

MESAVERDE ESTATES
SPECIFIC PLAN AMENDMENT
FINAL
ENVIRONMENTAL IMPACT REPORT

SCH# 2004071045

July 5, 2007

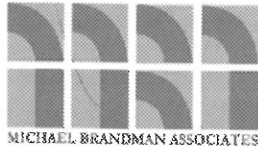


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Appendix B	Air Quality Technical Information*
Appendix C	Biological Resources Report & Oak Tree Report*
Appendix D	Cultural Resources & Paleontological Resources Report*
Appendix E	Geotechnical Engineering Report (see Draft EIR)
Appendix F	Hydrology And Drainage Technical Report (see Draft EIR)
Appendix G	Noise Technical Report*
Appendix H	Phase I Environmental Site Assessment (see Draft EIR)
Appendix I	Traffic Technical Report*
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INTRODUCTION TO THE FINAL EIR

The City of Calimesa coordinated the preparation of an Environmental Impact Report (EIR) for the Mesa Verde Estates Specific Plan (project or proposed project), further described in the Draft EIR and Revised Draft EIR. The City released the Draft EIR and held a 45-day public review period commencing in September 2005. Subsequently, due to revisions to the Specific Plan by the Applicant, the City released a Revised Draft EIR and held a second 45-day review period commencing in February 2007.

In accordance with Section 15088 of the State of California Environmental Quality Act (CEQA) Guidelines, this Final EIR document includes responses to comments received on the Draft EIR and Revised Draft EIR, as well as any modifications to the EIR made in response to comments received on either the Draft or Revised Draft EIR, and the Mitigation Monitoring and Reporting Program (MMRP).

REVIEW OF THE DRAFT EIR

The City of Calimesa distributed the Draft EIR for a 45-day public review period beginning on September 7, 2005 and ending on October 21, 2005.

The City used several methods to elicit comments on the Draft EIR:

- Copies of the Draft document were distributed to state agencies through the State Clearinghouse of the Governor's Office of Planning and Research and to local agencies, individuals, and organizations.
- A Notice of Completion and Availability of the Draft EIR was published in the local newspaper indicating where copies of the Draft EIR could be obtained or reviewed, including the Community Development Department and the City Library.
- A Notice of Completion and Availability of the Draft EIR was sent to local agencies, individuals, and organizations indicating where copies of the Draft EIR could be obtained or reviewed, including the Community Development Department and the City Library.

The City followed the same methodology to elicit comments on the Revised Draft EIR which circulated for public review between February 20 and April 5, 2007.

INCORPORATION BY REFERENCE

Pursuant to Section 15132 of the CEQA Guidelines, the Draft and Revised Draft EIRs are hereby incorporated into the Final EIR, which includes the Response to Comments and MMRP. Unless otherwise noted, all abbreviations used in the Final EIR are the same as those used in the Draft and Revised EIRs.

The Draft and Revised Draft EIRs are available for review at the Community Development Department, 908 Park Avenue, Calimesa, CA 92320.

SIGNIFICANT NEW INFORMATION AND CHANGES TO THE DRAFT EIR

Information contained within this document clarifies or supplements information presented in the Draft EIR. This information does not constitute “significant new information” as defined in CEQA Guidelines Section 15088.5, nor does this information ultimately change the findings made in the EIR. Therefore, the Draft or Revised Draft EIRs are not subject to recirculation, nor does any clarification or supplemental information trigger any of the recirculation requirements for the Draft EIR as set forth in CEQA Guidelines Section 15088.5.

LIST OF COMMENTORS

<u>Commentors on the 2005 Draft EIR</u>	<u>Letter Code</u>
Beaumont Unified School District.....	A
Yucaipa Valley Water District.....	B
Department of Conservation, Division of Oil, Gas and Geothermal Resources	C
Yucaipa-Calimesa Joint Unified School District	D
Riverside County Flood Control and Water Conservation District	E
South Coast Wildlands.....	F
Center for Biological Diversity.....	G
State Clearinghouse	H
E. Christina Elliott	I
Brian and Beverly James	J
Beverly James and Chris Elliott.....	K
Chris Elliott.....	L
Bonnie J. Mitchell.....	M
Gale K. Gorke	N
State of California, Department of Transportation	O

<u>Commentors on the 2007 Revised Draft EIR</u>	<u>Letter Code</u>
Department of Conservation	A
Bowie, Arneson, Wiles and Giannone, Attorneys for the Yucaipa-Calimesa Joint Unified School District.....	B
T.P. Miller.....	C
Beverly J. James, Brian N. James, E Christine Elliott, and Fred A. Elliot	D
Winefred Shutt.....	E

Native American Heritage Commission F
 Manuel Guzman.....G
 Riverside County Flood Control and Conservation District.....H
 Neighborhood Residents I
 Caltrans District 8J

MODIFICATIONS TO THE REVISED DRAFT EIR

The original 2005 Draft EIR described a Specific Plan with a 61.8 acre Mixed Use Component containing 350,000 square feet of commercial use and 358 dwelling units. A subsequent revision of the Specific Plan included new access roads and a change in the Mixed Use Component that increased the dwelling units to 766 and reduced the commercial area to 200,000 square feet. As a result of the revisions to the Specific Plan, a Supplemental Draft EIR was prepared to address potential impacts related to the new access roads, the increased number of housing units and the decreased square footage of commercial development. The Fiesta Development has recently reconsidered the changes to the Mixed Use Component and proposes to revert to a Specific Plan configuration of approximately 358 dwelling units and 350,000 square feet of commercial space. A comparison of modifications is shown as in Table I-1. The new access roads would remain in the Specific Plan. A review and comparison of the original and revised Specific Plans and the 2005 Draft EIR and the 2007 Revised Draft EIR has resulted in the following findings:

**Table I-1
 Statistical Summary of Mesa Verde Estates Land Use Master Plans**

Land Use	Original Land Plan			Revised Land Plan			Difference
	Gross Acres	Dwelling Units	Commercial (Sq Ft)	Gross Acres	Dwelling Units	Commercial (Sq Ft)	
Residential							
Very Low Density				40.0	104		+104
Low Density	111.2	322		84.3	282		-40
Medium Low Density	199.4	694		193.7	693		-1
Medium Density	239.7	1,084		349.4	1,669		+587
Medium High Density	185.9	992		56.4	344		-648
SFR Subtotals	736.2	3,092		723.8	3,092		No change in number of DU -12.4 ac
Mixed Use – Residential/Commercial							
Mixed Use Residential./Commercial	61.8	358	350,000	62.5	766	200,000	-150,000 sq ft and +408 DU -0.7 ac
<i>June 2007 Revisions</i>	<i>61.8</i>				<i>358</i>	<i>350,000</i>	No change from original

Table I-1
Statistical Summary of Mesa Verde Estates Land Use Master Plans

Land Use	Original Land Plan			Revised Land Plan			Difference
	Gross Acres	Dwelling Units	Commercial (Sq Ft)	Gross Acres	Dwelling Units	Commercial (Sq Ft)	
Public/Institutional¹							
School Sites/Water Tower	40.8			43.1			+2.3 ac
Roads	99.8			91.4			-8.4 ac
P/I Subtotal	140.6			134.5			+0.2 ac
Open Space, Parks and Recreation							
Open Space, Private Recreation	12.4			12.5			+0.1
Open Space, Park sites	50.4			57.5			+7.1 ac
Open Space, Natural	440.0			452.5			+12.5 ac
Open Space - Not a Part	29.3			29.3			No change
Basins	21.7			19.8			-1.9 ac
OS/Parks/Rec Subtotal	553.8			571.6			+17.8 ac
TOTAL	1,492.4	3,450	350,000	1,492.4	3,858	200,000	+408 DU's - 150,000 sq ft
June 2007 Revisions	1,492.4	3,450	350,000	1,492.4	3,450	350,000	No Change

¹ Does not include residential in the MU planning areas which are accounted for separately.
² In original Land Plan this category included the 29.9 acres that is not a part of the Specific Plan, in San Bernardino County. This area is now included in Open Space since it is not being developed.

Table 3.12-4: Trip Generation for Various Phases of the Proposed Project, has been modified—the changes in commercial versus residential use. The Difference represents a 6 percent increase in trips over the project evaluated in the Revised Draft EIR; however, mitigation measures for impacts associated with either scenario would be reduced to less than significant levels and reflect conditions of approval imposed by the City of Calimesa. These measures include road development, road widening, intersection signalization and improvements to freeway ramps.

Table 3.12-4
Trip Generation Rates for Various Phases of the Proposed Project

Project Phase	Traffic Analysis Zones	Planning Area	Land Use	Proposed Quantity ¹	Peak Hour Trip Rates				Daily
					a.m.		p.m.		
					In	Out	In	Out	
1	2	34	Recreation Center	125.0 TSF	124	79	60	145	2,860
	5	25	Elementary School	600 STU	138	114	18	36	774
	8	11	Single-Family Detached Residential	112 DU	21	63	72	41	1,072
		12	Single-Family Detached Residential	84 DU	16	47	54	31	804
		Subtotal			37	110	126	72	1,876
	9.1	40	Single-Family Detached Residential	67 DU	13	38	43	25	641
41		Single-Family Detached Residential	140 DU	27	78	90	52	1,340	

**Table 3.12-4
Trip Generation Rates for Various Phases of the Proposed Project**

Project Phase	Traffic Analysis Zones	Planning Area	Land Use		Proposed Quantity ¹	Peak Hour Trip Rates				Daily	
						a.m.		p.m.			
						In	Out	In	Out		
		42	Single-Family Residential	Detached	175 DU	33	98	112	65	1,675	
		Subtotal				73	214	245	142	3,656	
	10	9	Single-Family Residential	Detached	140 DU	27	78	90	52	1,340	
	13	8	Single-Family Residential	Detached	92 DU	17	52	59	34	880	
	14	5	Active Park		11.6 AC	10	9	27	27	484	
Subtotal – Phase 1						426	656	625	508	11,870	
2	4	17	Single-Family Residential	Detached	106 DU	20	59	68	39	10145	
		19	Single-Family Residential	Detached	98 DU	19	55	63	36	938	
		35	Single-Family Residential	Detached	127 DU	24	71	81	47	1,215	
		36	Single-Family Residential	Detached	110 DU	21	62	70	41	1,053	
Subtotal – Phase 2						84	247	282	163	4,220	
CUMULATIVE TOTAL – PHASE 1 AND 2						510	903	907	671	16,090	
3	1.1	24	Single-Family Residential	Detached	83 DU	16	46	53	31	794	
		25	Single-Family Residential	Detached	110 DU	21	62	70	41	1,053	
		Subtotal				37	108	123	72	1,847	
	3	3	14	Single-Family Residential	Detached	43 DU	8	24	28	16	412
			16	Single-Family Residential	Detached	146 DU	28	82	93	54	1,397
			18	Single-Family Residential	Detached	88 DU	17	49	56	33	842
			20	Single-Family Residential	Detached	100 DU	19	56	64	37	957
			29	Single-Family Residential	Detached	160 DU	30	90	102	59	1,531
			Subtotal				102	301	343	199	5,139
	6	6	30	Single-Family Residential	Detached	108 DU	21	60	69	40	1,034
			32	Single-Family Residential	Detached	242 DU	46	136	155	90	2,316
			33	Single-Family Residential	Detached	49 DU	9	27	31	18	469
			Subtotal				54	160	183	106	2,747
9.2	9.2	37	Single-Family Residential	Detached	49 DU	9	27	31	18	469	
		38	Single-Family Residential	Detached	136 DU	26	76	87	50	1,302	
		39	Single-Family Residential	Detached	102 DU	19	57	65	38	976	

**Table 3.12-4
Trip Generation Rates for Various Phases of the Proposed Project**

Project Phase	Traffic Analysis Zones	Planning Area	Land Use	Proposed Quantity ¹	Peak Hour Trip Rates				Daily
					a.m.		p.m.		
					In	Out	In	Out	
		Subtotal			54	160	183	106	2,747
	11	4	Multi-Family Residential Attached	200 DU	20	82	80	44	1,344
		4	Commercial Retail	100 TSF	58	37	196	213	4,380
		4	Pass-By Trips/Internal Capture 20 %		-12	-7	-39	-43	-876
		Subtotal			66	112	237	214	4,848
Subtotal – Phase 3					335	904	1,141	739	18,400
CUMULATIVE TOTAL – PHASE 1, 2, and 3					845	1,807	2,048	1,410	34,446
2030	1.2	23	Single-Family Residential Detached	80 DU	15	45	51	30	766
		26	Single-Family Residential Detached	104 DU	20	58	67	38	995
		27	Single-Family Residential Detached	65 DU	12	36	42	24	622
		28	Single-Family Residential Detached	96 DU	18	54	61	36	919
		31	Single-Family Residential Detached	80 DU	15	45	51	30	766
		Subtotal			80	238	272	158	4,068
	7	7	Middle School	900 STU	261	216	72	63	1,458
	12	2 & 3	Commercial Retail	250.0 TSF	145	83	490	533	10,950
			Pass-By Trips/Internal Capture 20 %		-29	-14	-98	-108	-2190
		Subtotal			46	30	157	170	8,760
15	1	Multi-Family Residential Attached	158 DU	16	66	86	47	1,441	
16	6	Elementary School	600 STU	138	114	18	36	774	
Subtotal – 2030					611	703	840	729	16,500
CUMULATIVE TOTAL – PHASE 1, 2, and 3 and 2030					1,456	2,511	2,888	2,139	50,946

¹ DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres; and STU = Students
Source: Urban Crossroads, 2005/2006

RATIONALE FOR MODIFICATIONS TO THE REVISED DRAFT EIR

Table ES-1 in the Executive Summary summarizes the Mitigation Measures from both the Draft and Revised Draft EIRS. The following text was inadvertently left out of the table but does appear in the Executive Summary of the Draft EIR.

