: 1) Avenue L, California to Bryant; 2) east of



Fremont; 3) Bryant Street, County Line Road to Avenue L; 4) south of Avenue L; and 5) Fremont Street, County Line Road to Avenue L.

All homes along these streets, except the Rosewood tract along Bryant Street, take driveway access from their house to the above roadways. Construction of noise walls is thus not feasible and the homes themselves protect the rear yard recreational area. The “with project” noise levels, while creating a substantial increase, also do not shift the existing quiet noise levels very far in excess of the most stringent city standards.

Noise Impacts on Sensitive Receptors

Any noise-sensitive uses are either protected by existing homes, or school-or church-yard outdoor areas are well away from the adjacent roadway. Project implementation would thus create excessive front yard noise exposures at homes with small roadway setbacks.

Impacts on Interior Noise Levels

Project traffic could also make it difficult to maintain acceptable interior noise levels (45 dBA CNEL) at bedrooms facing the street if the residents do not have the option to close their windows. Given that most homes are air conditioned, and that back yards will continue to be noise protected, the increased traffic noise is seen as an adverse, but environmentally less than significant impact. Mitigation Measure 3.6.4 provides exterior noise barriers which reduce interior noise levels along Bryant Avenue; Mitigation Measure 3.6.3 provides controls on impacts from construction along Avenue L. Interior noise impacts on the project site will be reduced to acceptable levels, noted above, by Mitigation Measure 3.6.6, providing for interior ventilation reducing the need to open windows to let in noise, and Mitigation Measure 3.6.7, which calls for grading plans which ensure correct sound barrier heights on the project site to reduce interior noise impacts to allowed levels.

3.6.4 CUMULATIVE IMPACTS

Cumulatively, a number of additional roadways will experience +3 dBA CNEL increases in traffic noise exposure compared to existing conditions. A total of nine (9) roadway segments will experience +3 dBA CNEL noise increases over existing conditions. As with the individual project impact, direct driveway access by all existing homes (except for the new Rosewood subdivision) will preclude construction of noise walls as noise mitigation. As with the individual impact, backyard noise exposures will remain well within city standards. Cumulative noise exposures will be in the low to mid 60 dBA CNEL range along most major project access routes. Except for creating a possible impediment for meeting indoor noise standards at some older homes without some form of air conditioning, cumulative noise impacts are similarly adverse, but less than significant.



3.6.5 MITIGATION MEASURES

NOISE IMPACT MITIGATION

The project noise impact study indicates a potentially significant noise increase from project-related traffic on project vicinity receptors. However, project-related traffic will not cause noise standards to be exceeded where they are currently met, nor make measurably worse any existing violation. Project-related traffic noise may make it difficult to meet interior noise standards at older residences along Avenue L, Bryant Street or Fremont Street that have small set-backs, and which have no ventilation option besides leaving the front bedroom windows open. The number of homes where this is a possible noise issue is unknown since the presence or absence of supplemental ventilation can not be determined without a detailed survey of each potentially affected property. Presuming that the actual number of properties that do not have some form of optional supplemental ventilation in their front bedrooms is small, the potential interior noise impact is considered less than significant.

Noise mitigation measures recommended for this project also include standard city requirements as follows:

Mitigation Measure 3.6.1. All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 7 a.m. to 7 p.m. Monday through Friday, 10 a.m. to 5 p.m. on Saturday, Sunday and specified holidays, and shall utilize the quietest equipment available.

Mitigation Measure 3.6.2. All on-site construction equipment should have properly operating mufflers.

Project specific noise mitigation measures include those listed below:

Mitigation Measure 3.6.3. All construction staging areas shall be as far away as possible from any surrounding occupied development.

Mitigation Measure 3.6.4. Noise control barriers shall be constructed along Bryant Street to achieve a 45 interior and 60 exterior dBA CNEL. The barriers shall conform to the following specifications:

Condition	Height
Street grade higher than pad	3 feet above street grade at property line
Pad higher than street grade	5 feet above pad grade at the edge of pad nearest the street.
Pad grade same as the street grade	Five feet above the street grade at the property line.

In addition, and acoustical engineer shall be retained to assist in the design of structures.



Mitigation Measure 3.6.5. For interior noise control, plans submitted for plan check shall determine whether or not the barrier proposed in Mitigation 3.6.4 is adequate for second floor noise mitigation. The barrier seems adequate for first floor noise attenuation considering the proposed building materials of stucco and siding with fiberglass insulation, dual pane windows and sliding doors, shingle over plywood roof, and carpeted floor except kitchen and baths.

Mitigation Measure 3.6.6. Air conditioning or a means of increasing ventilation shall be installed in each unit so that it is not required to open the windows to have a habitable environment.

Mitigation Measure 3.6.7. The final grading plans shall be reviewed to ensure correct sound barrier heights. The product plans shall be reviewed to ensure that an interior level of 45dBA CNEL is met.

3.6.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Noise impact is considered less than significant after mitigation.



3.7 GEOLOGY

This section is a summary of the geotechnical documents produced for the project. These documents, Preliminary Geotechnical Feasibility Evaluation, Schaefer Dixon Associated 1989; Zeiser Kling Slope Analysis, Appendix E, Updated 10/01, Preliminary Geotechnical Feasibility Evaluation; Zeiser Geotechnical, Inc., 1990, Preliminary Geotechnical Investigation; Zeiser Geotechnical, Inc 1991, and Updated Preliminary Geotechnical Investigation, Zeiser Kling Consultants, Inc., 2002, are contained in Appendix E of this report.

3.7.1 ENVIRONMENTAL SETTING

The project site is located in the southern foothills of the San Bernardino Mountains, east of the Calimesa Golf and Country Club in the City of Calimesa, Riverside County, California. Alluvial sediments have blanketed this region in what is known as a Beaumont Plain. The most considerable tectonic features in the area are the San Andreas and San Jacinto Faults, although several other localized faults exist in the region. One of these localized faults, the Banning Fault, runs through the southwestern portion of the project site.

Quaternary Age alluvial sediments, referred to as the Beaumont Plain, unevenly blanket the region. The bedrock underlying the project site is Precambrian granite. This bedrock is buried in the western portion of the site and actively incised by drainage flowing from the northeast. Surficial materials on the project site consist of an older fanglomerate unit, older and younger alluvium, as well as undocumented artificial fill.

The topography of the site is comprised of a series of westerly trending sloping low ridgelines. To the west are moderately broad alluvial filled canyons and to the east are narrow alluvial filled canyons. The ridges' side slopes vary in gradient from about 2:1 to 3:1 (horizontal to vertical). Surface water drainages have carved canyons in the valleys between the ridgelines. Relief and drainage descends to the west; with total relief is on the order of 360 feet. A high plateau, known as the Calimesa, edges the northern portion of the project site. The elevation of the site ranges between 2,490 feet and 2,596 feet above mean sea level (MSL). The low-lying alluvial valleys of the western side of the site are plowed, with sparsely vegetated ridgelines. The steeper canyons on the eastern side of the site have dense vegetation in their valleys and scattered brush and trees along their ridgelines.

The site currently is used as a chicken ranch/egg farm (Perisits Egg Farm). Onsite are 52 chicken sheds, grain bins, a workshop, four residences and barns, and an equipment storage area. Trails, unpaved access areas and fences cross the property. A pre-existing garbage dump has been removed and certified as clean. The canyon located where the dump was is stripped of topsoil and vegetation. Two ridgelines near this site are currently used as chicken manure drying areas; the manure is later hauled offsite for sale as fertilizer (Zeiser Kling Consultants Inc. 2002).



Geologic Conditions

Local Seismic Activity

The site lies in a seismically active region. Historic recording of earthquakes, from 1800 to 2001, identified 77 seismic events with a moment magnitude greater than M5 within a 100-mile radius of the project site. The nearest historic earthquake with a magnitude greater than M5 occurred within 11 miles of the project site on September 28, 1946 (Zeiser Kling 2002).

Figure 3.7-1 shows the epicenters of the earthquakes that have occurred in the region. Also of local importance are the San Andreas and San Jacinto Faults, which lie 4.6 km and 11 km from the site respectively (see Figure 3.7-1). Both faults are capable of producing earthquakes greater than 7.0 magnitude.

The dominant seismic structure onsite is the western segment of the Banning Fault. This fault is considered inactive, in accordance with Alquist-Priolo guidelines, in that it has not produced ground ruptures during the Holocene epoch (11,000 years ago). However, because portions of the subject property lie within a state-designated Alquist Priolo zone and is designated by the County of Riverside as a fault hazard zone, the Banning Fault is also reported as potentially active.

No surface expression of the Banning Fault is found onsite, therefore its location cannot be precisely determined, although the lack of displacement in the fanglomerate has served to support the postulation that this fault has not been active during the Holocene epoch (Zeiser Kling 2002).

Fault Hazard Zones and Ground Rupture

Seismic activity is identified on state and county resources. The state of California has developed maps that identify active and potentially active faults as defined by the Alquist-Priolo Zoning Act of 1972. A fault is active, as defined by the Alquist-Priolo Fault Zoning Act, if ground surface rupture has occurred, or can be inferred from evidence, during seismic activity along the fault in the Holocene epoch (the past 11,000 years); and a fault is potentially active if it has been active during the Quaternary period (the past two million years). The County of Riverside has also developed hazard zones, which are depicted on Seismic/Geologic and Flooding Hazards Maps.

These maps were evaluated to identify potential geologic hazards on the project site. The project site does not contain any Alquist-Priolo identified hazard areas. However, the project site is within the hazardous fault zone of the Banning Fault as identified by the County of Riverside Seismic/Geologic and Flooding Hazards Map, Number 98. Schaefer Dixon Associates and Zeiser Geotechnical, Inc. evaluated the Banning Fault on the project site in 1989 and 1991 respectively, and Zeiser Kling cited these evaluations in its 2002 update. During these investigations no rupturing in the overlying Holocene age alluvium was observed. Therefore, in the professional opinion of the project's geotechnical consultants the Banning Fault is inactive.

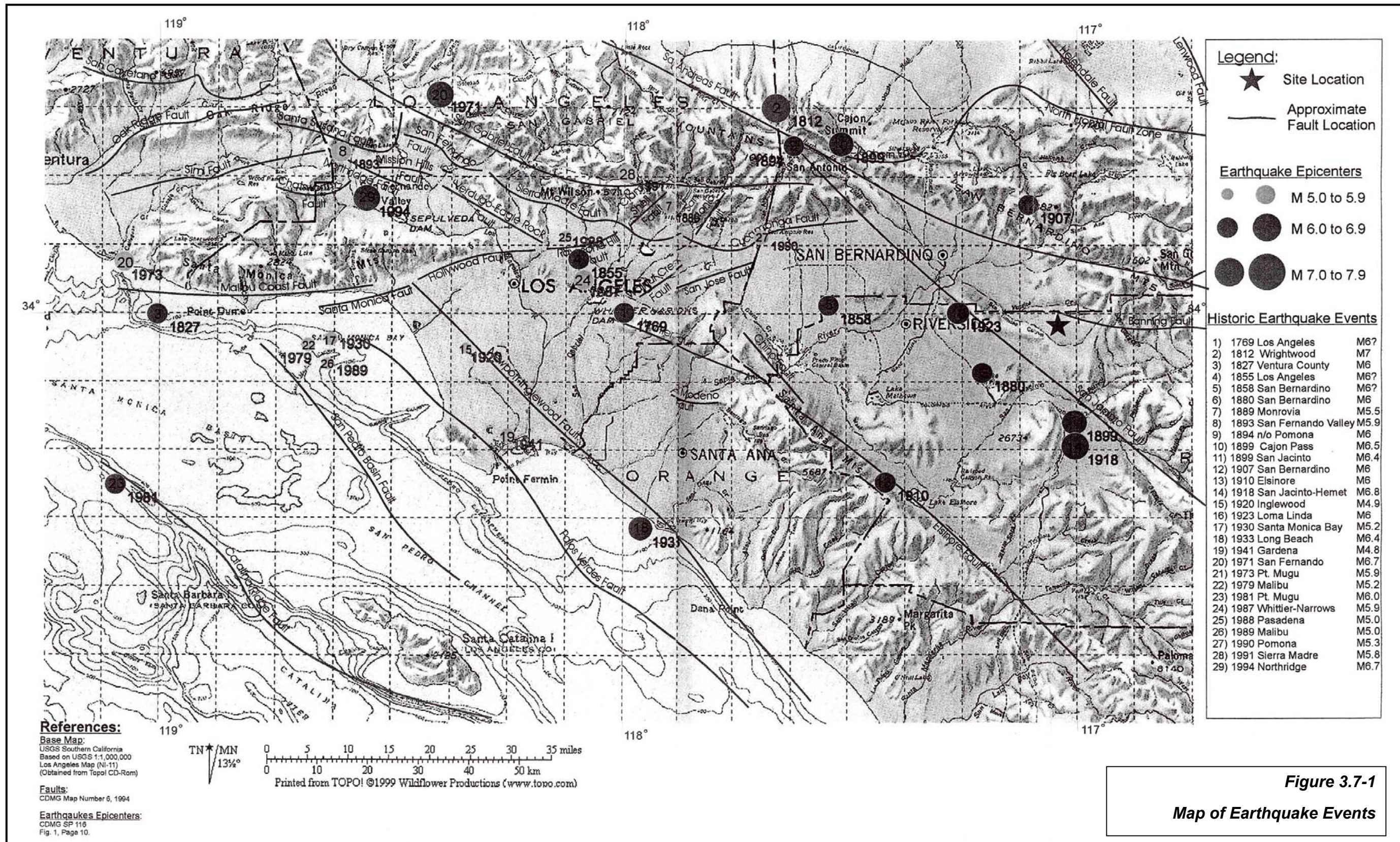


Figure 3.7-1
Map of Earthquake Events



Since the Banning Fault is the only fault that crosses the property, the project's geotechnical consultants consider the potential hazard from surface rupture on the project site to be very low to negligible.

A computer aided survey of known active and potentially active faults within a 62-mile radius of the site, generated by EQFAULT as modified using fault parameters from CDMG OFR 96-08, confirmed that the San Andreas Fault systems and the San Jacinto Fault (San Jacinto Valley branch) lines are the most significant seismic structures in the area which may affect this site (Zeiser Kling 2002).

With respect to the hazards of these faults to structures developed on the proposed site, the project site is located in Seismic Zone 4 of the 1997 Uniform Building Code (UBC), and subject to design using the parameters given within UBC Chapter 16 (Zeiser Kling 2002).

Ground Shaking

The site is subject to moderate to strong ground shaking typical of the general Southern California area (Zeiser Geotechnical, Inc.). The two closest major faults, the San Andreas and San Jacinto Fault, have maximum credible events (MCE) of 8.2 and 7.5 respectively. The San Andreas Fault presents the highest peak horizontal ground acceleration (PHGA) for the site at 0.85 G. (G is equal to the acceleration caused by the force of gravity.) Also, active "blind thrust faults" associated with fold belts and compressional deformation, currently not identified, may generate earthquakes, such as faults responsible for the 1987 Whittier Narrows (moment magnitude M5.9) and the 1994 Northridge (moment magnitude M6.7) earthquakes (Zeiser Kling 2002).

Liquefaction

Liquefaction causes soil to act as a fluid, which reduces the soils strength and stability. This phenomenon occurs in saturated soils that are stressed by seismic activity. Although the project site is subject to ground shaking, ground water was not observed by testing done to a depth of 70 feet below ground surface (Zeiser Kling 2002). Therefore, liquefaction is unlikely.

Landsliding

Layered surface materials that are stressed by seismic activity typically cause deep-seated landsliding in this region. Surface materials that include continuous layers, or beds, of clay are prone to landslides during ground shaking. As discussed, ground shaking is likely to occur on the project site. However, the site does not contain continuous clay beds, and no deep-seated landslides were observed during site reconnaissance. Therefore, the potential for deep-seated landsliding on the project site is low (Zeiser Geotechnical, Inc.). The project site is not located within a Seismic Hazard Zone (SHZ) for Liquefaction identified by the State of California (CDMG, 2001).



Soil Conditions

Existing Soils

The soils on the project site are fanglomerate, older alluvium, younger alluvium, and undocumented artificial fill. The naturally existing soils were tested for density, expansive potential, sheer strength, and soluble sulfate content. The natural soils exhibited similar results in all tested categories except density. All tested soils were found to have insignificant expansion potential, moderately high shear strength after being densified, and a very low soluble sulfate content (Zeiser Geotechnical, Inc., 1991). The density of the older alluvium and fanglomerate was found to be loose to dense while the density of the younger alluvium was found to be loose to medium dense with a moderate potential for compressibility (Zeiser Geotechnical, Inc., 1991).

Undocumented artificial fill was found near the agricultural outbuildings, extending to an unknown depth. Through trench exploration in the dump area, artificial fill was found to include silty sands up to 3 feet thick. The updated assessment of this site noted that these fill areas have a high probability of local contamination from hazardous substances (Zeiser Kling, 2002).

Younger (Holocene age) alluvium is characterized as porous, generally dry and loose in the upper 15 feet and slightly porous, damp and of medium density below, comprising horizontal beds from over 31.5 feet to approximately 55 feet deep.

Older (Pleistocene age) alluvium are also in massive beds, capping ridgelines and underlying younger alluvium in drainages. The older alluvium is characterized by interlensing sands, clayey sands and silty sands with varying percentages of weathered gravel and granitic clasts. Soil is damp to moist and dense. Thicknesses have been observed at over 36.5 feet.

Beneath this is the fanglomerate; a Pliocene to Pleistocene age material located in the southern portion of the site and is comprised of fine to coarse-grained silty sand to moderate and coarse gravel containing cobble-size granitic fragments.

Bedrock is comprised of Precambrian granite, exposed on the eastern portion of the project site. It is comprised of an orange-brown/black hard, heavily fractured and jointed granite and a harder, felsic, white, yellow and grey granite, also heavily fractured and jointed (Zeiser Kling, 2002).

Expansion

Through laboratory expansion testing, Zeiser Geotechnical, Inc. determined the existing soils to be non-critically expansive, and does not anticipate the need for specialized design and construction methods to compensate for expansive soils.

Erosion

The movement of soils on the project site is mostly caused by runoff. Surface water on the project site flows into steep-sided drainage canyons. Aerial photography and site



reconnaissance of the canyons revealed small ponded areas and headward soil erosion. During periods of heavy precipitation, mud or debris flows may occur at the heads of the canyons (Zeiser Geotechnical, 1991).

3.7.2 THRESHOLDS FOR DETERMINING SIGNIFICANCE OF IMPACTS

CEQA Guidelines state that a proposed project may have a significant impact on geology and soils if it:

- Exposes people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, ground shaking, liquefaction, or landslides;
- Exposes people or structures to geotechnical conditions that are not accounted for in engineering specifications or guidelines;
- Exposes people or structures to expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994);
- Results in substantial soil erosion or loss of topsoil; and
- Is located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

3.7.3 PROJECT IMPACTS

Geologic Hazards

The project site is not in an Alquist-Priolo zone but is in the hazardous fault zone of the Banning Fault identified by the County of Riverside. The project's geotechnical consultants conducted detailed investigations on the site and concluded that the Banning Fault is not active. Since no active faults exist on the project, the potential for surface rupture is considered to be very low to negligible.

The project site is expected to experience moderate to strong ground shaking. However, these conditions are typical to Southern California and local and state building codes have been developed accordingly. Compliance with these codes will prevent adverse affects from ground shaking.

Adverse affects from liquefaction are also unlikely, since the groundwater on the project site is expected to be deeper than 100 feet and is known to be greater than 70 feet in depth (Zeiser Kling Consultants Inc., 2002).

In addition, the potential for future deep-seated landslides is low, because the site generally lacks the continuous beds of clay that are common to landslide prone areas (Zeiser Geotechnical, Inc., 1991).



Since the project site does not contain active faulting, is expected to experience ground shaking only what is typical to the region, and is not expected to experience ground rupture, liquefaction, or landslides, the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, ground shaking, liquefaction, or landslides is less than significant.

SOIL HAZARDS

Construction on the project site could experience several unfavorable geotechnical conditions. These include: relatively unfractured granitic bedrock, potential unstable cut slopes, compressible soils, storm water flooding, and unsuitable material. Without the use of the specific design and construction techniques developed for the project these conditions present a significant impact. However, implementation of Mitigation Measure 3.7-1 will reduce the impact to less than significant.

Expansive Soils

As discussed, the need for special design and construction methods to compensate for expansive soils is not anticipated. However, rough grading of the project site could discover expansive characteristics of the soil. Implementation of Mitigation Measure 3.7-1 would reduce potential impacts to less than significant.

Erosion

During major storm events, mud or debris flows may occur at the heads of the canyons. Additionally, cut slopes could expose highly erodible and surficially unstable soils. Without procedures to reduce soil erosion potential, the potential for substantial soil erosion is significant. However, implementation of Mitigation Measure 3.7-1 will reduce this impact to less than significant.

3.7.4 CUMULATIVE IMPACTS

The affects the proposed action will have on geology and soils are limited to the project site. Alteration of geological materials onsite will not affect the suitability of geologic materials elsewhere in the region. Therefore, the proposed project will not contribute to significant cumulative impacts.



3.7.5 MITIGATION MEASURES

Mitigation Measure 3.7-1: To reduce the impacts to less than significant, specific design and construction practices will be required. These actions should follow the recommendations made by Zeiser Geotechnical, Inc. in the project's Preliminary Geotechnical Investigation contained in Appendix E of this report. These recommendations include, but are not limited to, the following:

- Site preparation involving the removal of unsuitable material and man-made features,
- Geotechnical observation, testing and documentation of excavations to ensure suitable foundation materials are exposed,
- Settlement monitoring program to monitor deep settlement of alluvial areas beneath proposed fills,
- Removal of natural soils that are not satisfactory for structure support,
- Preparation of fill areas,
- Preparation of footing areas,
- Compacting of fill,
- Special handling of oversize materials,
- Installation of a subdrainage system,
- Criteria regarding "preliminary" and final infrastructure installation,
- Criteria regarding foundation design, slabs-on-grade, manufactured slope, cement type, and retaining walls,
- Testing and evaluation of project soils to reexamine for soil expansion potential after rough grading,
- Methods for utility installation, and
- Criteria for general site grading, grading plan review, slope compaction, erosion control, grading observation and testing.

It should be noted that further geotechnical testing is included as part of these recommendations to account for changing geologic and soil conditions as well as circumstances that could arise as specific site plans are developed.

3.7.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the recommended mitigation will reduce the impacts from geologic and soil conditions to less than significant.



3.8 HYDROLOGY

This section examines the proposed project to determine if it would directly or indirectly affect the hydrology of the project site. The hydrology parameters examined include drainage patterns, surface flow, flooding, water quality, and groundwater recharge. Hicks & Hartwick, Inc. prepared a “Hydrology and Hydraulics Summary Report” for this project in January 2002. This report is contained in Appendix F. In addition, Simon EEI, Inc. analyzed surface water and groundwater samples for contamination in 1990. Details regarding this analysis are contained in the “Report of Limited Assessment of Soil and Water” prepared for this project by Simon EEI, Inc. This document is contained in Appendix G. This section of the EIR is based on the information presented in these documents.

3.8.1 ENVIRONMENTAL SETTING

Existing Conditions

Drainage

The project site is divided into four watersheds, all of which drain into the San Timoteo Canyon. For the purposes of this report, the watersheds will be referred to as the northern, central, southeastern, and southwestern watersheds. Three of these watersheds contain dominant, soft-bottom drainage channels. The drainage channels in the northern and central watersheds converge to form the Garden Air Wash on the project site. The third drainage channel is in the southwestern watershed and is a contributor to the San Timoteo Canyon Watershed. The southeastern watershed does not contain a dominant drainage channel on-site. Runoff from this watershed contributes to the surface water and runoff flows of the San Timoteo Canyon watershed.

In January 2002, Hicks & Hartwick, Inc. evaluated the watersheds of the project site to determine surface water flows. For the purposes of this report, surface water flows are described using their Q100 value, which is the volume of water a watershed outputs during a 100-year storm.

The dominant drainage channel of the northern watershed is an unnamed tributary to the Garden Air Wash. This channel is also the dominant drainage feature of the project site. The northern watershed drains from northeast to southwest, and has a Q100 value of 1,075 cubic feet per second (cfs) at its confluence with the drainage channel of central watershed. The central watershed flows east to west and has a Q100 value of 706 cfs. Additionally, surface water from a small portion of the project site flows directly into Garden Air Wash downstream from the confluence of the northern and central drainage channels. The total Q100 value of Garden Air Wash as identified by Hicks & Hartwick, Inc. is 2,110 cfs.

As discussed, the southeastern watershed does not include an identifiable drainage channel on-site. The water from this watershed flows to the topographically low area south of the project site surrounding Singleton Road. The Q100 value for this watershed is 153 cfs. The surface water in the southeastern watershed flows from



northeast to southwest, toward the I-10/Singleton Road Interchange and into a soft-bottom drainage channel.

Flooding

The Federal Emergency Management Agency (FEMA) identifies the 100- and 500-year floodplains on Flood Insurance Rate Maps (FIRMS). The majority of the project site is outside the floodplain. However, the area surrounding the northern drainage channel is within the 100-year floodplain. This linear floodplain is approximately 330 feet wide.

Water Quality

The degradation of water quality is regulated by Section 401 of Clean Water Act. This regulation describes the National Pollution Discharge Emission System (NPDES), which is enforced by the Santa Ana Regional Water Quality Control Board (RWCB) in the project area.

As discussed, much of the surface water on the project site flows in soft-bottom drainage channels. All of these channels are ephemeral, and often do not contain standing water. Simon EEI, Inc. sampled and tested the surface water from the northern drainage channel in 1990. The water sample met the current federal drinking water standards.

Groundwater at the project site is not expected to occur at a depth less than 70 feet. No operational water wells currently exist on the project site. However, in 1990 Simon EEI, Inc. tested water from a then active well on-site. The sample exceeded the federal drinking water standards for nitrogen concentrations. Since this well is no longer in use, there are no direct conduits to groundwater on the project site.

Ground Water Supply

The project site includes a Department of Water Resources transmission line. This line is a 54-inch, cement lined, steel pipe that provides water to recharge the Cherry Valley groundwater basin.

3.8.2 THRESHOLDS FOR DETERMINING SIGNIFICANCE OF IMPACTS

CEQA Guidelines state that a proposed project may have a significant impact on hydrology if it:

- Violates any water quality standards or waste discharge requirements;
- Substantially depletes groundwater supplies or interferes substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;



- Substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;
- Substantially alters the drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- Creates or contributes runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provides substantial additional sources of polluted runoff;
- Otherwise substantially degrades water quality;
- Places housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- Places within a 100-year flood hazard area structures which would impede or redirect flood flows;
- Exposes people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

3.8.3 PROJECT IMPACTS

Drainage and Flooding

On-Site Surface Water Flows

The proposed project involves the development of residential, commercial, and recreational lots. Implementation of this project would alter the site's drainage patterns and the quantity and rate of surface runoff. Although two of the dominant drainage channels would remain intact, the central drainage channel would be graded and prepared for development. The addition of impervious surfaces, including roadways and building pads, would reduce the amount of water that gets absorbed into the soil. In addition, impervious surfaces increase the flow rate of runoff.

The project design includes a stormwater system to handle the increase in runoff. The proposed stormwater flow would be primarily street flow that outlets into natural drainage courses. Erosion prevention improvements would be installed at the outlet points to reduce flow rates and sedimentation. In addition, the northern drainage channel will be improved to handle the proposed 100-year storm flow. The flows entering the site where the existing central drainage exists would be captured into a pipe structure that would outlet into the northern drainage channel near the existing



confluence point. The street flow would be designed to accommodate failure of the pipe system. The southern channel would also remain intact.

Since the project would alter drainage patterns and increase the rate and quantity of surface water on the project site, **the project has a potentially significant impact to on-site surface water flows. Implementation of Mitigation Measure 3.8-1 would reduce potential impacts to on-site surface water flows to a less than significant level.**

Off-Site Surface Water Flows

The project involves the placement of impervious structures, and consequently, the rate and quantity of surface water leaving the project site would be altered. Table 3.8-1 compares the existing Q100 flows with the proposed Q100 flows for each watershed on the project site. The Q100 flows of the northern, central, and southwestern watersheds would be reduced after the project. The Garden Air Wash and the southeastern watersheds would have increased Q100 flows.

Table 3.8-1 Comparison of Existing and Proposed Stormwater Flows			
Watershed	Existing Q100	Proposed Q100	Difference Q100
Northern	1,075 cfs	1,031 cfs	-44 cfs
Central	706 cfs	688 cfs	-18 cfs
Garden Air Wash	2,110 cfs	2,115 cfs	+5 cfs
Southeastern	153 cfs	225 cfs	+72 cfs
Southwestern	281	260	-21

Source: Hicks & Hartwick, Inc., January 2002

The increase flow from Garden Air Wash is only a 0.2 percent increase, however, the Q100 flow in southeastern watershed would increase from 47 percent, from 153 cfs to 225 cfs. This change in surface flows could affect surface water downstream. Therefore, **the proposed project's impact to surface water flows is potentially significant. Implementation of Mitigation Measure 3.8-2 would reduce impacts to a less than significant level.**

Hazards from Existing Flood Conditions

As discussed, the area surrounding the northern drainage channel is within the 100-year floodplain as identified by FEMA. However, the proposed project would not place any structures within the 100-year floodplain. In addition, there are no levees or dams in the City of Calimesa and the project would not increase the risk of levee or dam failure. Therefore, **the project would have no impact from placing structures within the 100-year floodplain or from failure of levees or dams.**

Water Quality

During grading of the proposed project and subsequent construction on-site surface water could increase in quantity and velocity. These changes in surface water flows



would cause an increase in sedimentation and reduce the quality of surface water flowing from the site. These impacts are typical of any construction site and regulations are in place to reduce potential impacts.

Section 401 of the Clean Water Act regulates emissions of pollutants, including sediment, into water. Since the proposed project involves fills of “Waters of the United States” the project would be required to obtain a Section 401 Water Quality Standards Certification from the Santa Ana Regional Water Quality Control Board (RWQCB). This certification process involves development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). This plan will include Best Management Practices (BMPs) to be followed during construction and required methods to reduce sediment and erosion impacts. These methods may include: temporary sedimentation basins, silt fences, revegetation of barren land, and diversion of off-site surface water from the construction site. In addition, the City’s Grading Ordinance requires a Wet Weather Erosion Control Plan (WWECP). This plan would also reduce erosion and sedimentation impacts from the project by requiring additional pollution prevention measures during the rainy season.

However, even with the existing regulations, **the size of this project makes its erosion and sedimentation impacts potentially significant. Implementation of Mitigation Measure 3.8-3 would reduce erosion and sedimentation impacts to a less than significant level.**

Construction practices and materials, if not properly managed and maintained, could also affect water quality. Storm events could cause improperly stored construction materials to wash into drainage channels. In addition, improper disposal of construction waste into drainage channels could pollute surface water. Section 402 of the Clean Water Act identifies the National Pollution Discharge Elimination System (NPDES). All construction sites in excess of five (5) acres are required to obtain a General NPDES Permit. This permit would require the project to identify and follow BMPs to prevent construction induced water pollution. Riverside County’s storm water management strategy is described in the Santa Ana Basin Regional Drainage Area Management Plan (SAR-DAMP). Supplement “A” of this plan provides guidance for selecting BMPs in Riverside County. These materials will be reviewed when selecting the BMPs for the proposed project. The BMPs for this project would include but are not limited to: not allowing waste material to be discharged into any drainage areas and not allowing spoil sites to be located within a natural drainage channel or in areas where spoil could be washed into a water body. The required compliance with Section 402 of the Clean Water Act would reduce the potential for construction induced water pollution. Consequently, **the proposed project would have a less than significant impact from construction induced water pollutants.**

Potential water quality impacts also include debris outputted into Garden Air Wash by the proposed pipe structure that will carry the central drainage channel’s flow. The existing central drainage channel is soft-bottom, which naturally filters debris from the surface water. The proposed pipe structure would eliminate the natural filtering process, and thus, decrease the quality of water outputted into Garden Air Wash. Therefore, **impacts to water quality from the installation of the proposed pipe**



structure are potentially significant. Implementation of Mitigation Measure 3.8-4 would improve the quality of water outputted into Garden Air Wash and would reduce impacts to a less than significant level.

It should be noted that surface water currently collects chemical pollutants, including pesticides and poultry manure on the project site [as discussed in the Hazards Section (Section 3.9) of this report]. Development of the proposed project would eliminate these chemical components from impacting the surface water. In addition, the project site currently includes numerous agricultural outbuildings, including 52 chicken sheds, and plowed fields. Both of these existing conditions also degrade surface water onsite. Development of the proposed project would also eliminate these conditions.

Groundwater Recharge

As discussed, the project site includes a Department of Water Resources transmission line. Damage or alteration of this transmission line could impact the recharge of the Cherry Valley groundwater basin. Therefore, **the proposed project has a potentially significant impact to groundwater recharge. Implementation of Mitigation Measure 3.8-5 would reduce groundwater recharge impacts to a less than significant level.**

3.8.4 CUMULATIVE IMPACTS

The project could contribute to cumulative hydrological impacts by reducing regional water quality and altering surface water flows off-site. As discussed, the project has potentially significant impacts to water quality and to surface water flows off-site. Therefore, **the project has potentially significant cumulative impacts to hydrology. Implementation of Mitigation Measures 3.8-1, 3.8-2, 3.8-3, and 3.8-4 would reduce impacts to a less than significant level.**

3.8.5 MITIGATION MEASURES

Mitigation Measure 3.8-1 – Bryant Street shall be designed and constructed to maintain 15 horizontal feet of exposed pavement during a 100-year flood to accommodate vehicular traffic. All project streets except Bryant Street shall be designed and constructed to carry the 100-year flood within the right-of-way and the 25-year flood within the curb and gutter. In addition, curb heights on all proposed streets shall not exceed eight (8) inches. The City shall not issue grading permits until the City engineer has reviewed the project street designs and determined that these requirements have been met.

Mitigation Measure 3.8-2 – The project applicant shall investigate the downstream impacts of the project and identify any required stormwater system improvements to Calimesa Boulevard. This investigation shall be subject to review and approval by the City Engineer. The developer shall be responsible for design and construction of any required improvements, which shall also be subject to review and approval by the City Engineer.



Mitigation Measure 3.8-3 – The project applicant shall develop and adhere to an Urban Stormwater Mitigation Plan (USWMP). The City shall not approve a grading permit until the City Engineer has reviewed and approved the USWMP.

Mitigation Measure 3.8-4 – The project applicant shall design and construct a debris basin at the inlet to the proposed pipe structure that will carry the existing central drainage channel's flow. The City shall not issue a grading permit until the City Engineer has review and approved the design of this debris basin.

Mitigation Measure 3.8-5 – The City shall not issue a grading permit for work within 500 feet of the Department of Water Resources transmission line without written approval by the Department of Water Resources.

3.8.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The project would have a less than significant impact to hydrology after mitigation.



3.9 HAZARDS AND HAZARDOUS MATERIALS

This section examines the proposed project to determine if it would directly or indirectly affect human health from the potential hazards associated with construction of the proposed activity. Zeiser Geotechnical, Inc. conducted a Level 1 Environmental Property Assessment (EPA) in June 1990 and an Update to the Level 1 EPA in June 2002. Simon-EEI Inc. conducted chemical analyses of the soil and water onsite in August 1990. The results of these analyses are documented in the Report of Limited Assessment of Soil and Water. This section of the EIR is based on the information contained in these documents, which are found in Appendix G.

3.9.1 ENVIRONMENTAL SETTING

The project site is a poultry farm, and agricultural activities have introduced potentially hazardous substances to the site. A Level 1 EPA was conducted for the site in June 1990 to identify potentially hazardous conditions. Investigations continued with a Report of Limited Assessment of Soil and Water in August 1990. The results of these studies were reviewed in June 2002 and the findings of this review are documented in the Update to Level 1 EPA. Collection of hazards information involved site reconnaissance, review of existing maps and literature, review of aerial photography, coordination with relevant agencies, interviews with pertinent individuals, and analysis of soil boring and water samples. This section summarizes the most current information, identifies hazardous waste regulations and potentially hazardous conditions on the project site, and identifies any potential risks that the project could cause.

Hazardous Waste Regulatory Framework And Agency List Review

Federal and State regulations exist to protect the human population and natural resources from contamination by hazards. Federally, the Environmental Protection Agency (EPA) regulates hazardous materials. Through the Resource Conservation and Recovery Act of 1976 (RCRA), the EPA regulates the management of hazardous waste; and through the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) the EPA regulates abandoned or closed hazardous waste sites. The California Hazardous Waste Control Law (HWCL) supplements the restrictions imposed by RCRA. The Department of Toxic Substances Control of the California Environmental Protection Agency (CALEPA) acts in conjunction with the federal EPA to enforce federal hazardous materials and waste regulations in California. The Regional Water Quality Control Board (RWQCB), Department of Public Health, and State Department of Health Services jointly oversee subsurface investigations and remediation of sites containing hazardous wastes.

Regulatory agencies maintain databases of known and potential hazardous waste generators, hazards storage facilities, and contaminated sites. The following databases were searched in 2002 to determine if any known hazardous waste sites exist within one mile of the project site: Annual Workplan Sites (AWP); California Cal-Sites Database (CAL-SITES); California Hazardous Material Incident Report System (CHMIRS); Cortese Hazardous Waste and Substance Site Lists (CORTESE); Proposition 65 Records (NOTIFY 65); Toxic Pits Cleanup Act Sites; California Solid



Waste Information System (SWF/LF); Waste Management Unit Database (WMUD/SWAT); California Leaking Underground Storage Tank Report (LUST); Bond Expenditure Plan (CA BOND EXP. PLAN); Active UST Facilities (UST); Facility Inventory Database (CA FID UST); Hazardous Waste Information System (HAZNET); and Hazardous Substance Storage Container Database (HIS UST).

These databases identified four sites within a one-mile radius of the project site. CORTESE listed a public drinking water well with detectable levels of contamination ½ to one mile, north-northwest of the project site. The three other sites were identified by HAZNET as hazardous waste producers. HAZNET identified Michael Hannisen (701 West Avenue L) as an “unspecified organic liquid mixture” producer and HUD (149 Avenue L) as an “unspecified solvent mixture waste” producer. These producers are not known and not expected to have contaminated the project site. The third site listed by HAZNET was the project site itself, Perisits Egg Farms, which is identified as an “oil-containing waste” producer. To determine the potential for hazardous conditions on the project site, detailed investigations were conducted. These investigations involved interviews with individuals knowledgeable of the site, review of historic and current aerial photography, site visits, and chemical analyses of soil and water.

Usage, Storage, and Disposal of Hazardous Substances

Operating the chicken ranch at the project site involved using chemicals. Gasoline and other fuels were used to operate machinery and vehicles. Pesticides were used for pest control; and vegetable oil was mixed with chicken food.

Fuels were stored in two underground storage tanks (USTs) on-site, a 2000-gallon UST and a 750-gallon UST. The soils surrounding the tanks were analyzed for petroleum hydrocarbons, fuel hydrocarbons, and total hydrocarbons in August 1990. No hydrocarbons were detected in any of the borings. Both USTs were removed by Pacific Rail Industries, a reputable contractor, in March 2002. Documented records of the UST removals are contained in Appendix G.

Approximately 900 gallons of pesticides were used annually at Perisits Farm, primarily in the vicinity of the chicken sheds. These chemicals were contained and locked in a secure workshop in the central work area of the ranch. Based on the reported type of agricultural activity, the likelihood of degradation of the subject site by past use of pesticides, herbicides, or fungicides is remote (Zeiser Geotechnical, Inc., 2002). However, soils surrounding the chicken sheds were examined by Simon-EEI Inc. in 1990 and had measurable nitrate levels and potential high levels of DDT and Archlor (pesticides). All of the samples contained nitrate concentration between 77 and 250 mg/kg, which are not concentrations that would potentially pose a health problem (Simon-EEI Inc., 1990). One of the soil samples contained a PCB at a concentration of 80 µg/kg, which is below the total threshold limit concentration (TTLC) value of 50 milligrams/kilogram (mg/kg). Another soil sample contained 3 µg/mg, dichloro-diphenyl-trichloroethane (DDT), which is also below the TTLC value of 1 mg/kg.



Vegetable oil was stored in a 20,000-gallon, above-ground storage tank in the central portion of the site. This tank is no longer in use. The use and storage of vegetable oil is not known and not expected to have contaminated the project site.

Overhead Power Lines

Several overhead power lines cross the project site. However, there are no indications that any Poly Chlorinated Biphenyls (PCBs) have leaked from the transformers (Zeiser Geotechnical, Inc., 2002).

Solid Waste Disposal

Zeiser Geotechnical Inc. observed several areas of refuse or rubble piles during site reconnaissance in 1990 and 2002. The debris in these stockpiles consisted of inert objects and equipment. Soils from two of these sites, the equipment/vehicle storage area and a former dumpsite, were tested for contamination by Simon-EEI Inc. in 1990. Two soil samples were collected in the equipment/vehicle storage area and tested for total hydrocarbons and CCR metals. The total hydrocarbon level was less than the detection limit of 10 mg/kg. None of the metal concentrations exceeded a concentration ten times the respective soluble threshold limit concentration (STLC). Two soil samples were also taken from the former dumpsite in August 1990 and analyzed for concentrations of pesticides, PCBs, semi-volatile compounds, and metal concentrations by Simon-EEI Inc. All analyses revealed concentrations within the range of normal except one sample contained 40,000 micrograms/kilogram ($\mu\text{g}/\text{kg}$) of long-chain (C16 to C34) aliphatic and alicyclic hydrocarbons. Soils in the former dumpsite do not appear to be affected by leaching (Simon-EEI Inc., 1990). In 2002, Zeiser Geotechnical, Inc. observed no indications of site degradation by illegal or unreported dumping of solid waste.

Poultry Waste

Two fields were used for drying poultry manure. The manure was spread over these fields, dried, and then collected for fertilizer. Two soil borings from these fields were collected and analyzed for nitrogen concentrations in August 1990. Analysis of the borings revealed nitrogen levels between 18 and 49 mg/kg. The concentrations of nitrogen reportedly decreased with depth. Guidelines have not been established to regulate soil nitrate concentrations, making evaluations difficult. However, the “subsurface soils in the manure drying areas did not appear to contain concentration of nitrates which would be of environmental concern” (Simon-EEI Inc., 1990).