The following are hazardous material mitigation measures for locations that the Petra Phase I ESA identified as locations of potential future concern:

- 1) Three Water Wells – These wells shall be closed in accordance with the appropriate Riverside County regulatory agency procedures if they are not intended for future use.
- 2) Septic Systems – The residential septic systems shall be removed and the debris disposed in accordance with federal and state regulations.
- 3) Seven Pole-Mounted Transformers – These pole-mounted transformers shall be removed by a licensed contractor if they are not intended for future use.
- 4) Miscellaneous Solid Waste Debris Piles – The solid waste debris piles present on the Proposed Project site shall be removed and if contamination is found, a licensed cleanup contractor shall be employed to perform further removal and remediation, if required, in accordance with federal and state regulations. Additionally, the soil beneath the solid waste piles shall be examined by a qualified environmental company to assess if contamination is present.
- 5) Abandoned Oil Well – The location of the abandoned oil well shall be identified. The oil well shall be closed or mitigated in accordance with the DOGGR construction site plan review process and requirements.
- 6) Ranch Solid Waste Debris Piles – Ranch solid waste debris piles are suspected on the site but were not found. Therefore, if these debris piles are found during Proposed Project development, they shall be further investigated by a qualified environmental company to determine if they pose an environmental or health risk.

Grading and excavation workers shall be informed that there is a possibility that an old abandoned UST is located within a portion of the Proposed Project site. If a UST is found during project development, the general contractor shall be notified immediately. Removal of this tank shall be performed by a licensed contractor in accordance with Riverside County, State of California, and federal LORS. conditions for land use cases in incorporated cities; therefore the reference in DEIR Section 2.6, Permits, Approvals, and Regulatory Requirements (Table 2-3) stating that a permit or approval is needed from the District for “Regional storm drainage and flood control improvements” shall be deleted.

- 7) **Mitigation measures B-3 and B-4** shall be modified to require seed mixes approved by RCA and Fish and Game to the bare areas adjacent to Natural Open Space areas.

The Riverside County Flood Control and Water Conservation District (District) has responded by comment to the DEIR that the District does not plan check or recommend.

Mitigation Measure WQ-1 has been modified to remove the 60-day time limit after project approval for the applicant to prepare and submit a SWPPP to the City of Calimesa.

Mitigation Measure N-1 has been deleted. The issue is addressed in Mitigation Measure N-14. Mitigation Measure N-4 has been modified to read that high noise levels caused by construction activities shall be limited consistent with the construction hours adopted by the City’s Noise Ordinance.

Mitigation Measure N-6 has been modified to only require conformance to the construction hours permitted by the City's Noise Ordinance. No times or days are stated in the mitigation measure.

Mitigation Measure N-13 has been deleted. It duplicates N-3.

Mitigation Measure N-14 has been modified to specify that County Line Road west of the Extension of Roberts Road shall not be used for construction traffic unless other routes are unavailable.

Mitigation Measure N-18 has been modified to require site specific noise studies for "phases" rather than "planning areas" for the Roberts Road Extension and related access roads. **Mitigation Measure N-19** has been modified to require building insulation "or other measures" to be provided "as required by a Noise Study."

Mitigation Measures HAZ-1 and HAZ-2 have been modified to refer to mixed use sites PA 4 to north of PA6 and PA7 to have development compatible with school sites.

Mitigation Measure HAZ-3 has been modified to refer to PAs 6 and 7, rather than 8, for implementation of traffic controls related to schools.

Mitigation Measure HAZ-5 has been amended to refer to Riverside County Ordinance No. 460 "as adopted by the City of Calimesa in the Municipal Code."

Mitigation Measure HAZ-6 has been amended to require all buildings to be constructed in accordance with provisions contained in Riverside County ordinance 787.1 "as adopted by the City of Calimesa in the Municipal Code."

Mitigation Measure PS-2 has been modified to require that Police protection impact fees shall be paid to the City of Calimesa as coordinated with the Riverside County Sheriff's Department appropriate to the level of service and related facilities or facilities required as a result of the Proposed Project.

Mitigation Measure PS-8 has been modified to require that "the developer shall designate potential school sites for the project. If the school district reaches an agreement with the developer to purchase the designated school sites, the school district shall be responsible to construct the sites as schools. If the school district does not purchase the sites, the developer shall develop the designated school sites consistent with the Specific Plan."

Mitigation Measure PS-16 has been modified to require that the proposed project shall be serviced by the existing YVWD plant to the north of the project site.

Mitigation Measures T-1 through T-4 have been modified to reflect the Conditions of Approval imposed by the City of Calimesa. These measures differ from those recommended by the Traffic Impact Analysis and are more directly linked to project phasing and the issuance of building permits.

Mitigation Measure T-1 (Phase I)

T-1a. Construct the following improvements prior to issuance any building permits excluding models. After the completion of the following improvements, 528 building permits within PAs 9, 40, 41, and 42 shall be issued.

1. Half width Sandalwood Drive from the freeway ramps to Roberts Road
2. Half width Roberts Road from South Loop B to North Loop A
3. Half width Roberts Road and Roberts Road Extension from North Loop A to County Line Road
4. Half width County Line Road from the extension of Roberts Road to the freeway ramps
5. Half width 7th Street realignment from Sandalwood Drive to Roberts Road
6. Install stop sign and right turn only at 7th Street
7. Half width North Loop A from Roberts Road to D Street
8. Half width South Loop B from Roberts Road to D Street
9. Half width Street C from South Loop B to North Loop A
10. Half width Street D from South Loop B to North Loop A
11. Half width Street F from North Loop A to Extension of Roberts Road
12. Full width Street G from Street F to the Mesa View School
13. Half width Street D From North Loop A to the terminus of the property (cul-de-sac) if PA 21 or 34 developed in the 1st phase
14. 24' pavement County Line Road from the terminus of the property (cul-de-sac) to the existing pavement if PA 21 or 34 developed in the 1st phase
15. Half width North Loop A from D Street to PA21 entrance if PA 21 developed in the 1st phase
16. Half width South Loop B from D Street to PA34 entrance if PA 34 developed in the 1st phase
17. Plans for County Line Road, Sandalwood Drive, and Calimesa Boulevard interchange improvements required for Phase 1 shall be approved.

T-1b. Construct the following improvements to allow the issuance of 196 building permits within PAs 11 and 12 for a total of 724 building permits.

18. Full Width Sandalwood Drive from the freeway ramps to Roberts Road
19. Intersection Improvements
 - a. County Line Road at Calimesa Boulevard
 - i. East bound County Line Road
 1. One new combination through/right turn in addition to the existing through lane and the existing left turn only

- b. County Line Road at east bound ramp
 - i. West bound County Line Road
 - 1. One new right turn only in addition to the existing through lane
- 20. Sandalwood Drive Interchange improvements
 - a. East bound off ramp new right turn only in addition to the existing lane
 - b. Back to back left turn lane by re-striping at the I-10/Sandalwood interchange ramp intersection
 - c. Signals at Sandalwood Drive and I-10 east bound ramps
- 21. County Line Road Interchange improvements
 - a. East bound off ramp new lane right turn only in addition to the existing lane
 - b. East bound County Line Road under the bridge one new through lane by re-striping in addition to the existing through lane and the existing left turn only lane
 - c. Signals at County Line Road and I-10 east and west ramps

T-1c. Construct the following improvements to allow the issuance of 92 building permits within PA 8 for a total of 816 building permits.

- 22. Full width Street F from North Loop A to Extension of Roberts Road
- 23. Full Width North Loop A from Roberts Road to D Street
- 24. Full width Roberts Road from South Loop B to North Loop A
- 25. Full width Street C from South Loop B to North Loop A
- 26. Full width Street D from South Loop B to North Loop A
- 27. Intersection improvements:
 - a. Roberts Road and North Loop A:
 - i. Roberts Road north bound
 - 1. One new left turn only and new combination through/right turn
 - ii. Roberts Road south bound
 - 1. One new left turn only and new combination through/right turn
 - iii. North Loop A east bound
 - 1. One new left turn only and new combination through/right turn
 - iv. North Loop A west bound
 - 1. One new left turn only and new combination through/right turn
 - b. Extension of Roberts Road and County Line Road:
 - i. County Line Road west bound

1. One new left turn only in addition to the existing through lane
 - ii. Roberts Road
 1. One new left turn only and one right turn only
 - iii. Install a stop sign at Robert Road
28. Signals at Sandalwood Drive and Roberts Road
29. Calimesa Boulevard Interchange Improvements
- a. Signals at Calimesa Boulevard and I-10 west bound ramp, if warranted, if not shall be checked for warrants in phase 2

Mitigation Measure T-2 (Phase 2)

T-2a. Construct the following prior to issuance of any building permits in Phase 2 for PAs 16, 17, 19, 21 (if not constructed in phase 1), 34 (if not constructed in Phase 1), 35, and 36.

30. Full width Street E
31. Half width Street D From North Loop A to the terminus of the property (cul-de-sac) if not built in the 1st phase
32. 24' pavement County Line Road from the terminus of the property (cul-de-sac) to the existing pavement if not built in the 1st phase
33. Half width North Loop A from D Street to PA21 entrance if not built in the 1st phase
34. Half width South Loop B from D Street to PA34 entrance if not built in the 1st phase
35. Plans for County Line Road, Sandalwood Drive, and Calimesa Boulevard interchange improvements required for Phase 2 shall be approved.

T-2b. Construct the following improvements to allow the issuance of 441 building permits within PAs 17, 19, 35, and 36 for a total of 1,257 building permits.

36. Full width County Line Road from the extension of Roberts Road to the freeway ramps.
37. Intersection Improvements
 - a. County Line Road at the east bound ramps
 - i. County Line Road east bound at the east bound I-10 ramps
 1. One new through lane in addition to the existing combination through/right turn lane
 - b. Sandalwood Drive east bound at the east bound I-10 ramps
 - i. One new right turn only in addition to the existing through lane
 - c. Sandalwood Drive east bound at Calimesa Boulevard

- i. One new right turn only in addition to the existing two through lanes and the existing left turn only lane

38. Signals at:

- a. Street F at North Loop Road A
- b. Street D at North Loop Road A

39. County Line Road Interchange improvements

- a. One new left turn only for the east bound off ramp in addition to the existing left turn only and the existing right turn only lanes.

Mitigation Measure T-3 (Phase 3)

T-3a. Construct the following improvements prior to the issuance of any building permits in Phase 3 for PAs 4, 14, 16, 18, 20, 22, 24, 25, 29, 30, 32, 33, 37, 38, 39, 44, and 45. After the completion, allow the development of 200,000 square feet of commercial.

- 40. Plans for County Line Road, Sandalwood Drive, and Calimesa Boulevard interchange improvements required for Phase 3 shall be approved.

T-3b. Construct the following improvements prior to the issuance of any building permits in PAs 20, 24, 25, 29, 30, 32, and 33.

- 41. Half width North Loop A and South Loop B from PA21 entrance to PA34 entrance.

T-3c. Construct the following improvements prior to the completion of PA 45.

- 42. Half width Robert Road from South Loop B to the southerly property line.

T-3d. Construct the following improvements prior to the issuance of the last building permit for PA 14.

- 43. Full width Street D from North Loop A to the terminus of the property (cul-de-sac).

T-3e. Construct the following improvements to allow the issuance of 564 building permits within PAs 14, 16, 18, 37, 38, and 39 for a total of 1,822 building permits

- 44. Full width South Loop B from Roberts Road to D Street

T-3f. Construct the following improvements to allow the issuance of 1,052 building permits within PAs 4, 20, 24, 25, 29, 30, 32, and 33 for a total of 2,873 building permits.

45. Intersection Improvements

- a. Sandalwood Drive and 7th Street
 - i. Sandalwood Drive east bound at 7th Street
 - 1. Two new through lanes in addition to the existing one through lane

- ii. Sandalwood Drive west bound at 7th Street
 - 1. One new through lane in addition to the existing one through lane and one new combination through lane/right turn
 - b. Sandalwood Drive and Roberts Road intersection
 - i. Sandalwood Drive west bound
 - 1. One new through lane in addition to the existing through lane
 - 2. One new left turn only in addition to the existing left turn only lane
 - 3. One new right turn only
 - ii. Sandalwood Drive east bound
 - 1. One new combination through lane/right turn in addition to the existing through lane and the existing left turn only
 - iii. Roberts Road south bound
 - 1. One new left turn only in addition to the existing left turn and the existing combination through lane/right turn
 - c. Sandalwood Drive and east bound ramps
 - i. Sandalwood Drive east bound at east bound ramps
 - 1. One new through lane in addition to the existing through lane and the existing right turn only lane
 - d. Sandalwood Drive and Calimesa Boulevard
 - i. Sandalwood Drive east bound
 - 1. One new right turn only in addition to the existing two through lanes and the existing left turn only
 - ii. Calimesa Boulevard north bound
 - 1. One new left turn only in addition to the existing left turn only
 - 2. One new right turn only in addition to the two through lanes
 - e. 5th Street and Calimesa Boulevard
 - i. 5th Street one new through lane in addition to the one existing through lane and the existing right only and left only lanes
46. Sandalwood Interchange reconfiguration improvements
- a. One new lane left turn only for the east bound off ramp for a total of two left only lanes
 - b. One new lane right turn only for the east bound off ramp for a total of two right only lanes
 - c. New Sandalwood Drive 6 lane overpass to include:
 - i. Two new through east bound lanes
 - ii. Two new through west bound lanes and two left turn only
47. Sandalwood/Calimesa Boulevard Interchange reconfiguration improvements

- a. Calimesa Boulevard south bound at the west bound interchange off ramp one new through lane for a total of two through lanes and one new right turn only
 - b. Calimesa Boulevard north bound at the west bound interchange off ramp one new through lane for a total of two through lane and one new left turn only
 - c. Calimesa Boulevard interchange off ramp with one new dual left and right turn in addition to the existing left turn only
 - d. Install traffic signal at the intersection of Calimesa Boulevard and west bound freeway off ramp, if warranted and if approved by Cal Trans
48. Signals at:
- a. Extension of Roberts Road and County Line Road
 - b. F Street and Extension of Roberts Road
 - c. South Loop B and D Street.

Mitigation Measure T-4 (Phase 4)

T-4a. Construct the following improvements prior to the issuance of any building permits in Phase 4.

49. Plans for County Line Road and Sandalwood Drive interchange improvements required for Phase 4 shall be approved.

T-4b. Construct the following improvements to allow the issuance of 577 building permits within PAs 1, 2, 3, 23, 26, 27, 28, 31 for a total of 3,450 and 150,000 square feet of Commercial within PAs 1, 2, 3.

50. Full width North Loop A from D Street to PA21 entrance.
51. Full width South Loop B from D Street to PA34 entrance.
52. Full width North Loop A and South Loop B from PA21 entrance to PA34 entrance.
53. Full width Roberts Road Extension from North Loop A to northern property boundary
54. Full width Robert Road from South Loop B to the southerly property line.
55. Full width 7th Street
56. Sandalwood Drive east bound off ramps
 - a. New through lane on addition to the existing two through lanes
 - b. New right turn only
57. Calimesa Boulevard south bound and Sandalwood Drive
 - a. One new right turn only
 - b. One new through lane in addition to the existing through lane and the existing left turn only lane

58. County Line Interchange Improvements
 - a. West bound under crossing one new through lane in addition to the existing through lane and the existing left turn
 - b. West bound off ramp one new right turn only
59. Sandalwood Drive Interchange Improvements
 - a. New Sandalwood Drive 8 lane overpass to include:
 - i. Three through east bound lanes
 - ii. Three through west bound lanes and two left turn only
60. Calimesa Boulevard Interchange reconfiguration improvements
 - a. Calimesa Boulevard south bound one new right turn only in addition to the two existing through lanes
61. Extension of Roberts Road at County Line Road
 - a. West bound County Line Road add a left turn only lane in addition to the existing left turn and the existing through lane
62. Calimesa Boulevard and County Line Road
 - a. East bound County Line Road new right turn only lane in addition to the two existing through lanes and the left turn only lane
 - b. West bound County Line Road new right turn only in addition to the existing two through lanes and the existing left turn only lane
 - c. North bound Calimesa Boulevard new left turn only lane in addition to the existing left turn only lane and new right turn only in addition to the two existing through lanes
 - d. South bound Calimesa boulevard new through lane in addition to the existing through lane and the existing left turn only and existing right turn only lanes
63. West bound County Line Road at I-10 one new through lane in addition to the existing through lane and the existing right turn only through lane
64. East bound County Line Road at east bound I-10 ramps add one new right turn only in addition to the existing two through lanes
65. Roberts Road and North Loop Road
 - a. North bound Roberts Road
 - i. New through lane in addition to the existing through lane
 - ii. New left turn only in addition to the existing left turn only
 - iii. New right turn only
 - b. South bound Roberts Road
 - i. New through lane in addition to the two existing left turns only and the existing combination through lane/right turn
 - c. East bound North Loop Road

- i. New right turn only in addition to the two existing through lanes and the existing left turn only
- 66. Roberts Road and South Loop Road
 - a. North bound Roberts Road two new through lanes and two new left turn only lanes
 - b. South bound Roberts Road two new through lanes in addition to the existing left turn only
 - c. South Loop B new right turn only in addition to the existing left turn only lane
 - d. Traffic Signal
- 67. Signals at:
 - a. C Street and North Loop A
 - b. C Street and South Loop B

EXECUTIVE SUMMARY

INTRODUCTION

The City of Calimesa (City) has prepared the Draft Environmental Impact Report (EIR) to provide responsible agencies, interested agencies, and the public with information about the potential environmental effects associated with the proposed Mesa Verde Estates Specific Plan Amendment Project (Proposed Project), located in the City of Calimesa, California. The Proposed Project constitutes a “project” under the California Environmental Quality Act (CEQA) because it causes a direct physical change in the environment and requires discretionary approval by the City of Calimesa. The City of Calimesa is the Lead Agency under CEQA. This Revised and Recirculated Draft EIR addresses changes to the Proposed Project that potentially alter environmental impacts.

CEQA Guidelines Section 15088.5 discusses the requirements for the recirculation of an EIR prior to certification. Under subsection (a), “a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification.” After reviewing the proposed revisions to the Specific Plan (Land Use Master Plan and Circulation Master Plan) the City of Calimesa determined that these revisions represented significant new information that should be made public.

Section 15088.5(b) states that “recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR”. Some revisions to the Specific Plan represent clarification; however, the redistribution of planning areas to provide a more cohesive open space area within the project site, and the changes in proposed access to the project site, require additional environmental evaluation, the results of which do constitute significant new information.

Therefore, in accordance with CEQA Guidelines Section 15088.5(a) the City has recirculated the Draft EIR, as revised. CEQA Guidelines Section 15088.5(c) states that, “if the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.” In accordance with this section, the following issues are addressed in this recirculated Draft EIR: Aesthetics and Visual Resources; Biological Resources; Cultural/Paleontological Resources; Land Use; Noise; and Traffic and Circulation.

This Revised Draft EIR was prepared in compliance with the CEQA of 1970 (Public Resources Code §§ 21000 *et seq.*), and the State CEQA Guidelines (California Code of Regulations (CCR), Title 14, §§15000 *et seq.*). As described in the State CEQA Guidelines Section 15121(a), an EIR is a public information document that assesses potential environmental impacts of a proposed project and identifies mitigation measures and alternatives to the project that could reduce or avoid adverse environmental impacts. CEQA requires that state and local government agencies consider the environmental consequences of projects over which they have discretionary authority. It is not the purpose of the EIR to recommend approval or denial of a project. Rather,

an EIR serves to provide full disclosure of potential environmental impacts of a proposed project for review and consideration by the Lead Agency.

OVERVIEW OF THE PROPOSED PROJECT

The Revised Proposed Project, the Mesa Verde Estates Specific Plan Amendment, consists of the development of a 1,493-acre portion of the original Oak Valley Specific Plan area with a combination of residential, commercial, and recreational uses. These include:

- The extension of Roberts Road between County Line Road and 7th Street, traversing the Project Site via proposed Street F;
- Development of 3,858 residential units;
- Creation of a 62.5-acre Mixed Use development with approximately 200,000 square feet of commercial uses;
- Provision of 3 School Sites, including 2 Elementary Schools and 1 Middle School site;
- 91.4 acres of roads; and
- Provision of 571.6 acres of Open Space, including:
 - 481.8 acres of Public Natural Open Space;
 - 70 acres of Public and Private Park Sites and Private Recreational Facilities, including 57.5 acres of Public Parks; and
 - 19.8 acres of Basins.

Not included in the Proposed Project's development area is 29.3 acres within the limits of San Bernardino County that is not proposed for development.

The Proposed Project is located in the northwestern portion of the City of Calimesa, immediately west of Interstate Highway 10 (I-10) in Riverside County, California. The northern property line of the parcel forms the jurisdictional boundary between the County of Riverside and San Bernardino County to the north. The Proposed Project site is north of the junction of I-10 and State Highway 60, about 70 miles east of downtown Los Angeles. Other governmental entities in the area include the cities of Beaumont and Banning to the southeast of the Proposed Project site, and the cities of Redlands and Yucaipa, both located to the north.

Geographically, the Proposed Project area is surrounded by the San Bernardino Mountains to the north and west and by the San Jacinto Mountains and the San Timoteo Badlands to the east and south. The parcel is currently vacant and undeveloped, as is most of the land west of I-10. Surrounding land uses include undeveloped land to the north in the City of Yucaipa, San Timoteo Canyon State Park to the west, the Norton Younglove Reserve and undeveloped land to the south, and the developed portion of the City of Calimesa to the east across I-10.

The original and revised Proposed Project are compared in **Table ES-1**:

**Table ES-1
Statistical Summary of Mesa Verde Estates Land Use Master Plans**

Land Use	Original Land Plan			Revised Land Plan			Difference
	Gross Acres	Dwelling Units	Commercial (Sq Ft)	Gross Acres	Dwelling Units	Commercial (Sq Ft)	
Residential¹							
Very Low Density				40.0	104		+104
Low Density	111.2	322		84.3	282		-40
Medium Low Density	199.4	694		193.7	693		-1
Medium Density	239.7	1,084		349.4	1,669		+587
Medium High Density	185.9	992		56.4	344		-648
SFR Subtotals	736.2	3,092		723.8	3,092		No change in number of DU -12.4 ac
Mixed Use – Residential/Commercial							
Mixed Use Residential./Commercial	61.8	358	350,000	62.5	358	350,000	+0.7 ac
Public/Institutional²							
School Sites/Water Tower	40.8			43.1			+2.3 ac
Roads	99.8			91.4			-8.4 ac
P/I Subtotal	140.6			134.5			+0.2 ac
Open Space, Parks and Recreation							
Open Space, Private Recreation	12.4			12.5			+0.1
Open Space, Park sites	50.4			57.5			+7.1 ac
Open Space, Natural	440.0			452.5			+12.5 ac
Open Space - Not a Part	29.3			29.3			No change
Basins	21.7			19.8			-1.9 ac
OS/Parks/Rec Subtotal	553.8			571.6			+ 17.8 ac
TOTAL	1,492.4	3,450	350,000	1,492.4	3,450	350,000	No change

¹ Does not include residential in the MU planning areas which are accounted for separately.
² In original Land Plan this category included the 29.9 acres that is not a part of the Specific Plan, in San Bernardino County. This area is now included in Open Space since it is not being developed.

The primary objectives for the Revised Proposed Project are to:

- Create a diverse community with integrated land uses and housing types that result in a balanced, full-service land use plan for community residents.
- Locate commercial and retail opportunities in response to market conditions and in conjunction with surrounding neighborhoods.
- Construct major infrastructure improvements that encourage the orderly development of the site without a financial burden on the City of Calimesa or on existing residents.
- Design a project that protects desired natural features of the site, such as significant biological resources, wildlife corridors, preservation of oak trees, and steep hillside areas.
- Balance open space and development areas through preservation of open space to include wildlife corridors, trails, fuel modification areas, parks, and recreational areas.

- Develop land uses that shorten travel distances for essential services.
- Create a full-range of housing opportunities by diversifying the residential-product mix within the community.
- Phase site development to ensure adequate services are available concurrent with need.
- Cluster neighborhoods in an effort to preserve natural open space.

ISSUES OF CONCERN/AREAS OF CONTROVERSY

Based on information provided in the Initial Study prepared by the City of Calimesa, the following issues were evaluated in detail in the Draft EIR that circulated for public review in 2005:

- Aesthetics/Visual Resources;
- Air Quality;
- Biological Resources;
- Cultural/Paleontological Resources;
- Geology and Soils;
- Hydrology and Drainage;
- Land Use;
- Noise;
- Population and Housing;
- Public Health and Safety/Hazardous Materials;
- Public Services and Utilities;
- Traffic and Circulation; and
- Mandatory Findings of Significance.

Based on the Initial Study prepared for the Proposed Project, site visits, and additional background research, the following issue areas were found to result in impacts that would not be significant and are not discussed in detail in the Draft EIR.

- Agricultural Resources;
- Mineral Resources; and
- Recreation.

CEQA Guidelines Section 15088.5 discusses the requirements for the recirculation of an EIR prior to certification. Under subsection (a), “a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification....” After reviewing the proposed revisions to the Specific Plan (Land Use Master Plan and Circulation Master Plan) the City of Calimesa determined that these revisions represented significant new information.

Section 15088.5(b) states that “recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.”

Some revisions to the Specific Plan represent clarification, however, the redistribution of planning areas to provide a more cohesive open space area within the project site, and the changes in proposed access to the project site, required additional environmental evaluation, the results of which do constitute significant new information.

Therefore, in accordance with CEQA Guidelines Section 15088.5(a) the City has recirculated the Draft EIR, as revised. CEQA Guidelines Section 15088.5(c) states that “if the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.” In accordance with this section, the following issues are addressed in this Revised and Recirculated Draft EIR:

- Aesthetics and Visual Resources;
- Air Quality;
- Biological Resources;
- Cultural/Paleontological Resources;
- Land Use;
- Noise;
- Public Services (Water supply); and
- Traffic and Circulation.