Surface Water

Surface water in the northern drainage channel was analyzed for contamination in August 1990. The water was alkaline ($\text{pH} = 8.0$), the specific conductance was 850 micromhos per centimeter ($\mu\text{mhos}/\text{cm}$), the total dissolved solid (TDS) concentration was 170 mg/L, and the nitrate concentration was 16 mg/L. The water sample met federal drinking water standards.



Ground Water

The groundwater onsite was tested in August 1990 by Simon-EEI Inc. using a water sample from a then operational well. Simon-EEI Inc. reported “the water sample was a calcium bicarbonate type having pH of 7.6, specific conductance of 510 μ mhos/cm, and TDS of 470 mg/L. Nitrate in the water sample was reported to be 59 mg/L which exceeds federal drinking water standards.” This well is no longer in use.

Proximity to Air Travel Facilities

The closest airport to the project site is the Redlands Municipal Airport, which is approximately 27 miles northwest of the City of Calimesa. The San Bernardino International Airport is approximately 40 miles northwest of the City and the Banning Airport lies 40 miles southeast of the City. There are no private airfields within two miles of the City.

Emergency Evacuation Routes

Exhibit 5-2 of the City of Calimesa’s General Plan identifies the City’s evacuation routes and mass care facilities. Interstate 10, Avenue L, County Line Road, Singleton Road, California Street, 3rd Street, and 5th Street are the City’s evacuation routes. The closest evacuation route to the project site is Avenue L, which parallels the northern boundary of the site. The closest mass care facility to the project site is Mesa Grande Academy, which is at the corner of Avenue L and Fremont Street. This facility is approximately 400 feet from the project site.

Wildland Fire Hazards

Exhibit 5-8 of the City of Calimesa’s General Plan identifies Approximate Areas of Moderate to High Wildfire Risk. The land to the south and southeast of the project site is identified as a regional fire source on this exhibit due to the chaparral and coastal sage plant communities that exist in this portion of the City. In addition portions of T.T. 30386 are identified as wildfire risk areas due to the density of vegetation.

3.9.2 THRESHOLDS FOR DETERMINING SIGNIFICANCE OF IMPACTS

CEQA Guidelines state that a proposed project may have a significant impact from hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;



- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

3.9.3 PROJECT IMPACTS

Transport, Use, And Disposal Of Hazardous Materials

The proposed project would create 712 residential lots, 7.27 acres of commercial land, roadways, parkland, and a senior center lot. The subdivision and designation of land uses would not generate any hazardous materials. Consequently, the project does not involve the routine disposal of any hazardous materials. Grading of the site and construction of infrastructure would involve the use of motor vehicles and construction equipment and the related fuels and fluids. All vehicle and equipment related fuels and fluids would be used and transported following the requirements of the Occupational Safety and Health Agency (OSHA). The projected uses of the site after construction would be residential, recreational, and commercial. Residential and recreational uses would not generate or routinely transport or dispose of any hazardous materials. Some commercial uses, such as gas stations, automotive repair facilities, dry cleaners, and photography labs, could generate or use hazardous materials. However, specific commercial uses have not yet been determined, thus analysis of the potential hazards of future commercial uses cannot be identified at this time. Since future uses of the project site could involve hazardous materials, impacts from the routine transport, use, or disposal of hazardous materials are potentially significant without mitigation. The incorporation of Mitigation Measure 3.9-1 would reduce potential impacts to less than significant.



Upset And Accident Conditions Involving Hazardous Materials

Several areas of the project site contain or are potentially contaminated with hazardous materials. These sites are the pesticide contained in the central work area, the soils surrounding the stockpiles of refuse, the soils where poultry manure was dried, the soils surrounding the chicken sheds, the soils where the USTs were buried, surface water, and groundwater.

The central work area, including the shop that contains the pesticides would be demolished during grading of the site. Demolition and grading of the site without properly disposing of pesticides could cause a release of hazardous materials.

The soils surrounding the stockpiles of refuse and rubble were identified as potentially containing concentrations of hazardous materials. Soils from two of these sites, the equipment/vehicle storage area and a former dumpsite, were tested for contamination by Simon-EEI Inc. in 1990. All analyses revealed concentrations within the range of normal except one sample contained 40,000 micrograms/kilogram ($\mu\text{g}/\text{kg}$) of long-chain (C16 to C34) aliphatic and alicyclic hydrocarbons. Soils in the former dumpsite do not appear to be affected by leaching (Simon-EEI Inc., 1990). Similarly, Simon-EEI Inc. tested the soils where poultry manure was dried for nitrogen contamination in 1990. The "subsurface soils in the manure drying areas did not appear to contain concentration of nitrates which would be of environmental concern" (Simon-EEI Inc., 1990). Grading of the soils surrounding the stockpiles of refuse and grading of the soils where poultry manure was dried would not upset any known concentrations of contaminants.

The soils under the chicken sheds, however, were found to have a high nitrate level and a potential for high levels of DDT and/or Arochlor (Zeiser Geotechnical, Inc., 2002). Soils under the chicken sheds were tested for contamination in 1990 by Simon-EEI Inc. The tests revealed small concentrations of pesticides (Arochlor and DDT). In 2002, Zeiser Geotechnical, Inc. recommended these soils be retested to determine the depth and level of pesticide contamination. Similarly, Zeiser Geotechnical, Inc. recommended the soils where the USTs were buried be investigated for contamination.

Surface water on-site was identified as an area of potential contamination because of the potential to collect contamination through runoff. However, the drainages on-site are ephemeral and only contain water during and after storms. Water samples were collected from the northern drainage and tested by Simon EEI Inc. in 1990. The water samples from the northern drainage met federal drinking water standards. Ground water on-site was also tested for contamination by Simon EEI Inc. in 1990. The nitrogen concentration of the groundwater sample was found to exceed the federal drinking water standards. However, the depth to groundwater is at least 70 feet and groundwater is not anticipated to be released or encountered during grading.

Since, the project involves demolition of a structure that could contain pesticides and grading of the potentially contaminated soils that exist around the chicken sheds and where the USTs were buried, the project's potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident



conditions involving the release of hazardous materials into the environment is a potentially significant impact before mitigation. Incorporation of Mitigation Measures 3.9-2 and 3.9-3 would reduce this impact to less than significant.

Proximity To Educational Facilities

The City of Calimesa is served by the Yucaipa-Calimesa Joint Unified School District and the Beaumont Unified School District. None of the facilities for these school districts are within the City of Calimesa. However, a private school, the Mesa Grande Seventh Day Adventist Academy, is located at 975 Freemont Street, just north of the project site.

As discussed, the project site potentially contains hazardous materials, and without proper remediation, grading and demolition activities on-site could release these materials. Therefore, the project's potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school is a potentially significant impact. Incorporation of Mitigation Measures 3.9-1, 3.9-2, and 3.9-3 would reduce potential impacts to less than significant.

Known Hazardous Material Sites

As discussed, 14 databases of known hazardous material sites were searched to identify potential hazardous sites within a one-mile radius of the project site. These searches identified a total of four sites – a public drinking water well with detectable levels of contamination; Michael Hannisen, “unspecified organic liquid mixture” producer; HUD, an “unspecified solvent mixture waste” producer; and the project site itself, Perisits Egg Farms, an “oil-containing waste” producer.

The contaminated public drinking water well, Michael Hannisen, and HUD are not known and are not expected to have contaminated the project site. In addition, the proposed action would not disturb or affect any these sites.

The Perisits Egg Farm, however, would obviously be affected by the proposed project. As discussed, grading of soils and demolition of structures could release hazardous materials. Therefore, the project has a potentially significant impact because it is located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5. Incorporation of Mitigation Measures 3.9-2 and 3.9-3 would reduce potential impacts to less than significant by remediating and properly disposing of hazardous materials.

Proximity to Air Travel Facilities

As discussed, the project site is 27 miles from the closest airport and there are no private airstrips within two miles of the project site. Therefore, the project would have no impact from the potential hazards of people residing or working within close proximity to airports or airstrips or within an airport land use plan.



Emergency Evacuation Routes

As discussed, the closest evacuation route to the project site is Avenue L; and the closest mass care facility to the project site is Mesa Grande Academy. The intended use and construction of the project would not obstruct traffic flows along Avenue L or any other evacuation route at any time. Similarly, the proposed project would not directly affect, or affect the access to, Mesa Grande Academy or any other mass care facility. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and would have no impacts in this regard.

Wildland Fire Hazards

The project could increase the amount of persons and structures exposed to wildland fire hazards. As discussed, the project site is adjacent to an area identified in the City's General Plan as Moderate to High Wildfire Risk. In addition, due to the vegetation on-site, portions of the project site are susceptible to wildfire. The grading of the project site would eliminate much of the fire fuel on-site, including vegetation and farming outbuildings, and would temporarily reduce the risk of wildfire. However, project site is intended for residential and commercial uses in the future. The placement of residential and commercial structures and associated landscaping could increase the wildfire fuel on-site and place additional persons adjacent to wildfire risk areas.

The potential for wildfire hazard would be reduced through compliance with the City's Zoning Ordinances and the policies of the City's General Plan. The Safety Element of the City's General Plan and the City's Building Regulations Title 8.11 require the roofs of all new structures be "Class A Roofing" as described in the Uniform Fire Code. Class A roofs are constructed of the most fire retardant materials available and greatly reduce the risk of fire jumping from one structure to the next. In addition, City Ordinance Number 98-4, Abatement of Weeds and Other Flammable Vegetation, requires fire fuel be reduced on private property and flammable vegetation be removed from sidewalks and parkways. This ordinance also prohibits accumulations of combustible or flammable wastes outdoors. City regulations also reduce wildfire risk by requiring proper emergency vehicle accessibility. The Safety Element of the City's General Plan and City Ordinance Number 94-6, Hillside Development Regulations, require all new roads to be at least 24 feet wide and have adequate turning radius for fire and emergency vehicles. To ensure proper accessibility of emergency vehicles and compliance with all fire related code requirements, all site plans are required to be reviewed by the Riverside County Fire Department.

In addition to the existing regulations, the Riverside County Fire Department has requested additional mitigation. Therefore, the project would have a potentially significant impact from wildland fires. Incorporation of Mitigation Measure 3.9-4 would reduce impacts to less than significant.



3.9.4 CUMULATIVE IMPACTS

The conversion of the project site from agricultural to residential land would have a positive affect on the potential hazards in the region. The current activity on the project site generates poultry manure, which is a potentially hazardous substance. The proposed development would not be considered a hazardous waste generator. In addition, hazardous materials currently contained on the project site would be safely removed and disposed of during construction, decreasing the potential for hazardous contamination.

3.9.5 MITIGATION MEASURES

Mitigation Measure 3.9-1 – Prior to the issuance of a building permit for any commercial structure, the applicant shall identify, in writing, all potential uses, generation, routine transport, and known disposal of hazardous materials and the methods at which the hazardous materials shall be handled. The City shall not issue a building permit for the commercial structure until it has reviewed this information and is confident that the potential uses, generation, routine transport, and known disposal of hazardous materials would not put humans or the environment at significant risk.

Mitigation Measure 3.9-2 – Prior to the issuance of a demolition permit the applicant shall identify, in writing, the methods to be used to dispose of the pesticides contained in the central work area. The City shall not issue a demolition permit until it has reviewed these methods and is confident that the disposal of pesticides would not put humans or the environment at significant risk.

Mitigation Measure 3.9-3 – Prior to the issuance of a grading permit, the applicant shall have a Level II Assessment conducted for the areas around the chicken sheds and the soils beneath the demolished USTs, as recommended in the Update to Level 1 Environmental Site Assessment prepared for this project in June 2002 by Zeiser Geotechnical, Inc. This assessment shall follow the procedures defined by the American Society for Testing and Materials (ASTM) in document “E1903-97 Standard Guide for Environmental Site Assessments: Phase II Environmental Site Assessment Process.” The Level II Assessment shall include chemical analysis of surface and subsurface soil and water to determine the levels and depth of pesticide contamination around the chicken sheds. The City shall not issue a grading permit until it has reviewed the Level II Assessment and is confident that the grading of soils around the chicken shed and around the site of the demolished USTs would not put humans or the environment at significant risk. In addition, the City shall not issue a grading permit if soil is contaminated with DDT or Arochlor at a concentration equal or greater than their respective Preliminary Remediation Goals as identified by the California Department of Toxic Substance Control and/or the U.S. Environmental Protection Agency Region IX; unless the applicant has submitted to the City, in writing, the methods for remediation, and the City finds these methods to meet the requirements of Title 22 of the California Code of Regulations Division 4.5: Environmental Health and Safety Standards for the Management of Hazardous Waste.



Mitigation Measure 3.9-4 – The homeowner's Association or appropriate city entity shall be responsible for the maintenance of the open space areas. Prior to approval of any development plan for lands adjacent to open space areas, a fire protection/vegetation management (Fuel Modification) plan shall be submitted to the Fire Department for review and approval.

3.9.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Remediation of contaminated substances in accordance with the mitigation measures would reduce the potential to create a hazardous situation to a less than significant level.



3.10 BIOLOGICAL RESOURCES

This section examines the proposed project to determine if it would directly or indirectly effect biological resources in the project area. Biological Assessments of the site were conducted in the fall of 1989 by Tierra Madre Consultants, Inc., and in the Spring of 1990, fall of 2001, and winter of 2001/2002, and spring of 2002, Pacific Southwest Biological Services, Inc., conducted Biological Assessments of the site. Reports of these assessments are contained in Appendix H. Botanical and zoological resources identified and quantified in this report are based on the most recent findings.

The project site was divided into two assessment areas, identified as PSBS #A64B for Tentative Tract 30387, comprising 238 acres, and PSBS #T904, for Tentative Tract 30386, comprising 72.57 acres on the western side of the project site, for a total of 310.57 acres. 91.9 acres of land designated as Urban/Developed has not been included in the assessment, except when bird species have been sighted, because this portion of the property has been disturbed and used for poultry farming and nursery operations. An additional area of approximately one acre provides drainage and is within the jurisdiction of the Corps of Engineers and the California Department of Fish and Game, although the drainage area does not support fish or amphibian life. The total area addressed in this biological survey is 219.56 acres.

3.10.1 ENVIRONMENTAL SETTING

The City of Calimesa lies in a transition zone of two vegetation types: Riversidean Sage Scrub and Chaparral (City of Calimesa General Plan). These vegetation types along with surrounding physical and geographical features support numerous valuable and protected biological resources. In fact, the California Department of Fish and Game (CDFG) researched existing informational resources, including the California Natural Diversity Database (CNDDDB), and developed a list of 16 sensitive biological resources that occur in the project vicinity (see Table 3.10.1).

The project site, however, does not possess the quality or quantity of biological resources that the surrounding region does. Most of the site has been disturbed by past and existing agricultural practices. In this case, damage caused by agricultural practices includes the conversion of land from its natural state to human uses, and the introduction of chemical components from poultry wastes.

Candidate, Sensitive, Or Special Status Species

The CDFG identified 14 candidate, sensitive, or special status species that exist in the project vicinity (Table 3.10.1). However, most of the natural resources of the project site itself have been altered by human activities, rendering the site locally depleted of biological resources. The six biological assessments conducted for the project revealed no indications that any special status biological resources are present at the proposed site.



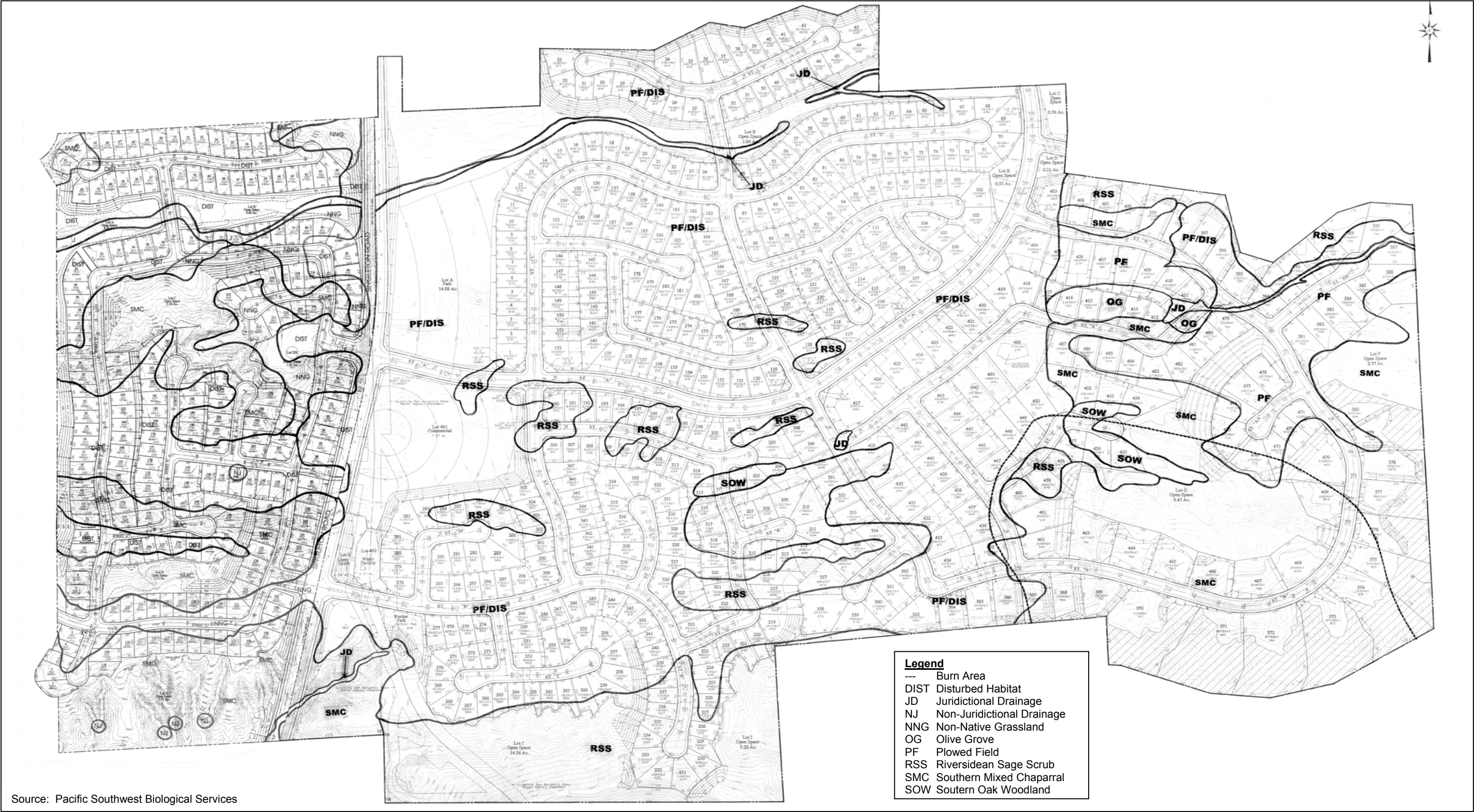
Vegetation Communities

Vegetation communities were identified during the four biological assessments conducted for the project. Vegetation communities present in the project area include southern mixed chaparral, riversidean sage scrub, southern oak woodland, non-native grassland, an olive grove, and disturbed habitat. Habitats in the project area are depicted on Figure 3.10.1 and described in Table 3.10.2.

TABLE 3.10.1 State and Federal Biological Resources of Special Status			
	Common Name	Scientific Name	Status
FAUNA	Stephen's Kangaroo rat	<i>Dipodomys stephensi</i>	FE, ST
	northwestern San Diego pocket mouse	<i>Chaetodipus (=perognathus) fallax fallax</i>	CSC
	Los Angeles pocket mouse	<i>Perognathus longimembris brevinasus</i>	CSC
	San Diego horned lizard	<i>Phrynosoma coronatum blainvillei</i>	CSC
	Orange-throated whiptail	<i>Cnemidophorus hyperythrus</i>	CSC
	burrowing owl	<i>Athene cunicularia</i>	CSC
	least Bell's vireo	<i>Vireo bellii pusillus</i>	FE, SE
	tricolored blackbird	<i>Agelaius tricolor</i>	CSC
FLORA	smooth tarplant	<i>Centromadia pungens ssp laevis</i>	List 1B
	Coulter's goldfields	<i>Lasthenia glabrata ssp coulteri</i>	List 1B
	Wright's trichocoronis	<i>Trichocoronis wrightii var wrightii</i>	List 2
	San Jacinto Valley crownscale	<i>Atriplex coronata var notatior</i>	FE, List 1B
	slender-horned spineflower	<i>Dodecahema leptoceras</i>	FE, SE, List 1B
	Plummer's mariposa lily	<i>Calochortus plummerae</i>	List 1B
NATURAL COMMUNITIES	Southern Coast Live Oak Riparian Forest	N/A	N/A
	Southern Cottonwood Willow Riparian Forest	N/A	N/A
FE = Federally Endangered SE = State Endangered CSC = California Species of Special Concern FT = Federally Threatened ST State Threatened List X – California Native Plant Society (CNPS) inventory list Source: California Department of Fish and Game			



Figure 3.10.1: Vegetative Communities





The southern mixed chaparral community, as detailed in Table 3.10.2, is seen in southern California and northern Baja California. A feature that is common to most southern mixed chaparral communities is the presence of sclerophyllous shrubs. Sclerophyllous shrubs have tough, evergreen leaves that help conserve water and are usually found in low rainfall areas. Southern mixed chaparral makes up 82.05 acres of the project site, including 31.83 acres burned in 1999. This plant community has also been degraded by off-road vehicles and footpaths.

TABLE 3.10.2 Vegetation Communities on the Project Site			
Community	Existing Size (acres)	Status	Dominant Species
Southern Mixed Chaparral	82.05	Native (includes 31.83 acres on TTM 30386 of recovering area burned in 1999)	Chamise (<i>Adenostoma fasciculatum</i>) Thick-leaf Ceanothus (<i>Ceanothus crassifolius</i>) Black Sage (<i>Salvia mellifera</i>) Mountain Mahogany (<i>Cercocarpus betuloides</i>) California Scrub Oak (<i>Quercus berberidifolia</i>)
Riversidean Sage Scrub	18	Native (disturbed)	Flat-top Buckwheat (<i>Eriogonum fasciculatum</i>)
Southern Oak Woodland	1.9	Native (partly intact)	Coast Live Oak (<i>Quercus agrifolia</i>)
Non-Native Grassland	10.55	Non-Native (TTM 30386 only)	Shortpod Mustard (<i>Hirschfeldia incana</i>) Tocalote (<i>Centaurea melitensis</i>) Filaree (<i>Erodium cicutarium</i> , <i>E. moschatum</i>) Numerous non-native grasses
Orchard (Grove)	1.9	Non-Native	Not Applicable
Plowed Fields/ Disturbed Habitat	104.27	Non-Native	Not Applicable

The chaparral community consists of Chamise (*Adenostoma fasciculatum*) and Thick-leaf Ceanothus (*Ceanothus crassifolius*). Black Sage (*Salvia mellifera*) is also dominant but lower in height. Mountain-mahogany (*Cercocarpus betuloides*) is also present on north-facing slopes and in drainages. The chaparral community on-site includes a recovering burned area .

Riversidean sage scrub covers 18.03 acres of the project site. Riversidean sage scrub is a very dry type of coastal sage scrub. The community on site is dominated by Flat-top Buckwheat (*Eriogonum fasciculatum*) and has little vegetative diversity. The



scattered and limited occurrence of the vegetation on-site severely limits the erosion control functionality of the habitat.

Three areas of the project site contain Coast Live Oak trees. There is an isolated Coast Live Oak tree in the western portion of the project site, which is not part of a community. The remaining two areas that contain Coast Live Oak are southern oak woodland communities and make up 1.94 acres. The southern oak woodland community in the southeastern portion of the project site is the most developed and contains intact understory vegetation.

Human activities have directly disturbed the remainder of the project site, which does not contain any native vegetation communities. Non-native grassland makes up 10.55 acres of the project site. The majority of native vegetation in this area was removed through agricultural practices. The species present in this community include: Shortpod Mustard (*Hirschfeldia incana*), Tocalote (*Centaurea melitensis*), Filaree (*Erodium cicutarium*, *E. moschatum*), and an array of annual, non-native grasses.

The most recent biological assessment determined that there is neither a presence nor use of wildlife corridors, nor is there evidence that the existing drainage systems serve as wildlife corridors. The existing use of the site, extensive nearby residential development and the golf course suggest that only limited wildlife nursery sites may occur within the project's boundaries. Since no specific evidence of either wildlife corridors or nurseries was found in site observation, and since no significant biological resources outside of open areas and foraging habitat were observed, only the northern drainage area would constrain development. A total of one acre of channel is found onsite, with no related wetland vegetation. Should any drainage area be filled, The Corp of Engineer would require a Nationwide Permit due to the limited involvement filling such non-wetland features might have. (Pacific Southwest Biological Services, 30 May 2002).

Another non-native plant seen on site is the Olive tree (*Olea europaea*). An olive grove makes up 1.9 acres in the eastern portion of the site.

Agricultural practices have disturbed an additional 104.27 acres of land on the project site. This includes plowed areas for fire protection and disturbed habitat, which is either barren or dominated by non-native annual grasses, as well as 24.34 acres used for Extensive Agriculture.

Land identified in the biological Study as Urban/Developed (91.9 acres noted above) includes farm buildings and portions of the site used for the drying of fertilizer from poultry.

In total, three natural and three human influenced vegetation communities exist on the project site. One hundred and twelve plant species were observed in these communities, 32 percent of which are non-native. Methods for collecting vegetation data and complete lists of observed species can be found in the biological assessments contained in Appendix H.



Drainages And Wetlands

There are three drainages on the project site, the northern, central, and southern channels. The northern channel comprises 3,900 linear feet; the central channel comprises 1,100 linear feet; and the southern channel comprises 900 linear feet. During site visits, the northern and southern channels expressed sufficient characteristics to document the Ordinary High Water Mark. Both are non-wetland waters of the U.S. and the 2.05 acres they comprise fall under USACOE jurisdiction. The central channel, however, is not USACOE jurisdictional due to its limited hydrology and lack of bed and bank through the project site. However, all three channels are jurisdictional waters of the CDFG (Section 1603), comprising of a total of 2.35 acres.

The project site was also evaluated for the presence of wetlands and riparian habitat during the biological assessments conducted for the project. To be considered a USACOE jurisdictional wetland the area must contain a predominance of hydrophytic vegetation, hydric soils, and be inundated with water for a portion of the growing season. Investigations following the 1987 USACOE Wetlands Delineation Manual revealed that the northern and southern drainages are periodically inundated with water; however, neither contain a predominance of hydrophytic vegetation or hydric soils. (For complete details regarding wetland investigations see Appendix H.) In addition, the riparian habitat identified in October 1989 has since been replaced with agriculture. Therefore, the site does not contain wetlands, as described in Section 404 of the Clean Water Act of 1972, administered by the United States Army Corps of Engineers (USACOE).

Zoological Resources

The project site was evaluated for zoological resources during the biological assessments conducted for the project. Wildlife observed or presumed to be present in the project area includes reptiles, mammals, and birds. No fish or amphibians were found onsite.

The Western Fence Lizard (*Sceloporus occidentalis*) and the Side-blotched Lizard (*Uta stansburiana*) were the only two reptiles seen on the site. Both lizards are abundant in the arid and semiarid regions of the West, and the Western Fence Lizard is common in disturbed habitats. The Common Kingsnake (*Lampropeltis getulus*) and Gopher Snake (*Pituophis melanoleucus*) may also be present in small numbers. These species often inhabit farmlands and areas with scattered residences.

Two mammals were seen on the project site, the California Ground Squirrel (*Spermophilus beecheyi*) and the Desert Cottontail (*Sylvilagus audubonii*). Both are ubiquitous to southern California and often inhabit disturbed areas and ranches. Three other mammals are also expected to occur onsite, the Botta's Pocket Gopher (*Thomomys bottae*), the House Mouse (*Mus musculus*), and the Coyote (*Canis latrans*). Botta's Pocket Gopher is a highly adaptable species seen in habitats ranging from deserts to mountain meadows. The House Mouse is an Old World species that was introduced to North America by humans. The House Mouse is now abundant in cities, towns, and agricultural areas throughout the continent. The Coyote is a likely transient



visitor of the project site. Other potential transient mammalian visitors to the site could include the Bobcat (*Lynx rufus*), which was seen just offsite.

Site observations made during the several biological assessments found a total of twenty-five bird species onsite, most of which are common and widely distributed in the scrub and woodland habitat in southern California. The low number of bird species on-site is indicative of the low quality of the habitat present. The following bird species were seen on the project site: Great Blue Heron (*Ardea Herodias*), Cattle Egret (*Bubulcus ibis*), Red-tailed Hawk (*Bufo jamaicensis*), Rock Dove (*Columba livia*), Mourning Dove (*Zenaida macroura*), Anna's Hummingbird (*Calypte anna*), Say's Phoebe (*Sayornis saya*), Northern Rough-winged Swallow (*Stelgidopteryx serripennis*), Western Scrub Jay (*Aphelocoma californica*), American Crow (*Corvus brachyrhynchos*), Common Raven (*Corvus corax*), Northern Mockingbird (*Mimus polyglottos*), Yellow-rumped Warbler (*Dendroica coronata*), California Towhee (*Pipilo crissalis*), Rufous-sided Towhee (*Pipilo erythrophthalmus*), Spotted Towhee (*Pipilo maculatus*), Savannah Sparrow (*Passerculus sandwichensis*), Lark Sparrow (*Chondestes grammacus*), White-crowned Sparrow (*Zonotrichia leucophrys*), European Starling (*Sturnus vulgaris*), Western Meadowlark (*Sturnella neglecta*), House Finch (*Carpodacus mexicanus*), Lesser Goldfinch (*Carduelis psaltria*), House Sparrow (*Passer domesticus*), and Phainopepla (Flycatcher) (*Phainopepla nitens*). The Great Blue Heron, Cattle Egret, and Red-tailed Hawk are transient species that are expected to use the site only for foraging. Several other species are migratory, including Yellow-rumped Warbler, White-crowned Sparrow, and Northern Rough-winged Swallow. The remainder of the species are resident, and as indicated by their presence on-site, have adapted well to human influenced habitats. Table 3.10.3 below shows the species observed as well as their characteristic use of the site.



TABLE 3.10.3 Bird Species Observed		
Common Name	Species Name	Use of Site
Great Blue Heron	<i>Ardea Herodias</i>	Foraging/Transient
Cattle Egret	<i>Bubulcus ibis</i>	Foraging/Transient
Red-tailed Hawk	<i>Bueto jamaicensis</i>	Foraging/Transient
Rock Dove	<i>Columba livia</i>	Resident
Mourning Dove	<i>Zenaida macroura</i>	Resident
Anna's Hummingbird	<i>Calupte anna</i>	Common
Say's Phoebe	<i>Sayornis saya</i>	Resident
Northern Rough-winged Swallow	<i>Stelgidopteryx serripennis</i>	True Migratory
Western Scrub Jay	<i>Aphelocoma californica</i>	Common
American Crow	<i>Corvus brachyrhynchos</i>	Resident
Common Raven	<i>Corvus corax</i>	Resident
Northern Mockingbird	<i>Mimus polyglottos</i>	Resident
Yellow-rumped Warbler	<i>Dedroica coronata</i>	Migratory/Native
California Towhee	<i>Pipilo crissalis</i>	Common
Rufous-sided Towhee	<i>Pipilo erythrophthalmus</i>	Common
Spotted Towhee	<i>Pipilo maculatus</i>	Resident
Savannah Sparrow	<i>Passerculus sandwichenses</i>	Resident
Lark Sparrow	<i>Chondestes grammacus</i>	Common
White-crowned Sparrow	<i>Zonotrichia leucophrys</i>	Migratory/Native
European Starling	<i>Sturnus vulgaris</i>	Introduced Species
Western Meadowlark	<i>Sturnella neglecta</i>	Resident
House Finch	<i>Carpodacus mexicanus</i>	Common
Lesser Goldfinch	<i>Carduelis psalteria</i>	Common
House Sparrow	<i>Passer domesticus</i>	Introduced Species
Phainopepla (Flycatcher)	<i>Phainopepla nitens</i>	Common

Methods for collecting zoological data and complete lists of observed plant and wildlife species can be found in the biological assessments contained in Appendix H.



3.10.2 THRESHOLDS FOR DETERMINING SIGNIFICANCE OF IMPACTS

CEQA Guidelines state that a proposed project may have a significant impact on biological resources if it:

- Results in a substantial adverse effect, either directly or indirectly through habitat modifications, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the CDFG or U.S. Fish and Wildlife Service (USFWS).
- Results in a substantial adverse effect to any sensitive natural community identified in local or regional plans, policies, regulations, or by CDFG or USFWS.
- Results in a substantial adverse effect on any riparian habitat or on federally protected wetlands as defined in Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means.
- Substantially interferes with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeded the use of native wildlife nursery sites.
- Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.10.3 PROJECT IMPACTS

This section compares the proposed effects the project would have on the existing biological conditions with the established Thresholds for Determining Significance of Impacts.

Candidate, Sensitive, Or Special Status Species

As discussed, the project site possesses no indications that any of the 14 candidate, sensitive, or special status species thought to exist in the project vicinity are present onsite. Therefore, proposed impacts to local, state, or federal special status species are less than significant.

Vegetation Communities

The southern coast live oak riparian forest and southern cottonwood willow riparian forest were identified by the CDFG as sensitive natural communities that are known to exist in the project vicinity (Table 3.10.1). However, professional biologists surveyed the project site on five separate occasions and neither community was found to be



present on-site. The four native vegetation communities found on the project site are southern mixed chaparral, chaparral, Riversidean sage scrub, and southern oak woodland. Conversion of these communities to developed land is a potential impact of the project. However, portions of these communities would be preserved as open space as identified in the tentative tract plans. Table 3.10.4 shows the proposed acres of vegetation communities converted to developed land. This table does not account for the damages to the southern mixed chaparral caused by fires in 1999.

Table 3.10.4 Project Effects to Vegetation Communities			
Community	Existing Size (acres)	Acres Proposed as Open Space	Acres Proposed as Development
Southern Mixed Chaparral	82.05	12.66	70.61
Riversidean Sage Scrub	18	3.33	14.67
Southern Oak Woodland	1.9	0.0	1.9

The proposed project would impact the existing native vegetation communities on-site. However, since the sensitive natural communities identified by the CDFG do not exist on-site, the proposed project would have no impact to sensitive natural communities, and impacts to vegetation would be less than significant. Incorporation of Mitigation Measure 3.10.1 would further reduce the impacts to native vegetation.

Drainages And Wetlands

Three drainages exist on-site, the northern, central, and southern drainage. As discussed, these drainages comprise 2.05 acres of USACOE jurisdictional land and 2.35 acres of CDFG jurisdictional land. However, the project design preserves most of this land and includes relocation of the northern channel. The project design also includes planting buffers, which would further reduce potential impacts to this channel. Table 3.10.5 details the potential impacts to USACOE and CDFG jurisdictional land.

Table 3.10.5 Project Effects to Jurisdictional Drainages				
	Linear Feet of Jurisdictional Channels	Potential Impacted Linear Feet of Jurisdictional Channels	Acres of Jurisdictional Land	Potentially Impacted Acres of Jurisdictional Land
U.S. Army Corps of Engineers (USACOE)	4,800	850	2.05	0.78
CA Department of Fish and Game (CDFG)	5,900	1750	2.35	1.12

The USACOE requires an individual permit for impacts to intermittent channels that exceed 0.5 acres. Since the project exceeds this criterion an individual permit would be



required. Pursuant with Section 1603 of the CDFG Code, the project would also require a Streambed Alteration Agreement for impacts to the channels. The required coordination with the USACOE and the CDFG would ensure impacts to the drainage channels are less than significant.

The project site was also investigated for the presence of riparian habitat and wetlands during the four biological assessments conducted for the project. As discussed previously, the native riparian habitats have been eliminated through human alterations. In addition, hydrophytic plants and hydric soils are absent from the site; hence, none of the land on the site is considered wetland for U.S. Army Corps of Engineers (USACOE) regulatory purposes. Therefore, the proposed project would have no impacts to riparian habitat or federally protected wetlands.

Zoological Resources

The proposed action would alter wildlife patterns by loss of and fragmentation of habitat. Fragmenting results in isolated pockets of natural habitats or islands. Islands are less useful to most wildlife, and fragmentation of habitats could result in the loss of individuals from species populations. A secondary impact to wildlife from the project could be the introduction of domestic animals such as the domestic cat (*Felis domesticus*), which is a predator of native species.

Thirty-five wildlife species were found on or expected to exist on the project site, including 25 bird, five mammal, and five reptile species. All the observed species are considered common. Some of these species are non-indigenous, and many thrive in human influenced habitats. In addition, the populations of these species are stable and none of these species are special status species, as identified by the USFWS or CDFG. Consequently, the potential loss or fragmentation of habitats and loss of individuals would not threaten any populations of species. The project would have even less affect on transient and migratory species, since these species have large home ranges that often include multiple foraging sites.

Bird species are protected by state and federal regulations. Sections 3503, 3503.5, 3513, and 3800 of the CDFG Code prohibit the “take” of all birds, their nests, or eggs. Disturbance that causes nest abandonment or loss of eggs or young may be considered a “take.” Federally, all migratory native bird species are protected by the Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703-711). This act makes it unlawful to take, capture, or kill, or attempt to take, capture, or kill any bird, or any part, nest, or egg thereof, listed in 50 CFR 10.13. Development of the proposed project could result in an incidental take and a violation of one or more of these state and federal regulations. Incorporation of Mitigation Measure 3.10.2 would ensure that the proposed project’s potential impacts due to conflict with these state and federal regulations would be less than significant.

As discussed, the project site is visited by transient and migratory wildlife; however, the proposed development would not constrict a wildlife corridor. The project site is surrounded by residential land to the north, a golf course to the west and open space



and low-density residential land to the south and east. The proposed development would be an extension of the City's developed area, and after development the site would continue to be surrounded by wildlife passable land on three sides. In addition, although the drainage channels on-site are not perennial, and there is no evidence that they function as wildlife corridors, the project design leaves the channels mostly in tact. Therefore, the proposed project would have a less than significant impact to the movement of any native resident or migratory fish or wildlife species, or to established native resident or migratory wildlife corridors, or native wildlife nursery sites.

Incorporation of Mitigation Measure 3.10.1 would preserve the site's native vegetation. This mitigation would also reduce potential impacts to transient, migratory, and resident wildlife through preservation of habitat.

Local Policies Or Ordinances Protecting Biological Resources

The project site is not in an area protected by any adopted conservation plans. Therefore, the project would have no impact to an adopted Multi-Species Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

3.10.4 CUMULATIVE IMPACTS

The City of Calimesa is experiencing growth. The City's General Plan lists five recent residential developments as well as recent retail and professional developments within the City. This growth is reducing the amount of open space and natural habitat in the region; and the proposed project would contribute to these losses. Migratory raptor species, like the Red-tailed Hawk, hunt in these open spaces in the winter as part of their migratory pattern. As loss of open space in the region continues, the raptors' habitat diminishes, and as habitat diminishes, the number of individual species decline. Similarly, transient, mammalian predators like the coyote and bobcat, suffer as their foraging areas are depleted.

The proposed project's contributions to cumulative impacts are limited due to the disturbed nature of the project site. As discussed, 195.17 acres of the site, including the farm area, are disturbed habitat. In addition, the extended use of the site as a poultry farm has altered the chemistry of the soil and water on-site. Consequently, the project site supports limited flora and fauna diversity. Furthermore, the project design preserves 26.34 acres of native habitat as open space. Incorporation of Mitigation Measure 3.10.1 would ensure the project's potential contributions to cumulative impacts are less than significant.

3.10.5 MITIGATION MEASURES

Mitigation Measure 3.10.1: The City shall not issue a grading permit until it has reviewed and approved the project's landscape plan. The City's approval of the landscape plan shall be contingent upon the introduction of no less than 80 percent



native species to the designated natural open space area. The City shall not approve a landscaping plan that includes planting of non-native invasive species.

Mitigation Measure 3.10.2: Proposed project activities (including disturbances to vegetation throughout the entire proposed project site) should take place outside of the breeding bird season (March 1-August 31) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, surveys of the site by a qualified biologist shall be conducted to locate any active nests. All active nests shall be avoided and should be provided with a minimum buffer of 300 feet. (Five-hundred [500] feet buffers are recommended for all raptor nests.)

Mitigation Measure 3.10.3: Jurisdictional habitat lost to the proposed development shall be replaced with similar habitat in accordance with United States Army Corps of Engineers and the California Department of Fish and Game requirements. This would consist of on-site expansion of the drainage habitat.

Mitigation Measure 3.10.4: Measures shall be taken to avoid slope erosion and resulting siltation on the southeastern drainage which may directly affect riparian communities which may occur downstream of the site.

3.10.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts are less than significant.



3.11 PUBLIC SERVICES AND UTILITIES

This section provides a discussion of the existing public services and utilities available to the project, and the potential project demands placed on those public services. Public services include law enforcement, fire protection, schools, and solid waste collection; utilities include the provision of water, electricity, gas, reclaimed water, storm drains, and disposal of wastewater. This section of the EIR is based on information gathered from the City of Calimesa's General Plan, the Water and Wastewater Analysis Results for Tracts 30386, 26811, 26925, 0387, & 25809 submitted by the Yucaipa Valley Water District (contained in Appendix I), and correspondence with the individual utility and service providers (contained in Appendix A).

3.11.1 ENVIRONMENTAL SETTING

Existing Conditions

Schools – The City of Calimesa is served by the Yucaipa-Calimesa Unified School District and the Beaumont Unified School District. Neither district has facilities in Calimesa. The Yucaipa-Calimesa Unified School District has seven elementary schools, one middle school, one junior high school, one high school, and one continuation high school. The Beaumont Unified School District has four elementary schools (serving K-1, 2-3, 4-6, and K-6 respectively), one junior high school, one high school, and one continuation high school.

One private school exists in the City of Calimesa – the Mesa Grande Seventh Day Adventist Academy. This school is located just northeast of the project site along Fremont Street and provides elementary and secondary educations.

Fire Services – The Riverside County Fire Department provides fire protection to the City of Calimesa. First response to fire incidents in the City is provided by Station 21, which is located on Park Avenue in Calimesa, adjacent to Calimesa's City Hall. This facility is staffed with a minimum of two persons and includes one fire engine and a rescue squad. Back-up service is provided by Station #22 Cherry Valley and Station #66 Beaumont. Station #22 is located on Avenue Mira Villa in Cherry Valley and Station #66 is located along Maple Street in Beaumont.