For the convenience of the reader, mitigation measures identified in the 2005 Draft EIR have been included in this Section in Table ES-2 and are referred to when describing how these measures would mitigate potential impacts associated with the Revised Mesa Verde Estates Specific Plan Amendment.

Aesthetics

CEQA requires an assessment of potential impacts to aesthetic resources, including:

- Impacts on scenic vistas;
- Impacts on state scenic highways;
- Visual character of the project area in general; and
- Potential for a project to emit light or glare that could affect nighttime views.

With few exceptions, CEQA requires the mitigation of all significant project impacts to less-than-significant levels. For the purposes of the Revised and Recirculated Draft EIR, the focus of the evaluation of Aesthetics is limited to the new Roberts Road extension and related connector roads. The evaluation of impacts associated with development of the Specific Plan Amendment as a whole, was included in the 2005 Draft EIR and no new impacts have been identified for that portion of the Proposed Project.

The development of the proposed streets would impact visual and aesthetic resources by altering the physical setting and visual quality of the existing landscape and by effects on the landscape as experienced from various viewpoints, including local streets and I-10. The proposed streets would introduce new elements into the landscape at locations nearer existing development and

the I-10 Freeway, and would alter the existing form, line, color, and texture, which characterize the existing local landscape.

Direct impacts to visual resources would result from disturbance of the landscape by construction of the new streets, and also by their use. Short-term impacts result from temporary disturbances to visual resources associated with construction, grading, excavation, and installation activities. Long-term impacts result from the addition of permanent roadways and traffic into the landscape.

Short-term impacts to the visual character within and adjacent to the proposed streets would result from all phases of the construction process. Construction activities would occur approximately five days a week. During this time, there would be short-term impacts because the area is currently undeveloped and undisturbed. In addition to disturbances created by construction on the site, there would be traffic associated with moving equipment over public highways and local roads. Construction activities would be evident to travelers on I-10, Sandalwood Drive, County Line Road, and other local streets as well as nearby residences.

The new Roberts Road Extension would result in a permanent alteration of the visual character of currently undeveloped land and the small existing neighborhood. There will be a loss of some existing shrubbery and trees and there will be an introduction of traffic and night time lighting into areas that were previously not affected.

The Draft EIR for the total Proposed Project as a whole, including access roads, contains mitigation measures to reduce the impact of the Project on the aesthetic environment. These include landscaping and revegetation requirements and measures to reduce ambient lighting. Application of these mitigation measures to the proposed streets would be adequate to substantially reduce impacts and no additional mitigation would be required.

Implementation of the mitigation measures in the 2005 Draft EIR (see Table ES-2 below) and compliance with City of Calimesa standards would reduce aesthetic and visual impacts to less than significant levels.

Air Quality

A revised Mesa Verde Estates Air Quality Impact Analysis was prepared by Urban Crossroads in August 2006 to reflect modifications to the project since publication of the 2005 Draft EIR. A comparison of the new impact analysis with the Urban Crossroads report entitled Mesa Verde Estates - Air Quality Impact Analysis, City of Calimesa, California, dated May 9, 2005 revealed no additional significant impacts resulting from proposed revisions to the Project including the extension of Roberts Road and no significant change to the recommended mitigation features. Impacts from air emissions associated with both construction and operation of the Proposed Project would remain significant.

Biological Resources

This Revised and Recirculated Draft EIR addresses those impacts related to modification of the Proposed Project, including the new roads and the adjustment of some Planning Area boundaries the slightly alter the areas proposed to remain in Natural Open Space. Based on CEQA and Federal guidelines, an impact on Biological Resources would be considered significant if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFG or USFWS;
- Have a substantial adverse effect on federally-protected wetlands as defined by section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with local policies protecting biological resources, such as tree preservation policies or ordinances; or
- Conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State HCP.

In addition, impacts may be either direct or indirect, permanent or temporary. These impact categories are defined below.

Direct: Any alteration, disturbance, or destruction of biological resources that would result from project-related activities is considered a direct impact. Examples include clearing vegetation, encroaching into wetlands, diverting natural surface water flows, and the loss of individual species and/or their habitats.

Indirect: Biological resources may be affected indirectly by project-related disturbances such as elevated noise and dust levels, soil compaction, increased human activity, decreased water quality, and the introduction of invasive animals (e.g. domestic dogs and cats, aquarium pets) and plants.

Permanent: All impacts that result in the irreversible removal of biological resources are considered permanent. Examples include constructing a building or permanent road on an area containing biological resources.

Temporary: Any impacts considered to have reversible effects on biological resources are considered temporary. Examples include the generation of fugitive dust during construction; or

removing vegetation for underground pipeline trenching activities and either allowing the natural vegetation to grow back or actively revegetating the impacted area.

Direct Impacts

Development of the Roberts Road Extension and connector road rights-of-way would result in the loss of 22.8 acres of on-site habitat types, including 12.3-acres of non-native grassland, 3.7-acres of chaparral, 2.7 acres of Riversidean sage scrub, 2.1 acres of coast live oak, 0.5-acre of southern willow scrub, and 1.5 acres of ruderal habitats. The remainder is 3.2 acres of developed land and 0.9 acre of ornamental landscaping. The impact of the Proposed Project on oak woodland and individual oak trees is adverse and significant. The roads project contains 2.1 acres of oak woodland. However, as outlined in the analysis in the 2005 Draft EIR, the impact would be reduced to less than significant with implementation of the proposed oak tree planting and restoration plan (see Table ES-2).

Indirect Impacts

Permanent indirect impacts would occur to coastal sage scrub and coast live oak woodland if graded areas are left bare after project construction, encouraging exotic species introduction and invasion. The indirect impacts to these sensitive/rare habitats would potentially occur as a result of grading activities during project construction activities. This indirect impact would be considered adverse and significant, but with compliance with Mitigation Measure 3, the potential impact would be reduced to less than significant.

Impacts to Wetlands and Waters of the United States

Permanent indirect impacts could occur to jurisdictional wetlands and waters in the future if graded areas are left bare after project construction, thus encouraging exotic species introduction and invasion. The indirect impacts to these sensitive/rare habitats would potentially occur as a result of grading activities during project construction activities. This indirect impact would be considered adverse and significant, but with compliance with Mitigation Measure 4, the potential impact would be reduced to less than significant.

Federally or State Listed Plant Species or Non-listed Sensitive Plant Species

No federally listed threatened or endangered plant species or unlisted but sensitive special status plant species were identified during field surveys of the property. Therefore, development of the Proposed Project site or the extension of Roberts Road and connector roads would not reduce the number of or restrict the range of such plant species on the site because none have been observed. No significant impacts to listed threatened or endangered or unlisted but sensitive plant species are anticipated.

Narrow Endemic Plant Species

As identified in the 2005 Draft EIR, the eastern portion of the Proposed Project site falls within MSHCP Survey Area 8 for two Narrow Endemic Plant Species (NEPS): Marvin's onion (*Allium marvinii*) and many-stemmed dudleya (*Dudleya multicaulis*). Focused site-specific surveys for these species were conducted in 2002, 2003 and 2004 (TLC 2004a). Neither of the two NEPS was observed onsite in any of the focused botanical surveys (TLC 2004a, 2005). No significant

impacts to NEPS are anticipated. However, the City may require that focused surveys be repeated due to the drought conditions of previous survey years.

Criteria Area Species (CAS)

The western portion of the Proposed Project area falls within the MSHCP Criteria Area Species (CAS) Survey Area #6. Habitat suitability assessments were conducted in 2002, 2003 and 2004 for the three CAS plant species: Nevin's barberry (*Berberis nevinii*), smooth tarplant (*Centromadia pungens* ssp. *Laevis*) and round-leaved filaree (*Erodium macrophyllum*). None of these plant species was identified onsite during any of the focused botanical surveys. No significant impacts to CAS are anticipated. However, the City may require focused surveys for the CAS to be conducted prior to the initiation of grading. Compliance with Mitigation Measure 5 would reduce this potential impact to a less than significant level.

Federally or State Listed Wildlife Species

No listed threatened or endangered wildlife species were identified on the Proposed Project site. Therefore, development of the Proposed Project site would not reduce the number of or restrict the range of listed wildlife species because none were observed on-site.

Non-listed, Sensitive Wildlife Species

The entire Proposed Project area (Project Site and access road alignments) falls within the MSHCP Burrowing Owl Survey Area, requiring habitat suitability assessments. No burrowing owl individuals or occupied burrowing owl burrows were observed onsite in 2004 or 2006 during field surveys. However, due to the presence of suitable burrowing owl habitat elements, compliance with Mitigation Measure 6 is required to make the project consistent with the Additional Survey Needs Requirement of the MSHCP (TLC 2005).

Permanent indirect impacts to nine sensitive species detected on-site could occur from alteration of habitat within the upland and riparian areas; however, the nine species are "covered species" within the MSHCP and would not require additional specific mitigation measures. The impacts are not significant since the project would comply with the MSHCP. The USFWS's Biological Opinion on the MSHCP indicates that all non-listed species included in the plan are "adequately conserved". The MSHCP includes conservation of large blocks of habitat off-site in MSHCP Conservation and Core Areas and Habitat Linkages that connect the core areas. Project compliance with the MSHCP will involve on-site conservation of land, payment of applicable fees, and meeting other requirements and stipulations of the MSHCP, such as pre-construction surveys. As a result, no mitigation is required for the indirect impact to these nine species.

Direct Impacts to Wildlife Corridors

Proposed Constrained Linkage 23 of the MSHCP is adjacent to and overlaps the southern boundary of the Project site. The Project site overlaps targeted conservation areas in Criteria Cells 311, 323, 326, 411, 412, and 417 (Exhibit 3.3-5). The Project site is north of Garden Air Wash, a central element in this portion of Proposed Constrained Linkage 23. Based on MBA's assessment, habitats south of the Project site and within Garden Air Wash would provide the greatest conservation value, including the presence of scrub oak chaparral and oak woodlands, than those targeted areas north of the wash within the Project site.

Although the Proposed Project will impact targeted areas within Proposed Constrained Linkage 23, it is believed that preservation of this linkage has been achieved through the conservation efforts of this Project in conjunction with the Summerwind Ranch project, adjacent to the south. Garden Air Wash and adjacent habitats will be permanently set aside as open space with a conservation easement under these two projects resulting in 384.6 acres of conservation acreage in Criteria Cells 311, 323, 326, 396, 411, 412, and 417, exceeding the MSHCP's maximum goal of 352 acres. It includes conservation of Riversidean sage scrub, Riversidean alluvial fan sage scrub (Garden Air Wash), chaparral, and non-native grassland. **Therefore, there would be no significant direct impacts to the corridors or linkages as a result of the project.**

Indirect Impacts to Wildlife Corridors

Permanent indirect impacts to MSHCP-designated wildlife corridor areas could occur as a result of indirect project effects, generally referred to as edge effects along the development interface with property to the south and west. These include brush clearing, noise, human activity, nighttime lighting, influx of non-native invasive plant and animal species from the development, and increased run-off and pollutants into adjacent open space areas. Compliance with Mitigation Measures 7-13 would reduce indirect impact on wildlife corridors to less than significant.

Cumulative Impacts

Cumulative impacts are defined as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts" (*Guidelines for the Implementation of CEQA Cal Code Regs., Title 14 Sec. 15355*). The proposed project's contribution to cumulative impacts in the region would be considered significant unless mitigated to less than significant.

Mitigation Measures

Mitigation measures to reduce the impact of the project on biological resources are listed in the chart below. There are no specific measures or additional measures related to the roads or new dwelling units. Impacts would not be significant with implementation of the proposed mitigation measures.

Cultural/Paleontological Resources

CEQA Guidelines Section 15064.5 provides directions on determining significance of impacts to archaeological and historical resources. The analysis in this Revised and Recirculated Draft EIR focuses specifically on the Proposed Roberts Road Extension portion of the Project; no new survey was conducted for the Proposed Project site. A complete discussion of the potential impacts associated with the Proposed Project site is included in the 2005 Draft EIR.

Typically a resource shall be considered "historically significant" if the resource meets the criteria for listing, including the following:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important to our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or is representative of 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.

Results of the record check, literature review, and field survey of the property identified no prehistoric, historic or paleontological cultural resources within the roadway alignments discussed in this Revised and Recirculated Draft EIR. Because no prehistoric cultural resources were identified, no significant impacts would occur as a result of the Proposed Project. However, in the event that buried prehistoric or paleontological cultural materials are encountered during the grading process that could not be identified on the surface survey, mitigation measures shall be implemented as outlined in the chart below.

A search of the Regional Paleontologic Locality Inventory (RPLI) at the San Bernardino county Museum (SBCM) indicated that one previously known paleontologic resource locality (SBCM 5.3.113) is situated within the boundaries of the proposed road alignment (Scott 2006). This locality yielded the remains of an extinct horse (*Equus*, sp.), originating in the San Timoteo Formation. Additionally, several dozen paleontologic resource localities are recorded within a few miles to the south and west of the Proposed Roberts road Extension alignment, all located within the San Timoteo Foundation. The literature review demonstrated that excavation in either the older Pleistocene alluvium or the San Timoteo Formation has high potential to yield significant fossil resources. Older Pleistocene alluvial sediments found throughout inland Riverside and San Bernardino counties and the Inland Empire have been reported to yield fossils of plants and extinct animals from the Ice Age, including: mammoths, mastodons, ground sloths, dire wolves, short-faced bears, saber-toothed cats, large and small horses, large and small camels and bison. Excavations into the San Timoteo Formation have been reported to yield fossils of mastodon, horse, camel, antelope, dog, bear, rodent and rabbit. These vertebrate fossils are Pliocene or early Pleistocene Epoch in age, and may have been deposited between 1.3 and 4.0 million years ago. Due to the demonstrated fossiliferous nature of the older Pleistocene alluvium and the San Timoteo Formation, these sediments are assigned high paleontologic sensitivity. The site has a very high chance of containing significant paleontological resources. Therefore, a program to mitigate adverse impacts to fossil resources is recommended and included in Table ES-2 below.

Mitigation Measures

No significant impacts would occur to cultural resource sites (archaeological or historical sites) because no archaeological sites were found and the identified historic sites are not significant. If cultural resource sites are discovered during the grading process, the mitigation measures included in Table ES-2 for Cultural Resources would be put in place to mitigate potential impacts to previously unknown resources.

Potentially significant impacts to buried subsurface paleontological resources would be mitigated through the procedures outlined in Cultural Resources Mitigation Measure 6 in Table ES-2. Completion of the field monitoring and preparation of the report would mitigate impacts to paleontological resources to a less than significant level.

Land Use

The Proposed Project would have significant land use impacts 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 Proposed Project (including, but not limited to the General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of mitigating an environmental effect;
- Conflict with adopted environmental plans and goals of the community where it is located;
- Conflict with established recreational, educational, religious, or scientific uses of the area; and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

As stated in the Draft EIR, the Proposed Project site is currently undeveloped. Established recreational, educational, religious, or scientific uses of the area currently do not exist on the site and the Proposed Project would therefore not conflict with these types of uses. The proposed Roberts Road Extension and, to a lesser extent, Streets G and F within the Project Site, do impact existing development.

Construction related activities would have short-term impacts on surrounding land uses, such as the residential neighborhood on both sides of the Proposed Roberts Road Extension and the mobile home park at the southern end. Short-term impacts would typically be related to dust, noise, and disruption of traffic flow during the construction phase, especially where existing intersection must be modified. In some cases, use of heavy equipment, truck traffic, and construction machinery, as well as the closure of traffic lanes or roads, could disrupt residents in these surrounding land uses in carrying out their daily activities. Construction of the proposed roads would require the use of Sandalwood Drive and/or County Line Road for construction traffic. Both of these existing roadways serve existing residential communities in the area. Construction-related fugitive dust emissions, truck traffic, and construction noise have the potential to disrupt the relatively quiet setting of these existing residential land uses (see Noise and Air Quality sections).

Development of the Roberts Road Extension would have a significant effect on the surrounding residential neighborhood, as it essentially cuts the neighborhood in half and introduces a larger volume of traffic into what is currently a low-traffic area. However, this proposed road is identified in the City's General Plan so that the Proposed Project is implementing the General

Plan by building the road. Conversely, the road will provide improved access and link the neighborhood from north to south. As planned, the Proposed Roberts Road Extension will offer ingress/egress options not previously available. Improved access to the I-10 Freeway can be viewed as a positive impact. In terms of land use, the existing residential use of the surrounding area will not be directly changed.

The Proposed Project would require an amendment to the General Plan Land Use Element and Circulation Element. Please refer to the Draft EIR, **Section 3.12, Traffic and Circulation**, for a more detailed discussion on the General Plan Circulation Element Amendment. Construction of the Roberts Road Extension and Streets G and F do not require an additional General Plan amendment and will be included in the total Proposed Project.

Mitigation Measures

Construction of the Roberts Road extension and Streets F and G would result in a significant and non-mitigable land use impact to the existing neighborhood due to increased volume and speed of traffic and noise. Although somewhat mitigated by setbacks, landscaping and directional street lighting, impacts to the neighborhood along the Roberts Road extension would remain significant. However, this proposed road is identified in the City's General Plan so that the Proposed Project is implementing the General Plan by building the road.

Noise

The Proposed Project would have a significant impact on the environment if noise generated during construction, operation, or maintenance would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

As a result of the 2006 *Mesa Verde Estates EIR Noise Analysis Revision* by Urban Crossroads, it has been determined that for the future year 2030 and City General Plan Buildout conditions the Proposed Project would create unmitigated exterior noise levels at existing residential areas that would exceed the City of Calimesa 65 dBA CNEL noise standard. The project's contribution of up to 6.4 dBA CNEL at the roadway segment of 7th Street west of Roberts Road, which is located in an existing noise sensitive residential neighborhood, will be a "readily perceptible" noise impact. The predicted exterior noise levels will be greater than the City of Calimesa 65 dBA CNEL exterior noise standard; therefore any existing noise sensitive areas located along the aforementioned roadway segment of 7th Street may require up to an 8-foot high barrier.

The on-site noise analysis indicates that for the General Plan Buildout conditions, vehicle noise from the I-10 Freeway, Sandalwood Drive/7th Street, County Line Road, and Roberts Road

would be the principal sources of community noise affecting future residents of the Proposed Project. The unmitigated outdoor living space of the future residential lots within the Proposed Project will exceed the City of Calimesa 65 dBA CNEL limit for exterior areas in lots adjacent to the roadways. The exterior noise sensitive areas may require the construction of noise barriers ranging in height up to 10-feet for proposed residential lots adjacent to the project roadways. Any residential lots adjacent to the I-10 Freeway may also require 10-foot or higher noise barriers in order to meet the City of Calimesa 65 dBA CNEL standard. The recommended noise barriers were based on using the worse case conditions of a flat grading plan and minimum building setbacks. The actual noise barriers would be dependent upon final grading and building plans.

Construction noise levels would result in a short-term impact on the ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. Grading activities typically represent one of the highest potential sources for noise impacts. The most effective method of controlling construction noise is by limiting the hours of construction to normal weekday working hours.

Mitigation Measures

The residential development to the northeast of the project site which is alongside County Line Road and 7th Street have been identified as noise sensitive areas and specific Mitigation Measures outlined in the Noise section of Table ES-2 below is in place to address these potential impacts. Construction noise is of short-term duration and will not present any long-term impacts on the Project site or the surrounding area.

Traffic and Circulation

Potential significant impacts associated with transportation and circulation for the Proposed Project is based on the following criteria. Would the project:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicles trips, the volume to capacity ratio on roads, or congestion at intersections);
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roadways or highways;
- Result in a change in traffic patterns, including either an increase in traffic levels or change in location that result in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access;
- Result in inadequate parking capacity; or
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle lanes).

For purposes of this analysis, the Proposed Project is anticipated to be developed in several phases. As a result, the TIA was based upon trip generation rates, trip distribution, and trip assignments for the various phases of the Proposed Project on local roadways and major intersections. For the analysis of traffic, other proposed developments in the vicinity are also considered because traffic generated by the proposed land uses at the site must co-exist with traffic generated by other projects in the vicinity. The five other major development areas within the Oak Valley Specific Plan area includes the Oak Valley Beaumont area, the Summerwind Ranch – SunCal Residential area, the Summerwind Ranch – Town Center area and the Other Calimesa Mixed-Use Development (County Line Road to Singleton Drive) area. These projects represent a mix of residential and commercial uses.

The overall total traffic for the analysis years were evaluated by phase. The results of the traffic signal warrant analysis for future conditions are included.

Phase 1 conditions would warrant traffic signals at the following study area intersections, in addition to the ones warranted under existing conditions:

Desert Lawn Drive (NS) at:

- Cherry Valley Boulevard (“J” Street) (EW);
- Brookside Avenue (EW);
- Champions Drive (EW); and
- Oak Valley Parkway (EW).

Roberts Road (NS) at:

- Sandalwood Drive (EW); and
- Cherry Valley Boulevard (EW).

I-10 Eastbound Ramps (NS) at:

- Singleton Road (EW);
- County Line Road (EW);
- Cherry Valley Boulevard (“J” Street) (EW);
- Oak Valley Parkway (EW); and
- Sandalwood Drive (EW).

I-10 Westbound Ramps (NS) at:

- Singleton Road (EW);
- Cherry Valley Boulevard (EW);
- Oak Valley Parkway (EW); and
- County Line Road (EW).

Calimesa Boulevard (NS) at:

- I-10 Westbound Ramps (EW).

In Phase 2, all intersections would operate at LOS C or better with proposed improvements (see mitigation measures in Table ES-2) except for Desert Lawn Drive and Oak Valley Parkway

which would operate at LOS D in the AM peak hour. For Phase 2 conditions, traffic signals are projected to be warranted at the following additional study area intersections, in addition to those warranted under existing and Phase 1 conditions:

Roberts Road (NS) at:

- Singleton Road (EW).

Calimesa Boulevard (NS) at:

- Singleton Road (EW); and
- Cherry Valley Boulevard (EW).

I-10 Westbound Ramps (NS) at:

- Cherry Valley Boulevard (EW).

“J” Street (NS) at:

- Champions Drive (EW); and
- Oak Valley Parkway (EW).

In Phase 3, all intersections would operate at LOS C or better with proposed improvements (see mitigation measures in Table ES-2) including Desert Lawn Drive and Oak Valley Parkway. For Phase 3 conditions, traffic signals are projected to be warranted at the following additional study area intersections, in addition to those warranted under previous conditions:

Roberts Road (NS) at:

- County Line Road (EW).

Woodhouse Road (NS) at:

- Singleton Road (EW).

“G” Street (NS) at:

- San Timoteo Canyon Road (EW).

Singleton Road (NS) at:

- San Timoteo Canyon Road (EW).

Street “D” (NS) at:

- South Loop (EW).

In 2030, all intersections would operate at LOS C or better with proposed improvements (see mitigation measures in Table ES-2) except for the following, during the PM peak hour:

7th Street (NS) at:

- Sandalwood Drive (EW).

I-10 EB Ramps (NS) at:

- Oak Valley Parkway (EW).

I-10 WB Ramps (NS) at:

- Oak Valley Parkway (EW).

Potrero Blvd (NS) at:

- Oak Valley Parkway (EW).

ALTERNATIVES

This Supplement addresses an alternative to the original plan. No other alternatives are discussed in this document.

SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

This Revised and Recirculated EIR addresses the potential environmental impacts related to the implementation of the Proposed Project as amended. The EIR also proposes mitigation measures to reduce potentially significant adverse impacts to a level that is less than significant. Potentially significant impacts were identified for air quality, land use and planning, population and housing, and traffic and circulation.

Mitigation measures are required to be implemented to reduce these potentially significant impacts. **Table ES-2** lists the mitigation measures that are included in the 2005 Draft EIR with notations where these are amended by this Revised and Recirculated draft EIR.

**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure
Aesthetics / Visual	<ol style="list-style-type: none"> 1) The applicant shall prepare and submit a landscape plan to the City of Calimesa that meets the intent of Chapter 9.14 of the Calimesa Municipal Code and is consistent with the Landscape Design Guidelines of the Specific Plan. 2) Landscaping and revegetation of graded slopes shall occur as soon as feasible after grading to minimize the potential for erosion as well as to reduce the potential for visual and aesthetic impacts. 3) With regard to the Garden Air Wash adjacent to the MSHCP Conservation Area, the applicant shall prepare and submit a Lighting Plan to the City of Calimesa that identifies the location of all lighting fixtures, the orientation of the fixtures, the types of shielding that will be used to avoid the production of glare, the type of shielding that would minimize uplighting and light spill, and how the fixtures would avoid the spread of stray light across site boundaries. <p>The developer shall incorporate shielding to minimize ambient lighting in and adjacent to the MSHCP Conservation Area and natural open space areas. Street and parking lot lighting shall be designed with internal baffles to direct lighting toward the ground and have a zero side angle cutoff to the horizon. Through CC&R's, the developer shall incorporate a prohibition on floodlights and other ambient lighting by homeowners in or adjacent to the MSHCP Conservation Area and natural open space areas.</p>
Air Quality	<ol style="list-style-type: none"> 1) During grading and construction activities, the applicant shall comply with the requirements of SCAQMD Rule 403. 2) The applicant shall apply soil stabilizers to inactive areas. 3) Ground cover shall be replaced in disturbed areas as quickly as possible. 4) All excavating and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 mph.