Police – The City of Calimesa contracts with the Riverside County Sheriff Banning Station for police services. This station is on Hays Street in Banning, about 8 miles southeast of the City of Calimesa. The Banning Sheriff's Station provides preventive patrol, deputies taking reported criminal and non-criminal calls, traffic collision reports, criminal investigation, laboratory services, crime prevention programs, school programs, search and rescue, non-criminal public service programs, and traffic enforcement (City of Calimesa General Plan, Land Use Element, 1993).

The California Highway Patrol (CHP) also services the City of Calimesa. The nearest CHP station is on Highland Springs Avenue in Banning.



Wastewater – Yucaipa Valley Water District (YVWD) provides wastewater services to the City of Calimesa. Wastewater from Calimesa is transported to the H.N. Wochholz Sewage Treatment Plant. This treatment plant is located in the southwestern corner of the City of Yucaipa, approximately 2.5 miles east of the City of Calimesa. The capacity of the H.N. Wochholz Sewage Treatment Plant is four million gallons per day. Lift Stations #2 and #4 are used to transport sewage from lower elevation areas.

Storm Drains – The Riverside County Flood Control and Water Conservation District provides storm control services in the City of Calimesa. The project site is drained to the Garden Air Wash, which flows into San Timoteo Creek. A complete description and assessment of the project site's drainage is included in the Hydrology and Water Quality section (Section 3.8) of this report.

Water – The Yucaipa Valley Water District (YVWD) provides water services to the southern portion of the City of Calimesa, including Tentative Tract 30387. In addition, the San Bernardino Local Agency Formation Commission (LAFCO) is currently considering the annexation of Tentative Tract 30386 into YVWD jurisdiction. Currently The YVWD's water sources are groundwater wells and a small surface water treatment facility. In 2010, YVWD will begin receiving water from the State Water Project (YVWD, 2002). The YVWD modeled their water supply in their Water Master Plan of 2002. Water rates were calculated as summer rates and winter rates. The summer well water supply rate with all well pumps operating continuously is currently estimated at approximately 115% of the YVWD's maximum day demand (YVWD, 2002). The results of this analysis indicate that operators have difficulty keeping water in several reservoirs during peak summer demands, due to existing pipeline and pumping capacities (YVWD, 2002).

Solid Waste – Cherry Valley Sanitation provides solid waste services for the City of Calimesa. Solid waste is disposed in Lambs Canyon Landfill, six miles southeast of the City (City of Calimesa General Plan, Land Use Element, 1993). The City also requires residential curbside recycling. Recyclable materials are taken to the Palm Springs Recycling Center in Cathedral City.

Energy Sources – Southern California Edison provides electricity for the City of Calimesa.

Gas – The Southern California Gas Company (SCGC) provides domestic gas for the City of Calimesa. Natural gas is transported through a system of underground gas lines. The SCGC indicated that adequate natural gas supplies exists to serve the expected population growth in the City of Calimesa (City of Calimesa General Plan, Land Use Element, 1993).

3.11.2 THRESHOLDS FOR DETERMINING SIGNIFICANCE OF IMPACTS

In general, project impacts on public services would be considered significant if project impacts exceed the capacity of existing or planned infrastructure or public service facilities. The criteria used for analysis of proposed project impacts to public services



and utilities are listed below. The proposed project would have a significant impact if it would:

Schools

- Cause significant project-induced increase in population of school-age children in a public school district, contributing to an existing over-capacity problem.

Fire and Police Protection

- Require additional emergency response personnel and/or equipment to maintain acceptable levels of service, or if project-related development results in increased response times of service providers to a degree that would adversely impact health and safety; or
- Interfere with emergency response or evacuation plans.

Storm Drains

- Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems

Water

- Conflict with water conservation and supply requirements imposed by State and local agencies;
- Cause the substantial and adverse depletion of existing services of domestic water;
- Cause a water supply to be drawn from a groundwater basin that is overdrawn in relation to demand and historical levels; or
- Cause the construction of new water facilities beyond those already planned.

Wastewater

- Cause an increase in wastewater treatment that reaches or exceeds the current capacity or causes reduction in the level of service, thereby requiring substantial expansion or development of new facilities; or
- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.



Solid Waste

- Conflict with State and local requirements relating to source reduction, recycling, litter control, and solid waste handling; or
- Construction- or operation-related solid waste exceeds available capacities of landfills servicing the project area on a long-term basis.

Hazardous Waste

- Conflict with State and local requirements relating to source reduction and hazardous waste handling; or
- Operational-related hazardous waste exceeds available capacities of landfills servicing the project area on a long-term basis.

Other Services

- Conflict with applicable legal requirements relating to utilities; or
- Cause demand for utilities to exceed available capacity without providing expanded or additional facilities.

3.11.3 PROJECT IMPACTS

Schools – As discussed, buildout of the proposed project would add 711 equivalent dwelling units to the City of Calimesa. These residences would be within the Yucaipa-Calimesa Unified School District. It is reasonably foreseeable that this increase in housing stock would lead to an increase in the need for educational services. However, 221 of the 711 units are proposed for senior living, and are not expected to increase the need for educational services. All residents of the City of Calimesa, including future residents of tracts 30386 and 30387 are required to pay annual taxes for education.

Since, it is reasonably foreseeable that the addition of 490 single-family residences to the City of Calimesa's housing stock would lead to an increase in the need for educational services, the project has a potentially significant impact to schools. Incorporation of Mitigation Measure 3.11-1 would reduce impacts to a less than significant level.

Fire Service – As discussed, buildout of the proposed project would add 711 equivalent dwelling units to the City of Calimesa. It is reasonably foreseeable that this increase in housing stock would lead to an increase in the need for fire services. The Riverside County Fire Department stated that impacts of the project would include "an increased number of emergency and public service calls" in their letter of 02/20/2002, which is contained in Appendix A. National fire standards state that one new fire station and/or engine company may be required for every 2,000 new dwelling units. The Riverside County Fire Department stated in their letter of 02/20/2002 that "up to one fire station



may be needed to meet anticipated service demands.” Therefore, the project has a potentially significant impact to fire services. Incorporation of Mitigation Measures 3.11-2 and 3.11-3 would reduce impacts to a less than significant level.

The potential impacts the project could have on human safety related to fires are included in the Hazards and Hazardous Waste section (Section 3.9) of this EIR.

Police – As discussed, buildout of the proposed project would add 711 equivalent dwelling units to the City of Calimesa. The Executive Office of the Sheriff has reviewed the project and stated in their letter of August 20, 2002 they, “find no significant adverse impacts to public safety and law enforcement. However, any time we add commercial facilities and residential units, response times to 911 and calls for service can be delayed.” Captain Ron Wade of the Riverside County Sheriff Banning Station stated that the goals their department include providing one police officer for every 1000 residents; and at build-out, this project would require two additional officers. Therefore, the project has a potentially significant impact to police services. Incorporation of Mitigation Measure 3.11-4 would reduce impacts to a less than significant level.

Water – The YVWD analyzed this project (see Appendix I) along with several other nearby projects to determine the future adequacy of their water facilities. This analysis was conducted assuming buildout of the Tentative Tracts. The estimated maximum day and peak demands for Tentative Tract 30386 are 213.9 gallons per minute (gpm) and 427.8 gpm, respectively. The maximum day demand for Tentative Tract 30387 is 448.2 gpm and the peak hour demand for Tentative Tract 30387 is 896.4 gpm.

Development of the Tentative Tracts 30386 and 30387 would require additional water facilities. However, future development was considered when the YVWD developed their Water Master Plan in 2002. This plan includes a reservoir (identified as 13.4 Reservoir in the Master Plan) on Tentative Tract 30387. Also included in YVWD’s plans are a 36-inch diameter transmission main to connect to the reservoir on tract 30387, that will connect with the 24-inch diameter main that runs along California Street. The YVWD also plans to expand an existing 8-inch pipeline near Selrocco Road to 16 inches, and to create a reduced pressure zone.

Since the project would require construction of new water facilities the project’s impacts to water service is potentially significant. Incorporation of Mitigation Measure 3.11-5 would reduce impacts to a less than significant level.

Storm Drains – A complete description of impacts to flood control services is contained in the Hydrology and Water Quality section (Section 3.8) of this report.

Wastewater – The YVWD analyzed this project (see Appendix I) along with several other nearby projects to determine the future adequacy of their wastewater facilities. This analysis was conducted assuming buildout of five Tentative Tract maps totaling 1,877 equivalent dwelling units (edu). The peak wastewater flow for the 1,877 units is 815 gallons per minute. The YVWD estimates the peak flow of wastewater from Tentative Tract 30386 after buildout to be 95.5 gallons per minute; and from Tentative Tract 30387 after buildout to be 200.1 gallons per minute.



In 2001, the YVWD prepared a Wastewater Master Plan to identify upgrades needed in their system. After analyzing the future projects, the YVWD revisited the 2001 Wastewater Master Plan and identified the following additional system upgrades:

1. Calimesa Blvd, Phase 1 – The existing 15-inch diameter gravity line is required to be upsized to an 18-inch pipeline between Sandalwood Drive and Avenue L, and a 21-inch pipeline between Avenue L and Avenue J. This project was included in the 2001 Master Plan as a year 2005 project with larger pipe sizes based on development projected prior to the construction of the Oak Valley water recycling facility. The pipeline sizes of the project were incorrectly illustrated in the Master Plan figure, and the recommended pipeline diameter for this entire reach based on the Master Plan analysis is 21-inches. The larger master planned pipeline should be constructed.
2. Calimesa Blvd, Phase 2 – A new 12-inch diameter pipeline is required south of Lift Station #2 to convey flows from the Storm Property. This is a Master Plan project that will need to be expedited.
3. Calimesa Blvd, north of Lift Station #2 – An exiting 8-inch diameter gravity pipeline requires upsizing to a 10-inch diameter pipe north of lift Station #2. This is a new project and is required due to the re-routing of flows from Country Club Ridge.
4. Golf Course Line – An existing 8-inch diameter line will need to be upsized to 12- and 15-inches. This project was recommended in the Master Plan as a year 2007 project. Note that due to the re-location of the discharge point for Tracts 30386 and 30387, the upstream portion of this pipeline extends east toward the tracts, not a Fairway Lane as shown in the Master Plan report graphic.
5. Calimesa Blvd,. South of Lift Station #4 – An existing 8-inch diameter pipeline downstream of the Lift Station #2 forcemain will need to be upsized to 10- and 15-inches. This was identified in the Master Plan as a future deficiency.

In addition, the YVWD analyzed the affects future development would have on Lift Stations #2 and #4, and made the following determinations:

Approximately 15,000 gallons of additional emergency storage will be required at Lift Station #4. Lift Station #2 will require additional capacity, and new pumping units are recommended. The existing 6-inch diameter force main for Lift Station #2 has a length of approximately 5,400 feet. At the projected peak flow rate, the velocity in the force main will be almost 7 feet per second, and the dynamic losses will approach 200 feet. Replacement of the force main would normally be recommended to reduce pumping costs. However, Lift Station #2 is planned to be abandoned within 10 years, and the District does not consider replacement of over a mile of force main to be economically justified. New high-head pumping units will therefore be required. It is recommended



that at least two duty pumps be installed, with one of the pumps operating at no more than 400 gpm to reduce friction losses and energy consumption.

Finally, the proposed project will require off-site collection pipelines to connect with the existing YVWD pipelines. The alignments for new pipelines for both Tentative Tract 30386 and 30387 will require 10-inch service lines running westerly through the Calimesa Country Club golf course to Calimesa Boulevard. The proposed project includes the connection to and the upgrading of the Golf Course line.

The project, in conjunction with surrounding projects, has a potentially significant impact from increasing the use of existing wastewater facilities in a manner that requires expansion of existing facilities. Incorporation of Mitigation Measure 3.11-6 would reduce impacts to a less than significant level.

Solid Waste – As discussed, buildout of the proposed project would add 711 equivalent dwelling units to the City of Calimesa. It is reasonably foreseeable that this increase in housing stock would lead to an increase in the amount of solid waste disposed.

**** Cherry Valley Sanitation has not responded to the NOP or our request for comments to date. Any future comments received from Cherry Valley Sanitation will be incorporated into subsequent versions of the EIR.***

Hazardous Waste – The project's potential hazardous waste concerns are addressed in the Hazards and Hazardous Materials section (Section 3.9) of this EIR.

Energy Sources – As discussed, buildout of the proposed project would add 711 equivalent dwelling units to the City of Calimesa. It is reasonably foreseeable that this increase in housing stock would lead to an increase need for energy.

**** Southern California Edison has not responded to the NOP or our request for comments to date. Any future comments received from Southern California Edison will be incorporated into subsequent versions of the EIR.***

Natural Gas – As discussed, buildout of the proposed project would add 711 equivalent dwelling units to the City of Calimesa. It is reasonably foreseeable that this increase in housing stock would lead to an increase need for natural gas.

**** The Southern California Gas Company has not responded to the NOP or our request for comments to date. Any future comments received from the Southern California Gas Company will be incorporated into subsequent versions of the EIR.***

3.11.4 CUMULATIVE IMPACTS

The City of Calimesa is experiencing growth. Several other tentative tracts in the City are being considered on a similar time schedule. The cumulative impacts these projects will have on utilities and services are greater than the individual impacts from



Tentative Tracts 30386 and 30387. However, the utility and service providers were informed of cumulative projects and impact fees and connection fees will be developed by the utility companies and the City of Calimesa to equally share the costs of additional services. Therefore, the proposed project would have a less than significant cumulative impact to public services and utilities.

3.11.5 MITIGATION MEASURES

Mitigation Measure 3.11-1 – Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the school services impact fees of the Yucaipa-Calimesa Unified School District. The current fees are \$2.05/square feet and a Level 2 fee of \$0.80/square feet.

Mitigation Measure 3.11-2 – Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the City of Calimesa Development Impact Fees for fire services. The current fees are \$140.02/residential dwelling unit and \$0.05/square feet of commercial and park uses.

Mitigation Measure 3.11-3 – Prior to the issuance of a building permit the developer shall demonstrate to the permitting agency that all water mains and fire hydrants providing fire flows will be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or 787, subject to the approval by the Riverside County Fire Department.

Mitigation Measure 3.11-4 – Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the City of Calimesa Development Impact Fees for police services. The current fees are \$32.88/residential dwelling unit and \$0.015/square feet of commercial and park uses.

Mitigation Measure 3.11-5 – Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the water service connection fees of the Yucaipa Valley Water District.

Mitigation Measure 3.11-6 – Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the sewer service connection fees of the Yucaipa Valley Water District.

3.11.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The project would have a less than significant impact to utilities and services after mitigation.



3.12 CULTURAL RESOURCES

This section is largely drawn from a three prior reports; an archaeologic assessment in 1989 by Research Associates of the tract now referred to as TT30386 and one in 1990 of what is now TT30387 by Christopher E. Drover, Ph.D., as well as a paleontological survey in 1990 by Heritage Resource Consultants. The full reports are included as part of this EIR as Appendix J, Cultural Resources. This appendix contains information on the qualifications of those who conducted the subject survey.

In addition, a follow-up site survey was undertaken on April 27, 2002, by Paul R. Secord, AICP, and Steven Dibble, Archaeologist, to verify the conclusions of above referenced prior studies. This subsequent survey found nothing to alter previous findings or conclusions.

For the purposes of this section of the EIR, information pertaining to both Tentative Tracts has been combined.

3.12.1 ENVIRONMENTAL SETTING

Cultural Context

Human populations have been living in southern California for at least the last 12,000 years. The early sites can be grouped together into an Early Hunting Stage dating from 12,000-8,500 B.P. (years before present). These sites are characterized by fluted or leaf-shaped projectile points, crescents, core tools, scrapers, and choppers. The absence of ground stone tools for food processing suggests an emphasis on hunting.

Marked increases in plant exploitation and population growth signal the start of the Millingstone Stage, 8,500-5,000 B.P. During this cultural stage, artifact assemblages were typically comprised of manos, metates, choppers, and scraper planes, with projectile points being scarce.

The Regional Specialization Stage dating from 5000-300 B.P. is characterized by continuing population growth and increasing adaptation to the varied ecological niches found within the study area.

Information on the prehistory of the region in which the subject property lies is provided primarily by excavations carried out at the Serrano Village of Yukaipa't (Hicks 1958; Martz 1977) and recent research done at the historic Cahuilla Village at the mouth of San Timoteo Canyon (Swope and Wilke 1987; Lerch 1983).

The earliest component of Ca-SBR-I000 is characteristic of Milling Stone Horizon sites elsewhere in southern California (Wallace 1955, 1962) and contained flexed burials, deep-basin metates, manos and such typological artifacts as cogstones and discoidals (Hicks 1958). The village of Yukaipa't has been inhabited from as early as 5,000 years ago until historic times. It is known that at least six Serrano Indians from the Yukaipa't Rancheria were baptized at the San Gabriel Mission between 1811 and 1819 (Merriam



1968; Munoz 1982). In the 1860's, the remaining Indians were relocated to Banning by James M. Waters (Harrington n.d.).

The Village "San Timoteo," designated CA-RIV-794, is located approximately 2 1/4 miles southwest of the subject property. The village is identified on the 1871 U.S. Land Office Township Plat. It is thought to represent the Village of Cahuilla Chief Juan Antonio. The village population was decimated by a smallpox epidemic in 1883. Both prehistoric artifacts (manos, metates, and Tizon brownware ceramic sherds) and historic artifacts (earthenware, ironstone and glass fragments) have been found during archaeological surveys of this site (Lerch 1983; Swope and Wilke 1987). By the 1880's this village site had been encompassed by ranches and farms with the surviving Cahuilla either being removed to one of the Cahuilla Indian Reservations or remaining on as farm/cattlehands.

The project area seems to have been in the mid-zone between Cahuilla and Serrano territories. Both Indian groups were hunters and gatherers who spoke a Shoshonean family language. Villages were composed of a group of kin, usually of the same patrilineage. Villages were politically autonomous and only loosely formed a larger socio-political unit through political alliances, intermarriage, trade, and ceremonial exchange (Kroeber 1925 Strong 1929; Bean 1972).

At European contact times, the study area was within areas occupied by groups known as the Cahuilla. The Cahuilla culture area incorporated east-central Riverside County, consisting of desert, pass (San Gorgonio Pass) and mountain groups each affiliation describing the exploitation areas of each group. Desert Cahuilla ranged throughout the Coachella Valley from almost El Centro to Cabazon; the Pass Cahuilla occupied San Gorgonio Pass and the Mountain Cahuilla dominated the Santa Rosa Mountains. The Cahuilla are linguistically comprised of a language of the Shoshonean language family (Kroeber 1925: Plate 57). The Contact period ethnicity of the study area is clear as the modern Cahuilla reservation of Morongo is six miles east of the project area. Ethnographic literature pertinent to the Cahuilla and surrounding ethnographic groups is fairly extensive and has been collected since the 1800's (see Barrows 1900; Sparkman 1908; Kroeber 1925; White 1963 and Bean 1972).

Existing Data – Literature Search

Both 1989 and 1990 archaeological studies included a check of the California Archaeological Inventory (CAI) records on file at the Archaeological Research Unit of the University of California, Riverside, review of the pertinent literature, as well as on-foot field investigation of the subject property. A review of the archaeological site records on file at the ECIC showed no sites within the subject property boundaries, and no sites are recorded within one mile of the project.

A number of isolated artifacts not associated with definite archaeological sites were recorded at the Singleton Ranch, south of the subject property (Schroth and Cottrell 1981).



The Serrano Village of Yukaipa't, recorded as CA-SBR-I000, is located approximately 2 miles northeast of the subject property (Martz 1977). A number of smaller, outlying seasonal campsites and resource procurement sites surround this main village, suggesting that the entire Yucaipa Valley, of which the subject property is a part, was well utilized in prehistoric times.

Cultural Resources

The current condition of the project site is described in Section 2.0 Project Description, Site Characteristics. Comments to the 1990 cultural resources report pertaining to TT30387 resulted in additional investigation and research which is reported in its entirety in the subject background document and is summarized as follows:

No physical remains of prehistoric or historic resources remain on the subject property. However, mention was made by the landowner of a building on the property (since razed), which may have served as a “stage stop.” The portion of the original report that discusses the possibility of a one-time “stage-stop” is as follows:

“Mr. Jack Perisits served as a guide to the property pointing out changes and observations he had made over the last 40 years. Mr. Perisits made mention of “stage stop” that once existed on the property, which served a Banning to San Bernardino stage line. He seems to recall that building may have been made of adobe and located near a well where the prior property owners also lived (near the location of Mr. Perisits present well). Unfortunately, no information was available in the ECIC Records to elaborate on the subject. It is also not clear at what time the building was demolished. Mr. Perisits believed that the older road between Banning and San Bernardino stayed out of the lower areas that Interstate 10 follows today due to the frequency of road wash outs and difficult (sandy-silty) soils. He also thought that the availability of spring water in the higher, lateral canyons that parallel San Geronimo-San Timoteo Washes would also be attractive for the high wagon route.”

A records search was conducted at the County Parks Department on 23 July 1990. With the aid of staff, both the State records and general files were searched for information regarding this geographical area. The general files indicated that some of the best information regarding this area and subject were the research of Francis Johnston, author of “The Bradshaw Trail” (1987). From a combination of information in Mr. Johnston’s book and personal communication with the author, some clarification can be made regarding the one-time structure on the subject, Perisits Ranch.

The Bradshaw Trail once existed from the San Bernardino-Redlands area, east through Arizona. As the trail passed through the San Timoteo Canyon south of Calimesa it did not follow a specified route but varied depending on factors such as road conditions, which ranches were in operation, and who was driving (Johnston 1987:116; personal communication). Of interest to this report, traveling eastward, the road emerged from San Timoteo Canyon to turn northward toward Cherry Valley.

Two miles east of this location Singleton Canyon breaks out to the north. The road turned here, to and through Newton Noble’s ranch [this location has subsequently been discovered by Johnston to be Kramer’s Ranch, (personal communication)] in the canyon. This ranch lay about a mile north of the present Interstate 10, at the end of what is today called Singleton Road. That road is the old stage road and today it still



continues past the ranch as a dirt track up Singleton Canyon into Cherry Valley. The old road ran on up the canyon to its end and over a low ridge onto about where Orchard Avenue is in Cherry Valley. Along here the site of Paulino Weaver's adobe has been located, just west and north of the Cherry Valley Fire Station. But the old road goes on along Orchard to Noble Road (named for Newton Noble), south to Dutton Avenue, and along Dutton to Highland Springs Resort (1987:117—118).

The route described by Johnston is located in Singleton Canyon, a northeast-southwest trending canyon just south of the subject property. As described, the trail would avoid crossing the subject property. However the permutations of its exact route from the head of Singleton Canyon to Cherry Valley are unknown. It is most likely that Mr. Perisists' information regarding a "stage stop" are confused with Noble's (Kramer's) Station in Singleton Canyon. However, it is possible that if an early structure existed on the subject property, it may have been occasionally visited by traffic on the trail. It is the conclusion of Mr. Francis Johnston that too little is known to validate trail routes or structures served in this area (Personal Communication).

In conclusion, the original recommendations regarding mitigation remains firm, based on the following information: a) the structure in question is acknowledged to have been razed by a bulldozer years ago during significant land alterations by Mr. Jack Perisists; b) the subject property is apparently not on the generally acknowledged route of the trail up Singleton Canyon, and c) the level of information about this area does not allow for a final determination of trail route or structures served.

Paleontological Resources

The Quaternary terrace and alluvium are relatively flat lying sediments and deeply weathered gravels described as older alluvium (Morton 1978a, 1978b; Rogers 1965, 1967). The sediments in these deposits are derived from the San Timoteo Badlands via the San Timoteo Wash, and from the San Bernardino Mountains via deposition of local creeks. These sediments are considered to have been deposited during the Pleistocene age between 50,000 and 500,000 years ago (Harden, Matti, and Terhune 1986). The sediments from these deposits on the property consist of light brown to reddish brown silty sands with pebble to boulder-sized clasts. Most of the larger clasts are derived from the adjacent, and underlying Precambrian Igneous Complex. The terrace deposits are primarily located on the ridge tops in the central part of the property, while the wash areas in the western part of the property are filled with alluvium.

The search of the paleontological literature and the records which are held by the San Bernardino County Museum (Reynolds 1988), by the Natural History Museum of Los Angeles County, and the University of California, Riverside (Langenwaller 1988) indicated that no paleontological resources are known from the study property, or in the vicinity. There have been paleontological assessments in the region of the study property (Reynolds 1986; Langenwaller 1988, 1989), but there is no indication in those reports, or other literature that paleontological resources have been found in the terrace deposits on, or near, the study property. No paleontological resources were found during the field inspection conducted as part of this study.



3.12.2 THRESHOLDS FOR DETERMINING SIGNIFICANCE OF IMPACTS

Cultural resource is a term that refers to the imprint of human occupation left on the landscape. This imprint is manifested in the form of prehistoric and historic archaeological sites, and historic buildings, structures, and objects. Archaeological sites consist of artifacts, plant and faunal remains, trash deposits, and many types of features. Artifacts reflect anything that was manufactured or modified by human hands. Features can include structural remains, fire pits, and storage areas.

Historic archaeological sites reflect occupation after the advent of written records. Material remains on historic archaeological sites include: refuse dumps, structure foundations, roads, privies, or any other physical evidence of historic occupation. Refuse consists of food waste, bottles, ceramic dinnerware, and cans. In a number of historic archaeological situations privies are important because they often served as secondary trash deposits. There is usually a strong interplay between historic archaeological sites and written records. The archaeological data is frequently used to verify or supplement historic records. Historic buildings include: commercial and residential buildings, industrial space, and any other building that can accommodate people. Historic structures include facilities such as bridges, roadways, and objects.

There are two principal methods of locating cultural resources. Before starting a project a records and literature search is conducted at any number of repositories of archaeological site records. The search may show that an archaeological or historical survey had been conducted and some cultural resources were identified. That information may be enough to proceed with the significance-evaluation stage of the project. If a conclusion was reached that (1) no previous survey had been done, or (2) a previous survey was either out of date or inadequate, the project cultural resources expert, either an historian or archaeologist, will need to carry out a survey to determine if any cultural resources are within the proposed project boundaries.

The California Environmental Quality Act (CEQA) requires that for public or private projects financed or approved by public agencies, the effects of the projects on historical resources and unique archaeological resources will be assessed. Historical resources are defined as buildings, sites, structures, objects, or districts, each of which may have historical, architectural, archaeological, cultural, or scientific significance, that have been determined to be eligible for listing in the California Register of Historical Resources (CRHR). Properties listed in the National Register of Historic Places (NRHP) are automatically eligible for listing in the CRHR.

CEQA also requires that if a project would result in an impact that may adversely affect the significance of a historical resource or a unique archaeological resource, avoidance or mitigation measures will be considered. These measures only involve significant cultural resources. Consequently, the significance of resources will be determined before project effects are identified, or mitigation measures are developed.



California Public Resources Code Section 21083.2 defines a unique archaeological resource as an artifact, object or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any one of the following:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality, such as being the oldest, last or largest of its type, or the best available example of its type; and/or,
- It is directly associated with a scientifically recognized important prehistoric or historic event or person.

As defined by Section 15064.5(a)(3)(A-D) of the State CEQA Guidelines, a cultural resource shall be considered historically significant if it meets the criteria for listing on the California Register of Historical Resources as defined in the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; or
- Is associated with the lives of persons important in our past; or embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

Criterion D of Section 15064.5(a)(3)(A-d) of the State CEQA Guidelines generally, but not always, applies to archaeological sites, rather than in the evaluation of most historic architectural structures, and is not employed for evaluating historic resources in this analysis.

The following four steps are taken in a cultural resources investigation for CEQA compliance:

- Identify cultural resources.
- Evaluate the significance of the resources.
- Identify effects of a project on all cultural resources.
- Develop and implement measures to mitigate the effects of the project on significant resources.



If none of the resources are considered significant, then compliance is completed at the second step.

3.12.3 PROJECT IMPACTS

Archaeological Resources

The subject project will be developed on vacant land free of known archaeological or historic resources as defined above. It is recommended that no further archaeological mitigation of the subject property need be conducted.

Paleontological Resources

The fossil bearing potential of the rock units located on the study property is variable. Due to the mode of origin of the granitic rocks belonging to the Precambrian Igneous Complex there is no possibility that paleontological remains will be present in them.

Fossils have been found in terrace deposits equivalent to those on the Perisits Farm property at two paleontological sites near County Line Road, several miles from the study property. Abundant remains of Rancholabrean animal species have been recovered from those sites including gastropods, turtle, reptiles, birds, rodents, rabbits, and mammoth elephant (Reynolds 1988). There is a possibility that these types of fossils may be discovered in the sediments on the study property, even though no fossils were observed in outcrops on the study property during the survey. However, localized deposits of silty sands located on the property may be fossil bearing. The potential for encountering fossils in these sediments is considered to be low to moderate.

No fossils or subfossils have been recorded from the alluvium in the region. Although paleobiological remains may occur in these sediments, as they may in any other sediment, the likelihood of any being recovered from the study property is minimal. Since there is a possibility that significant paleontological resources may be impacted if grading occurs on the property, a paleontologic grading monitor should be present.

3.12.4 CUMULATIVE IMPACTS

The potential for impacts to cultural and paleontological resources are localized to the project site. As a result, significant cumulative impacts to cultural resources are not expected to occur.

3.12.5 MITIGATION MEASURES

Mitigation Measure 3.12.1 On-site monitoring for archaeology will be maintained throughout the period of development. Care shall be taken to watch for artifact fragments or obvious changes in soil coloration. Prehistoric materials might include flaked stone tools (dart and arrow points, knives, scraping tools); obsidian and/or chert toolmaking debris; culturally darkened soil (midden) containing cultural materials; and



stone milling equipment (mortars, pestles, handstones, and milling slabs). Historic materials might include stone footings or walls, or deposits of metal, glass, and/or ceramic refuse.

Mitigation Measure 3.12.2 The monitor must be empowered to temporarily halt or redirect excavation equipment while fossils are being removed. The monitor should be equipped to speedily collect specimens if they are encountered.

Mitigation Measure 3.12.3 The monitor, with assistance if necessary, should collect individual fossils and/or samples of fossil—bearing sediments. If specimens of small animal species are encountered the most time and cost efficient method of recovery is to remove a selected volume of fossil—bearing earth from the grading area and stockpile it offsite for later processing.

Mitigation Measure 3.12.4 Fossils recovered during earthmoving or as a result of screenwashing of sediment samples should be cleaned and prepared sufficiently to allow identification. This allows the fossils to be described in a report of findings and reduces the volume of matrix around specimens prior to storage, thus reducing storage costs.

Mitigation Measure 3.12.5 A report of findings should be prepared and submitted to the public agency responsible for overseeing developments and mitigation of environmental impacts upon completion of mitigation. This report would minimally include a statement of the types of paleontologic resources found, the methods and procedures used to recover them, an inventory of the specimens recovered, and a statement of their scientific significance.

Mitigation Measure 3.12.6 The paleontological specimens recovered as a result of mitigation should be donated to a qualified scientific institution where they would be afforded long-term preservation and the opportunity for further scientific study.

3.12.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The project is the development of vacant land; there are no historical resources located within the site. No impacts are anticipated and any which may occur will be adequately mitigated.



4.0. CUMULATIVE IMPACTS

CEQA Guidelines Section 15130(a) states that, “an EIR shall discuss cumulative impacts of a project when the project’s incremental effect is cumulatively considerable, as defined in CEQA Guidelines Section 15065(c)”. This discussion, as stated in CEQA Guidelines Section 15130(b), “should be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the other identified projects contribute, rather than the attributes of other projects which do not contribute to the cumulative impact”.

In accordance with CEQA Guidelines Section 15130(b)(10(B), the cumulative impact analysis for the proposed project is derived from a list of pending, approved, and reasonably foreseeable projects within the City of Calimesa. For most issue areas, the geographic area affected by the cumulative impact analysis is the City of Calimesa, with the following exception:

- Air Quality
- Transportation and Traffic
- Growth Inducement

The proposed project will result in the cumulatively considerable impacts listed below, by issue area.

4.1. SUMMARY OF CUMULATIVE IMPACTS

Air Quality

The proposed project would contribute to the regional inability to attain the ozone standard based on SCAQMD's recommended levels. Project-related emission levels for the two ozone (NO_x and ROG) precursor pollutants would exceed the threshold from 111 to 173 percent for a year 2007 project buildout.

Transportation and Traffic

The cumulative effects of other construction projects in the area could potentially exacerbate the traffic and truck-related impacts during construction if the construction schedule were to overlap. Cumulative impacts of general area-wide growth and traffic that would be generated by other proposed development projects in the study vicinity need to be addressed in a regional context to better understand the impact and provide adequate mitigation measures.



Growth Inducement

Section 15126 of the State CEQA Guidelines requires that this section discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly in the surrounding environment. Growth-inducing impacts are caused by those characteristics of a project that tend to foster or encourage population and/or economic growth. Inducements to growth include the generation of construction and permanent employment opportunities in the support sector of the economy. The proposed project could result in the following types of growth-inducing impacts: 1) the creation of short-term employment opportunities associated with the construction of the project; 2) the long-term increase in available housing associated with the proposed project; and 3) employment opportunities created as a result of new jobs associated with the proposed project.

Construction

As described in Chapter 2.0 (Project Description), the overall project would require demolition of existing agricultural and residential structures, removal of plant materials where specified, soil remediation and cut and fill associated with grading of building pads in accordance with plans set forth in Tentative Tract Maps 30386 and 30387, and development of roadways.

Construction activities related to the project, such as building of homes, recreational facilities, commercial and other amenities as well as installation of public utilities to serve the project site are not a part of the scope of this EIR; however, general assessments of those impacts have been made based upon Calimesa's general development requirements. For the grading and site preparation, workers in the local area could be recruited, thereby decreasing the total size of the construction workforce. Construction-related activities would therefore have a negligible impact on population and housing resources.

Housing Demand

Between years 2000-2025, there are 7,873 new residences and 3,356 new jobs forecast for the Calimesa area, with an anticipated population increase of 18,607 people. The proposed project will account for about 9 percent (711/7873) of total housing forecast within this planning area. The proposed development, therefore, is in keeping with projected population needs and is not anticipated to affect the City of Calimesa's housing demand.

4.2. CUMULATIVE PROJECTS REVIEWED

In accordance with CEQA Guidelines Section 15130(b)(1)(B), the cumulative impact analysis for the proposed project is derived from a list of pending, approved, and reasonably foreseeable projects within the City of Calimesa, and other surrounding cities. Table 4.0-1 provides a list of cumulative projects reviewed in preparation of this section.



Table 4.0-1.

PAST PROJECTS	
None adjacent to project site.	
Project Name and Description	Project Status
Bruce Dickenson/Rosewood Tract -13.5 acres south of County Line Road on Bryant Road, in RL2 zone, which allows 4 dwelling units per acre.	Under Construction.
Sprint PCS/Jean Bules – Non-residential project consists of installation of monopole antenna on Calimesa Boulevard in REG/COM zone.	Under Construction. Approved by Planning Commission on 10/22/01.
Grace Thorpe - subdivision of 1.21 acres into 3 parcels at 1015 4 th Street in the RLM-4 zone. RLM-4 zone allows 7 dwelling units per acre.	Approved by City Council on 6.26.01. Map is under review and yet to be finalized.
PRESENT PROJECTS	
Country Club Ridge/Coussoulis – Project is adjacent to proposed project site. Consists of construction of 268 single-family residences on 135 acres in the RL-2 zone. The RL-2 zone allows 4 dwelling units per acre.	Approved by the City Council on 12/16/91. The development agreement (DA) expires in 2015.
Braswell - Project is adjacent to proposed project site. Consists of construction of 109 single-family residences on 41 acres north of Singleton Road, east of 1-10 Freeway. Project site is zoned RL-2.	Approved by City Council on 9/8/92. The Tentative Tract Map expires 9/10/02.
Don Moist, Yucaipa Valley Engineering - Subdivision for development of 8 single family residences on Avenue L between Brady and 2nd Place, on 2.1 acres zoned RL-2.	Approved by City Council on 9/1/99. Tentative Tract Map expires 1/10/03.
Nextel Elkin - Non-residential project. Consists of installation of Monopole at 1086 Calimesa Boulevard in Office/Prof. Zone.	Approved by Planning Commission on 10/22/01. Expires 10/22/02.
FUTURE PROJECTS	
None adjacent to project site.	
Steve McCarthy - 44 single family residences on 55 acres at east end of County Line Road, changed from R-E to RL zone.	Item continued by City Council on 3/4/02
Hugh Holbert - Tentative Tract 30545 - 131 single-family homes on 172+ acres.	Item pending response to proposals on EIR.



4.3. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGE

Section 15126.2 (c) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes, which would be caused by the proposed project. Specifically, Section 15126.2 (c) states:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts, and particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The construction and implementation of the proposed project will entail the commitment of energy and human resources. The commitment of energy, personnel, and building materials will be commensurate with that of other residential and commercial projects of similar magnitude. Manpower will also be committed for construction of buildings and roads and the upgrading and maintenance of public facilities necessary to support the new development.

Ongoing maintenance and operation of the project will entail a further commitment of energy resources in the form of petroleum products (diesel fuel and gasoline), natural gas, and electricity. Long-term impacts would also result from an increase in nighttime light levels, air pollutant and noise emissions from the project, vehicular traffic, public services, and infrastructure needs. This commitment of resources will be a long-term obligation in view of the fact that it is impossible to return the land to its original condition once it has been developed, and the likelihood of such a return is almost zero. In summary, implementation of the proposed project would involve the following irreversible environmental changes to existing on-site natural resources:

- Commitment of energy and water resources as a result of the operation and maintenance of the proposed development; and
- Alteration of the existing character of the site.

However, the significant irreversible environmental changes are consistent with the City's intended use for the site, as demonstrated in the City of Calimesa's General Plan designation for the site.



4.4. SIGNIFICANT, UNAVOIDABLE ADVERSE IMPACTS

According to the CEQA Guidelines Section 15126.2(b), environmental impacts associated with implementation of a project may not always be mitigated to a level considered less than significant. In such cases, a Statement of Overriding Considerations must be prepared prior to approval of the project, in accordance with CEQA Guidelines Sections 15091 and 15093. Because implementation of the proposed project would create significant, unavoidable impacts to air quality, a Statement of Overriding Considerations will be prepared to describe the specific reasons for approving the project based on information contained within the Final EIR, as well as any other information in the public record.

Cumulative Air Quality Impacts

Grading Operations

As noted in Chapter 3.5 (Air Quality), the actual daily rate of PM-10 generation from site grading operations will depend on individual project phasing, the daily PM-10 generation could be as high as 845 pounds per day for the assumed 32-acre disturbance area ($32 \times 26.4 = 845 \text{ lbs/day}$). Dust control as required by SCAQMD Rule 403 was assumed to reduce PM-10 emissions by around 50 percent. This control level is implicitly assumed in the 26.4 lb/acre/day emission rate. A more successful dust control program using multiple techniques (chip sealing access roads, hydro-seeding exposed surfaces, adding chemical binders or surfactants to the water) may achieve an 80 percent reduction.

Even with a dust control program that exceeds minimum requirements, (i.e., an 80% control rate) daily PM-10 emissions of approximately 338 pounds per day would still be far over the CEQA Handbook PM-10 significance threshold of 150 pounds per day.

Because this emission rate is greater than the PM-10 threshold of significance even when mitigated to the extent possible and because the size of the project dictates that grading operations will occur over an extended period of time, the proposed project will have cumulative air quality effects which remain significant after application of mitigation measures. Therefore, project development will likely have a significant regional air quality impact and preparation of a statement of overriding considerations will be necessary.

Transportation Emissions

Modeling of transportation impacts based on the SCAQMD and CARB criteria show that the proposed project would result in increased air emissions. Given the existing pattern of land use in the region, the effectiveness of mitigation efforts cannot alter the conclusion that project development will likely have a significant regional air quality impact; preparation of a statement of overriding considerations will be necessary.



From the increase in mobile sources of air pollution, and particulate transport during grading and roadway development, the project is anticipated to result in a significant cumulative air quality impact after application of mitigation measures.

4.5. STATEMENT OF OVERRIDING CONSIDERATIONS

Section 15093(b) of the CEQA Guidelines states:

When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information on the record. The statement of overriding considerations shall be supported by substantial evidence on the record.

In order to approve the proposed project, the Lead Agency needs to provide a Statement of Overriding Considerations, which is substantially supported by findings regarding air quality and geological impacts.

Suggested Draft Findings for Statement of Overriding Considerations

Cumulative Air Quality Impacts

In accordance with these requirements, suggested draft findings are provided below for cumulative air quality impacts from grading activities.

- Grading of the project site, required prior to the development of residential units provides for support of general population growth in the Southern California area.
- Air emissions from the grading of this site will result in the development of a more appropriate and healthful use of the property than is currently the case.
- Conditions of the project development are expected to control air emissions from grading to the extent possible.

The suggested draft findings provided below are for cumulative air quality effects from the circulation impacts of the project:

- Between years 2000-2025, there are 7,873 new residences and 3,356 new jobs forecast for the Calimesa area, with an anticipated population increase of 18,607 people. The proposed project will account for about 9 percent (711/7873) of total housing forecast within this planning area. The proposed development, therefore, is in keeping with projected population needs.
- Traffic impacts of the proposed project reflect growth and housing demands.
- Potential air emissions of traffic impacts the project are expected to be controlled by the identified mitigation measures to the extent practicable.



5.0. ALTERNATIVES

This chapter of the EIR contains an explanation of how the alternatives considered in the EIR were derived, an evaluation of three project alternatives, and identification of the environmentally superior alternative.

The central purpose of evaluating alternatives to a project in an EIR is to explore other means of achieving a project's objectives that might be more harmonious with its environment than those of the project. CEQA also requires the evaluation of a "No Project" alternative, so that the project is also evaluated against a reasonably foreseeable future in which the project has not proceeded.

5.0.1. DEFINING THE ALTERNATIVES FOR ANALYSIS

According to Section 15126.6 of the CEQA Guidelines:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.

There are three types of alternatives included in this analysis: 1) Alternative 1 - the "No Project" alternative, 2) Alternative 2 - a smaller scale project alternative on the same sites, and 3) Alternative 3 - a higher density project alternative, providing more commercial development and higher density residential uses.

Alternatives Designed To Reduce Impacts of the Project

The proposed project would result in two significant unmitigated impacts: air quality impacts from transportation and air quality impacts from site grading. In general any alternative that reduces the amount of excavation or scale of construction would reduce this impact. The "No Project" alternatives generally result in little or no new construction, and thus achieve this aim. However, the "No Project" alternative would lead to the continuation of the existing use of the Perisits Egg Ranch, with its own impacts on the community.



Alternative 1 – “No Project” Alternative

Analysis of a “No Project” alternative is required by CEQA. As explained by CEQA Guidelines Section 15126.6(e)(1 and 2):

The specific alternative of “No Project” shall also be evaluated along with its impact. The purpose of describing and analyzing a “No Project” alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The “No Project” alternative analysis is not the baseline for determining whether the proposed project’s environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline.

The “No Project” analysis shall discuss the existing conditions at the time the notice of preparation is published, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

Alternative 1, the “No Project” alternative would provide for continued use of the property as a chicken farm. Alternative 1 would provide for the keeping of 750,000 chickens for egg laying or meat purposes, with related fertilizer preparation and poultry, egg and fertilizer transportation operations. At present, the agricultural facilities are not fully being used. Zoning is Residential Rural (RR), which allows light agricultural use in conjunction with single-family residential units, and Residential Low (RL), with an allowed minimum lot size of 7,200 square feet per dwelling unit. The establishment of a full-scale agricultural use may not be in keeping with either the zoning or the surrounding uses. Current conditions of the structures would require some if not all the sheds to be replaced, should the site be fully utilized. Since this operation represents an expansion of a continuing, legal non-conforming use, operations at this scale may not be possible.

Lower Density Development Alternative

A less dense development alternative would provide for the development of fewer residential lots and no commercial parcels on the project site. The proposed project alternative would result in the development of a total of 47 dwelling units, private roadways to serve them, a 15-acre neighborhood city park, a water reservoir, and approximately 83 acres of open space and natural areas.

Tentative Tract No. A-1 (alternative for TTM 30386) – The lower density alternative would require rezoning of the property to the Residential Estate zone, which allows one dwelling unit for a minimum 5-acre land area. This alternative subdivision map would provide for the development of the same 72.23 acres of proposed Tentative Tract Map 30386 at one dwelling unit per 5-acre parcel, providing a total of 14 residential lots.



These dwelling units would be single-family residences. Approximately 25 acres would be developed as permanent open space, including a nature trail, and passive open space. Streets within the subdivision would be proposed to be private.

Tentative Tract No. A-2 (alternative for TTM 30387) – This lower density alternative would also require rezoning to the Residential Estate zone. This alternative subdivision map would include 33 single family lots on 165 acres, having a minimum lot size of 5 acres, no commercial area, a 15-acre neighborhood city park, a water reservoir site, and approximately 58 acres of additional open space and natural area.

Higher Density Development Alternative

A denser development alternative would provide for the development of more residential and no commercial parcels on the project site. The proposed project alternative would result in the development of a total of 1,755 dwelling units, private roadways to serve them, a 15-acre neighborhood city park, a water reservoir, and approximately 57.9 acres of open space and natural areas.

Tentative Tract No. B-1 (alternative for TTM 30386) – This subdivision map would require a zone change to Residential Low/Medium (RLM) from current Residential Rural (RR) and Residential Low (RL) Density zoning, to provide for the development of a maximum of 7 dwelling units per acre. Tentative Tract No. 2A would provide for the development of 525 single-family residential units on approximately 75 acres. Housing types would still be single-family detached homes, however they would be typical of urban residential subdivisions. Approximately 23.9 acres would be developed as permanent open space. Streets within the subdivision are proposed to be private.

Tentative Tract No. B-2 (alternative for TTM 30387) This subdivision map would also require changing the zone to Residential Low/Medium (RLM) zoning, allowing for a maximum of 7 dwelling units per acre. Tentative Tract No. 2B would provide 1,230 single-family lots on 175.73 acres, a 12.27-acre commercial site in a Commercial Community (CC) zone, a 15-acre neighborhood city park, a water reservoir site, and approximately 35 acres of additional open space and natural area. Site development would be restricted by the City of Calimesa Hillside Development regulations, and might not be developable at this maximum density, depending upon viewshed, slope and soil conditions.

5.0.2. ANALYSIS OF THE ALTERNATIVES

Alternative 1 - “No Project” Alternative – Maximum Use at Current Allowances

This alternative would provide for the rearing of 750,000 chickens, the maximum number reared on this site at its peak operation. Rebuilding of old and unusable structures would be a part of this project, as would restoration of parking areas and support structures, such as generator and equipment repair areas, feed and storage areas. The existing residences would remain as they are.



Land Use and Planning

Alternative 1 - The “No Project” Alternative would not require any change of current zoning, as the current use is designated “legal non-conforming”. Depending upon their condition, restored or replaced structures might be required to conform to current building and safety requirements and such requirements could limit the intensity of operations at the site to less than was possible when this farm was at its most productive stage. Any on-site hazardous materials and the maintenance of open-air fertilizer curing areas would also be required to conform to state Health and Safety and Toxic Substance controls requirements. In addition, growth in nearby residential development may require greater controls upon the project site to preserve property rights for those landowners. Therefore, land use for a “No Project” alternative might not be as intense as it once was, in order for the use to remain consistent with the underlying zoning. Land use would not be as intense as the proposed project; however, it would not be in conformance with current surrounding uses.

Visual Quality: Aesthetics Light and Glare, Shade and Shadows

Alternative 1 - The “No Project” Alternative would not change the current visual quality and aesthetics of the property since the operations are interior to the property and not visible from most nearby areas. In addition, most poultry operations are expected to take place under the roofline of existing or replacement structures. The increase in quantities of fertilizer and the method of treating or disposing of it does, however, have a potential aesthetic and visual impact on adjacent properties, depending upon the location of areas utilized for this purpose. Sheds are lower than the maximum 30-feet in height allowed for residential development. Since the major portion of the site would not change, issues of weed abatement and fire prevention would not change from current requirements.

Most operations of the chicken ranch are interior to the property, and would have a minimal visual impact from outside the project site. The sheds are shorter (an estimated 15 feet in height) than the residential and commercial height limits of the proposed project, with lower corollary shade/shadow impact. The “No Project” Alternative would have less overall building mass than the project. Therefore, Visual Quality of the site, Aesthetics, Light and Glare, and Shade and Shadow issues would not substantially change from the current conditions.

Population and Housing

The “No Project” Alternative would result in a small increase in employment but would not equal the increase provided with the project. No additional housing would be provided by the project. The “No Project” Alternative is not anticipated to result in significant growth inducing effects.

**Public Services and Utilities**

The proposed project should not have any unmitigable impact on public services and utilities, with the exception of transportation effects, since it provides for division of parcels, grading and development of roadways only. Alternative 1 - The “No Project” Alternative, in comparison, would result in greater electrical consumption with the increased number of structures kept lit and functioning and greater solid waste generation and handling than existing circumstances. In comparison, the grading of the project site will result in the use of electricity and will result in production of waste materials, although these operations will generally utilize independent generators and disposal processes offsite, in accordance with standard uses. The “No Project” Alternative would not change the demand for school and recreational services and would result in less demand than would the proposed project.

Traffic, Circulation and Parking

The “No Project” Alternative would result in an increase in traffic based upon an increase in employees, were the site to be utilized to its maximum capacity. Assuming the number of employees needed to maintain the operation of a poultry farm to be 1 employee per 50,000 fowl, an estimated 15 employees would be required to maintain operations. This estimate is conservative; it is likely that fewer employees, given current methods of agricultural production, would be required. In accordance with 1997 ITE Trip Generation Rates for General Light Industrial uses (SIC code 110), calculations of total trips use an average trip generation rate of 0.44 per employee at peak AM hours (83% entering, 17% exiting during peak AM hours), and 0.42 per employee at peak PM hours (21% entering, 79% exiting during peak PM hours). Average daily trips generated by the “No Project” Alternative will be 12.9 trips. In comparison, the proposed project is estimated to result in a total of 8,910 trips daily for 712 dwelling units, as discussed in the Traffic/Circulation Section (Section 3.4) of this EIR.

As shown in Table 5.0.1, this alternative would result in the generation of approximately 28 daily trips, compared to 8,910 for the proposed project. As noted in the Transportation and Circulation Study, intersections in the current conditions have already reached their capacity. Alternative 1 is not expected to significantly effect intersections beyond their current conditions.

TABLE 5.0.1							
Trip Generation of the Project and the Alternatives							
ALTERNATIVE	DAILY	AM PEAK			PM PEAK		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Project	8,910	176	366	542	503	376	879
Alternative 1	28	12.45	2.55	15	3.15	10.65	13.80
Alternative 2	774	8.93	27.26	36.19	30.55	14.1	44.65
Alternative 3	38,203	333	1,018	1,351	1,141	1,790	2,931
Alternatives 2 and 3 were developed utilizing trip generation rates from Transportation Table 5, TT30387. Source: Transportation Engineers “Trip Generation”, 6 th Edition, 1997.							



Air Quality

Alternative 1 – the “No Project” Alternative would have very little significant effect on operational air quality. The alternative would generate fewer operational air emissions than the proposed project, specifically from traffic, and would result in fewer significant but temporary air quality impacts, since construction would consist of replacing or repairing existing buildings and would not require extensive grading. Nitrogen oxides emissions from poultry keeping are expected to be more significant from the perspective of odors rather than health issues. Alternative 1, therefore, would generate fewer significant air emissions than the proposed project.

Noise

Noise impacts from Alternative 1 were not determined to be significant. The “No Project” Alternative is expected to produce marginally more ambient noise than the project, mostly in the interior of the project site, less noise from traffic with fewer vehicles traveling to the site, and would not produce construction noise, since neither grading nor a lengthy construction schedule would result from the project. This alternative would not introduce additional residential uses in an area requiring compliance with interior noise standards.

Geology

Since no grading of pads or roadways, and no construction of structures greater than 15 feet in height are likely to occur as a result of Alternative 1, no geologic impacts are identified with the project. No significant impacts would occur from surface rupture during a seismic event, since the site is primarily undeveloped.

Hazards

Potential hazards of Alternative 1 are associated with existing conditions on the project site. It is assumed that for health and safety reasons grading and soil amendment would be undertaken on areas where oil and nitrate contamination have been noted. The grading and preparation phases of the project would have a greater impact than the “No Project” Alternative, due to the difference in project scale. It is noted that health and safety issues arise with the keeping of large numbers of animals for food purposes and with the disposal of their wastes; however, no significant operational hazards were identified with the project, and the “No Project” Alternative presents no greater potential for operational hazards.



Feasibility and Achievement of Objectives

This alternative is feasible as evidenced by the current use on the site. However, it does not represent the highest and best use of the property, nor meet the fundamental project objectives which are:

- Developing housing stock to provide for expected local population growth;
- Preserving open space as appropriate for the site which requires planning and interface between residential development and required drainage channels;
- Developing public recreation facilities generally available to a growing residential population;
- Developing supporting retail space.

The following fundamental project objectives may possibly be met by this alternative:

- To continue habitat for some native and transient animals as peripheral to the agricultural use;
- To maintain low traffic impacts on the current transportation system;
- To meet the objectives specified by the Calimesa Planning Commission in Ordinance 98-4 regarding fire prevention through site maintenance, and to provide an adequate transition between the continuing agricultural use and nearby residential and recreational uses.

Alternative 2- Lower Density Project Conforming with “Residential Estate” Development Requirements

Under Alternative 2, no commercial facilities would be developed on the project site. All residential development would conform to the minimum 5-acre minimum land area requirement for residential estate development; the site would also provide a 15-acre public park and 83 acres of preservation area.

Land Use and Planning

Alternative 2 would require a Zone Map Amendment to change all properties to the “Residential Estate” zone, thereby restricting all development to a maximum of 1 dwelling unit per 5 acres of land area. The development of this site, upon approval of the zone map amendment, would conform to the City's General Plan and zoning designation and therefore would be consistent with the General Plan land use policy. It is noted that the zone change is not required for such a low-density development, but would preclude later infill and for this reason would stabilize other potential project impacts.



Visual Quality: Aesthetics, Light and Glare, Shade and Shadows

Overall, Alternative 2 is anticipated to have less mass and shade/shadow impacts than the project. Specific massing and shadows would depend on how the alternative is laid out. Zone limitations would preclude later developments that might significantly change visual quality. In addition, such a development would not require as many roads as the proposed project, thereby reducing the visual impact of a more extensive road system. Because of the extensive volume of plowed open space onsite, it is possible that large-scale landscape planning and installation, including a native plant re-introduction program, would be required to reduce potential visual impacts.

Population and Housing

Alternative 2 would help to further the housing goals of the City of Calimesa by providing an additional 47 housing units, although as estates they would be for a high-income market. This alternative would have less than significant growth inducing effects, since it would be consistent with Southern California Area of Governments (SCAG) forecasts, and like the project would provide housing to accommodate planned growth.

Public Services and Utilities

Alternative 2 would have less impact on utility services than the proposed project, due to the smaller number of residential units. Alternative 2 would have less impact on the provision of police services than would the proposed project as a graded site, which might be left vacant or partially developed for an extended period. Impacts on fire and emergency services would be similar to the project as a graded site, and with the provision for open space and natural areas and fire protection requirements for both the alternative and the project.

Traffic, Circulation and Parking

As shown in **Table 5.0-1**, this alternative would result in the generation of approximately 774 daily trips compared to 8,910 for the proposed project. As part of the analysis of the alternative, a rough calculation was made of the potential intersection impacts of each alternative. These estimates are not precise, since it is not possible to prepare an accurate trip distribution without a specific design and information regarding site access. These estimates support the impression that Alternative 2 would not significantly increase traffic and would not worsen the existing transportation problems in this area.

Air Quality

The project as proposed was not found to have any significant operational air quality impact. The alternative would generate fewer operational air emissions due to the lower trip generation. This alternative would require less excavation due to the number of lots



and dwellings that would need to be provided on the site and the exclusion of commercial space from the proposed project. The alternative is anticipated to have some air quality impact during grading and construction, but less than expected for the project.

Noise

Operational noise impacts from Alternative 2 will depend upon its design and layout. Several assumptions are made in the case of this project: 1) that lots will be developed to provide the greatest amount of privacy to their owners, and 2) the fewer number of lots will reduce the number of roadways and the amount of grading to provide pads on site. As such, less noise is expected from the site with Alternative 2 than the project because of reduced construction and lower trip generation.

Geology

The primary geologic impact identified with the project is the potential for encountering unexpected geological features and potential slippage areas during grading and construction. In this respect, the geologic impact that would be associated with Alternative 2 would be less than that of the project.

Hazards

The project's potential hazards are associated with existing conditions on the project site. In this respect, there is no difference between the project and the alternative. Soils remediation and removal of identified hazardous materials prior to development would be required in both cases.

Feasibility and Achievement of Objectives

The feasibility of this lower density project alternative depends largely on economic factors and the viability of a project having so few lots available for development.

The following fundamental project objectives will not be met by this alternative:

- To develop a project which substantially contributes to the housing stock;
- To develop on site commercial services to support the project site as well as adjacent developments;

The following fundamental project objectives may possibly be met by this alternative:

- To provide reserved open space which can serve to maintain existing native plant and animal species by providing sufficient space for a viable native community to continue and be re-established;



- To provide an opportunity to recover or reestablish wetlands in association with existing drainage programs; and
- To establish a community affluent enough to support stewardship of a recovering native landscape, which would not interfere with the enjoyment of residential properties in the vicinity, and is consistent with the General Plan, public interest and general welfare.

Alternative 3 – Higher Density Project Conforming with Residential Low/Medium Zone Development Requirements

Under Alternative 3, the site would require rezoning to Residential Low/Medium (R-LM) to allow a maximum of 7 dwelling units per acre, provide for the development of 1,755 residential lots, increase the commercial land area from 7.27 acres to 12.27-acres in a Commercial Community (CC) zone, provide 15 acres of public park, and reduce open space from the proposed 73.9 acres to 57.9 acres.

Land Use and Planning

Alternative 3 conforms to the City's General Plan and zoning designation and is therefore consistent with the General Plan Land Use Policy. Development will still be within the lower density of residential uses and will provide an increase of housing units, in support of forecast growth within the Riverside County area. Expanded commercial area will provide greater economic and service support for the larger population of the City of Calimesa.

Visual Quality: Aesthetics, Light and Glare, Shade and Shadows

Overall, development of properties at the density allowed by this alternative is likely to increase the number of units built to maximum allowable heights within this hillside area. Development standards allow for 30-foot maximum height and it is anticipated that this maximum will be the standard where possible. Commercial development would be expected at a maximum 0.50 Floor Area Ratio (FAR), with increased structure height likely as parking requirements increase and development density supports a larger commercial enterprise onsite than the proposed project. Increased structural heights, light and glare from traffic as well as the larger number of commercial and residential structures, and reduced open space resulting from this alternative is anticipated to have greater impact than the project or the other two project alternatives described above. This alternative would have the greatest visual impact of the three alternatives considered and would have greater visual impact than the project.

Population and Housing

Alternative 3 would support forecast housing and population growth by providing 1,755 market-rate housing units, as compared to the project's 11 units. This alternative would have more growth inducing effects than the project or the reduced project alternatives



and would provide housing to accommodate planned growth. The impact on population and housing would be supportive but would not provide a large job platform to support this increase. May have significant adverse impacts.

Public Services and Utilities

Alternative 3, in comparison to the completed project, would have greater impact on public services and utilities at buildout. However, from the perspective that this project is for the grading of lots and provision of roadways only, the project and this alternative are expected to have similar impacts on public services and utilities, such as on-site provision of electricity and police services to a graded site prior to construction and utility installation.

Traffic, Circulation and Parking

As shown in **Table 5.0-1**, this alternative would result in the generation of approximately 38,203 daily trips compared to 8,910 for the proposed project. Given that traffic and circulation plans for the proposed project provide control measures to reduce existing traffic impacts as well as impacts from the project, an increase in traffic on this scale can be assumed to result in serious disruption of circulation patterns and require infrastructure as well as a significant trip reduction plan to address traffic impacts. This alternative would result in extensive impacts which would require planning and infrastructure solutions well beyond those of the proposed project.

Air Quality

Air quality impacts of the project as proposed, specifically those from traffic generated by the completed project and grading and infrastructure preparation, remains significant after mitigation and requires a statement of overriding considerations. Air quality impacts of the much larger number of vehicle trips are expected to result in more significant impacts less responsive to mitigation measures. Alternative 3 would require extensive planning to provide measures to address transportation related air quality impacts, although grading and infrastructure preparation are anticipated to be similar in impacts to the proposed project. This alternative is thus likely to result in a significant degree of air emissions during operations, beyond those of the project.

Noise

This alternative expands the commercial component as well as trip generation and is anticipated to result in the greatest increase in noise levels associated with development of the site, as compared to the project and the other alternatives. This alternative would require compliance with interior noise standards for on-site residential uses, as would the project. Ambient noise from traffic would require more stringent noise reduction used in structures and would require higher and more engineered noise barriers on the project site.



Geology

The primary geologic impact identified with the project is the potential for erosion and soil instability during grading and development of an interior road system. Alternative 3 would have similar potential impacts and, because of the greater number of lots and greater need for access, seismic impacts to that phase of the project is expected to be similar. Building methods and materials used in Alternative 3 during commercial and residential development would be required to be altered to reflect any greater need for structural stabilization. Grading plans would have to be revised to ensure integrity of structural support for the larger number of dwelling units and commercial units. Increases in population which would result from this larger project would create an increased potential of geologic impacts on populations in the event of ground shaking or rupture.

Hazards

The project's potential hazards are associated with existing conditions on the project site. In this respect, there is no difference between the project and the alternative. Any significant material or operational hazards were identified with the project, and the alternative presents no greater potential for operational hazards.

Feasibility and Achievement of Objectives

This alternative would need further review to determine if it is technically feasible from an engineering perspective. Although it provides a larger housing supply, increases in potential impacts on geologic stability and infrastructure interface with available transportation resources and air quality cause this alternative to be the least desirable and most potentially impactful.

The following fundamental project objectives would be met by this alternative:

- To develop more housing stock;
- To develop larger commercial support facilities for a larger residential project; and
- To produce a development that is consistent with the General Plan and with forecast population increases.

5.0.3 THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As might be expected, the “No Project” Alternative that was evaluated is the environmentally superior alternative. **Table 5.0.1** provides a comparison of the trip generation associated with the project and the alternatives. As shown in the Table, the “No Project” Alternative would be the environmentally superior alternative because it would have the least impact on the existing transportation system and existing air



quality. Also, it would not require the extensive grading on site that the proposed project would require. Expansion of this use to the number of poultry kept when the ranch was at its most productive state would require review and approval by the City as an expansion of a legal non-conforming use. The “No Project” Alternative is assumed to comply with building and safety standards and for that reason will have some impacts on traffic and air quality during the attainment of those standards. However, this alternative does not constitute the highest and best use of the property and does not meet the previously described goals of the proposed project, and would likely continue to be incompatible with the surrounding residential neighborhoods.

As noted in Section 15126.6(e)(2) of the CEQA Guidelines, “when the environmentally superior alternative is the “No Project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

The second best alternative from an environmental standpoint is Alternative 2 - Lower Density Project Conforming with Residential Estate Development Requirements. This alternative has a greater potential to avoid new intersection impacts than would the project, results in scale of development and setbacks which are most consistent with development in the neighborhood, would place less demand on utilities except solid waste, and would result in less demand for school and recreational services than the proposed project. This alternative would also support preservation of open space and has the potential to recover native habitat and encourage stewardship of resources within the project site. However, this alternative would not meet the objectives of the proposed project, and would likely not reduce the identified adverse impacts (air quality) to less than significant.

TABLE 5.0.2
Comparison of Environmental Impacts of Alternatives and Project

	Project	Alternative 1 ““No Project””	Alternative 2 Lower Density development /RE zone	Alternative 3 Higher Density Development /RLM zone
Land Use	Less than significant. Development phase will also require review.	Legal Nonconforming use. Higher use not consistent with land use designation.	Requires rezoning. Supports preservation and reestablishment of native habitat and support of wetlands.	Requires rezoning. Supports higher housing demand. Requires mitigation measures to reduce transportation impacts.
Visual Quality	Less than significant impact on light and glare. Project review required for development phase.	Less consistent with the visual character of neighborhood due local increase in residential development.	Less mass and shade/shadow impacts. Control of density reflected in visual quality of site. Larger habitat area considered aesthetically beneficial.	Less mass and shadows than project. Greater setbacks than project. Most consistent with existing uses.



5.0 Alternatives to the Project

	Project	Alternative 1 “No Project”	Alternative 2 Lower Density development /RE zone	Alternative 3 Higher Density Development /RLM zone
Population and Housing	Less than significant. Would help the City's housing goals.	Some employment generation, no housing generation.	Would help to further City's housing goals more than “No Project” alternative.	Would have more growth-inducing impacts than the project. Would not generate large jobs platform. Possible significant impacts.
Public Services	Temporary electrical consumption and solid waste generation. Project consists of lot and road development only.	Less electrical, consumption than the project and unknown solid waste generation, other utilities and sewage generation. Less impact on schools and parks.	Less demand for utilities and less solid waste and sewage generation. Less impact on schools. Similar impacts on parks. Greater demand for emergency services.	Greater utilities demand and sewage generation. Greater solid waste generation. Comparison of grading and infrastructure only – no change.
Traffic	Intersection or neighborhood impacts. Mitigatable circulation, access, and parking impacts.	No significant change in traffic impacts, Loading and delivery impacts.	Less impact on intersections and circulation than project.	Serious disruption of circulation. Infrastructure redesign and trip reduction plans needed. Significant intersection impacts.
Air Quality	Significant PM10 impact during grading and road development construction. Significant Transportation AQ impacts. Requires statement of overriding considerations	Less impact than project. Some construction and operation air quality impacts.	Less than project	Vehicle trip air impacts far more than project. Significant operation impacts.
Noise	Would introduce residential uses in an area requiring interior noise mitigation	Not significant	Less noise generation than the proposed project and less exposure of on-site residents to noise.	Greater noise generation and exposure than the proposed project. Greater need for sound barriers and on-site noise mitigation.
Geology	Unknown potential for erosion and seismic event Statement of overriding considerations required.	Not significant	Less than project.	Similar to project. Redesign of site and expansion of uses exposes larger population to possible ground shaking and erosion impacts.



5.0 Alternatives to the Project

	Project	Alternative 1 “No Project”	Alternative 2 Lower Density development /RE zone	Alternative 3 Higher Density Development /RLM zone
Hazards	Associated with existing conditions, which require mitigation. No operational hazards	Health and safety remediation of existing conditions. No significant project impacts. Possible health impacts from poultry.	Less than project.	Similar to project.
			2 nd best environmentally.	

Note: The project and all of the alternatives would comply with energy conservations measures required by State Law.



6.0 ORGANIZATIONS AND PERSONS CONSULTED/LIST OF PREPARERS

City of Calimesa:

Notice of Preparation, Project Oversight

Willdan:

EIR Preparation, Socioeconomic Studies

Paul R. Secord, AICP:

EIR Preparation, Cultural Resource Studies

Urban Environs:

Environmental Study Oversight

Heritage Resource Consultants:

Paleontological Studies

Dr. Victor C. de Munck Research Associates:

Archeological Studies

Tierra Madre Consultants, Inc:

Biological Assessments

Pacific Southwest Biological Services, Inc:

Biological Assessments

Giroux and Associates:

Air Quality Studies, Noise Impact Studies

Gordon Bricken and Associates:

Acoustical Studies

Zieser Kling Consultants, Inc:

Geotechnical Studies

Zieser Geotechnical, Inc:

Geotechnical and Environmental Studies

Pacific Rail Industries:

Underground Storage Tank Removal

Simon Environmental Engineering:

Soils and Water Studies

Yucaipa Valley Water District (Dudek and Associates):

Waste Water and Utilities Studies



Hicks and Hartwick, Inc:
Hydrology and Hydraulics Studies

Schaefer Dixon Associates
Geotechnical Studies

Kunzman and Associates, Transportation Planning – Traffic Engineering:
Traffic Analysis

Governor's Office of Planning and Research:
State Clearing House Number

Department of California Highway Patrol:
Notice of Preparation Correspondence Regarding Transportation Safety

Riverside County Flood Control and Water Conservation District:
Notice of Preparation Correspondence Regarding Stormwater Facilities

County of Riverside, Department of Transportation and Land Management Agency-
Planning Department
Notice of Preparation Correspondence Regarding Transportation Facilities

Department of Transportation, Office of Forecasting/IGR-CEQA Review
Notice of Preparation Correspondence Regarding Transportation Facilities

Riverside County Fire Department
Notice of Preparation Correspondence Regarding Fire Prevention/Control

Department of Fish and Game, Eastern Sierra – Inland Deserts Region
Notice of Preparation Correspondence Regarding Natural Resources



7.0 RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR

7.1 INTRODUCTION

Sections 15089 and 15132 of the California Environmental Quality Act (CEQA) identify the requirements for the contents of a Final EIR. Section 15132 states that the Final EIR shall include “responses of the Lead Agency to significant environmental points raised in the review and consultation process.” Section 15088 CEQA describes the requirements for responding to comments received on the Draft EIR, and for completion of a Final EIR. This Section of the EIR identifies the comments received on the Draft EIR and provides the City of Calimesa’s responses to those comments. This section, combined with the Draft EIR, constitutes a Final EIR.

7.2 COORDINATION WITH THE STATE CLEARINGHOUSE

Sections 15085, 15086, and 15087 of CEQA describe the requirements for circulation of the Draft EIR for public review. In accordance with these sections, the City of Calimesa filed a Notice of Completion (NOC) with the Governor’s Office of Planning and Research (OPR) and circulated the Draft EIR through the State Clearinghouse. The OPR responded to the NOC in their letter of October 8, 2002, which is shown as Figure 7-1. This letter stated that the State Clearinghouse assigned a review period for the Draft EIR, which started September 11, 2002 and ended October 25, 2002. This letter also stated that the State Clearinghouse distributed the Draft EIR to the following agencies and departments:

- California Highway Patrol
- Caltrans, District 8
- Department of Conservation
- Department of Fish and Game, Region 6
- Department of Housing and Community Development
- Department of Parks and Recreation
- Department of Water Resources
- Native American Heritage Commission
- Other Agency(ies)
- Regional Water Quality Control Board, Region 8
- Resources Agency
- State Lands Commission
- State Water Resources Control Board, Clean Water Program
- State Water Resources control Board, Division of Water Quality.

On October 28, 2002, after the assigned review period was completed, the OPR sent a letter to the City of Calimesa stating that the City has complied with the State Clearinghouse review requirements. This letter is shown as Figure 7-2.



FIGURE 7-1: Acknowledgement of Receipt Letter from the State Clearinghouse



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

October 28, 2002

Sandra Massa-Lavitt
City of Calimesa
908 Park Avenue
Calimesa, CA 92320

Subject: Tentative Tract Numbers 30386 and 30387
SCH#: 2002011078

Dear Sandra Massa-Lavitt:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 25, 2002, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov





FIGURE 7-2: Acknowledgement of Compliance with the State Clearinghouse



Gray Davis
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse



Tal Finney
Interim Director

October 28, 2002

Sandra Massa-Lavitt
City of Calimesa
908 Park Avenue
Calimesa, CA 92320

Subject: Tentative Tract Numbers 30386 and 30387
SCH#: 2002011078

Dear Sandra Massa-Lavitt:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 25, 2002, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov





FIGURE 7-2: Acknowledgement of Compliance with the State Clearinghouse (Cont.)

Document Details Report			
State Clearinghouse Data Base			
SCH#	2002011078		
Project Title	Tentative Tract Numbers 30386 and 30387		
Lead Agency	Calimesa, City of		
Type	EIR Draft EIR		
Description	The development of Tentative Tract Maps 30386 and 30387 consists of the grading and development of infrastructure for the proposed combined subdivision of 711 single-family lots, 7.27 acres of commercial land, and 14.88 acres of parkland on approximately 320 acres.		
Lead Agency Contact			
Name	Sandra Massa-Lavitt		
Agency	City of Calimesa		
Phone	909/795-9801	Fax	
email			
Address	908 Park Avenue		
City	Calimesa	State	CA Zip 92320
Project Location			
County	Riverside		
City	Calimesa		
Region			
Cross Streets	California Street, Bryant Street and Fremont Street, east of the Calimesa Country Club		
Parcel No.			
Township	Range	Section	Base
Proximity to:			
Highways	I-10		
Airports			
Railways			
Waterways	San Timoteo Canyon		
Schools			
Land Use	The majority of the project site is designated RL Residential Low (2-4 dwelling units per gross acre); additionally, a small portion in the southeastern corner of the project site is designated RR (Residential Rural 0-2 dwelling/units per acre).		
Project Issues	Aesthetic/Visual; Air Quality; Archaeologic-Historic; Forest Land/Fire Hazard; Flood Plain/Flooding; Geologic/Seismic; Job Generation; Noise; Public Services; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Cumulative Effects		
Reviewing Agencies	Resources Agency; Department of Conservation; Department of Fish and Game, Region 6; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Department of Housing and Community Development; State Water Resources Control Board, Clean Water Program; State Water Resources Control Board, Division of Water Quality; Regional Water Quality Control Board, Region 8; Native American Heritage Commission; State Lands Commission; Other Agency(ies)		
Date Received	09/11/2002	Start of Review	09/11/2002 End of Review 10/25/2002
Note: Blanks in data fields result from insufficient information provided by lead agency.			



COMMENT LETTERS RECEIVED

1. R.W. Clark, Department of California Highway Patrol, October 2, 2002
2. John McMains, City of Yucaipa, October 9, 2002
3. David G. Woelfel, California Regional Water Quality Control Board, Santa Ana Region, October 9, 2002
4. Zully Smith, Riverside County Flood Control District and Water Conservation District, October 23, 2002
5. Kassie Siegel, Center for Biological Diversity, October 23, 2002
6. Jeff Drongesen, California Department of Fish and Game, October 25, 2002
7. Tom Tisdale, Riverside County Fire Department, November 25, 2002
8. Karen A. Evans, United States Department of the Interior, Fish and Wildlife Service, December 6, 2002



7.4 COMMENT LETTERS AND RESPONSES

Letter from R.W. Clark, Department of California Highway Patrol, October 2, 2002

State of California—Business, Transportation and Housing Agency

GRAY DAVIS, Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

195 Highland Springs Avenue

Beaumont, CA 92223

909 769-2000

(800) 735-2929 (TT/TDD)

(800) 735-2922 (Voice)



October 2, 2002

File No.: 655.9835

Sandra Massa-Lavitt, Planning Director

City of Calimesa

P.O. Box 1190

908 Park Avenue

Calimesa, CA 92320

Reference: Tract Numbers 30386 and 30387, SCH# 2002011078

Dear Ms. Massa-Lavitt:

I have reviewed the Notice of Preparation for the above identified project's Specific Plan draft Environmental Impact Report. I would like to take a moment to express some concerns relative to traffic management.

The proposed development appears to have the potential to adversely affect traffic in the area. Specifically, the increased traffic will severely tax the already inadequate roadways and freeway access routes in the area. It is already quite common for traffic to have to wait more than one signal cycle to traverse some of these intersections. The increased traffic volume from this project would significantly aggravate the problem.

1

In view of the other developments either under construction, or projected for the area, traffic at these major intersections will become critical. Other intersections and roadways will also be adversely impacted as congestion increases and motorists seek alternate routes. I believe significant improvements will need to be made to the major arteries and freeway access/egress points in order to maintain safety and efficient traffic flow. Perhaps new access routes will need to be created.

2

I would appreciate being included in the assessment process as the matter proceeds through the permitting cycle. Additionally, if we can be of any assistance to you or your staff with this matter, please feel free to call on us.

Sincerely,

R.W. CLARK, Captain

Commander

San Geronio Pass Area





Response to Comment CHP-1: The traffic study for this project was conducted with the utmost regard for easily accessible roadway and access routes and in conformance with industry standards for conducting similar studies. Our study used the standard traffic study procedures and recommended mitigation measures to enable all project-impacted intersections in the general area to operate at acceptable levels of service. This study is summarized in Section 3.4 and included as Appendix B of the DEIR.

Response to Comment CHP-2: As discussed in *Response to Comment CHP-1*, the potential traffic impacts from the proposed project were identified and mitigation measures have been incorporated into the project to alleviate these impacts. The mitigation measures proposed include improvements to the I-10/County Line Road Interchange and arterial surface streets. It should also be noted that the traffic study conducted for the proposed project accounts for traffic that will be added by other anticipated development. This study is summarized in Section 3.4 and included as Appendix B of the DEIR.



Letter from John McMains, City of Yucaipa, October 9, 2002



October 9, 2002

Sandra Massa-Lavitt
City of Calimesa
Post Office Box 1190
Calimesa, CA 92320-1190

RE: Draft Environmental Impact Report for TTM 30386 and TTM 30387

Dear Ms. Massa-Lavitt:

The City of Yucaipa appreciates the opportunity to review and comment upon the Draft Environmental Impact Report (EIR) for the Development of Tentative Tract Numbers 30386 and 30387 (SCH#2002011078). As you might expect, we have some specific issues regarding the potentially significant traffic and circulation impacts that may be associated with these projects, and we hope that our comments will be useful in preparing a Final Environmental Impact Report that fully responds to our concerns.

While the Traffic Study prepared for this project by Kunzman Associates generally appears to adequately address the potentially significant traffic related impacts of the proposed development, we find that some portions of the report are inconsistent and/or confusing. For example, in Section 3.4.2, Project Impacts Prior to Mitigation, it is noted on page 3.4-27 that traffic signals are currently warranted at the intersections of County Line Road and the east and westbound I-10 ramps, yet these signals are not included in the project mitigation measures contained in Section 3.4.3. Furthermore, Mitigation Measure 3.4-1 is clearly not a mitigation measure, it is merely a statement of need and does not require the project proponents to provide a fair share contribution or any other type of improvements that will alleviate this impact.

1

Nearly all of the Mitigation Measures contained in Section 3.4.3 fail to actually impose any specific requirements on the project proponents, and this section should be re-written so that its language is explicitly clear regarding the developer's responsibilities. Please note that none of the documents that we received contained a Mitigation Monitoring Plan (as required by CEQA), so it was not possible to determine what circulation improvements were going to be made at any given point in time. In addition, the traffic analysis only discusses the intersection improvements on County Line Road that are needed to handle the additional trips, whereas it fails to address the overall capacity limitations of the roadway itself. Figure 3.4-9 indicates a growing traffic volume in excess of 12,000 vehicles per day on County Line Road west of Bryant Street, and this volume will exceed the Level of Service C capacity for the existing two-lane roadway.

2

3

4

City of Yucaipa
34272 Yucaipa Boulevard, Yucaipa, CA 92399-9950
909/797-2489 ♦ FAX 909/790-9203 ♦ e-mail: city@yucaipa.org



Sandra Massa-Lavitt
October 9, 2002
Page 2

The developers should be required to widen County Line Road on the Calimesa side in order to accommodate the projected traffic volume, and while Mitigation Measure 3.4-4 appears to require the developer to fund 100% of a traffic signal at Bryant Street and County Line Road, no mention is made of the traffic signal mentioned on page 3.4-35 for California Street and County Line Road. If Figure 3.4-6 is accurate, this project will add over 4,000 trips per day to a roadway that does not have the capacity to handle current traffic volumes at several key intersections, and the mitigation measures contained in Section 3.4.3 do not require the developer to mitigate any of these impacts.

4

We also do not agree with the conclusions contained in Section 3.4.4, Level of Significance After Mitigation, because the roadway links on County Line Road currently do not have the capacity to handle the additional project generated trips, and simply maintaining a substandard level of service on certain key intersections consistent with pre-project conditions is not an acceptable or legally defensible scenario. The substandard conditions will become much worse with the project related traffic, and there are no mitigation measures being proposed to maintain these current levels of service, and consequently, the project should not proceed without addressing this issue, as CEQA requires that all potentially significant impacts must be mitigated or included in a Statement of Overriding Considerations.

5

It would be to our mutual benefit if each City could coordinate their improvements on County Line Road, and hopefully, the Final EIR will provide a detailed list of the mitigation measures that this project will be responsible to provide, along with the proposed timing that will regulate their construction, so that this coordination can occur. As it now stands, the Draft EIR does not provide an adequate response to the data that has been generated by the traffic impact analysis, and therefore, we are not able to fully evaluate this proposed project, nor are we able to predict when, or even if, any particular improvement will be required. As a general rule, Environmental Impact Reports should not make "recommendations" - they should make statements of fact based on the data that is available, and if the Mitigation section is revised accordingly, we will have a greater opportunity to coordinate our efforts.

If you have any questions, please contact me at (909) 797-2489 ext. 231.

Sincerely,

CITY OF YUCAIPA

JOHN McMAINS, Director
Community Development Department

JM:nlm
McMains/Letters/Massa, Sandra.L01



Response to Comment YUC-1: In response to this comment, all transportation mitigation measures have been revised to include responsibility for improvements. For example, Mitigation Measure 3.4-1 has been revised to read, "At the completion of the 350th residential unit, the developer shall pay its fair share for the installation of traffic signals at the following intersections: I-10 eastbound ramp and County Line Road, I-10 westbound ramp and County Line Road, and 3rd Street and County Line Road."

Response to Comment YUC-2: The Mitigation Measures in Section 3.4.3 have been revised to identify appropriate responsibility. For example, Mitigation Measure 3.4-2 has been revised to read, "At the completion of the 350th unit of combined tracts, a northbound dual left lane shall be constructed at Calimesa Boulevard and County Line Road to improve the intersection to LOS C. This dual left lane can be obtained by converting one of the two northbound through lanes to a left turn lane, or adding a new left turn lane. Calimesa Boulevard is a 110 foot Major Arterial on the Master Plan and is scheduled to have two lanes in each direction plus left-turn pockets."

Response to Comment YUC-3: According to the CEQA Guidelines the mitigation monitoring or reporting program applies "in conjunction with approving a project" and is not required to be circulated with the DEIR. A Mitigation Monitoring Program will be included with the proposed project at the appropriate time.

Response to Comment YUC-4:

See *Response to Comment YUC-1*. The Traffic Study addresses the cumulative impacts of existing + future + project related traffic and the mitigation measures in the EIR have been formed accordingly. Mitigation Measure 3.4-4 requires the developer to create a second eastbound and second westbound through lane on County Line Road at the intersection of 5th Street. Mitigation Measure 3.4-5 requires the developer to install a signal at the intersection of County Line Road and Bryant Street. Mitigation Measure 3.4-1 and has been revised to require the developer to pay its fair share for the installation of a traffic signal at California Street and County Line Road.

Response to Comment YUC-5:

The traffic study conducted for the proposed project followed the set procedures for conducting a traffic study and for determining when mitigation is needed. This study used the standard traffic study procedures used in Riverside County and did find deficiencies. The DEIR includes mitigation measures to enable all project-impacted intersections in the general area to operate at acceptable levels of service. The traffic study accounts for not only project traffic that will be added, but also traffic that will be added by other anticipated development.

Daily roadway volumes are not typically used as a basis for determining level of service. Typically, intersection peak hour turning movement volumes are analyzed, and the number of intersection lanes is directly used in determining how well an intersection operates.



The statement in Section 3.4-4 of the Draft EIR that the project would have no significant adverse impacts to transportation and traffic is based on the fact that the level of service at all intersections affected by the project would operate at an acceptable level of service after the implementation of project mitigation measures.



**Letter from David G. Woelfel, California Regional Water Quality Control Board,
Santa Ana Region, October 9, 2002**



Winston H. Hickox
Secretary for
Environmental
Protection

**California Regional Water Quality Control Board
Santa Ana Region**

Internet Address: <http://www.swrcb.ca.gov/rwqcb8>
3737 Main Street, Suite 500, Riverside, California 92501-3348
Phone (909) 782-4130 - FAX (909) 781-6288



Gray Davis
Governor

*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption.
For a list of simple ways you can reduce demand and cut your energy costs, see our website at www.swrcb.ca.gov/rwqcb8.*

October 9, 2002

Ms. Sandra Massa-Lavitt
City of Calimesa
P.O. Box 1190
Calimesa, CA 92320

**DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE DEVELOPMENT OF TENTATIVE TRACT
NUMBERS 30386 AND 30387, CITY OF CALIMESA, RIVERSIDE COUNTY/ STATE CLEARING
HOUSE NUMBER 2002011078**

Dear Ms. Massa-Lavitt:

Staff of the Regional Water Quality Control Board, Santa Ana Region (RWQCB), has reviewed the Draft Environmental Impact Report for the above referenced project. The proposed project is a Residential Development that includes the development of 711 single-family homes, 7.27 acres of commercial retail space, and 14.88 acres of parks, on a total of 320 acres. The project is located in the City of Calimesa, Riverside County, California.