**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure
	<ol style="list-style-type: none"> 5) All haul routes and exposed surfaces shall be watered three times daily except on days when a rain event occurs. Then exposed surfaces would be watered as necessary to meet the intent of Rule 403. 6) Construction equipment with low emission factors and high-energy efficiency shall be used where possible. 7) Regularly scheduled engine maintenance shall be performed to minimize equipment emissions. 8) Alternative fuels, such as ultra-low sulfur diesel or off-road construction vehicles/equipment shall be used where applicable and feasible. 9) Electric or diesel-powered equipment shall be used rather than gasoline-powered engines where feasible. 10) Where applicable, the application of exterior architectural coatings (i.e., paint, etc.) shall be limited to average no more than 225 gallons per week and/or use "Zero-VOC" paint. 11) Construct, contribute, or dedicate land for the provision of on-site bicycle trails linking the facility to designated bicycle commuting routes. 12) Provide site improvements such as street furniture, route signs, bus turnouts, and sidewalks or pedestrian paths. 13) Build homes that exceed minimum statewide energy construction requirements, such as: <ul style="list-style-type: none"> • Use of low emission water heaters • Use of energy efficient appliances • Use of light colored/earth tone roof tiles • Increase insulation beyond title 24 requirements
<p>Biological Resources</p>	<p>General Requirements</p> <ul style="list-style-type: none"> • Contractors shall employ Best Management Practices (BMPs) to prevent further loss of habitat resulting from erosion caused by construction activities (e.g. grading or road clearing). Any erosion that occurs shall be remedied within two days of detection. • Construction of new roads or widening of existing roads shall not extend beyond the planned impact area. Construction related vehicles must pass or turn around within the planned impact area or in previously disturbed areas. New access routes shall be clearly marked (flagged and/or staked) prior to the onset of construction to avoid the creation of multiple roadways. • Soil and material stockpile areas shall be designated in disturbed areas presently lacking native vegetation. Designated stockpile areas must be clearly marked to define the limits where stockpiling may occur. • Prior to initiation of grading a contractor education program shall be presented by a project biologist to inform the construction crew and any contractors of the biological constraints of the project. The program shall include frequent updates and clear information regarding appropriate action to be taken if a sensitive biological resource is encountered. Contractors and construction crews shall be responsible for unauthorized impacts from construction activities to sensitive biological resources that are outside areas ultimately approved for impacts by the County of Riverside and the resource agencies. • Equipment fueling shall take place on existing paved roads or in approved containment areas and not within or adjacent to drainages or native vegetation and habitat. Contractor equipment shall be carefully maintained and checked for fluid leaks prior to operation. Leaks shall be repaired prior to operation in the project area. <p>Vegetative Communities Resource Specific Mitigation Measures</p> <ol style="list-style-type: none"> 1) Permanent direct impacts to 20 acres of buckwheat-dominated Riversidean sage scrub shall be partially offset by compliance with the mitigation requirements listed under the MSHCP. These requirements include onsite preservation of coastal sage scrub. The Proposed Project Plan preserves all of the coastal sage scrub on the project site that is within the Criteria Cells, which includes approximately 9 acres of coastal sage scrub habitat. Figure 3.3-7, Proposed Conservation Areas, shows the areas where the applicant intends to set aside with an Open Space designation.

**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure
	<p>2) Mitigation requirements to minimize permanent direct impacts to onsite oak tree woodlands, including removal of 289 individual coast live oak trees would include onsite preservation in compliance with MSHCP standards for Criteria Area Cells and implementation of an oak tree planting and restoration plan pursuant to the Project Specific Plan. Approximately 16 acres of oak tree woodland would be preserved onsite. Additionally, oak trees would be planted from container stock as well as from acorns collected onsite to ensure that oak seedlings will have the best genetic adaptation for the Mesa Verde Estates development. The applicant shall plant 3,470 oak trees using a combination of acorns, seedlings, and oak saplings in containers ranging from one-gallon to sixty-inch boxes as mitigation for the removal of oak trees. Table 3.3-3 in the Section 3.3 of this EIR summarizes the mitigation requirements. This planting program reduces the impact of loss of oak woodland and oak trees to a less than significant level.</p> <p>3) The applicant shall apply an approved seed mix in the bare areas adjacent to natural open space areas after construction is complete to minimize the potential for exotic species introduction. The native seed mix shall be approved by the CDFG and RCA and shall be dispersed in the fall, prior to winter rains. This will satisfy mitigation recommendations for permanent indirect impacts to vegetation communities.</p> <p>4) Mitigation recommendations for potential permanent indirect impacts to wetland habitats shall be satisfied by applying an approved native seed mix to the bare areas adjacent to natural open space areas after construction is complete to minimize the potential for exotic species introductions. The native seed mix must be approved by the RCA and CDFG and dispersed in the fall, prior to winter rains.</p> <p>5) To avoid significant adverse impacts to Criteria Area Species (CAS) and to ensure compliance with the MSHCP, pre-grading focused surveys shall be conducted by a qualified biologist according to protocol. If the site is found to be occupied and at least 90% of the area with long-term conservation value cannot be avoided, then the applicant must submit a plan for a Biologically Equivalent or Superior Preservation alternative to the City. Prior to approval of an alternative, the USFWS and CDFG shall be notified of such determinations and shall be provided a 60-day review and response period. A grading permit shall not be issued until the applicant has fulfilled its obligations regarding the approved alternative pursuant to the MSHCP.</p> <p>6) In order to minimize potential impacts to BUOW and to comply with the MSHCP, focused burrowing owl winter and breeding season surveys and a 30-day pre-grading survey must be conducted (TLC 2005, MSCHP, Vol. II, Page B-68). The surveys shall be conducted within the grading footprint plus a 300-foot buffer by a qualified biologist according to CDFG protocol. If active burrows are found during the breeding season, grading activities shall be postponed until a qualified ornithologist has determined that the nest has successfully fledged young. If active burrows are found outside the breeding season, relocation of the owls shall be conducted in accordance with requirements outlined in the MSHCP. Grading and associated activities shall commence only when a qualified biologist has determined that the burrows are no longer active. If three or more pairs of BUOW are found within the project site and at least 90% of the occupied area with long-term conservation area cannot be avoided, then the applicant must submit a plan for a Biologically Equivalent or Superior Preservation alternative to the City. Prior to approval of an alternative, the USFWS and CDFG shall be notified of such determinations and be provided a 60-day review and response period. A grading permit shall not be issued until the applicant has fulfilled its obligations regarding the approved alternative pursuant to the MSHCP.</p> <p>7) Prior to the issuance of grading permits, the applicant shall submit a drainage plan showing compliance with NPDES requirements.</p> <p>8) The applicant shall incorporate shielding to minimize ambient nighttime lighting in and adjacent to the MSHCP Conservation Area and natural open space areas. Street and parking lot lighting shall be designed with internal baffles to direct lighting toward the ground and have zero side angle cutoff to the horizon. The applicant shall incorporate a prohibition on floodlights and other ambient lighting into the CC & Rs in or adjacent to the MSHCP Conservation Area and natural open space areas.</p> <p>9) The applicant shall incorporate measures to reduce noise in and adjacent to the MSHCP Conservation Area and natural open space areas. Vegetation and/or fencing that effectively reduce noise shall be</p>

**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure
	<p>placed along streets and parking lots in or adjacent to the MSHCP Conservation Area and natural open space areas. The applicant shall incorporate into CC & Rs a prohibition on the use of motorized equipment by homeowners in or adjacent to the MSHCP Conservation Area and natural open space areas.</p> <p>10) Prior to the issuance of grading permits, the applicant shall submit a construction staging area plan, identifying areas to be utilized for equipment storage, maintenance, and refueling. These areas shall not be located within the proposed Conservation Area.</p> <p>11) Prior to the issuance of grading permits, the applicant shall submit a landscape plan to the City of Calimesa. No invasive species (see MSHCP, Vol. I, Table 6.2, pages 6-44 through 6-46, Plants That Shall Be Excluded From Landscape Adjacent To Conservation Area) shall be part of the landscape plan for areas within the onsite Conservation Area and adjacent to the off-site Conservation Area.</p> <p>12) Prior to the issuance of grading permits, the limits of the off-site Conservation Area, where it abuts the project boundary, shall be clearly marked with construction lath and a highly visible tape. Signs shall be placed at regular intervals along the boundary informing workers that the area is off limits.</p> <p>The applicant shall place signs along the boundaries of the property abutting the off-site Conservation Area indicating that the area is potentially sensitive habitat and that trespassing is forbidden.</p>
<p>Cultural and Paleontological Resources</p>	<p>Cultural Resources</p> <p>1) In the event that unanticipated prehistoric cultural resources are encountered during construction, all earthmoving activity shall cease in the area until the services of a qualified archaeologist are retained. The archaeologist shall examine the prehistoric cultural resources, assess their significance, and make a recommendation for mitigation as needed.</p> <p>2) If Native American cultural resources are discovered, the developer/contractor shall immediately contact the City of Calimesa, which shall in turn notify the Morongo Band of Mission Indians. If requested by the Tribe, the City shall consult on the discovery and disposition of artifacts, including but not limited to avoidance, preservation, or return of artifacts to the Tribe.</p> <p>3) If human remains are encountered during grading and other construction excavation, work in the immediate vicinity shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5.</p> <p>4) A qualified archaeologist/historian shall monitor future demolition and subsequent grading activities at the historic sites. In the event that unanticipated historic cultural resources are encountered during construction, all earthmoving activity shall cease in the area until the archaeologist can examine the historic cultural resources, assess their significance, and make a recommendation for mitigation as needed.</p> <p>Paleontological Resources</p> <p>5) A qualified paleontologist shall monitor grading as described in Measure 6. The paleontologist shall be present at any pre-grading meetings to explain the monitoring program to the contractors prior to initiation of any earth disturbing construction excavation (grading) activities. The monitoring program shall include the measures listed in Measure 6.</p> <p>6) In units with known high potential to impact significant paleontological resources, a supervised paleontological field monitor shall be present during earth disturbing construction excavation (grading) activities on a full-time basis. The areas that shall be monitored full-time include any grading in the San Timoteo Formation and the Older Alluvial Sediments, and grading below three meters depth in the Quaternary Younger Alluvium and the Recent Wash Sediments. Monitoring shall be conducted every grading day during each hour that brushing or grubbing and earth disturbing construction excavation (grading) activities are being conducted in these areas.</p> <p>a. A qualified paleontologist shall supervise the paleontological field monitor. The normal monitoring of earth disturbing construction excavation (grading) activities shall include hand recovery of minor concentrations of significant paleontological resources.</p> <p>b. The project paleontologist and/or field monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large fossil specimens encountered during construction grading excavations.</p>