There is widespread experience that urban development activity impacts water quality. There is the potential that the development of this area will substantially impact the water quality and the associated beneficial uses. Therefore, to lessen impacts to water quality standards and protect beneficial uses, the following principals and policies should be considered for the project:

1. Avoid disturbance to any natural water bodies and drainage systems; conserve natural areas; protect slopes, drainage systems, and water bodies. Natural drainage systems and water bodies reduce impacts to water quality standards and will improve impacted waters. In addition, they provide beneficial uses for wildlife and recreation. Encourage riparian vegetation in drainage systems, if feasible. Provide adequate vegetated buffer areas to capture storm flows, to lessen erosion, and protect water quality. All disturbances to natural waters and drainages require mitigation. 1
2. Please be advised that any impacts to Waters of the United States/State require a Section 401 Water Quality Standards Certification from the Regional Board. Impacts to these waters should first and foremost be avoided. Where that is not practicable, impacts to these waters should be minimized. Mitigation of unavoidable impacts must replace the full function and value of the impacted waterbody. Information concerning Section 401 certification can be found at the Regional Board's website, www.swrcb.ca.gov/rwqcb8/html/401.html. Impacts to the waters of the United States also require a Clean Water Act Section 404 permit from the United States Army Corps of Engineers and a Streambed Alteration Agreement from the California Department of Fish and Game. 2
3. Development in this area will increase the amount of area covered with pavement or structures. This will alter the rate and volumes of groundwater recharge and surface water 3

California Environmental Protection Agency



Recycled Paper



Ms. Sandra Massa-Lavitt
City of Calimesa

2

October 9, 2002

runoff. We encourage the use of pervious materials to retain absorption and allow more percolation of storm water into the ground within the site. The use of pervious materials, such as vegetated basins, permeable/porous pavement, etc., for all development is strongly encouraged. Any increase in runoff due to development should be mitigated to prevent damage to water quality and beneficial uses downstream.

Biological/vegetated treatment basins reduce the pollutants in storm or urban water runoff by filtering the runoff through the vegetation and the soil matrix and/or allowing infiltration into the underlying soils. Studies have shown that these wetlands and biofilters remove many of the harmful pollutants found in urban runoff, and also help mitigate the increased volume of runoff.

3

Porous pavement is an alternative to standard impervious pavement and should be considered for use in parking areas of the project. One type of porous pavement contains an underlying stone reservoir to temporarily store surface runoff allowing it to infiltrate into the subsoil.

4. Construction of detention basins or holding ponds and/ or constructed wetlands within a project site to capture and treat dry weather urban runoff and the first flush of rainfall runoff should be utilized. These basins should be designed to detain runoff for a minimum time (e.g., 24 hours) to allow particles and associated pollutants to settle and to provide for natural treatment.

4

5. Consider retaining areas of open space to aid in the recharge and retention of runoff. Native plant materials should be used in replanting and hydroseeding operations. Native plants provide effective slope soil retention, help filter and clean runoff, maintain habitat for native animal species, and have other water quality benefits.

5

6. Post-development storm water runoff flow rates (Q) should not differ from the pre-development Q. Changes in Q, either in a positive or negative manner can lead to erosion or sedimentation. Such a change in Q may create potential downstream impacts affecting 303 (d) listed water bodies, as well as flood control facilities.

6

7. This project should be designed and constructed to protect, and if possible, improve the quality of underlying groundwater. Incorporating the principals and policies mentioned above will help protect the underlying groundwater basin.

7

8. No waste material may be discharged to any drainage areas, channels, streambeds, or streams. Spoil sites must not be located within any streams or areas where spoil material could be washed into a water body.

8

9. As a result of the proposed construction activity occurring in an area over five acres, a General Construction Activity Storm Water Runoff Permit must be obtained by the project proponent. A Notice of Intent (NOI) with the appropriate fees for coverage of the project under the General Construction Activity Storm Water Runoff Permit must be submitted to the State Water Resources Control Board at least 30-days prior to the initiation of construction

9

California Environmental Protection Agency



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Ms. Sandra Massa-Lavitt
City of Calimesa

3

October 9, 2002

activity at the site. Contact Milasol Gaslan at (909) 872-4419 or review the Construction Activity General Permit and Fact Sheet on the SWRCB website (www.swrcb.ca.gov) for information.

9

10. Appropriate best management practices (BMPs) must be implemented during construction to control the discharge of pollutants, prevent sewage spills, and to avoid discharge of sediments into the streets, storm water conveyance channels, or waterways.

10

11. A National Pollutant Discharge Elimination System (NPDES) permit for any discharge of wastes to surface waters, or Waste Discharge Requirements for any discharge of wastes to land, is required by the California Water Code.

11

For more information on the construction of the Best Management Practices (BMPs) mentioned above (grassed swales, porous pavement, constructed wetlands, and dry/wet detention ponds) please review the EPA website www.epa.gov/npdes/menuofbmps/post.htm.

If you should have any questions, please call me at (909) 782-7960 or Mark Adelson at (909) 782-3234.

Sincerely,

David G. Woelfel
Planning Section

cc: Scott Morgan – State Clearinghouse

California Environmental Protection Agency



Recycled Paper



Response to Comment WCB-1: Garden Air Wash will be a defined watercourse utilizing slopes protected by the installation of natural flora and maintaining a soft bottom channel. In addition, the land allowed for Garden Air Wash will be 120 feet at its narrowest point and greater than 200 feet at its widest point.

Response to Comment WCB-2: Comment noted and reiterated in the second paragraph of Page 3.8-5 of the Draft EIR.

Response to Comment WCB-3: Comment noted. The proposed development is maintaining the Garden Air Wash as a soft bottom channel, substantially enhanced with vegetated basins as requested. See "Response to Comment WCB-1." In addition, Mitigation Measure 3.8-4 requires that a debris basin be designed and installed to the satisfaction of the City Engineer. This basin will provide filtering of runoff and improve water quality.

Response to Comment WCB-4: Comment noted. The proposed project will implement the suggestions. In addition, Mitigation Measure 3.8-3 requires the applicant to develop and adhere to an Urban Stormwater Mitigation Plan. The intent of this plan is to contain stormwater and improve the quality of runoff water.

Response to Comment WCB-5: The proposed project includes 83.70 acres of open space; 59.26 acres of which are hilly open space. In addition, Mitigation Measure 3.10.1 requires that the designated natural open space areas, which include the corridor surrounding Garden Air Wash, be landscaped with at least 80% native species.

Response to Comment WCB-6: This is a standard engineering requirement in most jurisdictions. The post development peak "Q100" should not exceed the pre-development peak "Q100". The City of Calimesa requires conditions of approval for the subdivisions in conjunction with the drainage requirements of the City's subdivision ordinance. These conditions include street system storm water runoff standards and designing and installing catch basins and connector pipes on the project site. The "Storm Drain Improvements" identified in the City's conditions of approval are adequate to address this item. In addition, the project site is within the San Timoteo Canyon watershed, which is not listed on either the 1998 or draft 2002 Santa Ana RWQCB list of Clean Water Act Section 303(d) waters; and the proposed project is not expected to affect those waters.

Response to Comment WCB-7: The EIR and conditions of approval for the proposed project require the project to use water quality improvement techniques. These techniques include the design and installation of a debris basin and drainage basins, the use of soft bottom drainage courses, and an Urban Stormwater Mitigation Plan. In addition, the proposed project would eliminate the existing poultry farm, which introduces biological and chemical water pollutants to the project site. By, requiring water quality improvement techniques and eliminating the poultry farm, the proposed project will improve the quality of underlying groundwater.

Response to Comment WCB-8: Comment is noted and reiterated in fourth paragraph on page 3.8-5 of the Draft EIR.



Response to Comment WCB-9: Comment is noted. Page 3.8-5 of the Draft EIR has been revised to reiterate the requirements of Clean Water Act Section 402, including the requirement of a General Construction Activity Storm Water Runoff Permit.

Response to Comment WCB-10: Comment is noted. Best Management Practices (BMPs) are discussed on page 3.8-5 of the Draft EIR.

Response to Comment WCB-11: Comment is noted. The National Pollution Discharge Elimination System (NPDES) in relation to the proposed project is discussed on page 3.8-5 of the Draft EIR.



Letter from Zully Smith, Riverside County Flood Control District and Water Conservation District, October 23, 2002

DAVID P. ZAPPE
General Manager-Chief Engineer



1995 MARKET STREET
RIVERSIDE, CA 92501
909.955.1200
909.788.9965 FAX

79188.1

**RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT**

October 23, 2002

FAXED THIS DATE TO 909.795.4399

Ms. Sandra Massa-Lavitt
City of Calimesa
908 Park Avenue
Calimesa, CA 92320

Dear Ms. Massa-Lavitt:

Re: Notice of Completion of Draft
Environmental Impact Report for
Tentative Tract Numbers 30386
and 30387

This letter is written in response to the Notice of Completion for a Draft Environmental Impact Report (DEIR) for Tentative Tract Numbers 30386 and 30387. Tentative Tract Number 30386 consists of the development of 221 single-family residences restricted for senior living on approximately 72.23 acres of land, of which approximately 24 acres would be developed as permanent open space. Tentative Tract Number 30387 consists of the development of 490 single-family lots on approximately 248 acres of land, of which approximately 50 acres would be developed as additional open space and natural areas. The proposed project is generally located at the southerly extensions of California Street, Bryant Street, Fremont Street, and east of the Calimesa Country Club in the city of Calimesa.

The Riverside County Flood Control and Water Conservation District (District) has the following comments/concerns:

1. If the City intends to dedicate any stormwater facilities to the District for future operation and maintenance, the City should coordinate early with the District to ensure that the design and construction of the facilities meet all applicable District standards and requirements. To ensure that facilities are constructed to District standards, District plan check, construction inspection and any related fees would be required prior to the District's acceptance. Any regulatory permits or other permitting requirements, such as Section 401/404/1600 permits and the StormWater Pollution Prevention Plan (SWPPP), pertaining to facilities that may be maintained by the District should be approved by the District before the permits are executed. The EIR and any regulatory permits should ensure that the future operation and maintenance of any proposed facilities are adequately authorized.
2. The proposed project may contribute to increases in urban pollutant runoff. The Santa Ana Basin Regional Drainage Area Management Plan (SAR-DAMP) describes the overall stormwater management strategies planned by Riverside County. The SAR-DAMP has been prepared to meet the requirements of the National Pollutant Discharge Elimination System (NPDES) Stormwater Permit issued by the Santa Ana River Basin Regional Water Quality Control Board to the municipalities in the Santa Ana River Basin of Riverside County.

1

2



79188.1

Ms. Sandra Massa-Lavitt
Re: Notice of Completion of Draft
Environmental Impact Report for
Tentative Tract Numbers 30386 and 30387

-2-

October 23, 2002

The District and the NPDES Co-Permittees also prepared Supplement "A" entitled "New Development Guidelines" and the attachment to Supplement "A" entitled "Selection and Design of Stormwater Water Quality Control". These documents complement the DAMP by providing additional guidance in the selection and implementation of best management practices (BMPs). The above documents should be used during the evaluation of potential stormwater quality impacts and appropriate mitigation measures that may be needed to address such impacts. Any questions regarding the above documents or the District's NPDES program should be directed to Steve Stump of the District's NPDES Section at 909.955.1273.

2

Thank you for the opportunity to review the Notice of Completion and DEIR. Please forward any subsequent environmental documents regarding the project to my attention at this office. Any further questions concerning this letter may be referred to me at 909.955.1233 or Marc Mintz at 909.955.4643.

Very truly yours,

ZULLY SMITH
Senior Civil Engineer

c: Stuart McKibbin
Steve Stump

MAM:slj



Response to Comment FCD-1: The comments are noted and the City will coordinate with the RCFCWCD appropriately. The project proponent has met with Flood Control personnel, and will continue further dialogue following design of the storm water facilities.

Response to Comment FCD-2: Comment is noted, and page 3.8-5 of the Draft EIR has been updated to include a discussion of the Santa Ana Basin Regional Drainage Area Management Plan (SAR-DAMP). The SAR-DAMP and its appendices will be reviewed when selecting the BMPs for the project. The drainage facility shall conform to the requirements of the Riverside county Flood Control District for future acceptance once the entire Garden Aire drainage facility is constructed.



CALIFORNIA AND PACIFIC OFFICE
*protecting and restoring natural ecosystems and imperiled species through
science, education, policy, and environmental law*

VIA FACSIMILE AND U.S. MAIL

October 23, 2002

Ms. Sandra Massa-Lavitt
Planning Director, City of Calimesa
P.O. Box 1190
908 Park Avenue
Calimesa, CA 92320
Facsimile: (909) 795-4399

Re: Development of Tentative Tract Numbers 30386 and 30387 DEIR, SCH Number 200211078

Dear Ms. Massa-Lavitt,

These comments are submitted on behalf of the Center for Biological Diversity ("Center") on the Draft Environmental Impact Report ("DEIR") for Development of Tentative Tract Numbers 30386 and 30387 DEIR, SCH Number 200211078 ("the project"). The Center submits these comments on its own behalf and on behalf of its members and staff with an interest in protecting the biological resources of the project area. The Center is a non-profit environmental organization dedicated to the protection of native species and their habitats in the Western Hemisphere through science, policy, and environmental law. The CBD has over 7000 members throughout California and the western United States, including in the area where the project is located.

The Center strongly objects to the approval of the project based on the existing DEIR. In general, the information and analysis contained in the DEIR is grossly insufficient to satisfy the requirements of the California Environmental Quality Act, Public Resources Code §§ 21000-21178 ("CEQA"), particularly with regard to biological resources, water supply, and hazardous materials issues. The Center respectfully requests that the City of Calimesa issue a revised DEIR consistent with these comments and recirculate the new version for public review and comment.

Project Description

The purposes of an EIR are to provide decision making bodies and the public with detailed information about the effect a proposed project is likely to have on the environment, to list ways in which the significant effects of a project might be minimized, and to indicate alternatives to the

1

Tucson • Phoenix • Silver City • San Diego • Berkeley • Shaw Island

Kassie Siegel, Staff Attorney
PO Box 493, Idyllwild, CA 92549
TEL: (909) 659-6053 x. 302 • FAX: (909) 659-2484
Email: ksiegel@biologicaldiversity.org • www.biologicaldiversity.org



project. Pub. Res. Code § 21061. The following purposes have also been enumerated by California Courts: an EIR should provide disclosure of all relevant facts, should provide a balancing mechanism whereby decision makers and the public can weigh the costs and benefits of a project, should provide a means for public participation, should provide increased public awareness of environmental issues; should provide for agency accountability, and should provide substantive environmental protection.

The EIR must describe the "environment in the vicinity of the project," as it exists before commencement of the project, from both a local and a regional perspective. 14 Cal Code Regs § 15125. The description should place special emphasis on environmental resources that are rare or unique to the region and that would be affected by the project. *Id.* Where basic information is missing from the EIR, the document is deficient as a matter of law. *San Joaquin Raptor/Wildlife Rescue Ctr. V. County of Stanislaus* (1994) 27 CA4th 713. The DEIR does not meet this standard.

First, the project description is brief and vague. The DEIR states that the project includes and requires the following discretionary approvals from the City of Calimesa: (1) Approval of Tentative Tract Map 30386; (2) Approval of Tentative Tract Map 30387; (3) Zoning Change from Residential Low to Commercial for 7.27 Acres; General Plan Amendment to allow 7.27 Acres of Commercial Land. DEIR 2.0-10. However, since the project is not consistent with the current zoning of the property, it appears that the project description is missing required zoning and general plan amendments. In addition, the DEIR should explain the relationship between the current project and any future specific plan. If a specific plan will not be developed for this project, the DEIR should explain why not.

Second, the maps included in the DEIR are of such low quality as to be essentially worthless. Please provide an aerial photo of the project site and surrounding vicinity, as well as a detailed topographic map. Without such maps the DEIR cannot possibly place the project in a regional or local perspective as required by CEQA. As discussed further below, the project area is in an area essential for the movement of wildlife between the area known as the Badlands and the San Bernardino Mountains. The DEIR failed to acknowledge this critical aspect of the project site, and without adequate maps this fact is hidden from the public and from decision-makers.

Land Use/ Population and Housing

The proposed project will add 711 housing units and 1,562 new residents to Calimesa, increasing the current population of the City of Calimesa by 20 percent. The DEIR concludes, after an exercise in remarkably circular reasoning, that this is not a significant impact. The DEIR seems to base this bizarre conclusion on the fact that the City's land use plan designates enough land for residential purposes to accommodate up to 17,108 new units. The number of new units that could ultimately be constructed in the City of Calimesa is largely irrelevant to the matter at hand. The salient fact here is that the DEIR admits that only 480 units are anticipated to be needed in Calimesa by 2005. Yet this one project alone is proposing to construct 711. The list of "past and present" projects shows approximately 445 units already approved or under construction, as well as "future projects" currently

The DEIR states that the minimum lot size for the Residential Low ("RL") is 7,200 square feet. The DEIR states that the minimum lot size for TT 30386 is 5,467, with an average lot size of 6,682 square feet. Therefore, the project is clearly not consistent with the RL zoning, nor does it appear consistent with the even lower density Residential Rural ("RR") zoning. Nevertheless, the DEIR contains the conclusory statement that the project is consistent with current zoning.

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before the City totaling an additional 175 units. Additional evidence shows that Calimesa is currently experiencing a housing glut: population grew from 6,831 to 7,748 between 1991 and 2002, but the housing stock grew from 1,879 to 3,258 over the same time period. Therefore, there is simply no justification for this project, which must be viewed as 100% growth inducing. The DEIR's failure to find that the proposed project represents a significant impact on land use, population, or housing is nothing short of amazing.

2

The DEIR's conclusion that the impacts from lighting will be less than significant is completely unsubstantiated. DEIR 3.3-5. The proposed project is essentially a new mini-city in a rural area. The DEIR should explain the development standards used in the DEIRs assumptions, as well as provide a quantitative analysis of the light intensity experienced by people and wildlife in the immediate vicinity, as well as an estimate of the proposed project's contribution to regional light pollution.

3

Circulation, Traffic, and Air Quality

The traffic analysis focuses only on surface streets and ignores the impact to the I-10 Corridor. Traffic congestion on I-10 is a monumental and growing problem which the DEIR cannot ignore or dismiss. The DEIR must contain a quantitative analysis of the proposed project's contribution to this problem.

4

The DEIR admits that the proposed project would have massive air quality impacts, including emitting up to 845 lbs/day of PM 10 matter and exceeding nearly every Project Related Emissions Burden threshold due to the 8,910 vehicle trips per day generated at build-out. DEIR 3.5-116.

5

The DEIR uses the assumption that 230 jobs will be generated by the proposed project, but this assumption is not valid because there is no assurance that simply rezoning land as commercial will generate any jobs whatsoever.

6

The DEIR admits that the horrifying air quality impacts from the proposed project (even using the flawed assumptions) must be viewed as significant, however, the DEIR makes no real attempt to propose mitigation for such impacts. Real mitigation measures (as opposed to measures that simply argue away the impact on paper) must be proposed. For example, the proposed project should be required to implement transit measures such as incorporating public transit stops and paying a fee to ensure that public transit will service the project in perpetuity. More creative measures should also be considered, for example including a component of the project whereby zero-emission vehicles would be available for use by project residents as part of a "car share" program. The DEIR must explore such measures, and they must be incorporated into the proposed project unless they are shown to be infeasible.

5

The air quality section also includes the entirely inappropriate statement that the City Council should adopt a statement of overriding considerations regarding air quality impacts. DEIR 3.5-21. The Center urges the City Council to reject the proposed project given the intensive environmental impacts and the utter lack of any demonstrated need for the project. It is wrong for the DEIR to pre-judge the issue and assume that the City Council will simply adopt a statement of overriding considerations and approve the project. The DEIR's bias towards project approval and failure to objectively evaluate the project is demonstrated by this statement.

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Hydrology

The hydrology impacts to Garden Air wash and downstream receiving waters (i.e. San Timoteo Creek) described by the DEIR are not "potentially significant," they are undeniably significant. The DEIR downplays the impacts and then states that they will be "mitigated" to a level less than significant by "mitigation measures" 3.8-3 and 3.8-4. These "mitigation measures" are nothing more than illegal deferral of mitigation required by CEQA.

CEQA prohibits a lead agency from approving a project with significant environmental impacts unless specific mitigation measures have been adopted to lessen each significant impact. An agency can defer the formulation of mitigation measures until after project approval in one limited circumstance if a two-part test is met: (1) formulation of mitigation measures at the time of approval is infeasible, and (2) the agency adopts specific design criteria or performance standards for the mitigation measures and prevents harm to the environment until such design criteria are met. *Sacramento Old City Association et al. v. City Council of Sacramento* (1991), 229 Cal. App. 3d 1011, 1028-9; *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal. 3d 375, 409, 418 ("*Laurel Heights I*"). Here, there is absolutely no evidence indicating that formulation of mitigation measures for impacts to Garden Air Wash and downstream receiving waters is infeasible. Rather, it appears that it is simply more convenient for the Project Applicant to defer both study and mitigation of these impacts until after project approval. This is flatly prohibited by CEQA. The impacts to hydrology and water quality from this project will be immense. Without disclosure of detailed study and mitigation measures prior to project approval, the public has no assurance the issues will be adequately dealt with.

For example, Mitigation measures 3.8- 3 & 4 provide absolutely no design criteria. Mitigation will require more than a simple grate to catch trash and debris that will be carried away from the proposed project. Yet a simple grate (or nothing at all) could easily be the only mitigation ever adopted given the way the DEIR is currently written.

Hazardous Materials Contamination

The DEIR contains startling revelations regarding the serious hazardous materials contamination at the proposed project site. Contamination includes nitrate levels in groundwater above the federal standards, resulting in the shutdown of at least one well, chemical contamination around the chicken buildings including PCB and DDT, and other possible contamination that has not yet been investigated. Impacts could result both from the attempted removal of the contaminants and to future residents of the proposed project who are forced to live with the contamination. The DEIR, once again, proposes to defer study and formulation of mitigation measures for these impacts until after project approval. This is flatly prohibited by law.

The DEIR states that surface water has not been tested since 1990. Tests must be conducted and the results included in a recirculated DEIR. In addition, much more detail should be included regarding the groundwater contamination, including the extent of the contamination plume and the hydrological connection of this aquifer to others that are tapped for drinking water. This information is essential, in particular considering the DEIRs later admission that the already overdrafted groundwater basin is proposed as the source of water for the project.

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Wildfire

The proposed project is in an area at risk for wildfire. This is reason enough, without more, for the City Council to deny approval of this project. Due to global warming and drought the wildfire danger will only be increasing in the future in southern California. The only mitigation required is fire-resistant roofing material and vague requirements for the maintenance of open space. To the extent that the fire mitigation harms or reduces native vegetation and species, this is an additional impact that must be analyzed. The DEIR cannot simultaneously claim that open space and native vegetation will be preserved on site as mitigation for impacts to biological resources and that native vegetation in remaining open space will be mowed down as a mitigation for fire danger. The number one thing that local jurisdictions can do to mitigate fire danger and protect human life is to refuse to approve new residential development in fire prone areas and along the urban-wildland interface. The City should deny the proposed project on this basis.

11

Biological Resources

The biological resources section of the DEIR, as well as the biological surveys and reports upon which it is based are cursory, incomplete, and inaccurate. While there are multiple biological reports included in the DEIR, an examination of the reports reveal that they are all based on the same extremely limited "fieldwork" and appear to simply be re-writes of previous reports. There are five reports dated 15 March 2001, 29 November 2001, 9 May 2002 (apparently two different version of the same report are included), and 30 May 2002. Botanical fieldwork was conducted on three or four occasions: 28 February 2001, 3 November 2001, 23 April 2002 and perhaps 19 April 2002 (unclear whether 19 April was a separate survey day or a typographical error referring to the 23 April work). Even more limited zoological fieldwork was conducted by a single investigator on 15 December 2000 (3 hr. 15 min. site visit) and 16 October 2001 (2 hour and 25 minute site visit). Therefore, all reports were based on, at most, up to four days of botanical surveys and two days of zoological surveys, totalling 5 hours and 40 minutes. Methods employed for the zoological surveys consisted simply of walking the site and "pishing." As the reports themselves admit, complete biological inventories of the project site were not conducted. See, e.g. 30 May 2002 Report at 2 (stating "Complete biological inventories of large sites may require a large number of field hours during different seasons as well as nocturnal sampling for some animal groups, such as small mammals....")

12

The DEIR states that "The most recent biological assessment determined that there is neither a presence nor use of wildlife corridors, nor is there evidence that the existing drainage systems serve as wildlife corridors." DEIR 3.10-5. There is no citation to the referenced biological assessment and we found no discussion of wildlife migration in the biological surveys. The DEIRs statement with regard to wildlife migration is incorrect. Garden Air Wash and Singleton Canyon are the most important connections remaining between the area known as the Badlands and the San Bernardino mountains. Last year the Center and the San Bernardino Valley Audubon filed suit over the Oak Valley Specific Plan, which proposed residential development in and around Garden Air Wash and Singleton Canyon on the other side of I-10 from this development. As a result of a settlement in that case, purchase of approximately 1200 acres including both corridors as well as buffers is currently being negotiated. While wildlife migration is certainly constrained by the highway underpasses where both corridors cross the I-10, there is abundant evidence that these corridors and underpasses are used by many species. The DEIRs failure to discuss the importance of the project site for wildlife migration is a fatal flaw that must be corrected.

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In addition, complete biological surveys must be conducted. While the surveys claim that few species were detected due to the degraded nature of the site, the real reason is that the surveys were extraordinarily cursory. Additional, protocol level surveys should be conducted for all species, including small mammals and the state and federally protected Stephens kangaroo rat ("SKR").

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The DEIR states that the project is not in an area protected by any adopted conservation plan. DEIR 3.10-12. This is inaccurate. The project area is within the fee area for the SKR HCP. The DEIR must discuss this issue.

16

The photos of the project site show clearly the rural nature of project area and the surrounding open space. The project description, land use, and biological resources sections all fail to adequately describe the rural nature of the area or provide information on the magnitude of this loss of rural open space. The project represents an extremely significant step in the urbanization of a previously rural area. The impact of this urbanization on wildlife, and in particular wildlife movement, must be

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addressed. The project design preserves only a tiny amount of open space, 26.34 acres. The DEIRs suggestion that the adoption of a landscaping plan (especially considering the DEIRs additional statement that fire suppression will take place in this open space) will mitigate for the loss and cumulative loss of wildlife habitat and open space is ridiculous.

18

Water Supply and Wastewater

The City of Calimesa may not approve the project unless a finding can be made, based on substantial evidence, that sufficient water supplies will be available to serve the project for the next twenty years. Furthermore, information from all potential water purveyors must be included in the DEIR for public review and comment. There is currently no evidence that a water supply will be available for the project. In addition, the DEIR has failed entirely to analyze the environmental impacts of obtaining a water supply.

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The DEIR and Appendix I indicate that the Yucaipa Valley Water District ("YVWD") would be the purveyor for the project. A study commissioned by the YVWD indicates that there is currently no water available and that a new well would be needed along with new transmission lines, pump stations, and at least one reservoir. These extremely significant projects must be included as part of this project description and their environmental impacts must be analyzed. It is clear from the report that the proposed project is the first in a series of developments that would require the new water and facilities. It is also clear from the report that the proposed project is massively growth inducing, as the new water facilities will be oversized to accommodate additional development beyond the list of projects identified.

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On a fundamental level, both the DEIR and Appendix I fail to actually analyze the amount of water that would be needed by the proposed project, and the environmental impact of obtaining it. The DEIR and Appendix I assume that a new well will be drilled that will supply the water. But this fails to discuss the state of the groundwater basin, whether the basin is in overdraft, what the impact will be to water quality, water quantity, and biological resources from the proposed project and cumulative projects. In addition, at least one well has already been contaminated by the chicken farming

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operations. This contamination must be studied, and its impact on the overall water supply for the area assessed.

The DEIR states that obtaining a water supply for the project is a "potentially significant" impact but that "mitigation measure" 3.11-5 will reduce impacts to less than significant. DEIR 3.11-5. Mitigation measure 3.11-5 requires only that the developer pay a fee to the YVWD for the construction of water facilities. This fails entirely to address the environmental impacts of obtaining the water, which have yet to be analyzed. The DEIR has missed the point entirely. The DEIR must contain a quantitative and qualitative analysis of the impacts of the proposed project so that alternatives can be analyzed to reduce impacts, and mitigation measures can be incorporated.

20

Cumulative Impacts

The cumulative effects analysis is a vital part of the CEQA process because consideration of individual projects in a vacuum may cause environmental disaster. Natural Resources Defense Council, Inc. v. Callaway, 524 F. 2d 79 (1975). A discussion of all impacts, past, current, and future, is required by CEQA. The EIR repeatedly minimizes the growth inducing and cumulative effects of the project, and includes an incomplete list of cumulative projects.

Appendix I indicates that the "Storm Property" (tract number 25809) is adjacent to Perisits Farms and will be developed into 800 equivalent dwelling units ("EDUs"). Additionally, Appendix I indicates that Perisits Farms (tract number 26925) intends to develop an additional 102 EDUs. This is a significant omission. The DEIR should include these projects, disclose the method used for compiling the cumulative projects list, including the geographic boundaries used to constrain the analysis, and display all projects on a map (preferably an overlay onto an aerial photo) so that the cumulative impact of the projects can actually be assessed. In addition, the cumulative impacts section is nothing more than a list. CEQA requires an actual analysis of the combined effect of the proposed project with cumulative project for each significant impact identified. Since the DEIR improperly failed to identify many significant impacts including but not limited to those dealing with biological resources, hazardous materials, hydrology, and water supply, the DEIR must be redrafted to assess these impacts, provide alternatives and mitigation to lessen them, and also discuss the cumulative impacts.

21

Inadequate Mitigation and Alternatives Analysis

As discussed above, the DEIR failed to identify many significant impacts of the proposed project. Therefore, the DEIR did not and could not appropriately explore alternatives and mitigation measures to reduce impacts.

The alternatives analysis is the heart of CEQA, and is vitally necessary to achieving CEQA's environmental protection mandate. The alternatives section is "The core of an EIR," and should "offer substantial environmental advantages over the project proposal." (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564, 566). A lead agency cannot fulfill CEQA's mandate, that no project shall be approved where less environmentally damaging, feasible alternatives exist, without an adequate alternatives analysis. In this instance, because the DEIR deferred analysis of many issues and

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contained deficient analysis of others, the brief alternatives analysis section failed entirely to explore alternatives to reduce the proposed project's true impacts. Even though the "alternatives" section purports to analyze for each environmental impact whether each alternative would offer an improvement over the preferred alternative, this exercise is meaningless since the environmental effects have not been adequately identified in the first instance.

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In addition, some "mitigation measures" that were suggested (such as further study of hazardous materials contamination and impacts to hydrology and water quality) are nothing more than the illegal deferral of environmental review. The revised DEIR should focus in particular on alternatives and mitigation measures that would reduce impacts to wildlife movement corridors, air quality, water quality, and hazardous materials contamination.

Recirculation of the DEIR

Consistent with 14 Cal. Code Regs. §15088.5 and *Laurel Heights Improvement Assoc. v. Regents of the Univ. of Cal.* (1993) 6 C4th 1112, a lead agency must recirculate the EIR for further public comment under any of four circumstances:

- (1) When the new information shows a new, substantial environmental impact resulting either from the project or from a mitigation measure;
- (2) When the new information shows a substantial increase in the severity of an environmental impact, except that recirculation would not be required if mitigation that reduces the impact to insignificance is adopted;
- (3) When the new information shows a feasible alternative or mitigation measure that clearly would lessen the environmental impacts of a project and the project proponent declines to adopt the mitigation measure; or
- (4) When the draft EIR was "so fundamentally and basically inadequate and conclusory in nature" that public comment on the draft EIR was essentially meaningless.

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Based on the comments above, it is clear that the EIR must be re-drafted and recirculated. Conditions (1), (2), and (3) above will be met by meaningful and adequate discussion of the project description, impacts, mitigation measures, and cumulative impacts. The combined effect of these omissions makes it clear that the fourth condition has also been met. Public comment on an issue is impossible and meaningless when the issue itself is omitted from the EIR.

Conclusion

In summary, the DEIR does not fulfill its proper function under CEQA. The DEIR does not contain sufficient impartial factual and analytical analysis in order to allow decision makers and the citizens of California to make informed decisions about the future of our environmental resources and sensitive species. The EIR does not rigorously explore the true biological impacts of this project in order to promote environmentally superior alternatives and mitigation measures. Rather, the EIR minimizes project impacts and appears to represent a post-hoc rationalization of the Project Applicant's preferred project. CEQA requires that the public be informed of the true biological consequences, direct, indirect, short, and long term, of this project, before the EIR may be certified and

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the project allowed to move forward. The DEIR for this project is a classic case of a document that obfuscates, rather than clarifies, the environmental impacts of the project.

In conclusion, the Center requests that the DEIR be redrafted and recirculated consistent with these comments. Approval of the proposed project based on the current DEIR would almost certainly lead to public interest litigation to enforce CEQA's mandates for environmental protection. Thank you very much for your consideration of these comments.

Sincerely,

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Response to Comment CBD-1: The Project Description portion of the Draft Environmental Impact Report (DEIR) includes an area map, a vicinity map showing the relationship of the site to current development, a subdivision plan showing both tracts and the proposed lot divisions, as well as a written description of the boundaries of the property and photos of the site. Section 15124 (Project Description) of the California Environmental Quality Act requires that the precise location and boundaries of a project be shown on a detailed map, preferably topographic, but the description should not “supply extensive detail beyond that needed for evaluation and review of the environmental impact.” A regional map is also required for CEQA review. These items were provided and supplemented as noted above. In addition, maps are shown in Chapter 3 of the Draft EIR to portray the project site and region in regards to specific environmental conditions.

Section 2.4 of the Draft EIR lists the discretionary actions that would be required by the City of Calimesa to approve the proposed project. These actions are: 1) Approval of tentative tract Map 30386, 2) Approval of Tentative Tract Map 30387, 3) Zoning Change from Residential Low (RL) to Commercial (C-1) of the proposed 7.27 acres of commercial land, and 4) a General Plan Amendment to allow for the proposed 7.27 acres of commercial land.

The residential and recreational portions of the proposed project are allowed uses in the property’s current zoning and General Plan designations. Section 2.0 (Land Use) of the Draft EIR notes that the majority of the project site is designated RL Residential Low (2-4 dwelling units per gross acre). The minimum lot size for RL is 7,200 square feet, which at maximum build-out, would allow for 1,894 units on the project site. The Land Use Element of the City of Calimesa’s General Plan describes the intent of this zoning category as “a more urban residential character” and anticipates development of “single-family detached homes on streets with curbs, gutters, sidewalks, and streetlights.” The design of the residential portion of the proposed project is consistent with this designation. In addition, this designation also allows for recreational uses (DEIR page 3.1-1), and thus, the recreational portion of the proposed project is also consistent with current zoning and General Plan designations.

The Draft EIR notes that commercial uses are part of the proposed project and that: “Commercial uses are not allowed in the RL land use designation. Thus, the project would require a zone change and a General Plan amendment to allow for 7.27 commercial acres.” (DEIR, page 3.1-2) The Draft EIR identifies the proposed inconsistency in zoning for commercial use and describes the proper discretionary actions that would be required by the City to approve the proposed project.

The proposed Tentative Tract Maps provide information and provision for lot division and development of buildable lots, and basic infrastructure, such as roadways, which provide in turn for installation of utilities. These maps provide sufficient detail to identify the project’s footprint and potential environmental impacts. A Specific Plan is not required by CEQA or City Zoning Code, and thus, has not been developed for the proposed project. However, the City of Calimesa will require conditions of approval for the proposed project. These conditions of approval provide design and engineering detail beyond the requirements of CEQA, but required for City approval of the project.



Finally, as noted on page 3.10-5 of the Draft EIR, the biological assessment conducted 20 May 2002 “determined that there is neither a presence nor use of wildlife corridors, nor is there evidence that the existing drainage systems serve as wildlife corridors”. The term migration typically means seasonal movement of a species from a breeding to a non-breeding area and the 13 years of biological assessments of the site revealed no evidence that the site supports such wildlife movement. *Response to Comment CDB-13* discusses this subject further.

Response to Comment CBD-2: As noted in DEIR page 2.0-8, the project would develop 175-180 dwelling units for each 5-year period. The estimated required number of new houses to accommodate estimated population growth rates is identified in the Draft EIR as 480 units by 2005. By 2005, therefore, the project is expected to result in an additional 180 units maximum or 37.5% of the total number of units required to serve the estimated population growth by that time. Based upon this schedule, all units would be complete by or before 2020.

The proposed project would constitute growth. However, growth is not necessarily a significant impact. Unplanned growth or urban sprawl that exceeds a regions projections, services, utilities, and infrastructure could be a significant impact. However, growth that is planned for by government agencies and utility and service providers can be developed without significant population, housing, or land use impacts. This is identified in Section 3.2.2 of the Population and Housing portion of the Draft EIR. This section states that a project could have a significant impact if it would “induce substantial population growth, beyond the area’s projects and plans, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).” As stated in the EIR the proposed project would induce growth by adding housing (which would allow for an increase in population in the City of Calimesa) and by proposing commercial development. However, the City of Calimesa, after reviewing the projections identified by the U.S. Census Bureau, CA Department of Finance, and the Southern California Associations of Governments expects the growth. In fact, the proposed project represents only 4.2% of the planned growth identified in the City of Calimesa General Plan. This public document was adopted by City Council resolution and is reviewed and used by regional agencies, organizations, and service providers when identifying their respective future needs. In anticipation of this growth, the City and the region have planned accordingly. Therefore, the proposed project would not exceed the area’s projects and plans, and consequently, would have a less than significant impact to population and housing.

Response to Comment CBD-3: City development standards and accompanying project conditions of approval provide for lighting control and reduction of glare where possible. In addition, landscaping required by Mitigation Measure 3.3.1 as a general aesthetic mitigation is expected to screen areas of the site along the access roads, reducing potential project light and glare impacts.

The project area is zoned for residential use and general impacts of such development would be included in the considerations made during review of the environmental impacts of the General Plan.



Response to Comment CBD-4: Potential project impact to I-10 were considered and addressed in the Draft EIR. The Draft EIR, pages 3.4-6 through 3.4-36, provide figures and exhibits showing the level of service impacts as well as the number of trips which will impact all intersections, including six I-10 intersections with local streets. Mitigation Measure 3.4-1 provides for the signalization of the I-10 eastbound and westbound on County Line Road to reduce current traffic impacts. The traffic impacts and proposed mitigation measures in the Draft EIR follow widely accepted, set procedures for conducting a traffic study in Riverside County. These procedures were developed by the County of Riverside working with the cities within the County in response to a California Transportation Commission mandate.

Response to Comment CBD-5: Sections ES-7 and 3.5-4 of the DEIR identify the project incorporated mitigation measures to reduce air quality impacts. These mitigation measures include methods to reduce vehicle emissions, typical residential emissions, and construction induced dust. Some specifically identified mitigation measures are development of a transportation system management/traffic control measures program; providing a pedestrian friendly environment; incorporating bicycle trails; building homes that exceed minimum statewide energy construction requirements, including residential design features that encourage trip elimination or trip diversion to alternative transportation; pre-wired telecommunications systems for in-home offices; providing 220V electric vehicle charging systems; water for dust control during construction; and routine mandatory low-emissions tune-ups for construction vehicles.

Response to Comment CBD-6: Section 3.2, Population and Community Growth, Table 3.2-4, shows that of those persons employed in the City of Calimesa in 2000, 230 persons were employed as Laborers/Transportation personnel. This figure shows the number of existing jobs in 2000, and is part of the estimated 47 percent of the potential labor force in Calimesa that was employed in 2000.

Response to Comment CBD-7: The recommendation that a Statement of Overriding Considerations be included in the EIR is in recognition of the non-attainment status of the air quality in most parts of southern California. This recommendation is consistent with similar projects in other jurisdictions within the County and other parts of the South Coast Air Basin. CEQA Section 15093 (b) states that "When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information on the record. The statement of overriding considerations shall be supported by substantial evidence in the record." In order for this project to be approved, the Agency would be required by CEQA to make the findings prior to adopting such a statement. This DEIR provides information to the public about the legal instrument CEQA requires to be used for approval of a project that continues to have significant effects after all appropriate and available mitigation measures are applied. It suggests findings, as an aid to decision-makers.

Response to Comment CBD-8: In response to MSHCP preliminary designation, Garden Aire Wash was a preferred wildlife corridor, it is no longer designated as such. The development plan reflects early City staff/project proponent discussion of the construction and planting of the wash. In addition, the project proponent has conducted on-site



meetings with Army Corp of Engineers and California State Fish and Game personnel to specifically discuss the jurisdictional permitting of the Garden Aire Wash improvements. The project plans call for Garden Aire Wash to be constructed as a soft bottomed riparian corridor utilizing pervious materials and vegetated stream beds in order to retain absorption and allow percolation of storm waters. The biological/vegetated treatment as designed in the project plans will enhance the current conditions. Mitigation Measures 3.8-3 and 3.8-4 require the project implement an Urban Storm Water Mitigation Plan and develop a debris basin. The implementation of these mitigation measures will improve the quality of runoff and flowing water in Garden Aire Wash and downstream. Therefore, the proposed project would not have significant downstream impacts to water quality.

Response to Comment CBD-9: These mitigation measures give the City Engineer review and approval authority of the USWMP and a required debris basin. In addition to the review and approval by the City Engineer, the Riverside County Flood Control and Water Conservation District will also have review and approval authority over these items. The required review and approval of the USWMP and debris basin will ensure that the design criteria of both the City and RCFCWCD are met.

Response to Comment CBD-10: Mitigation Measure 3.9-3 is complete and adequate to eliminate the risk of developing the land under the existing chicken sheds. This mitigation states that a Level II assessment is required, identifies the procedures and standards this assessment must follow, and identifies the requirements that must be met before the project can be enacted. This procedure is a widely accepted method for eliminating potential hazards.

In addition, the proposed project would not affect potable water and related public health for four reasons. First, barring any unforeseen accidental spillage of vehicular fluids or household wastes, the action of converting the site from agricultural use to residential, recreational, and commercial uses would not increase the concentration of the chemical pollutants in the groundwater table. Second, the existing generation of chemical contaminants from agricultural practices would be eliminated. Third, no operating water well draws water from the involved groundwater table. Finally, public drinking water sources follow a regimented schedule of water testing to ensure federal drinking water standards are met, and water would not be available for public consumption if contamination from the project site or any other source caused the water to fall below standards.

Response to Comment CBD-11: Current Uniform Fire Code construction requirements, weed abatement, emergency vehicle accessibility, and review of all site plans by the Riverside County Fire Department provide adequate screening potentials for wildfire risks. In addition to these standard requirements, Mitigation Measure 3.9-4 requires open space maintenance and a fire protection/vegetation management program. Although the project will expose more people to risks than the current use of the site, compliance with access, maintenance and vegetation management programs should achieve better control than is possible with the present site configuration.

Denser development on site provides greater vegetation control, more irrigation of currently dry, potentially flammable areas, more likelihood of small fires being observed



and extinguished, and better access to possible wildfire areas than the current use. The site in its present state can better harbor a wildfire than would a developed area with an extensive established fire control system and more stringent maintenance requirements.

Response to Comment CBD-12: The recent zoological surveys alone (15 December 2000 and 16 October 2001) consumed six hours 40 minutes. Since the site is largely a disturbed area formerly used as a chicken farm with adjacent areas that have been annually plowed for fire abatement, substantially more field time spent on the site would not reveal additional biological resources or functions. The series of three field surveys performed on the site spanning 13 years support a very complete assessment of the site. The methods used in the Zoological Survey are also complete. The field methods employed are those used by experienced, competent professional biologists in performing a zoological assessment. Additional survey techniques would have been used if the resources identified on the site had warranted them.

Response to Comment CBD-13: Field observations over 13 years did not reveal migration corridor conditions or biological functions on the site. However, Garden Aire Wash, in the northern portion of the site, potentially serves as a corridor for east-west wildlife movement, although adjacent land uses and the management of the downstream golf course reduces, but do not eliminate, its potential function as such. The southern canyon area, Singleton Canyon, is unaffected by the proposed project and would continue to potentially serve as a wildlife corridor. Development of the project, as proposed should not affect the potential corridor function for Singleton Canyon.

In its typical use, migration means seasonal movement of an animal species from a breeding area to a non-breeding area where available resources are sufficient for all the natural history requirements (in North America birds, migrations typically occur in one north-south and one south-north cycle). Migratory species in the non-marine habitats of southern California are typically songbirds that breed in a variety of habitats locally but migrate to tropical or subtropical habitats to spend the winter. Other local species of animals may have local seasonal (usually elevational) movements to avoid harsh weather or seek seasonally more abundant food sources at lower elevations in the winter months. We are not aware of any species of wildlife, other than some songbirds using the project site that are migratory.

One precept of modern conservation planning is to maintain connections or linkages between large areas of high-value habitats, so that animals can move between areas if needed (though not for exclusively “migratory” species). Garden Aire Wash does not constitute a potential migration corridor.

Response to Comment CBD-14: A portion of the project site has been redesigned in order to provide a corridor along the southerly project boundaries to the wildlife corridor in Singleton Canyon as identified within the RCIP.

Response to Comment CBD-15: The surveys performed over a 13-year period are complete and sufficient. Protocol level surveys are typically surveys for species for which a state or federal “protocol” exists that establishes specific techniques for certain



species. State or federal survey protocols do not exist for "...all species, including small mammals..." A federal survey protocol exists for the Stephens' Kangaroo Rat (SKR); but in the opinion of the biologists surveying the site, such a study is not warranted, based on local habitat conditions and the known range of the species. The site is approximately four miles northwest of the limit of the known range of this species, and is not within the SKR HCP Fee Area.

Response to Comment CBD-16: Based on known sittings of the Stephen's Kangaroo Rat (four miles distance) the City of Calimesa declined to participate in the Stephen's Kangaroo Rat fee area.

Response to Comment CBD-17: On page 2.0-5, of the DEIR, the Project Description section identifies the location as an "egg ranch" which has been substantially scaled back. Figures 2.3- 2.6 provide current views of the project site. Draft EIR page 3.1-1, Land Use, repeats this description and further identifies the Residential/Rural/Open Space character of adjacent properties. Draft EIR Page 3.10-1, Biological Resources, describes the site as the site of a farm and nursery operations, identifies portions of the property serving as drainage, which is under the jurisdiction of the Army Corps of Engineers and the California Department of Fish and Game, and notes that this area does not support fish or amphibian life. These areas are excluded from the biological survey area and leave an area of 219.56 acres, which the survey addresses. Vegetation communities are identified, their areas estimated, and the current condition addressed. Descriptions of these areas include "recovering burn area", "degraded by off-road vehicles and foot paths", "scattered and limited vegetation", "native vegetation removed by agricultural practices" and "isolated [species] not a part of a community". Plant and animal species are identified, and characterized as surviving in disturbed habitation. The site, therefore, is clearly identified as agricultural in character, but not supportive of native plant or animal populations.

The characterization of the type of open space the site provides, its relationship to existing development, its own identification by the City General Plan as residential property, the dearth of truly natural habitat and the presence, in general, of animals that have adapted to human influences provide evidence that the property has questionable value as an unmanaged, wild habitat. Although it is true that the volume of open space provided by the project is not large, the provision of maintained open space and Mitigation Measure 3.10.1, which requires a landscape plan approved before grading that calls for the introduction of 80% native species within designated open space, encourage the possibility of recovered habitat. In addition, the locations of the designated open space were chosen for its biological value. These locations include portions of an oak grove and the Garden Aire Wash corridor (see *Response to Comment CBD-18*).

Response to Comment CBD-18: Retention of 26.34 acres in Open Space represents approximately 38% of the extant native vegetation on the site (Southern Mixed Chaparral, Riversidean Sage Scrub, and Coast Live Oak Woodland). This is a substantial percentage of native habitats retained.

The landscape plan is largely intended to augment the meager native vegetation now present in the areas of the site that are to be left in Open Space. Some of the areas will involve cut and fill slopes that must be stabilized, while a majority of the proposed Open



Space is either Chaparral or Sage Scrub vegetation that is either degraded by past grazing or fire, and subsequent invasion of non-native plants.

Response to Comment CBD-19: The Yucaipa Valley Water District adopted Resolution No. 42-2002 of December 18, 2002 which provides written verification of water supply for the proposed development in accordance with Senate Bill 221 and SB 610. This Resolution is included in the Appendices to the Final EIR.

Response to Comment CBD-20: As noted on Draft EIR page 3.11-5, the water demand of the project has been considered in the Yucaipa Valley Water District (YVWD) expansion plans and is provided for in Mitigation Measure 3.11-5 by water service connection fees to be paid to the YVWD. The YVWD assessed their needs to continue purveyance of water services in their jurisdiction. This assessment is one of numerous projects considered by the YVWD. Improvements undertaken by the YVWD to their facilities are independent of the proposed project and are therefore not included in the project description.

As discussed in *Response to Comment 19*, the YVWD has provided written verification of water supply for the proposed development in accordance with Senate Bill 221 and SB 210.

Response to Comment CBD-21: Section 4.0 of the DEIR is entirely dedicated to discussing cumulative impacts. The projects identified in Section 4.2 are qualified as reasonably foreseeable within the City of Calimesa and surrounding areas. These projects include the possible development of 560 dwelling units and 54 dwelling units being developed within the area. The proposed project is actually the largest proposed in the area and still provides only a portion of the required housing for projected population growth. The "Storm Property" was intentionally not considered in the Cumulative Impact section of the Draft EIR, because both the City of Calimesa and the County of Riverside, have removed it from their lists of reasonably foreseeable projects.

Response to Comment CBD-22: As discussed, all significant impacts of the proposed project have been identified in the Draft EIR and mitigation measures have been identified to reduce these impacts. Section 4.0, page 5 identifies construction and transportation-related air quality impacts as significant. Project alternatives are provided, as are assessments of relative environmental impacts per alternative. Trips generated by all projects, a continuing source of many points of pollution, are identified on Table 5.0-1. Air quality impacts for the most dense development alternative, Alternative 3, is identified as being greater than those of the proposed project, which would require findings in support of a Statement of Overriding Considerations.

Response to Comment CBD-23: As identified in the cumulative Responses to Comments, none of the scenarios that require recirculation have arisen.



Letter from Jeff Drongesen, California Department of Fish and Game, October 25, 2002

STATE OF CALIFORNIA - THE RESOURCES AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>

Eastern Sierra-Inland Deserts Region

4775 Bird Farm Rd.,

Chino Hills, California 91709

Phone (909) 597-9823

Fax (909) 597-0067



October 25, 2002

Sandra Massa-Lavitt, Planning Director
City of Calimesa
P.O. Box 1190
908 Park Avenue
Calimesa, CA 92320

**Re: Draft Environmental Impact Report
Development of Tentative Tract Numbers 30386 and 30387
SCH No. 2002011078**

Dear Ms. Massa-Lavitt:

The California Department of Fish and Game (Department) has reviewed the Draft Environmental Impact Report (DEIR) for the proposed development of Tentative Tract Numbers 30386 and 30387 in the City of Calimesa, Riverside County. The project is proposed as a planned residential development, including recreational uses and a small commercial. Tentative Tract 30387 comprises 238 acres and Tentative Tract 30386 comprises 72.57 acres on the western side of the project site for a total of 310.57 acres. The proposed project for Tentative Tract No. 30386 includes 221 single-family residences for senior living on approximately 72.23 acres, a senior center on 1.32 acres and approximately 23.9 acres as permanent open space. Tentative Tract No. 30387 proposes 490 single-family lots, a 7.27-acre commercial site, a 15-acre neighborhood city park, a water reservoir site, and approximately 50 acres of additional open space and natural area.

The Department is responding as a Trustee Agency for fish and wildlife resources [Fish and Game Code sections 711.7 and 1802 and the California Environmental Quality Act Guidelines (CEQA) section 15386] and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines section 15381).

The Department has concerns over the adequacy of the DEIR with regards to biological resources. The Department's concerns are as follows: (1) the document does not adequately address impacts to biological resources on-site, therefore the document does not provide substantiation that the impacts will be less than significant; and (2) adequate mitigation measures for significant impacts to biological resources are not provided, therefore impacts have not been reduced to less than significant. The Department discusses these concerns below in detail.



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DEIR for Tentative Tract Numbers 30386 and 30387
October 25, 2002

The Department believes that impacts to biological resources are inadequately addressed in the DEIR. A number of wildlife species and habitats considered endangered, threatened, or sensitive are known to occur in the vicinity of the site and could potentially occur on-site, including San Bernardino ringneck snake (*Diadophis punctatus modestus*), San Diego horned lizard (*Phrynosoma coronatum blainvillei*), orange throated whiptail (*Cnemidophorus hyperythrus*), Burrowing owl (*Athene cunicularia hypugea*), Stephen's kangaroo rat (*Dipodomys stephensi*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), Plummer's mariposa lily (*Calochortus plummerae*), southern coast live oak riparian forest, and southern cottonwood willow riparian forest. Based on information in the supporting documents, it appears that some of the onsite drainages at one time supported riparian habitat, but was removed as the result of some prior activity. If these drainages were left intact and not disturbed, native riparian habitat would occupy these drainages which could support the State and Federally endangered species, least Bell's vireo (*vireo bellii pusillus*), as well as many other sensitive bird species.

1

The Department believes that although surveys were conducted at the project site, they were not adequate to identify sensitive plants and animals at the site. Although multiple biological assessments reports were prepared from 1989 through 2002 for the proposed project, it appears the information was based only on a few surveys, most of which were done outside of the appropriate time of year for identifying sensitive plants and animals. The reports were based on very limited and cursory surveys. The more recent botanical surveys were conducted February 2001, November 2001, and April 2002, when a number of potential sensitive plant species would not be readily identifiable. Many species of plants are visible only during short periods of time during the year and if surveyed outside of the appropriate time, will be unidentifiable. As stated in the Department's "Guidelines for Assessing the Effects of Proposed Developments on Rare, Threatened, and Endangered Plants and Plant Communities" (revised August 1997), focused surveys for sensitive plants should be conducted at the proper time of year when plants are evident and identifiable (e.g., flowering period). Many sensitive plant species are known to occur in the general vicinity of the project site and the proposed project site has the potential to support sensitive plant species. Focused surveys by a qualified botanist need to be conducted for sensitive plants species that have the potential for occurring on-site, during the appropriate time of year. Also, protocol surveys for any listed plant species that has the potential to occur on site needs to be conducted. Results of the surveys should be incorporated within the DEIR. In the absence of a rare plant survey, project impacts can not be adequately addressed and, therefore, cannot be adequately evaluated under CEQA.

2

The zoological surveys of the site were even more limited. A single investigator surveyed the site on 15 December 2000 (3 hours and 15 minutes) and 16 October 2001 (2 hours and 25 minutes). The timing of the surveys was not adequate to adequately assess the wildlife usage of the site. Most migratory bird species would be found during a limited time, from March through September. Therefore, if any sensitive bird species utilize the site, they would have been undetected during the surveys that were conducted. Because the DEIR does not provide information to substantiate that sensitive species will not be impacted, it is difficult for the Department to adequately analyze potential impacts. Any impacts to species and/or habitats

3



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DEIR for Tentative Tract Numbers 30386 and 30387
October 25, 2002

considered sensitive by the Department are considered significant under CEQA and appropriate mitigation measures need to be included to reduce impacts to below significant. Focused surveys need to be conducted for sensitive animals that have the potential for occurring on-site, during the appropriate time of year. Also, protocol surveys for any listed animals that have the potential to occur on site needs to be conducted. Results of the surveys should be incorporated within the DEIR. In the absence of adequate survey information, project impacts can not be adequately addressed and, therefore, cannot be adequately evaluated under CEQA.

3

If threatened or endangered species are found to occur on the project site, or could be impacted by the work proposed, state and federal threatened and endangered species permits will need to be obtained prior to commencing project activities. The Department recommends that the applicant consult early with the Department and/or U.S. Fish and Wildlife Service (USFWS) to incorporate measures to mitigate for impacts to listed species. The applicant will be required to obtain the appropriate State and Federal permits prior to any project activities. The Department recommends the Lead Agency address and analyze within the DEIR any impacts that construction of the proposed project may have on listed species and include any mitigation measures required by the Department and/or USFWS to avoid, minimize, or compensate for these impacts.

4

The Department opposes the elimination of watercourses and recommends impacts to the drainages and associated riparian habitat be avoided. The Department recommends development be setback from a riparian corridor to minimize indirect impacts. Structures should not be constructed within 500 feet of any riparian area to minimize impacts to the riparian habitat from fuel modification activities. It appears that portions of some of the drainages on site will be avoided. However, approximately 1.12 acres of impacts to stream channels are proposed. Mitigation proposed in the DEIR states that

5

"Jurisdictional habitat lost to the proposed development shall be replaced with similar habitat in accordance with US Army Corps of Engineers and the California Department of Fish and Game requirements. This would consist of on-site expansion of the drainage habitat."

6

This requirement is vague and defers mitigation to the regulatory agencies. The Department recommends any unavoidable permanent impacts to stream channels should be compensated for with in-kind creation at a minimum of 3:1 replacement-to-impact ratio. Mitigation for impacts should be addressed within the DEIR. Because adequate mitigation was not proposed in the DEIR, the Department does not believe that the lead agency can make a finding that impacts to the streams will be less than significant.

It is a common practice for lead agencies to have findings that future compliance with Federal and State regulatory permit actions will mitigate potential impacts of the project on biological resources. However, this practice eliminates the public's role in CEQA. Also, the Department believes that the Lead Agency cannot issue findings that compliance with future regulatory actions will mitigate project impacts to a less than significant level. It is the Department's position that permit negotiations conducted after and outside of the CEQA process deprive the public of its rights to know what project impacts are and how they are being mitigated in violation of Section 15002. Section 15002 of the CEQA Guidelines defines the purpose of CEQA as to:



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DEIR for Tentative Tract Numbers 30386 and 30387

October 25, 2002

- 1) *Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities;*
- 2) *Identify ways that environmental damage can be avoided or significantly reduced;*
- 3) *Prevent significant, avoidable damage to the environment by requiring changes in project through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and*
- 4) *Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.*

6

Because the mitigation measures proposed in the DEIR are inadequate, the Department does not agree with the Lead Agency's finding that implementation of the project will be less than significant with mitigation incorporated. The Department recommends that the applicant consult with the Department for measures to avoid, minimize, and compensate for impacts to the stream channels.

Two major drainages occur on the project site, Singleton Canyon and Garden Air Wash, which may serve as important wildlife corridors. However, the Department believes these areas were not adequately researched and studied to determine if they serve as corridors. Therefore, the Department does not believe a determination can be made that these areas are not wildlife corridors based on lack of information. The Department recommends avoiding impacts to these drainages and providing a minimum buffer of 500 feet between these areas and proposed development to minimize impacts to wildlife movement through these areas.

7

Many birds may utilize the site for cover, nesting, and/or foraging. All migratory native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird, including feathers or other parts, nests, eggs, or products. Sections 3503, 3503.5, 3513, and 3800 of the California Fish and Game Code prohibit "take" of all birds, their nests, or eggs. Disturbance that causes nest abandonment and/or loss of eggs or young may be considered "take". To avoid impacting breeding birds the Department recommends the following mitigation measure be incorporated in the DEIR:

8

Proposed project activities (including disturbances to vegetation throughout the entire proposed project site) should take place outside of the breeding bird season (March 1- August 31) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, surveys of the site by a qualified biologist shall be conducted to locate any active nests. All active nests shall be avoided and should be provided with a minimum buffer of 300 feet (the Department recommends a minimum 500 foot for all raptor nests).

Because project impacts to biological resources are not adequately addressed and mitigation was not provided to reduce impacts to less than significant, the Department recommends that the lead agency address the above concerns and re-circulate the DEIR for this project.



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DEIR for Tentative Tract Numbers 30386 and 30387
October 25, 2002

Thank you for this opportunity to comment. Questions regarding this letter and further coordination on these issues should be directed to Ms. Leslie MacNair, Staff Environmental Scientist at (949) 458-1754.

Sincerely,

Jeff Drongesen
Supervisor
Habitat Conservation Planning, Region 6

cc: Jeff Newman, USFWS, Carlsbad
State Clearinghouse, Sacramento



Response to Comment DFG-1: Based upon the extensive surveys conducted on the sites, impacts to biological resources have been adequately addressed in the EIR. The DEIR reflects accurately those analyses made in the biological survey reports over the 13 years the site has been studied. Combined area of the two sites totals 238 acres. Only 69.9 acres (29%) consist of extant native vegetation, and much of this is disturbed in nature. The overall highly disturbed nature of the site precludes the presence of any high value wildlife habitats that could be adversely impacted by the proposed project.

CDFG lists a number of sensitive species that are known to occur in the site vicinity and could potentially occur on site. These species are addressed on page 7 of the Biological Assessment and are addressed on a species-by-species manner in Appendix 4 (sensitive plants are discussed in Appendix 3). The Biological Assessment indicates the presence of Coast Live Oak Woodland, as described by Holland (1986), the standard CDFG vegetation reference. The site does not support Southern Coast Live Oak Riparian Forest or Southern Cottonwood Willow Riparian Forest, as suggested by the CDFG comment letter. CDFG comments “If these drainages were left intact and not disturbed, native riparian habitat would occupy these drainages which could support the State and Federally endangered species, least Bell’s vireo (*vireo bellii pusillus* [sic]), as well as many other sensitive bird species.” This may be a reasonable statement but it does not address an existing biological condition or reflect the presence of sensitive species on the site. This statement, therefore, does not address appropriate CEQA issues.

Response to Comment DFG-2: The stated survey periods of December 2000, February 2001, October 2001, November 2001, and April 2002 included the optimal seasons to identify any of the sensitive species listed in the CDFG letter. The project botanist, who performed the botanical surveys, is the author of *A Flora of San Diego County, California* (Sweetwater River Press, National City, California, 1986), and has performed hundreds of sensitive plant surveys in southern California. The project botanist is intimately familiar with the sensitive plants known from the general project vicinity and has accurately assessed the presence/absence, or likely occurrence, of the potentially-occurring sensitive plants, based on required soils, typical elevation, or observations of the site over several years. Some species of concern, such as Plummer’s Mariposa Lily (*Calochortus plummerae*), has seedpods that persist for several months after flowering; thus, this species would be identifiable well after the flowering season. Furthermore, we are not familiar with adopted protocols for any of the plant species of concern. No specific information is supplied by the commenter that indicates the species of concern are present on the site.

Response to Comment DFG-3: In the foothills of southern California, most songbird migration takes place between July through late October, the seasonal range included in the biological assessment. Thus, the timing of the surveys was adequate to assess wildlife usage of the project site. As discussed above, Appendix 4 lists known sensitive species reported for the project vicinity, their typical habitats and likelihood of occurrence.



Response to Comment DFG-4: Repeated field surveys by botanists and zoologists did not identify the presence of threatened or endangered species, or habitats likely to support them.

Response to Comment DFG-5: The criticism of the elimination of watercourses indicates a lack of understanding of the prior crossing of the east to west stream courses between the two project areas by a prior aqueduct fill that functions as a roadbed. The suggestion of a 500-foot setback from a riparian corridor is a position that is probably relevant to an extensive river system, but is not appropriate for the dry Arroyos that pass through the project site. The site is a former chicken ranch and does not support high-quality upland or riparian habitats.

Response to Comment DFG-6: The DEIR CEQA document is intended as a CDFG Code, Section 1603 review of the project and is clearly so stated. CDFG procedures preclude specific resolution of mitigation measures without later project review that may require modification or duplication of mitigation efforts. The DEIR clearly defines the mitigation as being on-site and by expansion of the jurisdictional areas now present in the open space areas. Thus, the mitigation measures provided are adequate.

Response to Comment DFG-7: The issue of the alleged wildlife corridor in Singleton Canyon and Garden Aire Wash has no field substantiation on the project site following studies over an extended period. However, Garden Aire Wash, if functioning as a local corridor, is already impacted by an existing golf course. Singleton Canyon may retain some function as an east-west linkage, between the western badlands and higher elevation areas to the east. However, existing rail lines, local roads and freeways already substantially limit wildlife movement through this zone.

Response to Comment DFG-8: The statements made in this comment are a recitation of existing law and the recommendations given here appear reasonable. This requirement has been included in the Mitigation Measures of Section 3.10 of the Final EIR.



Letter from Tom Tisdale, Riverside County Fire Department, November 25, 2002



Tom Tisdale
Fire Chief

Proudly serving the
unincorporated
areas of Riverside
County and the
cities of:

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**RIVERSIDE COUNTY
FIRE DEPARTMENT**

In cooperation with the
California Department of Forestry and Fire Protection

210 West San Jacinto Avenue • Perris, California 92570 • (909) 940-6900 • FAX (909) 940-6910

November 25, 2002

City of Calimesa
P.O. Box 1190
908 Park Ave.
Calimesa, CA 92320

RE: Comments for Draft EIR for development of Tentative Tract Numbers 30386 and 30387.

The proposed project will have a cumulative adverse impact on the Fire Department's ability to provide an acceptable level of service. These impacts include an increased number of emergency and public service calls due to the increased presence of structures and population. The proponents and/or developers should participate in a Development Agreement or other financing vehicle as adopted by the City to mitigate a portion of these impacts. This will provide funding for capitol improvements such as land, equipment purchases, and fire station construction.

1

All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or No. 787.1, subject to review and approval by the Riverside County Fire Department.

2

The site/specific plan is located in the "Hazardous Fire Area" of Riverside County as shown on a map on file with the Clerk of the Board of Supervisors. The City has continued this designation. As such, we ask that any building constructed on lot created by this land division shall comply with the special construction provisions contained in Riverside County Ordinance No. 787.1.

3

All buildings shall be constructed with fire retardant roofing material as described in section 1503 of the Uniform Building Code.

4

Prior to approval of any development plan for lands adjacent to open space areas, a fire protection / vegetation management (fuel modification) plan shall be submitted to Riverside County Fire Department for review and approval. The homeowners Association or appropriate management entity shall be responsible for maintaining the elements of the plan.

5

Based on the adopted Riverside County Fire Protection Master Plan, one new fire station and/or appropriate fire company is recommended for every 2,000 new dwelling units, or 3.5 million square feet of commercial/industrial occupancy. Given the project's proposed development plan and densities, up to one fire station may be needed to meet anticipated service demands.

6



In the interest of Public Safety, each of the Tentative Tracts shall provide alternate or secondary access. Each alternant or secondary access shall have concurrence and approval of both the City Engineer and Fire Departments, and shall be maintained through out any phasing.

7

Should the City need further clarification and/or information, please contact the undersigned.
Thank you for your continuing cooperation in advance.

Sincerely,
TOM TISDALE,
County Fire Chief

BY

Frank Kawasaki,
Battalion Chief/County Fire Marshal

4080 Lemon Street, 2nd Floor
Riverside, CA 92501
(909) 955-4777
(909) 955-4886 (Facsimile)



Response to Comment RFD-1: The Draft EIR discussed the potential impacts to fire services on pages 3.11-4 and 3.11-5. In addition, Mitigation Measure 3.11-2 requires the developer to pay the City's Impact Fees for fire services.

Response to Comment RFD-2: The application of Riverside County Ordinance No. 460 and No. 787 is included as a requirement in Mitigation Measure 3.11-3 of the Draft EIR for the proposed project.

Response to Comment RFD-3: The application of Riverside County Ordinance No. 787 is included as a requirement in Mitigation Measure 3.11-3 of the Draft EIR for the proposed project.

Response to Comment RFD-4: As discussed on page 3.9-8 of the DEIR, Title 8.11 of the City's Building Regulations require the roofs of all new structures built in the City to be "Class A Roofing" as described in the Uniform Fire Code. This regulation is mandatory for all new structures and will be enforced for the proposed project.

Response to Comment RFD-5: Mitigation Measure 3.9-4 in the DEIR requires a fire protection/vegetation management plan be submitted to the Riverside County Fire Department for review and approval.

Response to Comment RFD-6: This information is included in the discussion of potential impacts to fire services on page 3.11-4 of the DEIR. In addition, a condition of approval has been included with the project that dedicates two (2) acres of Open Space J (as shown on the project site plan) for future fire department expansion.

Response to Comment RFD-7: The proposed Tentative Tracts 30386 and 30387 meet access requirements. Tentative Tract 30386 is proposed to be accessed by two roadways, shown as Street "A" and Street "B" on the project site plans. Tentative Tract 30387 is also proposed to be accessed by Street "A" and Street "B." In addition, an access to Tentative Tract 30387 is proposed from Fremont Street. The project site plans are and will be subject to the review and approval of both the City Engineer and Riverside County Fire Department.



Letter from Karen A. Evans, United States Department of the Interior, Fish and Wildlife Service, December 6, 2002



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
2730 Loker Avenue West
Carlsbad, California 92008



In Reply Refer To:
FWS-WRIV-3249.1

Ms. Sandra Massa-Lavitt
Planning Director
City of Calimesa
P.O. Box 1190
908 Park Avenue
Calimesa, California 92320

Re: Draft Environmental Impact Report for Tentative Tract Numbers 30386 and 30387, City of Calimesa, Riverside County, California

Dear Ms. Massa-Lavitt:

We have reviewed the above referenced Draft Environmental Impact Report (DEIR) that we received on November 5, 2002. The proposed action is to develop approximately 320 acres of land with 711 single family lots, a senior center, a commercial site, a city park, a water reservoir, and open space. The proposed project site is located at the southerly extension of California Street, Bryant Street, and Fremont Street, east of the Calimesa Country Club, in the City of Calimesa, Riverside County. Our primary concern and mandate is the protection of public fish and wildlife resources and their habitats. We have legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. We are also responsible for administering the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*).

We offer the following recommendations and comments to assist you in avoiding or minimizing potential adverse effects to federally listed species and other sensitive biological resources:

1. The proposed project site is located directly north of a proposed linkage for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). We are concerned about the effects of the proposed project on the adjacent wildlife corridor and other adjacent natural areas.

1

a. To reduce the indirect effects of the proposed project on adjacent natural areas we recommend that the planting of invasive plant species, as defined by the California Exotic Pest Plant Council (enclosed), be prohibited.

2



Sandra Massa-Lavitt (FWS-WRIV-3249.1)

2

b. Residential development proposed directly adjacent to a constrained wildlife corridor has the potential to reduce the functionality of the corridor. We request that some method be employed to preclude unauthorized access to the corridor (e.g., a buffer, fence, wall).

3

c. We request that the lighting from the proposed project be shielded and directed away from the adjacent natural areas.

4

d. A nature trail is proposed within the open space onsite. We recommend that access points to this trail be limited and designed to allow for pedestrian entrance only. We request that signs be posted at the access points prohibiting all activities that may negatively impact the natural area (i.e., pet access, motorized vehicle use, off-trail hiking or biking, agriculture, gardening, dumping of garbage, etc.).

5

e. We request that all weed abatement/fuel modification zones for the proposed project be included within the development footprint and not within the adjacent natural areas including the wildlife corridor.

6

2. Figure 4H of Appendix H of the DEIR depicts a pool within the proposed project site (*Perisits Farm Site Calimesa, Riverside County, California, Biological Assessment and Jurisdictional Area Delineation*, May 9, 2002). We are concerned about the potential impacts of the proposed project on vernal pools/ephemeral ponds and associated rare species. The federally endangered California Orcutt grass (*Orcuttia californica*) and Riverside fairy shrimp (*Streptocephalus woottoni*) and the federally threatened spreading navarretia (*Navarretia fossalis*), thread-leaved brodiaea (*Brodiaea filifolia*), and vernal pool fairy shrimp (*Branchinecta lynchei*) are associated with vernal pools and ephemeral ponds and are known to occur in the vicinity. We request that the DEIR address the onsite pond by evaluating its suitability to support listed species. This assessment should include a characterization of the pond by providing information related to the nature of the pond (i.e., ephemeral vs. perennial), ponding depth and duration, and soils. If appropriate, we recommend that protocol surveys be conducted for the Riverside fairy shrimp and vernal pool fairy shrimp. Please note that Riverside fairy shrimp and vernal pool fairy shrimp may survive in areas of seasonal ponding regardless of location (i.e., within a disced agricultural field, artificial ponds, or detention basins).

7

We are also concerned about the potential impacts of the proposed project on the federally endangered Quino checkerspot butterfly (*Euphydryas editha quino*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), arroyo toad (*Bufo microscaphus californicus*), and the threatened coastal California gnatcatcher (*Poliophtila californica californica*). These species are not addressed in the DEIR or in its appendices, including the habitat assessments. We recommend that a habitat assessment be conducted to determine if the proposed project site supports habitat for the above-mentioned listed species.

The DEIR states that habitat exists onsite for the federally endangered Stephens' kangaroo rat (*Dipodomys stephensi*); however, protocol surveys for this species have not been conducted



Sandra Massa-Lavitt (FWS-WRIV-3249.1)

3

within the proposed project area (Appendix H, *Perisits Farm Site Calimesa, Riverside County, California, Biological Assessment and Jurisdictional Area Delineation*, May 30, 2002). The proposed project area occurs outside the boundary of the *Habitat Conservation Plan for the Stephen's Kangaroo Rat in Western Riverside County, California*, March 1996, but within the known range of the Stephen's Kangaroo Rat (SKR). The regional incidental take permit will not cover impacts to the SKR in this area. We recommend that protocol surveys be conducted to assess if the site is occupied by this listed species.

The DEIR also mentions that alluvial benches and chaparral habitat occur on the proposed project site (Appendix H). This habitat may be suitable for the federally endangered slender-horned spineflower (*Dodecahema leptoceras*), Santa Ana River woolly-star (*Eriastrum densiflorum ssp. Sanctorum*) and Nevin's barberry (*Berberis nevinii*). Please include in the DEIR a thorough explanation of what makes this habitat unsuitable for these listed plant species. If the habitat onsite may be suitable for these species, we recommend that focused surveys be conducted in the spring. If any listed species are detected during these surveys, then we recommend that the project proponent(s) and or lead Federal agency contact our office prior to the initiation of ground-disturbing activities to discuss procedures for complying with the Act.

7

3. The DEIR indicates that the proposed project will require improvements in off-site traffic circulation features (page 3.4-37 and 3.4-38). These improvements include the installation of traffic signals, turn lanes, and through lanes. We request that the DEIR address the potential impacts to habitats and listed species from infrastructure improvements including any appropriate avoidance, minimization, and conservation measures.

8

We appreciate the opportunity to comment on the referenced DEIR. We are available to work with you to avoid, minimize, and/or offset impacts to federally listed and sensitive species. If you have any questions or comments regarding this letter, please contact Sally Brown of this office at (760) 431-9440.

Sincerely,

Karen A. Evans
Assistant Field Supervisor

Enclosure

cc:
Jeff Drongeson (CDFG, Chino)



Response to Comment FWS-1: The proposed project is adjacent to a MSHCP corridor through Singleton Canyon. The proposed development is separated geographically from this corridor by a ridgeline, which would effectively address the concerns of this comment. The horse trail easements running along the ridge may eventually connect to Singleton Canyon, however, there is no intent for a connection at this time.

Response to Comment FWS-2: Mitigation Measure 3.10.1 states that a grading permit will not be approved until the City has review the project's landscape plan and determines that no non-native invasive species are proposed. The City will use the California Exotic Pest Plant Council materials provided by the USFWS when reviewing the project's landscape plan.

Response to Comment FWS-3: As a condition of approval, the City of Calimesa will require a buffer be placed between wildlife corridors and development.

Response to Comment FWS-4: As a condition of approval, the City will require proposed lighting of development adjacent to natural area to be directed away and shielded from natural areas.

Response to Comment FWS-5: Motor vehicle use of the trail will be prohibited except for maintenance purposes and emergency vehicles. The City's Trails Commissions has required the proposed nature trail to be open for equestrian use. However, the following activities will be prohibited in the trail: motorized vehicle use (other than those mentioned), off-trail biking, agriculture, gardening, and dumping of garbage. The signs at the access points of the proposed trail will display the prohibited uses of the trail.

Response to Comment FWS-6: For fire safety purposes, the City of Calimesa will grant review and approval authority of the protection/vegetation management (fuel modification) plan to the Riverside County Fire Department, as they requested in their letter of November 25, 2002. The City of Calimesa recommends that the USFWS remain flexible to the sensitive nature of wildland fire potential in the proposed project area.

Response to Comment FWS-7: The project site does not contain vernal pools, ephemeral ponds or any other form of standing water. Measurable surface water on the project site only exists in the site's drainage courses during, or shortly after a storm. Therefore, the proposed project would have no impact to vernal pool or ephemeral ponds and would have no associated impacts.

Biological surveys by botanists and zoologists have been conducted over the 13 years the site has been studied. These surveys did not identify the presence of threatened or endangered species, or habitats likely to support them. The combined area of the two sites totals 238 acres. Only 69.9 acres (29%) consist of extant native vegetation, and much of this is disturbed in nature. The overall highly disturbed nature of the site precludes the presence of any high value wildlife habitats that would be adversely impacted by the proposed project.



A number of sensitive species that are known to occur in the site vicinity and could potentially occur on site are addressed on page 7 of the Biological Assessment and are addressed on a species-by-species manner in Appendix 4 (sensitive plants are discussed in Appendix 3).

In the opinion of the biologists surveying the site a protocol survey for Steven's Kangaroo Rat is not warranted, based on local habitat conditions and the known range of the species. The site is approximately four miles northwest of the limit of the known range of this species

Response to Comment FWS-8: The off-site transportation improvements identified as mitigation measures in the DEIR consist of the installation of traffic signals at the I-10/County Line Road interchange, the 3rd Street/County Line Road intersection and the Bryant Street/County Line Road interchange; converting one of the northbound through lane of Calimesa Boulevard to a left turn lane at County Line Road; and converting the right turn lanes of County Line Road at 5th street to through lanes. These improvements would all occur on existing streets, would not encroach upon any undeveloped land, and would require only the installation of traffic lights and the restriping of roadways. In addition, all the mentioned off-site transportation improvements would occur in the developed portion of the City of Calimesa. Therefore, the proposed off-site transportation improvements would have no impact to biological resources, habitats, or listed species.



7.5 PUBLIC HEARING TESTIMONY AND RESPONSES

Comments Received on the Proposed Project During the Planning Commission Public Hearing on October 28, 2002

Comment PCM-1: Barry Randolph, 34880 Redwood Lane, Calimesa stated he is in favor of the project.

Response to Comment PCM-1: The comment has been noted.

Comment PCM-2: Becky Wells, 382 E Avenue L, Calimesa stated her concerns regarding a southerly access to this project. Chairman Draeger stated that currently there is no condition requiring the Bryant/Singleton extension, which would provide a southerly access.

Response to Comment PCM-2: The City's conditions of approval for the proposed project require construction vehicles to enter the site from the south via Singleton Road. This condition requires the developer to construct road improvements necessary to accommodate an all weather construction access road to the satisfaction of the City Engineer, prior to any other development on the project site. The public roadway connection of Bryant Street and Singleton Road would be constructed on the haul road alignment and would be completed during the appropriate phase of development.

Comment PCM-3: Tom Elkins owner of Southwood Mini Storage, 1086 Calimesa Blvd., Calimesa stated he is in favor of the project for economic reasons.

Response to Comment PCM-3: The comment has been noted.

Comment PCM-4: Ken Reid, 36663 Selrocco, Calimesa stated he is in favor of the project.

Response to Comment PCM-4: The comment has been noted.

Comment PCM-5: Corey Grundmeier, 37710 Leta Drive, Calimesa stated he is in favor of the project.

Response to Comment PCM-5: The comment has been noted.

Comment PCM-6: Dr. Tim Krantz, 1200 E Colton Ave., Redlands representing the San Bernardino Valley Audubon Society stated his concerns regarding the project.

Commissioner Smothers asked for clarification of what Mr. Krantz would like to see happen with this project. Mr. Krantz explained he would like to see a wider wildlife corridor, and less dense housing.



Response to Comment PCM-6: The project applicant has met with Dr. Krantz and has reached an agreement regarding the Garden Aire Wash natural corridor. This agreement consisted of eliminating four (4) lots from the north end of Tentative Tract 30386, which widened the corridor to 400 feet.

Comment PCM-7: Paul Summers, 1001 Holmes Way, Calimesa stated he is in favor, but has some concerns with regard to the developer and a current drainage issue occurring from another project across the county line.

Response to Comment PCM-7: Drainage concerns outside of the City of Calimesa's jurisdiction is beyond the scope of this project and should be filed with the appropriate jurisdiction. The drainage of the proposed Tentative Tracts 30386 and 30387 has been analyzed in Section 3.8 and Appendix F of this EIR. The development of this project is required to conform with the hydrology Mitigation Measures in Section 3.8 of the EIR as well as the City's conditions of approval for the project. These mitigation measures and conditions of approval require that the development's drainage system be sized to convey the 25-year storm flow within the street curbs and 100-year storm flow within street right-of-way.

Comment PCM-8: Annette Rice, 932 Fremont Street, Calimesa stated she is in favor of the project.

Response to Comment PCM-8: The comment has been noted.

Comment PCM-9: Darryl Wheeler, 217 East Avenue L, Calimesa stated his concern regarding the widening of Bryant Street and public safety with the increase of traffic. Commissioner Smothers asked for a clarification. Mr. Wheeler stated when Bryant Street is widened it will reduce his property by 1/5, placing the curb at his front door.

Response to Comment PCM-9: The City Engineer has determined the proposed project triggers the widening of Bryant Street from the northerly tract boundary to Avenue L to its ultimate width of 88 feet as identified in the Circulation Element of the City's General Plan. However, based on Planning Commission and public comments the applicant is currently developing alternatives to the widening of Bryant Street, and the Planning Commission is willing to explore these alternatives. Said alternatives will be presented to the Planning Commission at their meeting of February 10, 2003. The alternatives would be subject to review and approval of the City Engineer to ensure the City's design criteria are met.

Comment PCM-10: Al Kelley, 33000 Oak Glen Road, Yucaipa, representing the Spirit of the Sage Council, stated he opposes the proposed project and reiterates Dr. Krantz comments.

Response to Comment PCM-10: See *Response to Comment PCM-6*.

Comment PCM-11: Michael Wibert, 1054 Douglas Street, Calimesa stated he is in favor of the project.

Response to Comment PCM-11: The comment has been noted.



Comment PCM-12: David Sharp, 1088 Hillcrest Court, Calimesa stated his concern regarding construction traffic if the Bryant/Singleton extension is not constructed.

Response to Comment PCM-12: See response PCM Comment No. 9. Furthermore, the public roadway connection of Bryant Street and Singleton Road would be constructed on the haul road alignment and would be completed during the appropriate phase of development.

Comment PCM-13: Mike Barron, 1070 Bryant Street, Calimesa stated his concerns regarding the widening of Bryant street in front of his property.

Response to Comment PCM-13: See response to PCM Comment No. 9.

Comment PCM-14: John C. Turner, 197 East Avenue L, Calimesa stated he is in favor of the project, but is concerned with the impacts to the adjacent neighborhood.

Response to Comment PCM-14: This EIR examines the proposed project's potential impacts, including those to the adjacent neighborhood. Issues examined in the EIR include land use and policy consistency, population and housing, aesthetics, traffic and circulation, air quality, noise, geology, hydrology and water quality, hazards, biological resources, public service and utilities, and cultural resources. The EIR also includes mitigation measures to reduce potential project impacts including those that may affect adjacent neighborhoods. The evaluation of potential project impacts contained in this EIR allows the decision-making body to make an informed decision on the impacts of the proposed project.

Comment PCM-15: Frank Consentino, 1082 Bryant Street, Calimesa stated his concerns regarding the project, and how it will affect him.

Response to Comment PCM-15: The project's impacts have been adequately addressed in the EIR. All impacts, with the exception of AIR Quality impacts, have been reduced to a "less than significant" level with adoption of proposed mitigation measures. The Air Quality impact is a significant but unavoidable impact based on the County's non-attainment air quality status.

Comment PCM-16: Dottie Davis, 9699 Crestknoll Dr., Calimesa stated she is in favor of the project.

Response to Comment PCM-16: The comment has been noted.

Comment PCM-17: Don Bonner, 369 East Avenue L, Calimesa stated he is adjacent to the Perisits Ranch and is in favor of the project.

Response to Comment PCM-17: The comment has been noted.

Comment PCM-18: Joe Ennes, 1076 Hillcrest Ct., Calimesa stated his concerns regarding the project.



Response to Comment PCM-18: See response to PCM Comment No. 15.

Comment PCM-19: Michael Stephens, 1081 Hillcrest Ct., Calimesa stated he does not oppose the project, but has concerns regarding storm water run-off.

Response to Comment PCM-19: See response to PCM Comment No. 7.

Comment PCM-20: Mark Pertile, 249 Green Tree Circle, Calimesa state he is not opposed to the project, but is concerned about the increase in traffic to the surrounding neighborhood.