**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure												
	<p>c. Monitoring and/or salvage of significant paleontological resources shall be consistent with the provisions of CEQA, as well as regulations of the City of Calimesa, and the guidelines of the Society of Vertebrate Paleontology's Measures for Assessment and Mitigation of Adverse Impacts to Non-Renewable Paleontological Resources: Standard Procedures (SVP 1991).</p> <p>d. As required by SVP (1991) the monitoring program shall involve collection of samples of fossiliferous matrix sediments suspected of containing small invertebrate or vertebrate fossils. Once collected, the samples shall be dry screened and/or water washed to recover small sized and/or microscopic fossils. A sample of 6,000 pounds of matrix for each horizon, paleosol, or stratigraphic bed at each fossil locality within a sedimentary unit is considered adequate. To avoid construction delays, matrix samples may be removed from the path of excavation equipment for processing either on- or off-site. If concentrations of small and/or microscopic invertebrates, rodents, mammals, or other vertebrates are encountered during sampling, it will be necessary to wash and screen additional samples of matrix. The project paleontologist will determine the number of additional samples. Washed matrix samples will be visually examined, as need with binocular microscopes, and hand-sorted to recover a representative sample of fossil specimens. The remaining unsorted portion of the screened and/or washed matrix shall be accessioned into a museum repository with retrievable storage.</p> <p>e. Salvaged fossils shall be identified, curated to a point of identification, and accessioned (deposited) into a permanent and accredited institution maintaining fossil collections, such as the San Bernardino County Museum or the Geology Department at the University of California at Riverside.</p> <p>f. Upon completion of construction excavations, the project paleontologist shall submit a grading monitoring report of findings and significance for review and approval by the City of Calimesa. The report shall include at least the following elements:</p> <ul style="list-style-type: none"> • The dates of paleontological resource monitoring; • A description of the on-site geology; • A description of the on-site stratigraphy; • A catalogue and analysis of the fossils observed and/or salvaged; • A brief statement of significance of the salvaged fossils; and, • The repository where the salvaged fossils were accessioned. <p>Upon approval by the City of Calimesa, acceptance of the final report of findings and significance indicates the completion of the program to mitigate impacts to paleontological resources to a less than significant level.</p>												
Geology / Soils	<p>1) The Hushmand and Petra report (2004b) recommend specific setback distances for structures along the Western Fault Zone, Eastern Fault Zone, and grading areas. These setback distances are shown in Figure 3.5-4 and further details are provided in Attachment E. These setback distances shall be incorporated as mitigation measure for the Proposed Project.</p> <p>2) Structures on the site shall be designed in accordance with the latest edition of the CBC. To conform to these provisions, the minimum seismic design should comply with the 2001 CBC, Chapter 16 (cited figures and tables in the code) using the following seismic coefficients:</p> <table border="1" data-bbox="511 1507 1323 1738"> <tr> <td>Seismic Zone 4</td> <td>Z=0.4</td> </tr> <tr> <td>Fault Type</td> <td>B</td> </tr> <tr> <td>Distance</td> <td>~ 5 km (to west property line) 10 km (to east property line)</td> </tr> <tr> <td>Near Source Factors</td> <td>Na = 1.0 Nv = 1.0 (east) to 1.2 (west)</td> </tr> <tr> <td>Soil Profile Type</td> <td>Soil Profile Type (SC)</td> </tr> <tr> <td>Seismic Coefficients</td> <td>Ca = (0.4)(Na) = 0.4 Cv = (0.56)(Nv) = 0.56 (east) to 0.67 (west)</td> </tr> </table> <p>Note that the site is about 5 km wide in the east-west direction so the west side of the site is about 5km closer to the San Jacinto Fault than the east side which is about 10 km away. This leads to different design values for facilities depending on where they are located.</p>	Seismic Zone 4	Z=0.4	Fault Type	B	Distance	~ 5 km (to west property line) 10 km (to east property line)	Near Source Factors	Na = 1.0 Nv = 1.0 (east) to 1.2 (west)	Soil Profile Type	Soil Profile Type (SC)	Seismic Coefficients	Ca = (0.4)(Na) = 0.4 Cv = (0.56)(Nv) = 0.56 (east) to 0.67 (west)
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**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure
	<p>3) All on-site grading activities shall be performed in accordance with all Grading Codes of the County of Riverside and the City of Calimesa. Additionally, the Hushmand and Petra report (2004a) recommended grading specifications that are provided in Attachment E and shall be incorporated as mitigation measures for the Proposed Project. All grading activities shall be accomplished under the direct supervision of a certified engineering geologist.</p> <p>4) The following preventative measures shall be implemented to minimize wind and water erosion onsite:</p> <ul style="list-style-type: none"> ● Dust control measures shall be incorporated into the site grading plans. Site grading shall be in strict compliance with the requirements of the South Coast Air Quality Management District (SCAQMD). ● Surface disturbance shall be kept to a minimum that is required to construct and operate the Proposed Project. ● All excavation and grading work should be scheduled in dry weather months, or the construction site shall be weatherized to withstand or avoid erosion. ● The Proposed Project shall be designed and constructed with erosion control features to control or minimize runoff and to protect areas susceptible to erosion from surface flow or wind. ● Stockpiles of excavated soils shall be covered with secured tarps or plastic sheeting. ● Drainage control structures shall be used where necessary to direct surface drainage away from disturbance areas and to minimize runoff and sediment disposition down-slope from all disturbed areas. These structures will include culverts, ditches, water bars (berms and cross ditches), and/or sediment traps. ● A Stormwater Pollution Prevention Plan (SWPPP), incorporating the use of BMPs for erosion control, shall be developed and implemented in accordance with the California Stormwater National Pollution Discharge Elimination System (NPDES) permit program. Under California regulations, SWPPPs are required for a construction site of one acre or more. ● All construction personnel shall be informed before they are allowed to work on the Proposed Project of environmental concerns, pertinent laws and regulations, and elements of the erosion control plan and SWPPP. This information could be presented in an environmental training course for project management and general foreman, and a short environmental training class for construction personnel. <p>5) A qualified corrosion engineer shall be consulted to evaluate the potential corrosivity of the soil and to recommend methods for protecting metal and concrete. These recommendations shall be made part of the building permit conditions for the Proposed Project.</p> <p>6) Buildings or other inhabited locations along canyons, valleys, and other locations within the Proposed Project site with steep slopes must be protected from landslides. Locations above and below these steep slopes shall account for the landslide hazard by setting structures back from the top and away from the bottom of slopes in accordance with applicable building codes. Recommendations regarding the on-site steep slopes are provided in Attachment E and shall be incorporated as mitigation measures for the Proposed Project.</p> <p>7) Fill materials must be properly compacted to minimize potential geotechnical concerns associated with unstable soils beneath Proposed Project structures or facilities during an earthquake event and to minimize subsidence issues. Therefore, recommendations provided in the Hushmand and Petra report (2004a) shall be implemented to minimize these impacts. These recommendations are presented in Attachment E.</p> <p>8) All single-family residential structures shall have conventional shallow foundations and slab-on-grade or post-tension slab/foundations.</p> <p>The Hushmand and Petra report (2004a) recommendations shall be incorporated as mitigation measures for the Proposed Project.</p>

**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure
Hydrology/ Drainage/Water Quality	<ol style="list-style-type: none"> 1) The Applicant shall prepare and submit a SWPPP to the City of Calimesa. The SWPPP shall include a requirement to include hydrocarbon filters along the perimeter of the retention basin. The SWPPP must be prepared by a licensed engineer, hydrologist, or erosion control specialist and shall be reviewed by the City prior to issuance of a Grading Permit. The SWPPP shall be available on-site at all times for review by the City and RWQCB inspectors. 2) The Applicant shall be responsible for coordinating all SWPPPs for various projects and facilities to make sure the overall Proposed Project meets the requirements specified in the Federal CWA and the State Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code). <p>Detention basins shall be constructed in accordance with the recommendations provided in the Van Dell and Associates, Inc. report entitled <i>Oak Valley Development Project Existing and Developed Condition Hydrology Study, Volumes I and 2</i>, dated May 2005.</p>
Noise	<p>The Mesa Verde Estates EIR Noise Analysis Revision (2006b) recommends employment of the following mitigation measures to mitigate any potentially significant short-term construction impacts to a less than significant level:</p> <ol style="list-style-type: none"> 1) During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site. 2) The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction. 3) The construction contractor shall limit all construction-related activities that would result in high noise levels consistent with the construction hours adopted by the City's Noise Ordinance. 4) The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. <p>In addition, the Draft EIR contained the following mitigation recommendations:</p> <ol style="list-style-type: none"> 1) Construction activities shall be limited to the hours permitted by the City's Noise Ordinance. 2) Construction equipment shall be equipped with manufacturer recommended mufflers or equivalent. 3) Equipment engine covers shall be maintained on the apparatus as designed by the manufacturer. 4) Construction equipment shall be turned off when not in use. 5) Equipment used for project construction shall be hydraulically or electrically powered whenever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. 6) External jackets should be used on the tools where feasible. Quieter procedures shall be used such as drilling rather than impact equipment whenever possible. 7) Equipment staging areas shall be located away from noise sensitive locations. 8) County Line Road west of Roberts Road Extension shall not be used for construction traffic unless other alternative routes are not available. Construction truck traffic shall be limited to construction hours. 9) Off-site and on-site speed controls shall be implemented and enforced. 10) Provided rubberized asphalt concrete (RAC) shall be used along noise sensitive receptors whenever practical. 11) Heavy equipment activities adjacent to residences shall be limited to the minimal periods required to complete the task.

**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure
	<p>The following long-term mitigation measures shall be implemented to mitigate impacts to noise sensitive receptors:</p> <p>Transportation-related Noise</p> <p>Either of the following mitigation measures shall be implemented prior to the commencement of the use of proposed access roads and/or on-site Project roads:</p> <ol style="list-style-type: none"> 1) The exterior noise sensitive areas may require the construction of noise barriers ranging in height up to 10-feet for proposed residential lots adjacent to the project roadways as well as in existing residential neighborhoods near proposed new access roads (Roberts Road Extension and related roads). Any residential lots adjacent to the I-10 Freeway may also require 10-foot or higher noise barriers in order to meet the City of Calimesa 65 dBA CNEL standard. The noise barriers are recommended based the Noise Analysis using the worse case conditions of a flat grading plan and minimum building setbacks. The actual noise height and location of noise barriers would be dependent upon final grading and building plans. Or; 2) A site-specific noise study for the Roberts Road Extension and related access roads and each of the proposed planning areas shall be conducted to determine the final noise barrier recommendations needed to comply with the City of Calimesa 65 dBA CNEL standard for exterior areas. Additionally, a final noise study will also need to be prepared prior to the issuance of the first building permit of each affected planning area within the proposed project. This final report would identify the interior noise analysis based upon final grading plans and building plans. <p>Other Transportation Related Mitigation Measures</p> <ol style="list-style-type: none"> 1) Sufficient building insulation or other methods shall be provided as required by a Noise Study to residential homes near I-10 to reduce interior noise levels to the City's 45 dBA CNEL interior noise level standards. 2) Residential dwellings shall be oriented to minimize noise impacts to the living exterior areas (e.g., living areas at rear of the house and front yards facing noise sources or noise sensitive locations within the building [e.g., bedrooms] farthest from the noise source). 3) Parking areas shall be placed between noise sources (e.g., roadways and I-10) whenever practical. <p>School and park activities adjacent or near residential areas shall be limited whenever practical to the hours of 7:00 a.m. to 10:00 p.m.</p>
<p>Public Health and Safety/Hazardous Materials</p>	<p>The following mitigation measures related to potential health, safety, and/or hazardous material issues shall be implemented for the Proposed Project:</p> <ol style="list-style-type: none"> 1) Development of the mixed-use site (PA 4) to the north of PA 6 and PA 7 shall be compatible with activities planned for this school site location. 2) Traffic controls for the proposed school site located in PAs 6 and 7 shall be implemented and enforced for the protection of activities planned for the sites. 3) All federal, State of California, County of Riverside, and the City of Calimesa LORS and plans dealing with the use, storage, transport, and disposal of hazardous materials or wastes shall be implemented. 4) On-site development activities shall be coordinated with the Riverside County Fire Department and all LORS associated with wildfire prevention and construction activities within the wildfire/urbanization interface areas shall be implemented. <p>The following are fire prevention mitigation measures for the Proposed Project:</p> <ol style="list-style-type: none"> 1) All water mains and fire hydrants shall be reviewed by the Riverside County Fire Department and constructed in accordance with the Riverside County Ordinance No. 460 and/or 787.1, as adopted by the City of Calimesa in the Municipal Code. 2) All buildings shall be constructed in accordance with provisions contained in Riverside County Ordinance 787.1, as adopted by the City of Calimesa in the Municipal Code, and roofing materials shall be in accordance with Section 1503 of the Uniform Building Code.

**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure
	<p>3) Prior to approval of any development plan for land adjacent to open space areas, a Fire Protection/Vegetation Management (Fuel Modification) Plan shall be developed and submitted to the Riverside County Fire Department for review and approval. Additionally, the Homeowner's Association or the appropriate management entity for the Proposed Project shall be responsible for maintaining the elements of this Plan.</p> <p>4) The Proposed circulation system shall be acceptable to the City's transportation and fire departments.</p> <p>The following are hazardous material mitigation measures for locations that pose recognized environmental conditions identified in the Petra Phase I ESA:</p> <p>1) Soil stained area in the debris area near the old mobile home park shall be further investigated, removed by a licensed cleanup contractor, and disposed in accordance with federal and state LORS.</p> <p>2) Soil staining near the fallen transformers shall be sampled for PCBs, mineral soil, or petroleum hydrocarbons. If the soil is contaminated at regulatory action levels, a licensed cleanup contractor shall remove it in accordance with federal and state LORS.</p> <p>3) The soils near the olive trees shall be sampled and tested for pesticides (including organochlorine pesticides such as dichlorodiphenyltrichloroethane [DDT], dichlorodiphenyldichloro-ethane [DDD], and dichlorodiphenyldichloroethylene [DDE] used up until 1970s) to determine if soils contain regulatory action levels. Soil testing shall be required to identify any potential public health risk associated with development of the area for residential uses.</p> <p>The following are hazardous material mitigation measures for locations that the Petra Phase I ESA identified as locations of potential future concern:</p> <p>1) <u>Three Water Wells</u> – These wells shall be closed in accordance with the appropriate Riverside County regulatory agency procedures if they are not intended for future use.</p> <p>2) <u>Septic Systems</u> – The residential septic systems shall be removed and the debris disposed in accordance with federal and state regulations.</p> <p>3) <u>Seven Pole-Mounted Transformers</u> – These pole-mounted transformers shall be removed by a licensed contractor if they are not intended for future use.</p> <p>4) <u>Miscellaneous Solid Waste Debris Piles</u> – The solid waste debris piles present on the Proposed Project site shall be removed and if contamination is found, a licensed cleanup contractor shall be employed to perform further removal and remediation, if required, in accordance with federal and state regulations. Additionally, the soil beneath the solid waste piles shall be examined by a qualified environmental company to assess if contamination is present.</p> <p>5) <u>Abandoned Oil Well</u> – The location of the abandoned oil well shall be identified. The oil well shall be closed or mitigated in accordance with the DOGGR construction site plan review process and requirements.</p> <p>6) <u>Ranch Solid Waste Debris Piles</u> – Ranch solid waste debris piles are suspected on the site but were not found. Therefore, if these debris piles are found during Proposed Project development, they shall be further investigated by a qualified environmental company to determine if they pose an environmental or health risk.</p> <p>7) Grading and excavation workers shall be informed that there is a possibility that an old abandoned UST is located within a portion of the Proposed Project site. If a UST is found during project development, the general contractor shall be notified immediately. Removal of this tank shall be performed by a licensed contractor in accordance with Riverside County, State of California, and federal LORS.</p>
<p>Public Services and Utilities</p>	<p>1) Police protection impact fees shall be paid to the City of Calimesa to cover costs associated with added Riverside County Sheriff's Department services to the area as a result of the Proposed Project.</p> <p>2) The City shall coordinate with the sheriff's department to evaluate the level of service and related facilities or facilities required as a result of the Proposed Project.</p>