Response to Comment PCM-20: The proposed project's potential impacts to traffic and circulation have been evaluated in Section 3.4 and Appendix B of this EIR. This evaluation identified roadway network improvements generated by the proposed project and identifies payment of the developer's fair share of these impacts. These improvements are incorporated into the project as Mitigation Measures 3.4.1 – 3.4.10. The incorporation of these mitigation measures ensures that the proposed project would not have a significant impact to traffic and circulation.

Comment PCM-21: Joan Speer, 1280 Nugget Ct., Calimesa stated she is opposed to the proposed project but if they increase the lot sizes to 5 acres this would reduce the traffic impacts.

Response to Comment PCM-20: As identified in Section 2.0 of the Draft EIR, the existing General Plan and Zoning designations of Residential Low (RL) for the project site allow for lot sizes as small as 7,200 square feet. In its current designation, the project site could be developed with 1,894 dwelling units. The proposed development for the project site consists of only 711 residential units. The EIR did not analyze the development of the project with 5-acre lots, but the General Plan has considered development of the site and the City as whole. Based on the General Plan, the project's impacts are not more significant based on the proposed lot sizes.

Comment PCM-22: Ray Jure, 12770 Second Street, Yucaipa representing the Yucaipa Valley Water District (YVWD) stated that YVWD studied this project as well as other proposed developments on a cumulative level to determine if the demand for water will be served. He stated there are \$14 million worth of improvements needed, \$7 million of that will be born by the developers. Mr. Jure further explained the water system, as it is today and the improvements involved to accommodate future development.

Commissioner Beaumont asked if there are any programs for re-charging the water table. Mr. Jure stated that YVWD is planning to build a filter station where the State water will be filtered and put back into the water mains. Vice Chairman Simon asked if these improvements included fire sprinkling to the homes in a high fire area. Mr. Jure confirmed.

Response to Comment PCM-22: Comments noted.



Comment PCM-23: Ray Pocha, 998 Fremont Street, Calimesa stated he is in favor of the project but has concerns about the trails circulation throughout the development.

Response to Comment PCM-23: The proposed multi-use trail system has been reviewed by the City's Trails, Open Space, and Beautification Commission. This review ensures that the proposed multi-use trail is consistent with existing trails and the City's recreation and alternative transportation goals. In addition, the project's conditions of approval require the multi-use trail system to be installed consistent with an approved drainage and landscaping plan and to be developed to Trails, Open Space, and Beautification Standards.

Comment PCM-24: Annette Cartozian, 206 Green Tree Circle, Calimesa stated she is in favor of the project, but has concerns with the proposed sales office near her residence and eventually an empty parking lot that would bring undesired element. She also stated other concerns.

Response to Comment PCM-24: The proposed information trailer on the dedicated park parcel is temporary and is only anticipated on the site for a period of six months until a model home complex is built in the heart of the development. Subsequent to the removal of the information trailer, the property will be fenced, landscaped and surplus property will be offered to adjacent home owners on Hillcrest Court for purchase, which would require a series of lot line adjustments.

Comment PCM-25: Art Braswell, 1300 3rd Street, Calimesa partner of the Calimesa Country Club stated he is in favor of the project for economic reasons.

Vice Chairman Simon questioned the additional discharge of water onto Mr. Braswell's property that is created by this project. Further discussion followed.

Response to Comment PCM-25: The drainage of the proposed Tentative Tracts 30386 and 30387 has been analyzed in Section 3.8 and Appendix F of this EIR. The development of this project are required to conform to the hydrology Mitigation Measures in Section 3.8 of the EIR as well as the City's conditions of approval for the project. These mitigations and conditions require that the development's drainage system be sized to convey the 25-year storm flow within the street curbs and 100-year storm flow within street right-of-way. In addition, a drainage acceptance letter has been signed between the Calimesa Country Club and the project proponent.

Comment PCM-26: Howard Reeves, 1017 S Douglas, Calimesa stated because residents complained about the flies, the Perisits Egg Ranch has decided to develop their property, which they have the right to. He further stated that the impacts and concerns mentioned could be solved. He stated he supports this project.

Response to Comment PCM-26: The comment has been noted.

Comment PCM-27: Garry Forney, 1150 S Fremont Street, Calimesa representing the Perisits Family, stated the history of the family and the eventual outcome of their property based on the adopted General Plan. He stated the options available to the Perisits Family,



and rather than continue the egg ranch business they decided to develop the property as allowed by the General Plan and provide necessary improvements and amenities that this community needs.

Response to Comment PCM-27: The comment has been noted.

Comment PCM-28: Wayne Simmons, 1025 Calimesa Blvd., Calimesa stated he was chosen by the Perisits Family to develop their property into a quality development that this community needs. He stated the property has been disturbed and has not been in its natural state since the egg ranch started, but now is very suitable as a housing development. He stated what this project would be providing to the City of Calimesa and its multi-generation residents.

Response to Comment PCM-28: The comment has been noted.

Comment PCM-29: Manual Zamora, 1016 Douglas Street, Calimesa stated he supports this project. He stated concerns regarding the staging area's landscaping and traffic impacts.

Response to Comment PCM-29: The proposed project's potential impacts to traffic and circulation have been evaluated in Section 3.4 and Appendix B of this EIR. This evaluation identified roadway network improvements that the proposed project would induce. These improvements are incorporated into the project as Mitigation Measures 3.4.1 – 3.4.10. The incorporation of these mitigation measures ensures that the proposed project would not have a significant impact on traffic and circulation.

The conditions of approval for the proposed project require that a Development Plan Review application be submitted to the Planning Department for review by the Planning Commission. In addition, landscape plans are required to be consistent with Calimesa Ordinance 94-4 Review. These requirements will ensure landscaping is developed appropriately.

Comment PCM-30: Vice Chairman Simon asked about additional comments not yet received.

Response to Comment PCM-30: Planning Director Massa-Lavitt stated that when staff has received all comments from all the agencies that received the Draft EIR, staff will furnish them in a complete packet to the Planning Commission. Written comments received on the Draft EIR and the City's corresponding responses are included in Section 7.0 of the Final EIR. In addition, the government agencies that commented on the Draft EIR received the City's responses to their comments on or before January 31, 2003.

Comment PCM-31: Commissioner Smothers stated she is pleased with this proposed development, but is also concerned about issues mentioned. She asked for clarification regarding the taking of property on Bryant Street. She also stated her concerns with regard to the additional traffic that would be created by this project. She further stated that completing the Bryant/Singleton extension could mitigate the additional traffic. The completion of the extension would deviate a large portion of the traffic to the south.



Commissioner Beaumont also stated her concerns regarding traffic, and if the extension were built that it would reduce the impacts to Avenue L and County Line Road. She questioned the mitigation measure for the intersection of 5th Street and County Line Road. She stated these measures do not seem feasible.

Response to Comment PCM-31: During the November 25, 2002 City of Calimesa Planning Commission Meeting City staff provided the following information:

- Land acquisition – Bryant Street ultimate right-of-way width is 88' as indicated in the General Plan and accurately shown on the Tentative Tract Map.
- The home at Green Tree Circle/Bryant Street intersection is constructed to the ultimate width of 88'. There will be no further land acquisition at Green Tree Circle.
- If Bryant Street is widened to the ultimate right-of-way, land acquisition will occur at the southeast corner of East Avenue L and Bryant Street (217 East Avenue L). It may require relocation of the garage. However, until surveys are completed staff cannot make an absolute determination.
- If Bryant Street is widened to the ultimate right-of-way, Acquisition will also occur on the west side of Bryant Street. However, until surveys are completed staff cannot determine actual impact to the three properties involved.

The proposed project's potential impacts to traffic and circulation have been evaluated in Section 3.4 and Appendix B of this EIR. This evaluation identified roadway network improvements that the proposed project would induce. These improvements are incorporated into the project as Mitigation Measures 3.4.1 – 3.4.10. The incorporation of these mitigation measures ensures that the proposed project would not have a significant impact to traffic and circulation.

The City's conditions of approval for the proposed project require construction vehicles to enter the site from the south via Singleton Road. This condition requires the developer to construct road improvements necessary to accommodate an all weather construction access road to the satisfaction of the City Engineer, prior to any other development on the project site. The public roadway connection of Bryant Street and Singleton Road would be constructed on the haul road alignment and would be completed during the appropriate phase of development.

Comment PCM-32: Commissioner Beaumont also stated her concerns regarding traffic, and if the extension were built that it would reduce the impacts to Avenue L and County Line Road. She questioned the mitigation measure for the intersection of 5th Street and County Line Road. She stated these measures do not seem feasible.

She also stated her concern with the trails circulation throughout the development as well as connecting to existing trails. She is also concerned that this development won't allow the keeping of large animals when there is a great need for this type of property.



She stated her concerns regarding the disbursement of density throughout the development and offered a compromise. She also stated that the density of homes proposed around the wildlife corridor is too great and she is concerned with flooding.

Response to Comment PCM-32: The comments are noted and responses have been provided earlier in this document.

Comment PCM-33: Commissioner Beaumont commented on the development of the staging area located at Fremont Street. She also stated concerns regarding ingress/egress for TTM 30386. She stated there seems to be discrepancies in the EIR.

Response to Comment PCM-33: The staging area located at Fremont Street, which is proposed as a parking lot for users of the multi-use trail, is in preliminary design phase. Detailed design of the staging area will undergo specific review by the Planning Commission during Development Plan Review, which is required for each phase of the proposed project by the conditions of approval.

The ingress and egress of Tentative Tract 30386 was evaluated in Section 3.4 and Appendix B of this EIR. In addition, the City Engineer and Riverside County Fire Department have conducted preliminary reviews of the proposed site circulation system and provided corresponding comments. The project's circulation system is subject to further review and approval by City Engineer and Riverside County Fire Department, as required by the project's conditions of approval.

This Final EIR consists of the revised Draft EIR, comments received on the Draft EIR, and responses to those comments. Any discrepancies in the Draft EIR have been adequately addressed in the responses to comments and the Final EIR.

Comment PCM-34: Chairman Draeger stated condition no. 59 referring to the downstream property owner's approval of run-off onto his property should also include approval from the City.

Response to Comment PCM-34: A drainage acceptance letter has been signed between the Calimesa Country Club and the project proponent. Consequently, this task was removed from the project's conditions of approval. However, Mitigation Measure 3.8-2 of this EIR gives the City Engineer review and approval authority over the investigation of downstream project impacts.

Comment PCM-35: Condition no. 65 refers to common areas and the owners, Chairman Draeger stated it should be specific about who will own them.

Response to Comment PCM-35: The City Engineer clarified at the October 28, 2002 Planning Commission Meeting that the conditions of approval state that the proposed common areas will be dedicated to the City.



Comment PCM-35: Chairman Draeger requested clarification of Conditions nos. 70, 71, and 72, which refers to the issuance of building permits, should certain traffic mitigations not get completed. He stated concerns that these mitigation measures may not be satisfied and maybe they should be bonded to ensure completion.

Response to Comment PCM-36: Requiring a mitigation measure be completed prior to the City's issuance of a building permit gives the City an opportunity to stop work if the mitigation measure is not performed to the City's satisfaction.

Comment PCM-36: Chairman Draeger questioned the comments received from the Department of Fish and Game. He stated that the study prepared for the EIR stated no biological findings, however the Department of Fish and Game (CDFG) is claiming there being a presence of some biological findings. He further stated that he is familiar with this property and it has been very misused by those other than the property owners. He continued to state that it seems as though the Department of Fish and Game is considering the property to be untouched. He is concerned that our view of the property's biology and their view are different.

Response to Comment PCM-36: Formal responses to the CDFG's comments on the Draft EIR are included in Section 7.4 of the Final EIR. In addition, the CDFG received the responses to their comments on or before January 31, 2003.

Comment PCM-37: Commissioner Beaumont questioned the school districts response regarding there being no need or requirement for an additional school. She further stated that the City should speak with the district regarding this concern. Chairman Draeger stated the reason the district didn't require a school site is for financial reasons. Further discussion followed.

Response to Comment PCM-37: The Yucaipa-Calimesa Unified School District has review the EIR and feels it can accommodate the demands generated by the development.

Comment PCM-38: Commissioner Smothers asked if Bryant and Singleton currently connect via a dirt road. City Engineer Kiepke stated not at this time. Commissioner Smothers suggested that construction equipment use Bryant/Singleton to access the project, to avoid these large trucks making several thousand trips on surface roads that could not sustain. She also questioned the need for additional public safety i.e. fire service, etc.

Response to Comment PCM-38: The City's conditions of approval for the proposed project require construction vehicles to enter the site from the south via Singleton Road. This condition requires the developer to construct road improvements necessary to accommodate an all weather construction access road to the satisfaction of the City Engineer, prior to any other development on the project site. The public roadway connection of Bryant Street and Singleton Road would be constructed on the haul road alignment and would be completed during the appropriate phase of development.



Section 3.9 of this EIR discusses the project's potential impacts to public safety, including fire hazards. In addition the Riverside County Fire Department has review authority over the project site plan, the installation of fire hydrants and their identifiers, the vegetation management plan, and the water system plans.

Comment PCM-39: Commissioner Beaumont asked why the intersection of California and Myrtlewood has not been considered as an access.

Response to Comment PCM-39: City Engineer Kiepke explained, at the October 28, 2002 Planning Commission Meeting, that the previous subdivision for this property received opposition from those adjacent neighbors regarding traffic. He also stated there is a significant vertical drop from the elevation of the street and this property.

Comment PCM-40: Commissioner Beaumont questioned the widths of the private streets in the senior development. She is concerned the fire department won't be able to drive thru, and/or turn around.

Response to Comment PCM-40: The City has been coordinating with the Riverside County Fire Department, and has included the department's recommendations as conditions of approval for the project. In addition, the ingress and egress of Tentative Tract 30386 and 30387 was evaluated in Section 3.4 and Appendix B of this EIR. In addition, the City Engineer and Riverside County Fire Department have conducted preliminary reviews of the proposed site circulation system and provided corresponding comments. The project's circulation system is subject to further review and approval by City Engineer and Riverside County Fire Department, as required by the project's conditions of approval.

Comment PCM-41: Chairman Draeger questioned the amount of dirt to be brought onto the site. Planning Director Massa-Lavitt stated she is not prepared to comment at this time.

Response to Comment PCM-41: The project's earthwork would balance onsite and the project would require zero import of dirt.

Comments Received on the Proposed Project During the Planning Commission Meeting Public Hearing on November 25, 2002

Comment PCM-42: Earl Weldon, 276 E Avenue L stated his opposition to the development.

Response to Comment PCM-42: The comment has been noted.

Comment PCM-43: Grace Lester, P.O. Box 106, Yucaipa stated her opposition to the development.

Response to Comment PCM-43: The comment has been noted.

Comment PCM-44: Linda Shoberth, 1054 Barnes Ct., requested to donate her three minutes to Darryl Cartozian.



Response to Comment PCM-44: The comment has been noted.

Comment PCM-45: Dave Laycock, 8750 Arabian Way, requested to donate his three minutes to Darryl Cartozian.

Response to Comment PCM-45: The comment has been noted.

Comment PCM-46: Joan Speer, 1280 Nugget Ct., stated her concerns with and opposition of the development.

Response to Comment PCM-46: The comment has been noted.

Comment PCM-47: Frank Consentino, 1082 Bryant St. requested to donate his three minutes to Darryl Cartozian.

Response to Comment PCM-47: The comment has been noted.

Comment PCM-48: Diane Consentino, 1082 Bryant St. requested to donate her three minutes to Darryl Cartozian.

Response to Comment PCM-48: The comment has been noted.

Comment PCM-49: John Turner, 197 E Avenue L, stated his concerns regarding the traffic impact created by development.

Response to Comment PCM-49: See Response to Comment PCM –29.

Comment PCM-50: Nancy Turner, 197 E Avenue L, stated her concerns with and opposition of the development.

Response to Comment PCM-50: The comment has been noted.

Comment PCM-51: Mike Barron, 1070 Bryant St., stated his opposition to the development.

Response to Comment PCM-51: The comment has been noted.

Comment PCM-52: Michael Stephens, 1081 Hillcrest Ct., stated his concerns with the preparation of the Draft EIR. He further stated his opposition to the development.

Response to Comment PCM-52: This EIR has been prepared to satisfy all the requirements of CEQA. The EIR evaluates the proposed project's potential impacts to land use and policy consistency, population and housing, aesthetics, traffic and circulation, air quality, noise, geology, hydrology and water quality, hazards, biological resources, public service and utilities, and cultural resources. The EIR also includes mitigation measures to reduce potential project impacts including those that may affect adjacent neighborhoods. In addition, this Final EIR consists of the revised Draft EIR, comments



received on the Draft EIR, and responses to those comments. Any discrepancies that the Draft EIR may have contained have been adequately addressed in the responses to comments and the Final EIR. This EIR allows the decision-making body to make an informed decision on the proposed project.

Mr. Stephens's opposition to the proposed development is noted.

Comment PCM-53: Darryl Wheeler, 217 E Avenue L, stated his concerns regarding damaging the quality of life and his opposition to the development.

Response to Comment PCM-53: This EIR examines the proposed project's potential impacts, including those that would affect quality of life. Issues examined in the EIR include land use and policy consistency, population and housing, aesthetics, traffic and circulation, air quality, noise, geology, hydrology and water quality, hazards, biological resources, public service and utilities, and cultural resources. The EIR also includes mitigation measures to reduce potential project impacts including those that may affect adjacent neighborhoods. The evaluation of potential project impacts contained in this EIR allows the decision-making body to make an informed decision on the proposed project.

Mr. Wheeler's opposition to the proposed development is noted.

Comment PCM-54: Kassie Siegel, P.O. Box 493, Idyllwild representing the Center for Biological Diversity, stated the inadequacy of the studies prepared for the Draft EIR. She stated the project is a classic example of growth inducement, she further stated there is no current demand for the units proposed, and the infrastructure will extend into a rural area and create urban sprawl and promote loss of wildlife habitat. She further stated SB 221 and SB 610 passed last year implemented a new requirement where a jurisdiction approving a tentative tract map of over 500 units must make a finding at the time the project is approved that there will be adequate water supply available for the next 20 years. She stated that the combined project violates the new laws. She stated the necessity of wildlife movement, by providing a connection between Southern California's last remaining open spaces is of critical importance for biological diversity. She stated there will be impacts to wildlife movement, and that the impacts must be mitigated or avoided to the maximum extent practicable. She stated the Center urges the Planning Commission to direct the applicant to redraft and re-circulate the Draft EIR for public review and comment. She claimed the conditions mandated by CEQA for the re-distribution are appropriate for the project.

Response to Comment PCM-54: The response to this comment has been provided in Section 7.4 of the response to comments. The response was sent via mail to the Center for Biological Diversity on January 31, 2003.

Comment PCM-55: Darlene Nation, 229 E Avenue L, stated concerns she has with the development.

Response to Comment PCM-55: The comment has been noted.



Comment PCM-56: Chairman Draeger stated he would be requesting what fees for street improvement, lights, and intersections the developer would be responsible for paying for.

Response to Comment PCM-56: The project's conditions of approval state "the following Development Impact fees shall be paid on each developed lot in accordance with City regulations. Such fees include, but may not be limited to:

- Traffic Improvement Facilities
- Fire Service Facilities
- Law Enforcement Facilities
- Street Trees
- City Administration Facility Fee
- Drainage Facilities"

Comment PCM-57: Bob Shoberth, 1054 Barnes Ct., stated his concerns with the development.

Response to Comment PCM-57: The comment has been noted.

Comment PCM-58: Darryl Cartozian, 206 Green Tree Circle stated he is not against the project, he just would like it to be done right. He stated reasons why the project should not receive review at this time, cause for denial, and additional conditions for a future approval. He stated that a portion of this project falls within the hillside ordinance protected areas. He stated the review is incomplete according to Municipal Code Section 9.15 Regulations for Hillside Development. He asked that these guidelines be followed for those areas of the property. He stated a slope analysis map has not been submitted to determine if the hillside guidelines apply as required by ordinance. He stated the analysis shows before and after grading conditions, which has not been provided for review by the Planning Commission. He also stated the story poles for review and display of impact of development to existing ridgeline views have not been provided. He further mentioned a view analysis of before and after construction conditions has not been submitted for review as required.

Response to Comment PCM-58: The applicant has prepared explanatory maps that indicate the proximity of designated hillside in the subdivision. These maps, which were displayed at the December 09, 2002 Planning Commission Meeting, were compared to the Hillside Ordinance Map prepared for the General Plan. The Hillside Ordinance Map does not accurately reflect the ridgelines in the project site, nor does it reflect a significant hillside within the project (Oak tree preservation area). The purpose of the Hillside Ordinance is to limit development on prominent slopes and ridgelines. It requires the use of a Residential Planned Development (RPD) to allow for clustering of lots in order to preserve slopes. The project has incorporated the concept of an RPD keeping in mind the purpose and intent of the Ordinance.

The design of the TTM 30387 encroaches into defined hillside with 30 single-family lots out of a development of nearly 700 lots; the remainder of hillside-designated land is open space. Lot sizes in the hillside portion of the project range from one lot at 7800+



sq.ft, another at 8300+ sq.ft, all other lots range from 11,000 sq.ft. to 2 acres. As mentioned in Section 3.3 of this EIR, the proposed development will be a visual departure from the current landform. This project will grade what some could consider hillside, however, staff accompanied the applicant to the site before tentative designs were prepared to make clear the areas where hillside occurs, and while not defined on the General Plan Hillside Ordinance Map, would be considered significant slopes. This plan reflects staff input toward its design, and is consistent with Section 9.15.03 of the Ordinance allowing the Director of Planning to consider areas that are worthy of preservation, and determining areas where hillside designation is not appropriate.

TTM 30386 is also within the Hillside Ordinance Map designating areas for preservation. All areas within TTM 30386 are in open space, with no conflict between open space and lot locations.

Interior lots in TTM 30386 range in size from the smallest at 5400+ sq.ft. to 6600+sq.ft. The RPD allows clustering of smaller lots sizes to preserve greater areas of open space. As mentioned previously, the age-restricted nature of the project makes smaller lots more appealing. The age restriction of 55 years caters to people who are retired or about to retire, with little interest in high maintenance property. Studies based on long-term senior subdivision developments substantiate the desire for smaller lots.

Interior lots in TTM 30387 range in size from the smallest at 7200 sq.ft. to over 2 acres. Smaller lots are located closest to Singleton Road, although there is a variety of lots sizes and design throughout the project, decreasing the “cookie cutter” appearance of subdivision.

Comment PCM-58: Mr. Cartozian stated he is aware of the impacts to utilities services and the mitigation measures proposed. He also stated the need for property to be secured for a new fire station within this development. He mentioned additional concerns of the development.

Response to Comment PCM-58: The City has been coordinating with the Riverside County Fire Department, and has included the department’s concerns in Section 3.9 of this EIR as well as including the department’s recommendations as conditions of approval for the project. These conditions of approval include requiring the project proponent to dedicate Open Space Lot J for future development of a fire station.

Comment PCM-59: Vice Chairman Simon reiterated Mr. Cartozian’s concern regarding responding to comments received from agencies regarding the development. He asked why staff has not responded.

Response to Comment PCM-59: Written comments received on the Draft EIR and the City’s corresponding responses are included in Section 7.0 of the Final EIR. In addition, the government agencies that commented on the Draft EIR received the City’s responses to their comments on or before January 31, 2002.



Comment PCM-60: Chairman Draeger questioned Mr. Cartozian's request to secure property for a new fire station. He stated when the City's General Plan was prepared with regard to emergency services, the City was concerned who would be responsible to pay for fire protection in the future. He stated the Riverside County Fire Department indicated at build-out that the entire community would have only three fire stations, one east of the freeway, and the other two west of the freeway based on population. He further stated the proposal needs to be brought to the attention of the fire department.

Response to Comment PCM-60: The City has been coordinating with the Riverside County Fire Department, and has included the department's concerns in Section 3.9 of this EIR as well as including the department's recommendations as conditions of approval for the project. These conditions of approval include requiring the project proponent to dedicate Open Space Lot J for future development of a fire station.

Comment PCM-61: Gary Forney, 1110 South Fremont St. representing the Perisits Family reiterated the concerns regarding construction traffic generated by the project. He stated when the poultry ranch was in operation it used approximately one million pounds of feed per week transported by approximately 20 trucks a week, and an additional 16 trucks transporting eggs. He stated a manure truck visited the ranch daily as well. He further stated there has been quite a bit of truck traffic prior to this development proposal.

Response to Comment PCM-61: Construction traffic will be offset by the reduction of equipment and vehicles assessing the poultry ranch. In addition, the City's conditions of approval for the proposed project require construction vehicles to enter the site from the south via Singleton Road. Therefore, construction generated traffic would not cause adverse traffic conditions on the local roadway network.

Comment PCM-62: Chairman Draeger reiterated Mr. Cartozian's concerns regarding the Hillside Ordinance, Municipal Code Section 9.15. He suggested with the Planning Commission's concurrence to direct staff to prepare the answers to his questions and concerns.

Response to Comment PCM-62: Mr. Cartozian's concerns regarding the City's Hillside Ordinance, Municipal Code Section 9.15, are adequately addressed in *Response to Comment PCM-58* and discussed at the December 09, 2002 Planning Commission Meeting.

Comment PCM-63: Commissioner Smothers stated she likes the project but the traffic impacts are still a concern.

Response to Comment PCM-63: The proposed project's potential impacts to traffic and circulation have been evaluated in Section 3.4 and Appendix B of this EIR. This evaluation identified roadway network improvements that the proposed project would induce. These improvements are incorporated into the project as Mitigation Measures 3.4.1 – 3.4.10. The incorporation of these mitigation measures ensures that the proposed project would not have a significant impact to traffic and circulation.



Comment PCM-64: Commissioner Beaumont stated she is not against the project. She is concerned with projects requesting approval that are not well planned. She stated she is still concerned with the street widths in the senior development (TTM 30386), and would like to have them reviewed.

Response to Comment PCM-64: The ingress and egress of Tentative Tract 30386 was evaluated in Section 3.4 and Appendix B of this EIR. In addition, the City Engineer and Riverside County Fire Department have conducted preliminary reviews of the proposed site circulation system and provided corresponding comments. The project's circulation system is subject to further review and approval by City Engineer and Riverside County Fire Department, as required by the project's conditions of approval.

Comment PCM-65: Commission Beaumont questioned the lot dimensions of the smaller lots. She stated concerns regarding the Draft EIR and the studies prepared. She agreed with Chairman Draeger's suggestion to have staff review the Hillside Ordinance with regard to this project. She stated the desire to come to a solution regarding the widening of Bryant Street so that people's property doesn't have to be taken.

Response to Comment PCM-65: Interior lots in TTM 30386 range in size from the smallest at 5400+ sq.ft. to 6600+sq.ft. The RPD allows clustering of smaller lots sizes to preserve greater areas of open space. As mentioned previously, the age-restricted nature of the project makes smaller lots more appealing. The age restriction of 55 years caters to people who are retired or about to retire, with little interest in high maintenance property. Studies based on long-term senior subdivision developments substantiate the desire for smaller lots.

Lot sizes in the hillside portion of TT30387 range from one lot at 7800+ sq.ft, another at 8300+ sq.ft, all other lots range from 11,000 sq.ft. to 2 acres. Interior lots in TTM 30387 range in size from the smallest at 7200 sq.ft. to over 2 acres. Smaller lots are located closest to Singleton Road, although there is a variety of lots sizes and design throughout the project, decreasing the "cookie cutter" appearance of subdivision.

This EIR has been prepared to satisfy all the requirements of CEQA. The EIR evaluates the proposed project's potential impacts to land use and policy consistency, population and housing, aesthetics, traffic and circulation, air quality, noise, geology, hydrology and water quality, hazards, biological resources, public service and utilities, and cultural resources. The EIR also includes mitigation measures to reduce potential project impacts including those that may affect adjacent neighborhoods. In addition, this Final EIR consists of the revised Draft EIR, comments received on the Draft EIR, and responses to those comments. Any discrepancies that the Draft EIR may have contained have been adequately addressed in the responses to comments and the Final EIR. This EIR allows the decision-making body to make an informed decision on the proposed project.

Concerns regarding the City's Hillside Ordinance, Municipal Code Section 9.15, are adequately addressed in *Response to Comment PCM-58* and discussed at the December 09, 2002 Planning Commission Meeting.



The City Engineer has determined the proposed project triggers the widening of Bryant Street from the northerly tract boundary to Avenue L to its ultimate width of 88 feet as identified in Circulation Element of the City's General Plan. However, based on Planning Commission and public comments the applicant is currently developing alternatives to the widening of Bryant Street, and the Planning Commission is willing to explore these alternatives. Alternatives will be presented for public hearing during a Planning Commission Meeting and subject to review and approval by the City Engineer to ensure the City's design criteria are met.

Comment PCM-66: Commissioner Beaumont stated concerns with the length of the cul-de-sacs proposed and whether they meet the City's code. She asked for clarification from staff. She stated concerns with the off-site traffic improvements proposed.

Response to Comment PCM-66: The Riverside County Fire Department has reviewed the project and the length of cul-de-sacs and has requested that "cul-de-sac lengths within High Fire Areas not exceed 660 feet. Streets "D, F, J, L, and T" shall be redesigned to less than 660 feet, or the installation of residential fire sprinklers shall be required for those homes beyond 660 feet." This suggestion is included as a condition of approval for the proposed project.

The off-site transportation improvements identified as mitigation measures in the DEIR consist of the installation of traffic signals at the I-10/County Line Road interchange, the 3rd Street/County Line Road intersection and the Bryant Street/County Line Road interchange; converting one of the northbound through lane of Calimesa Boulevard to a left turn lane at County Line Road; and converting the right turn lanes of County Line Road at 5th street to through lanes. These mitigation measures are required to eliminate poor circulation conditions that may occur after project development. In addition, the City Engineer has determined the proposed project triggers the widening of Bryant Street from the northerly tract boundary to Avenue L to its ultimate width of 88 feet as identified in Circulation Element of the City's General Plan. However, based on Planning Commission and public comments the applicant is currently developing alternatives to the widening of Bryant Street, and the Planning Commission is willing to explore these alternatives. Alternatives will be presented for public hearing during a Planning Commission Meeting and subject to review and approval by the City Engineer to ensure the City's design criteria are met.

Comment PCM-67: Commissioner Beaumont congratulated the developers for considering the wildlife corridors and horse trails. She stated in speaking with the community, they desire is a rural atmosphere, with large lots and the capability to have animals. She stated this development does not allow that. She asked if the developer has considered designating an area of the development for the larger lots in order to keep animals with a buffer to encourage or foster the rural aspects desired.

Response to Comment PCM-67: The majority of the project site is currently designated RL Residential Low (2-4 dwelling units per gross acre). The minimum lot size for the zone RL is 7,200 square-feet. The Land Use Element of the City of Calimesa's General Plan describes the intent of this zoning category as "a more urban residential character" and anticipates "single-family detached homes on streets with curbs, gutters, sidewalks, and



streetlights.” This zone also does not allow for the keeping of large animals. In addition to the RL zoning designation, a small portion in the southeastern corner of the project site is designated Residential Rural (0-2 dwelling/units per acre). This designation allows for single-family detached homes on half acre and one-acre lots with a population density of approximately five persons per acre. The Land Use Element of the City of Calimesa’s General Plan describes the intent of this category as “preserving the country atmosphere, while providing a transition from Residential Estate into Residential Low.” The keeping of large animals including horses is an allowed use in the RR designation. The project proponent is not currently seeking the ability to keep large animals on the RR portion of the proposed project. A final decision will still be made in this regard at the Development Plan Review stage.

Comment PCM-68: Vice Chairman Simon stated that many of the aspects of this project are unanswered. He reiterated comments made by the CA Highway Patrol and the mitigation measures proposed at County Line Road and I-10. He further stated the mitigation measures proposed are not sufficient. He stated concerns regarding the proposed drainage from this development.

Response to Comment PCM-68: This EIR has been prepared to satisfy all the requirements of CEQA. The EIR evaluates the proposed project’s potential impacts to land use and policy consistency, population and housing, aesthetics, traffic and circulation, air quality, noise, geology, hydrology and water quality, hazards, biological resources, public service and utilities, and cultural resources. The EIR also includes mitigation measures to reduce potential project impacts including those that may affect adjacent neighborhoods. In addition, this Final EIR consists of the revised Draft EIR, comments received on the Draft EIR, and responses to those comments. Any discrepancies that the Draft EIR may have contained have been adequately addressed in the responses to comments and the Final EIR. This EIR allows the decision-making body to make an informed decision on the proposed project.

The traffic study for this project was conducted with the utmost regard for easily accessible roadway and access routes and in conformance with industry standards for conducting similar studies. This study used the standard traffic study procedures and recommended mitigation measures to enable all project-impacted intersections in the general area to operate at acceptable levels of service. The mitigation measures proposed include improvements to the I-10/County Line Road Interchange and arterial surface streets. It should also be noted that the traffic study conducted for the proposed project accounts for traffic that will be added by other anticipated development. This study is summarized in Section 3.4 and included as Appendix B of the DEIR.

The drainage of the proposed Tentative Tracts 30386 and 30387 has been analyzed in Section 3.8 and Appendix F of this EIR. The development of this project are required to conform to the hydrology Mitigation Measures in Section 3.8 of the EIR as well as the City’s conditions of approval for the project. These mitigations and conditions require that the development’s drainage system be sized to convey the 25-year storm flow within the street curbs and 100-year storm flow within street right-of-way.



Comment PCM-69: Vice Chairman Simon stated his concern with the biology study performed. He stated he is in favor of the project. He further stated the Planning Commission has never denied a project; they just want it to be done correctly.

Response to Comment PCM-69: The series of three biological field surveys performed on the site spanning 13 years support a very complete assessment of the site. The methods used in the Zoological Survey are also complete. The field methods employed are those used by experienced, competent professional biologists in performing a zoological assessment. Since the site is largely a disturbed area formerly used as a chicken farm with adjacent areas that have been annually plowed for fire abatement, substantially more field time spent on the site would not reveal additional biological resources or functions. Additional survey techniques would have been used if the resources identified on the site had warranted them.

Comment PCM-70: Chairman Draeger reiterated the comments made by Ms. Siegel representing the Center for Biological Diversity. He asked that staff research the laws Ms. Siegel was quoting to determine a redistribution of the Draft EIR.

Response to Comment PCM-70: Responses to the Center for Biological Diversity's comments on the project and Draft EIR are identified in *Response to Comment PCM-54* and *Responses to Comments CBD-1 through CBD-23*. These responses conclude that recirculation of the Draft EIR is not required for this project.

Comment PCM-71: Chairman Draeger asked what the radial distance from this project, of those property owners that are to be notified.

Response to Comment PCM-71: Planning Director Massa-Lavitt stated at the November 25, 2002 Planning Commission Meeting that this project requires a 300-foot radius for noticing of property owners.

Comment PCM-72: Commissioner Beaumont questioned the suggestion made by Mr. Meyer to mitigate the traffic by constructing the Bryant/Singleton extension prior to the park. She asked would the City receive any guarantees that the park will eventually be completed. Planning Director Massa-Lavitt stated this issue needs to be addressed by the City Manager and staff. At that time staff will then report to the Planning Commission.

Response to Comment PCM-72: A meeting scheduled by the developer and the neighbors near the project discussed continuing Singleton Road to the south. The neighbors felt continuing the road construction to the south would be their priority over the construction and development of the park. As a result the project proponent presented the following offer for staff consideration:

Complete Singleton Road off-site to the south, and construct the park at the 500th dwelling unit.

Staff considered the proposal, and strongly reject it. The park is a critical element of the project and quality of life for the entire City. Consequently the conditions of approval for the proposed project require the first phase of the project to include the proposed park.



Comments Received on the Proposed Project During the Planning Commission Meeting Public Hearing on December 9, 2002

Comment PCM-73: Chairman Draeger stated information reported from the City Attorney with regard to the conflict of interest having Willdan prepare the EIR. He stated in the report she explains the relationship between the City and Willdan. He stated it is the opinion of the City Attorney that there is not a conflict of interest. He further stated the City Attorney suggested the contract with Willdan be revised to reflect the current level of service being performed.

Response to Comment PCM-73: Willdan has a current contract with the City of Calimesa to provide on-call Planning Services. The preparation of an Environmental Impact Report falls within the scope of said contract. In addition, the City Attorney has stated her opinion that having Willdan prepare the EIR for this project is not a conflict of interest.

Comment PCM-74: Commissioner Beaumont questioned the fire department's conditions of approval and the standards they require.

Response to Comment PCM-74: Representatives from the Riverside County Fire Department have submitted written and verbal comments regarding the project, and their requirements, specifications, standards and conditions of approval have been incorporated into the Final EIR and the project and the project's conditions of approval. Specific correspondence has been received from the Riverside County Fire Department amending the conditions of approval regarding the length of cul-de-sacs throughout the project. The Riverside County Fire Department has also revised their project requests to reflect additional mitigation measures for cul-de-sacs in excess of 660 in length by installing fire sprinklers in the affected homes.

Comment PCM-75: Commissioner Beaumont asked if the property known as the Kramer canyon is protected from development.

Response to Comment PCM-75: Development of the property known as Kramer Canyon would be subject to all requirements and regulations contained in the City of Calimesa Municipal Code, including the Hillside Ordinance and the zoning designation on the property.

Comment PCM-76: Commissioner Beaumont asked when a map of the equestrian trails proposed would be available to review.

Response to Comment PCM-76: The proposed multi-use trail system is subject to review by the City's Trails, Open Space, and Beautification Commission. This review will ensure that the proposed multi-use trail is consistent with existing trails and the City's recreation and alternative transportation goals. In addition, the project's conditions of approval require the multi-use trail system to be installed consistent with an approved drainage and landscaping plan and to be developed to Trails, Open Space, and Beautification Standards.



Comment PCM-77: Chairman Draeger referred to a study performed shortly after incorporation with regard to traffic improvement needs. He suggested the study could be useful when discussing improvements necessary with Caltrans for the on/off ramps.

Response to Comment PCM-77: Caltrans previously submitted to the City a project study report that lists alternatives for reconfigured on/off ramps at Sandalwood. The study also has specific regulations required for major interstate highways such as I-10. The study performed by the City was commissioned by the City to help establish development impact fees.

Comment PCM-78: Chairman Draeger stated he didn't realize that the California Highway Patrol (CHP) makes recommendations with regard to inner city streets. He asked for clarification from staff.

Response to Comment PCM-78: The California Highway Patrol (CHP) does not make comments regarding inner city streets. However, the CHP does comment on the traffic generated on city streets that will impact the traffic on the highways.

Comment PCM-79: Commissioner Beaumont questioned why the City of Yucaipa does not pay half (of the traffic signal improvements, since half the traffic signal is in Yucaipa.

Response to Comment PCM-79: The responsibility is that of the developer to pay their fair share of required traffic signals, including the I-10 east- and west-bound ramps at County Line Road, 3rd Street at County Line Road, and California Street at County Line Road. The remainder of the necessary funds would be secured by the City of Calimesa from a variety of sources, including potentially other affected or benefiting agencies.

Comment PCM-80: Chairman Draeger questioned whether Mr. Cartozian had been advised regarding speaking as a member of the community, while sitting on a board. He further stated that the City Attorney a one time advised board members if you are on a Commission and had to recuse yourself because of conflict of interest, that the Commissioner was unable to speak during the public comment forum. He suggested receiving a ruling from the current City Attorney regarding board members speaking during public comment for a project they recuse themselves from.

Response to Comment PCM-80: If a board member or Commissioner properly recuses him- or herself from the discussion on an agenda item before the board or Commission, said member may speak on the item as a citizen during the public comment period, as any other citizen would be so allowed.

Comment PCM-81: Darryl Cartozian, 206 Green Tree Circle, Calimesa questioned the certification of the EIR and approving the Tentative Tract Maps being separate actions.

Response to Comment PCM-81: The certification of the Environmental Impact Report and the approval of the Tentative Tract Maps are separate actions of the Planning Commission.



Comment PCM-82: Mr. Cartozian stated the extension of Bryant through to Singleton should be a condition of approval. He further questioned the improvements proposed for County Line Road. He questioned the lack of improvements to Avenue L. He asked that the extension occur for construction traffic.

Response to Comment PCM-82: The City's conditions of approval for the proposed project require construction vehicles to enter the site from the south via Singleton Road. This condition requires the developer to construct road improvements necessary to accommodate an all weather construction access road to the satisfaction of the City Engineer, prior to any other development on the project site. The public roadway connection of Bryant Street and Singleton Road would be constructed on the haul road alignment and would be completed during the appropriate phase of development.

The traffic study for this project was conducted with the utmost regard for easily accessible roadway and access routes and in conformance with industry standards for conducting similar studies. This study used the standard traffic study procedures and recommended mitigation measures to enable all project-impacted intersections in the general area to operate at acceptable levels of service. The project's traffic study did not identify the need for traffic improvements to Avenue L. It should also be noted that the traffic study conducted for the proposed project accounts for traffic that will be added by other anticipated development. This study is summarized in Section 3.4 and included as Appendix B of the DEIR.

Comment PCM-83: Mr. Cartozian stated he received clarification from Mr. Meyer with regard to the Hillside Ordinance and the areas it protects within this project. He further explained the hillside areas involved. He stated this project does not represent clustered housing.

Response to Comment PCM-83: Mr. Cartozian's concerns regarding the City's Hillside Ordinance, Municipal Code Section 9.15, are adequately addressed in *Response to Comment PCM-58* and discussed at the December 09, 2002 Planning Commission Meeting.

Comment PCM-84: Mr. Cartozian questioned the public right-of-way to be dedicated along Bryant Street. He further stated his property would be affected by the right-of-way, because of the side yard setback required, would be encroached on.

Response to Comment PCM-84: The City Engineer has determined the proposed project triggers the widening of Bryant Street from the northerly tract boundary to Avenue L to its ultimate width of 88 feet as identified in Circulation Element of the City's General Plan. However, based on Planning Commission and public comments the applicant is currently developing alternatives to the widening of Bryant Street, and the Planning Commission is willing to explore these alternatives. Alternatives will be presented for public hearing during a Planning Commission Meeting and subject to review and approval by the City Engineer to ensure the City's design criteria are met.



Comment PCM-85: Mr. Cartozian stated his concerns with the lack of attention the Riverside County Fire Department has paid to this project. He asked that staff receive all the code requirements enforced by the fire department. He also asked that the facilities for a new fire station be discussed.

Response to Comment PCM-85: Representatives from the Riverside County Fire Department have submitted written and verbal comments regarding the project, and their requirements, specifications, standards and conditions of approval have been incorporated into the project, the Final EIR, and the project's conditions of approval. Specific correspondence has been received from the Riverside County Fire Department amending the conditions of approval regarding the length of cul-de-sacs throughout the project. The Riverside County Fire Department has also revised their requests to reflect additional mitigation measures for cul-de-sacs in excess of 660 in length by installing fire sprinklers in the affected homes. Regarding the construction of an additional fire station, there is a formula in the General Plan that determines the necessity of additional fire stations. The formula was factored in and this project is not warranting the construction of an additional station. However, a condition of approval has been placed on the project requiring the developer to dedicate land for the development of a new fire station on Open Space Lot J.

Comment PCM-86: Mr. Cartozian asked if other firms were solicited to prepare the EIR.

Response to Comment PCM-86: Willdan has a current contract with the City of Calimesa to provide on-call Planning Services. The preparation of an Environmental Impact Report falls within the scope of said contract. As such, no formal request for proposals was prepared for this project.

Comment PCM-87: John Turner, 197 East Avenue L, Calimesa addressed comments made by staff. He also stated concerns regarding traffic and safety.

Response to Comment PCM-87: Traffic and safety impacts from the proposed project have been comprehensively reviewed in Sections 3.4 and 3.9 this EIR. Conditions of approval and Mitigation Measures have been applied to the project to mitigate all potential traffic and safety project impacts to a level of "less than significant".

Comment PCM-88: Barry Randolph, 34880 Redwood Lane, Calimesa stated he is aware of the impacts that would be created by this project. He further stated he hopes that staff represents the rest of the community not directly adjacent to this project, which do not oppose the project. He explained the amenities that will be available to the entire community and wishes to have the Commission consider these advantages.

Response to Comment PCM-88: The comment has been noted.

Comment PCM-89: Commissioner Beaumont directed staff to research what the minimum street width that could accommodate a four-lane road along Bryant Street from the project site to Avenue L.



Response to Comment PCM-89: The City Engineer has determined the proposed project triggers the widening of Bryant Street from the northerly tract boundary to Avenue L to its ultimate width of 88 feet as identified in Circulation Element of the City's General Plan. However, based on Planning Commission and public comments the applicant is currently developing alternatives to the widening of Bryant Street, and the Planning Commission is willing to explore these alternatives. Alternatives will be presented for public hearing during a Planning Commission Meeting and subject to review and approval by the City Engineer to ensure the City's design criteria are met.

Comment PCM-90: Chairman Draeger suggested surveying the street to see exactly how much land would be required to comply and how this would affect each property owner.

Response to Comment PCM-90: The City Engineer has determined the proposed project triggers the widening of Bryant Street from the northerly tract boundary to Avenue L to its ultimate width of 88 feet as identified in Circulation Element of the City's General Plan. However, based on Planning Commission and public comments the applicant is currently developing alternatives to the widening of Bryant Street, and the Planning Commission is willing to explore these alternatives. Alternatives will be presented for public hearing during a Planning Commission Meeting and subject to review and approval by the City Engineer to ensure the City's design criteria are met.

Comment PCM-91: Vice Chairman Simon asked about a secondary access through to Douglas Street.

Response to Comment PCM-91: The topography at that location restricts the establishment of a secondary access from Douglas Street. Furthermore, any such access would also require the acquisition of additional property for right-of-way purposes.

Comment PCM-92: Commissioner Beaumont stated she didn't agree that a signal was necessary at Bryant and County Line Road. She further suggested rather than spending the money on a signal at Bryant, to put in sidewalk on Avenue L. Commissioner Beaumont referred to a question regarding clarification of improvements to County Line Road between Third and Fifth streets.

Response to Comment PCM-92: The responsibility is that of the developer to pay their fair share of required traffic signals, including the I-10 east- and west-bound ramps at County Line Road, 3rd Street at County Line Road, and California Street at County Line Road. The remainder of the necessary funds for these signals would be secured by the City of Calimesa from a variety of sources, including potentially other affected or benefiting agencies. Additionally, the mitigation measures include Condition No. 71 of Tract 30387, which states the developer shall obtain City of Yucaipa approval for the modification of the intersection of County Line Road and Fifth Street to add an additional lane for east and west bound traffic. Any additional improvements to Avenue L would need to comply with the Circulation Element of the General Plan in regards to right-of-way width. Furthermore, additional right-of-way may need to be acquired from individual property owners to allow for the construction of additional improvements to Avenue L.



Comment PCM-93: Commissioner Beaumont questioned the hours of operation.

Response to Comment PCM-93: The hours of operation for construction equipment are established in the City's Municipal Code. Hours of operation for any future commercial development would be addressed at the time that development entitlements were sought.

Comments Received on the Proposed Project During the Planning Commission Meeting Public Hearing on January 13, 2003

Comment PCM-94: Pat Meyer, 133 East Vine Street stated the widths of the streets within the subdivision have been a topic of discussion in particular those streets within the senior development. He stated they will discuss with staff the proposed widths, and will likely revise the map to reflect 36-foot curb-to-curb width.

Response to Comment PCM-94: The City Engineer and Riverside County Fire Department have conducted preliminary reviews of the proposed site circulation system, including the width of streets on TT 30386, and provided corresponding comments. The project's circulation system is subject to further review and approval by City Engineer and Riverside County Fire Department, as required by the project's conditions of approval.

Comment PCM-95: Vice Chairman Simon clarified Captain DeForge's letter dated January 2, 2003 with regard to mitigation of the length of cul-de-sacs. He questioned whether only those homes beyond the 660-foot length of cul-de-sac would have sprinklers installed. Vice Chairman Simon questioned the size of the water line to supply those homes with sprinklers.

Response to Comment PCM-95: The Riverside County Fire Department requires those homes beyond the 660 foot length of the cul-de-sac to have sprinklers installed. Furthermore, residential sprinkler systems require less than a 1" feed line. This request is included as a condition of approval for the project.

Comment PCM-96: Vice Chairman Simon questioned if the Riverside County Fire Department require that land be set aside for an additional fire station according to our population.

Response to Comment PCM-96: There is a formula in the General Plan that determines the necessity of additional fire stations, and that the formula was factored. It was determined that this project does not warrant the construction of an additional station. However, a condition of approval has been placed on the project requiring the developer to dedicate land for the development of a new fire station on Open Space Lot J.

Comment PCM-97: Commissioner Beaumont questioned the previously mentioned 36-foot curb-to-curb roadway with parking on both sides, and whether that is permissible. She also asked if those homes with required sprinklers also be required to construct the exterior of the homes with a fire retardant material.



Response to Comment PCM-97: The Riverside County Fire Department establishes access requirements and standards for fire equipment. The City Engineer and Riverside County Fire Department have conducted preliminary reviews of the proposed site circulation system, including the width of streets on TT 30386, and provided corresponding comments. The project's circulation system is subject to further review and approval by City Engineer and Riverside County Fire Department, as required by the project's conditions of approval.

Comment PCM-98: John Turner, 197 E Avenue L stated his opposition to the development.

Response to Comment PCM-98: The comment has been noted.

Comment PCM-99: Joan Speer, 1280 Nugget Court, Calimesa stated her opposition to the proposed density for the development. She asked if the density were reduced would Bryant Street still need to be widened. She also asked why the density should not be reduced. Ms. Speer then suggested reducing the density so Bryant Street would not be widened.

Response to Comment PCM-99: The current zoning designation on the subject property establishes the allowable density for the project site. The project is consistent with the zoning and at build-out will be about half of the allowed density. Furthermore, the City's General Plan establishes the basic framework for the overall development of the community. The circulation element designated Bryant/Singleton as a main arterial. A main arterial is constructed with an 88-foot right-of-way, and a road surface of 64 feet curb to curb.

Comment PCM-100: John Winiger, Sandalwood stated his water quality and supply concerns.

Response to Comment PCM-100: Water quality and supply impacts from the proposed project have been comprehensively reviewed in Sections 3.8, 3.9, and 3.11 of this EIR. Conditions of approval and Mitigation Measures have been applied to the project to mitigate these impacts to a level of "less than significant". Furthermore, the Yucaipa Valley Water District has supplied the City with a Water Supply Plan for this project, which contains a twenty (20) year water supply study reflecting adequate water supply.

Comment PCM-101: Becky Wells, Avenue L stated suggestions regarding traffic circulation.

Response to Comment PCM-101: The proposed project's potential impacts to traffic and circulation have been evaluated in Section 3.4 and Appendix B of this EIR. This evaluation identified roadway network improvements that the proposed project would induce. These improvements are incorporated into the project as Mitigation Measures 3.4.1 – 3.4.10. The incorporation of these mitigation measures ensures that the proposed project would not have a significant impact to traffic and circulation.



Comment PCM-102: Dave Ellis, 176 E Avenue L stated concerns regarding traffic impacts.

Response to Comment PCM-102: The proposed project's potential impacts to traffic and circulation have been evaluated in Section 3.4 and Appendix B of this EIR. This evaluation identified roadway network improvements that the proposed project would induce. These improvements are incorporated into the project as Mitigation Measures 3.4.1 – 3.4.10. The incorporation of these mitigation measures ensures that the proposed project would not have a significant impact to traffic and circulation.

Comment PCM-103: Ace Ruiz, 1086 Calimesa Blvd., representing Southwood Mini-Storage, stated he is favor of the development.

Response to Comment PCM-103: The comment has been noted.

Comment PCM-104: Mr. John Turner, 197 E Avenue L stated additional comments regarding the condition of Bryant Street.

Response to Comment PCM-104: The City Engineer has determined the proposed project triggers the widening of Bryant Street from the northerly tract boundary to Avenue L to its ultimate width of 88 feet as identified in Circulation Element of the City's General Plan. However, based on Planning Commission and public comments the applicant is currently developing alternatives to the widening of Bryant Street, and the Planning Commission is willing to explore these alternatives. Alternatives will be presented for public hearing during a Planning Commission Meeting and subject to review and approval by the City Engineer to ensure the City's design criteria are met.

Comment PCM-105: Darryl Cartozian, 206 Green Tree Circle, stated the following additional conditions of approval for this development: The developer shall designate property for a future city fire station; The developer shall construct his/her portion of the Bryant/Singleton extension and if the tract map south of this development does not develop at the same time, he/she will pay their fair share to complete the connection. He further stated to contact Riverside County and Caltrans regarding improving the Singleton off-ramp. The construction of Bryant/Singleton extension be part of the first phase of construction; All construction traffic shall enter and exit through Singleton Road. He suggested a revised map be submitted before a decision is made to relocate the actual public right-of-way; there shall be no man made slopes that exceed 30 feet. Mr. Cartozian referred to lot nos. 465-468. He also stated he has previously requested the cut and fill quantities be established on the tentative tract map. He suggested strengthening the conditions of approval to prevent construction equipment beginning construction before 7:00a.m. Mr. Cartozian stated all haul routes be documented, designated and approved by the City before commencing construction.

Response to Comment PCM-105: The comments have been noted. The conditions of approval require the developer to dedicate Open Space Lot J for a future city fire station. The conditions of approval for the proposed project require construction vehicles to enter the site from the south via Singleton Road. This condition requires the developer to construct road improvements necessary to accommodate an all weather construction



access road to the satisfaction of the City Engineer, prior to any other development on the project site. The public roadway connection of Bryant Street and Singleton Road would be constructed on the haul road alignment and would be completed during the appropriate phase of development. The City's Municipal Code identifies allowable times for construction. The conditions of approval require the City Engineer's and Director of Planning's approve construction haul routes and staging areas prior to any equipment entering the construction site.

Comment PCM-106: Mr. Cartozian stated he the developer should supply a sort of guarantee regarding adequate water pressure, supply, and quality.

Response to Comment PCM-106: Water quality and supply impacts from the Section 3.8 of this EIR. Conditions of approval and Mitigation Measures have been applied to the project to mitigate these impacts to a level of "less than significant". Furthermore, there are several standards, agencies and regulations that govern water pressure, supply and quality. The Regional Water Quality Control Board establishes standards for water quality, and the Riverside County Fire Department has standards regarding water pressure and water supply for fire-fighting purposes. These help ensure that the proposed project would not generate any significant impacts to water supply and quality.

In addition, The Yucaipa Valley Water District adopted Resolution No. 42-2002 of December 18, 2002, which provides written verification of water supply for the proposed development in accordance with Senate Bill 221 and SB 610. This Resolution is included in the Appendices to the Final EIR.

Comment PCM-107: He stated he is opposed to an information trailer at Bryant Street and Green Tree Circle. He suggested folks visit the office located on Calimesa Blvd.

Response to Comment PCM-107: The proposed information trailer on the dedicated park parcel is temporary and is only anticipated to exist for six months until a model home complex is built in the heart of the development. Subsequent to the removal of the information trailer, the property will be fenced, landscaped and surplus property will be offered to adjacent home owners on Hillcrest Court for purchase, which would require a series of lot line adjustments.

Comment PCM-108: Mr. Cartozian stated there shall be no security night lighting for this project, if the developer chooses to have security lighting that a photometric plan be submitted and approved by the Planning Commission.

Response to Comment PCM-108: A condition of approval has been placed on the project requiring the developer to submit a photometric plan for review by the City Engineer and City Planning Director prior to any construction equipment entering the site.

Comment PCM-109: Commissioner Smothers questioned the possibility of the tract map south of this tract developing.

Response to Comment PCM-109: The development to the south of this project, TTM 26811, has been approved.



8.0 MITIGATION MONITORING PROGRAM

The Executive Summary section of this EIR identifies the Mitigation Measures that will be implemented to offset the impacts resulting from the proposed project. Section 21081.6 of CEQA requires the public agency to adopt a monitoring program of mitigations to ensure the enforceability of the mitigations identified in the CEQA document. This section of CEQA also identifies guidelines for implementation of a monitoring program. The monitoring program is required to be completed prior to certification of a Final EIR.

The following Mitigation Monitoring Program (MMP) identifies all the mitigations identified in the EIR along with the party responsible for completing the mitigations and the timeframe for implementation. This MMP satisfies the requirements of Section 21081.6 of CEQA.



CITY OF CALIMESA TENTATIVE TRACT NUMBERS 30396 AND 30387 MITIGATION MONITORING PROGRAM

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Comments	Date	Initials
AESTHETICS						
Mitigation Measure 3.3-1 Landscaping shall be provided along the major roadways providing access to the proposed development to ensure that portions of the project site are screened. The landscaping also allows for more mature trees and shrubs when a particular phase is built in the future.	Prior to completion of project	City of Calimesa Public Works Department	City of Calimesa Public Works staff shall conduct periodic site inspections after start of grading and during construction to ensure installation and maintenance of screening materials. Contractors and City Staff shall provide documentation and ensure compliance with mitigation measure.	This mitigation measure is designed to ensure that portions of the project site are screened for future project phases.		
TRANSPORTATION						
Mitigation Measure 3.4-1 At the completion of the 350 th residential units, the developer shall pay its fair share for the installation of traffic signals at the following intersections: I-10 eastbound ramp and County Line Road I-10 westbound ramp and County Line Road. 3 rd Street and County Line Road, and California Street and County Line Road.	Completion of the 350 th residential unit.	City of Calimesa Public Works Department	Payment of fair share fees	This mitigation measure will ensure that the developer pays its fair share of costs towards impacts generated by the project.		
Mitigation Measure 3.4-2 At the completion of the 350 th unit of combined tracts, a northbound dual left lane shall be constructed at Calimesa Boulevard and County Line Road to improve the intersection to LOS C. This dual left lane can be obtained by converting one of the two northbound through lanes to a left turn lane, or adding a new left turn lane. Calimesa Boulevard is a 110 foot Major Arterial on the Master Plan and is scheduled to have two lanes in each direction plus left-turn pockets.	To be completed at 350 th unit of combined tracts.	City of Calimesa Public Works Department	The City of Calimesa shall have road improvement plans reviewed by qualified engineers and shall periodically inspect construction of this intersection improvement. City staff shall provide documentation to ensure compliance with mitigation measure.	The 350 th unit of combined tracts represents about half of the total project.		



8.0. Mitigation Monitoring Program

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Comments	Date	Initials
Mitigation Measure 3.4-3 and 3.4-4 A second eastbound and a second westbound through lane shall be constructed at 5 th Street and County Line Road to improve the intersection to LOS C. This can be obtained by converting the right turn lanes to through lanes.	Within two years of start of Project. Development or when project is 25 percent occupied, whichever comes first.	City of Calimesa Engineers, Public Works Department, Construction Contractors	The City of Calimesa shall have road improvement plans reviewed by qualified engineers and shall periodically inspect construction of this intersection improvement. City staff shall provide documentation to ensure compliance with mitigation measure.	The time line established for this mitigation measure is reasonable and consistent with timelines established for similar projects.		
Mitigation Measure 3.4-5 The developer shall install a signal at the intersection of County Line Road and Bryant Street to mitigate existing plus project plus other traffic conditions.	When the project is fifty (50) percent occupied.	Project Developer, Public Works Department, Construction Contractors	The City of Calimesa shall have road improvement plans reviewed by qualified engineers and shall periodically inspect construction of this intersection improvement. City staff shall provide documentation to ensure compliance with the mitigation measure.	50% occupancy of the project provides the necessary time and funds to fulfill the mitigation measure.		
Mitigation Measures 3.4-6 and 3.4-7 For existing plus project traffic conditions, left turn pockets, which are 150 feet long with 90-foot transitions in each direction, shall be constructed at both project entries on Bryant Street. Both intersections have four legs and serve the development on both the west and east side of Bryant Street and would be equipped with two-way STOP controlled for the side street. For these future traffic conditions, intersection geometrics recommended in EIR Table 3.4-2 should be implemented. Construction of all streets internal to the project to full ultimate cross-sections shall occur as adjacent development occurs.	Construction of all streets internal to the project to full ultimate cross-sections should occur as adjacent development occurs.	Public Works Department, Construction Contractors	The City of Calimesa shall have road improvement plans reviewed by qualified engineers and shall periodically inspect construction of this intersection improvement. City staff shall provide documentation to ensure compliance with mitigation measure.	This mitigation measure would ensure that all streets internal to the project are constructed as adjacent development occurs.		
Mitigation Measure 3.4-8 To maintain a high level of service, parking and control roadway access along arterial streets shall be restricted.	Upon completion of adjacent development.	City of Calimesa, Public Works Department, Construction Contractors	The City of Calimesa shall conduct periodic site reviews to confirm that parking restrictions and roadway access are appropriately controlled.	This is mitigation measure is designed to ensure that high level of service is maintained on arterial streets.		
Mitigation Measure 3.4-9 To assure good visibility, landscape plantings, walls, and non-traffic signs shall be limited to 36 inches in height with 25 feet of project driveways.	Upon construction of all streets internal to the project as adjacent development occurs.	City of Calimesa, Public Works Department, Construction Contractors	The City of Calimesa shall have landscape and sign plans reviewed by qualified landscape, irrigation and planning staff and shall periodically inspect structural and landscape developments. City staff shall provide documentation to ensure compliance with mitigation measure.	The height restriction would preserve visibility and minimize potential conflicts from view obstruction.		



8.0. Mitigation Monitoring Program

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Comments	Date	Initials
Mitigation Measure 3.4-10 The developer shall extend access to Bryant Street and Fremont Street from the property into the site.	Construction of all streets internal to the project to full ultimate cross-sections should occur as adjacent development occurs.	Developer, Public Works Department, Construction Contractors	The City of Calimesa shall have road improvement plans reviewed by qualified engineers and shall periodically inspect construction of this intersection improvement. City staff shall provide documentation to ensure compliance with mitigation measure.	Extending these roads into the site would facilitate easier access to the development.		
AIR QUALITY						
Mitigation Measure 3.5-1 Developer sponsored measures include the following: 1. Providing an attractive pedestrian environment, 2. Incorporating bicycle trails and interconnections, 3. Building homes that exceed minimum statewide energy construction requirements, 4. Including residential design features that encourage trip elimination or trip diversion to alternative transportation: a. Pre-wired for various telecommunications systems access for in-home offices; b. Pre-wired for 220V electric vehicle charging systems.	Development Implementation Phase.	City of Calimesa, SCAQMD, Development Homeowner's Associations	Applicant shall develop and submit a Transportation Control Measures and Transportation Management Plan to the City and SCAQMD. City staff shall provide documentation to ensure compliance with mitigation measure.	The effectiveness of mitigation efforts may not alter the conclusion that project development will likely had a significant regional air quality impact.		
Mitigation Measure 3.5-2 The impact of the first project residents to over 10 years of construction and associated delay of infrastructure completion would offset any air quality benefits of a curtailed development schedule. Measures include: 1. Watering for dust control during clearing, grading and construction using groundwater from on-site wells. 2. Developing a dust control program to supplement the routine watering that constitutes best available control measures (BACMs) in excess of any minimum SCAQMD Rule 403 requirements. 3. Minimization of construction interference with regional non-project traffic movement. 4. Reducing "spill-over" effects by preventing soil erosion, washing vehicles, and washing/sweeping the site. 5. Requiring emissions control from on-site equipment through a routine mandatory program of low-emissions tune-ups. 6. Limiting grading/soil disturbance to as small an area as practical at any one time. 7. Limiting the application of architectural surface treatments.	Site Preparation, Grading and Construction Phase.	City of Calimesa, Construction Contractors, Site Manager	Applicant shall prepare permits and documentation for submission to the City and SCAQMD confirming use of BACMs to achieve SCAQMD Rule requirements, equipment maintenance records and current SCAQMD equipment permits. City staff shall provide documentation to ensure compliance with mitigation measure.	The proposed mitigation measures are options that can be implemented by the developer to reduce vehicular emissions.		



8.0. Mitigation Monitoring Program

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Comments	Date	Initials
NOISE						
Mitigation Measure 3.6-1 All construction and general maintenance activities, except in an emergency, shall be limited to the hours of 7 a.m. to 7 p.m. Monday through Friday, 10 a.m. to 5 p.m. on Saturday, Sunday and specified holidays, and shall utilize the quietest equipment available.	Site Preparation, Grading and Construction Phases.	City of Calimesa, Construction Contractors, Site Manager.	Riverside County Sheriff and/or City staff shall respond to any complaint of construction activity conducted outside the allowed times by contacting the contractor. City staff shall provide documentation to ensure compliance with mitigation measure.	This mitigation measure is designed to curtail noise levels in "sensitive" areas.		
Mitigation Measure 3.6-2 All on-site construction equipment should have properly operating mufflers. Project specific noise mitigation is listed in MM 3.6.2 in the Final EIR.	Preconstruction and Construction Phases.	Construction Contractors	City staff shall conduct and document periodic site inspections to ensure compliance with mitigation measure.	This mitigation measure is designed to curtail noise levels in "sensitive" areas.		
Mitigation Measure 3.6-3 All construction staging areas shall be as far away as possible from any surrounding occupied development.	Site Preparation and Staging Phases.	City of Calimesa, Construction Contractors, Site Manager	The developer shall submit a plan to the City showing the location of the construction staging area. The City shall conduct and document a site inspection prior to construction staging operations to ensure the site fulfills MM 3.6.3 requirements. Periodic inspections shall be conducted and documented to ensure staging requirements are continuously maintained.	This mitigation measure is designed to curtail noise levels in "sensitive" areas.		
Mitigation Measure 3.6-4 Noise control barriers shall be constructed along Bryant Street to achieve 45 interior and 60 exterior dBA CNEL. The barriers shall conform to the following specifications: Street grade higher than pad: - 3' above street grade @ p/l Pad higher than street grade: - 5' above pad grade at edge of pad nearest the street Pad grade same as the street grade: - 5' above the street grade at the p/l. In addition, an acoustical engineer shall be retained to assist in the design of structures.	Site Development Phase.	Developer, City of Calimesa Public Works Department, Site Manager, Acoustical Engineer	The developer shall submit plans showing written approval by the acoustical engineer of noise control barrier installations and shall provide materials schedules showing that sound retardant materials have been provided to the satisfaction of the acoustical engineer.	This mitigation measure is designed to reduce noise within the residential units adjacent to project streets.		
Mitigation Measure 3.6-5 For interior noise control, plans submitted for plan check shall determine whether or not the barrier proposed in Mitigation 3.6.4 is adequate for second floor noise mitigation. The barrier seems adequate for first floor noise attenuation considering the proposed building materials of stucco and siding with fiberglass insulation, dual pane windows and sliding doors, shingle over plywood roof, and carpeted floor except kitchen and baths.	Site Plan Development Phase.	City of Calimesa, Developer, Acoustical Engineer, Construction Contractors	The developer shall submit plans showing written approval by the acoustical engineer of noise control barrier installations and shall provide materials schedules showing that sound retardant materials have been provided to the satisfaction of the acoustical engineer.	This mitigation measure is designed to reduce noise within the residential units adjacent to project streets.		



8.0. Mitigation Monitoring Program

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Comments	Date	Initials
Mitigation Measure 3.6-6 Air conditioning or a means of increasing ventilation shall be installed in each unit so that windows do not have to be opened to have a habitable environment.	Plan Development and Construction Phases.	Developer, City of Calimesa, Construction Contractors	The developer shall submit plans showing air conditioning or means of increasing ventilation.	This mitigation measure is designed to reduce noise within the residential units.		
Mitigation Measure 3.6-7 The final grading plans shall be reviewed to ensure correct sound barrier heights. The produce plans shall be reviewed to ensure that an interior level of 45 dBA CNEL is met.	Plan Development Phase	Developer, City of Calimesa Engineer, Acoustical Engineer.	The developer shall submit plans showing written approval by the acoustical engineer to ensure that an interior level of 45 dBA CNEL is met	This mitigation measure is designed to reduce noise within the residential units.		
GEOLOGY						
Mitigation Measure 3.7-1 To reduce the impacts to a less than significant level, specific design and construction practices will be required. These actions should follow the recommendations made by Zeiser Geotechnical, Inc. in the project's Preliminary Geotechnical Investigation contained in Appendix E of the EIR. These recommendations include, but are not limited to, the following: 1) site preparation involving the removal of unsuitable material and man-made features, 2) geotechnical observation, 3) testing and documentation of excavations to ensure suitable foundation materials are exposed, 4) settlement monitoring program to monitor deep settlement of alluvial areas beneath proposed fills, 5) removal of natural soils that are not satisfactory for structure support, 6) preparation of fill areas, 7) preparation of footing areas, 8) compacting of fill, 9) special handling of oversize materials, 10) installation of a subdrainage system, 11) criteria regarding "preliminary" and final infrastructure installation, 12) criteria regarding foundation design, slabs-on-grade, manufactured slope, cement type, and retaining walls, 13) testing and evaluation of project soils to reexamine for soil expansion potential after rough grading, 14) methods for utility installation, and 15) criteria for general site grading, grading plan review, slope compaction, erosion control, grading observation and testing. Further geotechnical testing as part of site plan development is included as part of these recommendations.	Excavation Phase, Grading and Site Preparation, Sub-drainage Installation Phase, Construction Phase.	Developer, City of Calimesa Engineer, Public Works Department, Riverside County Flood Control and Water Conservation District, Geotechnical Consultant, Grading and Construction Contractors	City staff shall provide documentation to ensure compliance with mitigation measure.	This mitigation measure consists of specific design and construction practices to ensure that geologic impacts are reduced to a less than significant level.		



8.0. Mitigation Monitoring Program

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Comments	Date	Initials
HYDROLOGY AND WATER QUALITY						
Mitigation Measure 3.8-1 Bryant Street shall be designed and constructed to maintain 15 horizontal feet of exposed pavement during a 100-year flood to accommodate vehicular traffic. All project streets except Bryant Street shall be designed and constructed to carry the 100-year flood within the right-of-way and the 25-year flood within the curb and gutter. In addition, curb heights on all proposed streets shall not exceed eight (8) inches. The City shall not issue grading permits until the City engineer has reviewed the project street designs and determined that these requirements have been met.	Infrastructure and Drainage Design Phase, Construction Phase.	City of Calimesa Engineer, Riverside County Flood Control and Water Conservation District	City Engineer shall review plans provide documentation to ensure compliance with mitigation measure.	This mitigation measure is designed to ensure that project impacts are mitigated to a less than significant level.		
Mitigation Measure 3.8-2 The project applicant shall investigate the downstream impacts of the project and identify any required storm water system improvements to Calimesa Boulevard. This investigation shall be subject to review and approval by the City Engineer. The developer shall be responsible for design and construction of any required improvements, which shall also be subject to review and approval by the City Engineer.	Infrastructure and Drainage Design Phase, Construction Phase.	City of Calimesa Engineer, Riverside County Flood Control and Water Conservation District	City Engineer shall review plans provide documentation to ensure compliance with mitigation measure.	This mitigation measure is designed to ensure that project impacts are mitigated to a less than significant level.		
Mitigation Measure 3.8-3 The project applicant shall develop and adhere to Urban Storm water Mitigation Plan (USWMP). The City shall not approve a grading permit until the City Engineer has reviewed and approved the USWMP.	Design Phase.	City of Calimesa Engineer, Riverside County Flood Control and Water Conservation District.	City Engineer shall review plans provide documentation to ensure compliance with mitigation measure.	This mitigation measure is designed to ensure that project impacts are mitigated to a less than significant level.		
Mitigation Measure 3.8-4 The project applicant shall design and construct a debris basin at the inlet to the proposed pipe structure that will carry the existing central drainage channel's flow. The City shall not issue a grading permit until the City Engineer has reviewed and approved the design of this debris basin.	Grading Design and Infrastructure Design Phases.	City of Calimesa Engineer, Riverside County Flood Control and Water Conservation District.	City Engineer shall review plans provide documentation to ensure compliance with mitigation measure.	This mitigation measure is designed to ensure that a debris basin is constructed to carry the existing central drainage channel's flow.		



8.0. Mitigation Monitoring Program

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Comments	Date	Initials
Mitigation Measure 3.8-5 The City shall not issue a grading permit for work within 500 feet of the Department of Water Resources transmission line without written approval by the Department of Water Resources.	Grading Design and Plan Review and Permitting Phases.	City of Calimesa Engineer, Department of Water Resources	City Engineer shall review plans provide documentation to ensure compliance with mitigation measure.	This mitigation measure is designed to ensure that project does not negatively impact DWR transmission lines.		
HAZARDOUS MATERIALS						
Mitigation Measure 3.9-1 Prior to the issuance of a building permit for any commercial structure, the applicant shall identify, in writing, all potential uses, generation, routine transport, and known disposal of hazardous materials and the methods at which the hazardous materials shall be handled. The City shall not issue a building permit for the commercial structure until it has reviewed this information and is confident that the potential uses, generation, routine transport, and known disposal of hazardous materials would not put humans or the environment at significant risk.	Prior to the issuance of a building permit for each commercial structure.	City of Calimesa Fire Department, City Engineer	City staff, in coordination with the fire department, shall review hazardous materials use, generation, and transportation plans to ensure compliance with mitigation measure.	This mitigation measure is designed to ensure that all potential uses, generation, transport and disposal of hazardous materials are documented.		
Mitigation Measure 3.9-2 Prior to the issuance of a demolition permit the applicant shall identify, in writing, the methods to be used to dispose of the pesticides contained in the central work area. The City shall not issue a demolition permit until it has reviewed these methods and is confident that the disposal of pesticides would not put humans or the environment at significant risk.	Demolition Permit Phase, Demolition Phase, Site Preparation Phase, Grading Phase.	City of Calimesa Fire Department, City Engineer	City staff, in coordination with the fire department, shall review the pesticide disposal plans to ensure compliance with mitigation measure.	This mitigation measure is designed to ensure that methods used to dispose pesticides in the central work area are identified.		



8.0. Mitigation Monitoring Program

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Comments	Date	Initials
Mitigation Measure 3.9-3 Prior to the issuance of a grading permit, the applicant shall have a Level II Assessment conducted for the areas around the chicken sheds and the soils beneath the demolished Underground Storage Tanks (USTs), as recommended in the Update to Level 1 Environmental Site Assessment prepared for this project in June 2002 by Zeiser Geotechnical, Inc. This assessment shall follow the procedures defined by the American Society for Testing and Materials (ASTM) in document "E1903-97 Standard Guide for Environmental Site Assessments: Phase II Environmental Site Assessment Process." The Level II Assessment shall include chemical analysis of surface and subsurface soil and water to determine the levels and depth of pesticide contamination around the chicken sheds. The City shall not issue a grading permit until it has reviewed the Level II Assessment and is confident that the grading of soils around the chicken shed and around the site of the demolished USTs would not put humans or the environment at significant risk. In addition, the City shall not issue a grading permit if soil is contaminated with DDT or Arochlor at a concentration equal or greater than their respective Preliminary Remediation Goals as identified by the California Department of Toxic Substance Control and/or the U.S. Environmental Protection Agency Region IX; unless applicant has submitted to the City, in writing, the methods for remediation, and the City finds these methods to meet the requirements of Title 22 of the California Code of Regulations Division 4.5: Environmental Health and Safety Standards for the Management of Hazardous Waste.	Site Plan Permit Phase, Level II Assessment and UST Removal Phase, Demolition and Site Preparation Phases, Grading Phase.	City of Calimesa Fire Department, City Engineer	City staff, in coordination with the fire department, shall review the Level II Assessment and oversee any required remediation measures to ensure compliance with mitigation measure.	This mitigation measure requires a Level II Assessment for the areas around the chicken sheds and the soils beneath the demolished Underground Storage Tank, prior to issuance of a grading permit.		
Mitigation Measure 3.9-4 The homeowner's Association or appropriate City entity shall be responsible for the maintenance of the open space areas. Prior to approval of any development plan for lands adjacent to open space areas, a fire protection/vegetation management (Fuel Modification) plan shall be submitted to the Fire Department for review and approval.	Land Use Planning Phase, Occupancy Phase	City of Calimesa, Fire Department.	City staff, in coordination with the fire department, shall conduct and document periodic site inspections to ensure compliance with mitigation measure.	This mitigation measure identifies the appropriate body for maintenance of open space, and requires submittal of a fire protection/vegetation management plan prior to approval of development plans.		



8.0. Mitigation Monitoring Program

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Comments	Date	Initials
BIOLOGICAL RESOURCES						
Mitigation Measure 3.10-1 The City shall not issue a grading permit until it has reviewed and approved the project's landscape plan. The City's approval of the landscape plan shall be contingent upon the introduction of no less than 80% native species to the designated natural open space area. The City shall not approve the landscaping plan if it includes planting of non-native invasive species.	Development Phase and Permitting Process, Landscape Installation Phase.	City of Calimesa Planning Department.	Submittal of landscaping plans and payment of appropriate fees to the City.	This mitigation measure is designed to ensure that no less than 80% native species is introduced into the designated natural open space areas.		
Mitigation Measure 3.10-2 Proposed project activities (including disturbances to vegetation throughout the entire proposed project site) should take place outside of the breeding bird season (March 1-August 31) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, surveys of the site by a qualified biologist shall be conducted to locate any active nests. All active nests shall be avoided and should be provided with a minimum buffer of 300 feet. (Five hundred [500] feet buffers are recommended for all raptor nests.)	Pre-grading and preconstruction phase.	City of Calimesa Planning Staff and Department of Fish and Game.	Documentation and reporting shall be in accordance with US Department of Fish and Game requirements. Applicant shall submit records, as appropriate indicating the presence of active bird nests and actions taken to avoid disturbance of such nests.	This mitigation measure is designed to avoid disturbance of active birds nests during the identified breeding seasons.		
Mitigation Measure 3.10-3 Jurisdictional habitat lost to the proposed development shall be replaced with similar habitat in accordance with United States Army Corps of Engineers and the California Department of Fish and Game requirements. This would consist of on-site enhancement of the drainage habitat.	Design Phase, Development Permit Review, Landscape Installation Phase.	City of Calimesa Planning Staff, US Army Corps of Engineers, California Department of Fish and Game	Documentation and reporting shall be in conformance with US Army Corps of Engineers and California Department of Fish and Game requirements. Applicant shall submit records of all coordination with resource agencies, including permit applications, to the City planning staff.	This mitigation measure is designed to establish the criteria for replacement of jurisdictional habitat lost to the proposed development.		
Mitigation Measure 3.10-4 Measures shall be taken to avoid slope erosion and resulting siltation on the southeastern drainage which may directly affect riparian communities which may occur downstream of the site.	Grading and Site Preparation, Sub-drainage Installation Phase, Construction Phase.	City of Calimesa Engineer, Santa Ana Regional Water Quality Control Board	Documentation and reporting shall be in conformance with US Army Corps of Engineers and Santa Ana Regional Water Quality Control Board requirements. Applicant shall submit records of all coordination with resource agencies, including permit applications, to the City planning staff.	This mitigation measure is designed to protect riparian communities, which may occur downstream from the site.		



8.0. Mitigation Monitoring Program

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Comments	Date	Initials
PUBLIC UTILITIES AND SERVICES						
Mitigation Measure 3.11-1 Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the school services impact fees of the Yucaipa-Calimesa Unified School District. The current fees are \$2.05/square feet and a Level 2 fee of \$0.80/square feet.	Building Permit Phase.	Yucaipa-Calimesa Unified School District, City of Calimesa building department	The Developer shall provide to the City of Calimesa proof of fee payment prior to the issuance of Building Permits.	This mitigation measure requires payment of School Impact fees to the appropriate local school district.		
Mitigation Measure 3.11-2 Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the City of Calimesa Development Impact Fees for fire services. The current fees are \$140.02/residential dwelling unit and \$0.05/square feet of commercial and park uses.	Building Permit Phase.	City of Calimesa.	The Developer shall provide to the City of Calimesa proof of fee payment prior to the issuance of Building Permits.	This mitigation measure requires payment of Development Impact fees to the appropriate fire district.		
Mitigation Measure 3.11-3 Prior to the issuance of a building permit the developer shall demonstrate to the City that all water mains and fire hydrants providing fire flows will be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or 787, subject to the approval by the Riverside County Fire Department.	Building Permit Phase.	City of Calimesa	The Developer shall provide to the City of Calimesa proof of Riverside County Fire Department plan approval prior to the issuance of Building Permits	This mitigation measure requires that the developer demonstrate that all water mains and fire hydrants are constructed in accordance with established criteria.		
Mitigation Measure 3.11-4 Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the City of Calimesa Development Impact Fees for police services. The current fees are \$32.88/residential dwelling unit and \$0.015/square feet of commercial and park uses.	Building Permit Phase.	City of Calimesa	The Developer shall pay fees prior to the issuance of Building Permits.	This mitigation measure requires payment of Impact fees for Police services.		
Mitigation Measure 3.11-5 Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the water service connection fees of the Yucaipa Valley Water District.	Building Permit Phase.	City of Calimesa, Yucaipa Valley Water District	The Developer shall provide to the City of Calimesa proof of fee payment prior to the issuance of Building Permits.	This mitigation measure requires payment of water service connection fees to the appropriate agency.		



8.0. Mitigation Monitoring Program

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Comments	Date	Initials
Mitigation Measure 3.11-6 Prior to the issuance of a building permit the developer shall demonstrate to the City that they have paid the sewer service connection fees of the Yucaipa Valley Water District.	Building Permit Phase.	City of Calimesa, Yucaipa Valley Water District	The Developer shall provide to the City of Calimesa proof of fee payment prior to the issuance of Building Permits.	This mitigation measure requires payment of sewer connection fees to the appropriate agency.		
CULTURAL RESOURCES						
Mitigation Measure 3.12-1 On-site monitoring for archaeology will be maintained throughout the period of development. Care shall be taken to watch for artifact fragments or obvious changes in soil coloration.	Design, Demolition, Grading, Site Preparation, Sub-Drainage Installation, Infrastructure Development, and Construction Phases.	City of Calimesa Planning Staff Archeological Consultant	City planning staff shall conduct and document periodic site inspections to ensure compliance with mitigation measure.	This mitigation measure is designed to ensure that archeological monitoring is conducted on site.		
Mitigation Measure 3.12-2 The monitor must be empowered to temporarily halt or redirect excavation equipment while fossils are being removed. The monitor should be equipped to speedily collect specimens if they are encountered.	Demolition, Grading, Site Preparation and Sub Drainage Installation, Infrastructure Development and Construction Phases.	City of Calimesa Planning Staff Archeological Consultant	City planning staff shall conduct and document periodic site inspections to ensure compliance with mitigation measure.	This mitigation measure is designed to ensure that handling of fossils, if found on the site, is adequately regulated.		
Mitigation Measure 3.12-3 The monitor, with assistance if necessary, should collect individual fossils and/or samples of fossil—bearing sediments. If specimens of small animal species are encountered the most time and cost efficient method of recovery is to remove a selected volume of fossil—bearing earth from the grading area and stockpile it offsite for later processing.	Demolition, Grading, Site Preparation and Sub Drainage Installation, Infrastructure Development and Construction Phases.	City of Calimesa Planning Staff Archeological Consultant	City planning staff shall conduct and document periodic site inspections to ensure compliance with mitigation measure.	This mitigation measure is designed to ensure that handling of fossils, if found on the site, is adequately regulated.		



8.0. Mitigation Monitoring Program

Mitigation Measures	Period of Implementation	Monitoring Responsibility	Reporting Procedure	Comments	Date	Initials
Mitigation Measure 3.12-4 Fossils recovered during earthmoving or as a result of screen washing of sediment samples should be cleaned and prepared sufficiently to allow identification. This allows the fossils to be described in a report of findings and reduces the volume of matrix around specimens prior to storage, thus reducing storage costs.	Demolition, Grading, Site Preparation and Sub Drainage Installation, Infrastructure Development and Construction Phases.	City of Calimesa Planning Staff Archeological Consultant	City planning staff shall conduct and document periodic site inspections to ensure compliance with mitigation measure.	This mitigation measure is designed to ensure that handling of fossils, if found on the site, is adequately regulated.		
Mitigation Measure 3.12-5 A report of findings should be prepared and submitted to the public agency responsible for overseeing developments and mitigation of environmental impacts upon completion of mitigation. This report would minimally include a statement of the types of paleontologic resources found, the methods and procedures used to recover them, an inventory of the specimens recovered, and a statement of their scientific significance.	Demolition, Grading, Site Preparation and Sub Drainage Installation, Infrastructure Development and Construction Phases.	City of Calimesa, Archeological Consultant	City planning staff shall oversee and review the preparation of the cultural resource report.	This mitigation measure requires the filing of a report of findings of paleontological resources to the public agency responsible for overseeing developments and mitigation of environmental impacts.		
Mitigation Measure 3.12-6 The paleontological specimens recovered as a result of mitigation should be donated to a qualified scientific institution where they would be afforded long-term preservation and the opportunity for further scientific study.	Demolition, Grading, Site Preparation and Sub Drainage Installation, Infrastructure Development and Construction Phases	City of Calimesa, Archeological Consultant	City planning staff shall conduct and document periodic site inspections to ensure compliance with mitigation measure.	This mitigation measures requires donation of any paleontological specimens found to a qualified scientific institution.		