**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure
	<ol style="list-style-type: none"> 3) Fire protection impact fees shall be paid to the City of Calimesa to construct fire stations and/or pay for engine companies to service the area as a result of the Proposed Project. 4) The City shall coordinate with the county fire department to evaluate the response time, level of service, and related facilities or facilities required as a result of the Proposed Project. 5) All water lines and fire hydrants constructed at the Proposed Project site shall be reviewed by the Riverside County Fire Department and shall be designed to meet the Riverside County Ordinance No. 460 and/or 787.1, as adopted by the City of Calimesa in the Municipal Code. 6) The Riverside County Fire Department shall approve all fire hydrant locations and other fire design requirements for the Proposed Project. 7) The developer shall pay school impact fees and/or land and improvements pursuant to the requirements of SB 50. This shall be established in accordance with state formulas for determining developer fees. 8) The developer shall designate potential school sites for the project. If the School District does not purchase the site, the developer may develop the designated school sites consistent with the Specific Plan. 9) Library impact fees shall be paid to the City of Calimesa to cover costs associated with increased demands associated with library services resulting from the Proposed Project. 10) The YVWD has determined that adequate sources of water are available for domestic and recycled water supplied for the Proposed Project. The developer shall be responsible for the construction or supplemental production, transmission, and storage facilities needed to serve the Proposed Project in accordance with the supply assessment. 11) Water-related development impact fees and water-related charges in effect during construction shall be paid to YVWD. 12) The Proposed Project developer shall be responsible for installing the necessary infrastructure to achieve fire protection and the maximum/minimum water pressure service standards as provided by the YVWD. 13) The Proposed Project developer shall be required to install as necessary both potable water and recycled water to each residential, public institution, and mixed-use lots as required by the YVWD and as set forth in SB 221 and SB 610. All connections to the recycled water system will be the responsibility of the developer and shall be in accordance with the development of the Cross-Connection Prevention Plan. 14) The Proposed Project developer shall pay all YVWD impact fees associated with wastewater-related charges resulting from the Proposed Project, as determined by the water supply assessment at the time of permit issuance. These fees shall include, but not be limited to, sewer treatment expansion fees and necessary permits. 15) The Proposed Project developer shall be responsible for complying with the RWQCB 2004 Basin Plan and Maximum Benefit demonstration as adopted by the RWQCB. 16) The Proposed Project development shall be serviced by the existing YVWD plant to the north of the project site. 17) The Proposed Project developer shall obtain all necessary NPDES permits from the RWQCB related to construction and operation of the Proposed Project.
Traffic	<p>Project-specific improvements for the Proposed Project are identified here by phase, as required by the City of Calimesa Conditions of Approval.</p> <p>Phase 1 includes construction of the following improvements:</p> <p>T-1a. Construct the following improvements prior to issuance any building permits excluding models. After the completion of the following improvements, 528 building permits within PAs 9, 40, 41, and 42 shall be issued.</p> <ol style="list-style-type: none"> 1) Half width Sandalwood Drive from the freeway ramps to Roberts Road 2) Half width Roberts Road from South Loop B to North Loop A 3) Half width Roberts Road and Roberts Road Extension from North Loop A to County

**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure
	<p>Line Road</p> <ol style="list-style-type: none"> 4) Half width County Line Road from the extension of Roberts Road to the freeway ramps 5) Half width 7th Street realignment from Sandalwood Drive to Roberts Road 6) Install stop sign and right turn only at 7th Street 7) Half width North Loop A from Roberts Road to D Street 8) Half width South Loop B from Roberts Road to D Street 9) Half width Street C from South Loop B to North Loop A 10) Half width Street D from South Loop B to North Loop A 11) Half width Street F from North Loop A to Extension of Roberts Road 12) Full width Street G from Street F to the Mesa View School 13) Half width Street D From North Loop A to the terminus of the property (cul-de-sac) if PA 21 or 34 developed in the 1st phase 14) 24' pavement County Line Road from the terminus of the property (cul-de-sac) to the existing pavement if PA 21 or 34 developed in the 1st phase 15) Half width North Loop A from D Street to PA21 entrance if PA 21 developed in the 1st phase 16) Half width South Loop B from D Street to PA34 entrance if PA 34 developed in the 1st phase 17) Plans for County Line Road, Sandalwood Drive, and Calimesa Boulevard interchange improvements required for Phase 1 shall be approved. <p>T-1b. Construct the following improvements to allow the issuance of 196 building permits within PAs 11 and 12 for a total of 724 building permits.</p> <ol style="list-style-type: none"> 18) Full Width Sandalwood Drive from the freeway ramps to Roberts Road 19) Intersection Improvements <ol style="list-style-type: none"> a. County Line Road at Calimesa Boulevard <ol style="list-style-type: none"> i. East bound County Line Road <ol style="list-style-type: none"> 1. One new combination through/right turn in addition to the existing through lane and the existing left turn only b. County Line Road at east bound ramp <ol style="list-style-type: none"> i. West bound County Line Road <ol style="list-style-type: none"> 1. One new right turn only in addition to the existing through lane 20) Sandalwood Drive Interchange improvements <ol style="list-style-type: none"> a. East bound off ramp new right turn only in addition to the existing lane b. Back to back left turn lane by re-stripping at the I-10/Sandalwood interchange ramp intersection c. Signals at Sandalwood Drive and I-10 east bound ramps 21) County Line Road Interchange improvements <ol style="list-style-type: none"> a. East bound off ramp new lane right turn only in addition to the existing lane b. East bound County Line Road under the bridge one new through lane by re-stripping in addition to the existing through lane and the existing left turn only lane c. Signals at County Line Road and I-10 east and west ramps <p>T-1c. Construct the following improvements to allow the issuance of 92 building permits within PA 8 for a total of 816 building permits.</p> <ol style="list-style-type: none"> 22) Full width Street F from North Loop A to Extension of Roberts Road 23) Full Width North Loop A from Roberts Road to D Street 24) Full width Roberts Road from South Loop B to North Loop A 25) Full width Street C from South Loop B to North Loop A 26) Full width Street D from South Loop B to North Loop A 27) Intersection improvements: <ol style="list-style-type: none"> a. Roberts Road and North Loop A: <ol style="list-style-type: none"> i. Roberts Road north bound

**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure
	<ul style="list-style-type: none"> 1. One new left turn only and new combination through/right turn ii. Roberts Road south bound <ul style="list-style-type: none"> 1. One new left turn only and new combination through/right turn iii. North Loop A east bound <ul style="list-style-type: none"> 1. One new left turn only and new combination through/right turn iv. North Loop A west bound <ul style="list-style-type: none"> 1. One new left turn only and new combination through/right turn b. Extension of Roberts Road and County Line Road: <ul style="list-style-type: none"> i. County Line Road west bound <ul style="list-style-type: none"> 1. One new left turn only in addition to the existing through lane ii. Roberts Road <ul style="list-style-type: none"> 1. One new left turn only and one right turn only iii. Install a stop sign at Robert Road 28) Signals at Sandalwood Drive and Roberts Road 29) Calimesa Boulevard Interchange Improvements <ul style="list-style-type: none"> a. Signals at Calimesa Boulevard and I-10 west bound ramp, if warranted, if not shall be checked for warrants in phase 2 <p>Phase 2 requires construction of the following improvements:</p> <p>T-2a. Construct the following prior to issuance of any building permits in Phase 2 for PAs 16, 17, 19, 21 (if not constructed in phase 1), 34 (if not constructed in Phase 1), 35, and 36.</p> <ul style="list-style-type: none"> 30) Full width Street E 31) Half width Street D From North Loop A to the terminus of the property (cul-de-sac) if not built in the 1st phase 32) 24' pavement County Line Road from the terminus of the property (cul-de-sac) to the existing pavement if not built in the 1st phase 33) Half width North Loop A from D Street to PA21 entrance if not built in the 1st phase 34) Half width South Loop B from D Street to PA34 entrance if not built in the 1st phase 35) Plans for County Line Road, Sandalwood Drive, and Calimesa Boulevard interchange improvements required for Phase 2 shall be approved. <p>T-2b. Construct the following improvements to allow the issuance of 441 building permits within PAs 17, 19, 35, and 36 for a total of 1,257 building permits.</p> <ul style="list-style-type: none"> 36) Full width County Line Road from the extension of Roberts Road to the freeway ramps. 37) Intersection Improvements <ul style="list-style-type: none"> a. County Line Road at the east bound ramps <ul style="list-style-type: none"> i. County Line Road east bound at the east bound I-10 ramps <ul style="list-style-type: none"> 1. One new through lane in addition to the existing combination through/right turn lane b. Sandalwood Drive east bound at the east bound I-10 ramps <ul style="list-style-type: none"> i. One new right turn only in addition to the existing through lane c. Sandalwood Drive east bound at Calimesa Boulevard <ul style="list-style-type: none"> i. One new right turn only in addition to the existing two through lanes and the existing left turn only lane 38) Signals at: <ul style="list-style-type: none"> a. Street F at North Loop Road A b. Street D at North Loop Road A 39) County Line Road Interchange improvements <ul style="list-style-type: none"> a. One new left turn only for the east bound off ramp in addition to the existing left turn only and the existing right turn only lanes. <p>Phase 3</p> <p>T-3a. Construct the following improvements prior to the issuance of any building permits in Phase 3 for PAs 4, 14, 16, 18, 20, 22, 24, 25, 29, 30, 32, 33, 37, 38, 39, 44, and 45. After the</p>

**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure
	<p>completion, allow the development of 200,000 square feet of commercial.</p> <p>40) Plans for County Line Road, Sandalwood Drive, and Calimesa Boulevard interchange improvements required for Phase 3 shall be approved.</p> <p>T-3b. Construct the following improvements prior to the issuance of any building permits in PAs 20, 24, 25, 29, 30, 32, and 33.</p> <p>41) Half width North Loop A and South Loop B from PA21 entrance to PA34 entrance.</p> <p>T-3c. Construct the following improvements prior to the completion of PA 45.</p> <p>42) Half width Robert Road from South Loop B to the southerly property line.</p> <p>T-3d. Construct the following improvements prior to the issuance of the last building permit for PA 14.</p> <p>43) Full width Street D from North Loop A to the terminus of the property (cul-de-sac).</p> <p>T-3e. Construct the following improvements to allow the issuance of 564 building permits within PAs 14, 16, 18, 37, 38, and 39 for a total of 1,822 building permits</p> <p>44) Full width South Loop B from Roberts Road to D Street</p> <p>T-3f. Construct the following improvements to allow the issuance of 1,052 building permits within PAs 4, 20, 24, 25, 29, 30, 32, and 33 for a total of 2,873 building permits.</p> <p>45) Intersection Improvements</p> <ul style="list-style-type: none"> a. Sandalwood Drive and 7th Street <ul style="list-style-type: none"> i. Sandalwood Drive east bound at 7th Street <ul style="list-style-type: none"> 1. Two new through lanes in addition to the existing one through lane ii. Sandalwood Drive west bound at 7th Street <ul style="list-style-type: none"> 1. One new through lane in addition to the existing one through lane and one new combination through lane/right turn b. Sandalwood Drive and Roberts Road intersection <ul style="list-style-type: none"> i. Sandalwood Drive west bound <ul style="list-style-type: none"> 1. One new through lane in addition to the existing through lane 2. One new left turn only in addition to the existing left turn only lane 3. One new right turn only ii. Sandalwood Drive east bound <ul style="list-style-type: none"> 1. One new combination through lane/right turn in addition to the existing through lane and the existing left turn only iii. Roberts Road south bound <ul style="list-style-type: none"> 1. On new left turn only in addition to the existing left turn and the existing combination through lane/right turn c. Sandalwood Drive and east bound ramps <ul style="list-style-type: none"> i. Sandalwood Drive east bound at east bound ramps <ul style="list-style-type: none"> 1. One new through lane in addition to the existing through lane and the existing right turn only lane d. Sandalwood Drive and Calimesa Boulevard <ul style="list-style-type: none"> i. Sandalwood Drive east bound <ul style="list-style-type: none"> 1. One new right turn only in addition to the existing two through lanes and the existing left turn only ii. Calimesa Boulevard north bound <ul style="list-style-type: none"> 1. One new left turn only in addition to the existing left turn only 2. One new right turn only in addition to the two through lanes e. 5th Street and Calimesa Boulevard <ul style="list-style-type: none"> i. 5th Street one new through lane in addition to the one existing through lane and the existing right only and left only lanes <p>46) Sandalwood Interchange reconfiguration improvements</p> <ul style="list-style-type: none"> a. One new lane left turn only for the east bound off ramp for a total of two left only lanes

**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure
	<ul style="list-style-type: none"> b. One new lane right turn only for the east bound off ramp for a total of two right only lanes c. New Sandalwood Drive 6 lane overpass to include: <ul style="list-style-type: none"> i. Two new through east bound lanes ii. Two new through west bound lanes and two left turn only 47) Sandalwood/Calimesa Boulevard Interchange reconfiguration improvements <ul style="list-style-type: none"> a. Calimesa Boulevard south bound at the west bound interchange off ramp one new through lane for a total of two through lanes and one new right turn only b. Calimesa Boulevard north bound at the west bound interchange off ramp one new through lane for a total of two through lane and one new left turn only c. Calimesa Boulevard interchange off ramp with one new dual left and right turn in addition to the existing left turn only d. Install traffic signal at the intersection of Calimesa Boulevard and west bound freeway off ramp, if warranted and if approved by Cal Trans 48) Signals at: <ul style="list-style-type: none"> a. Extension of Roberts Road and County Line Road b. F Street and Extension of Roberts Road c. South Loop B and D Street. <p>The final Phase (4) requires construction of the following:</p> <p>T-4a. Construct the following improvements prior to the issuance of any building permits in Phase 4.</p> <ul style="list-style-type: none"> 49) Plans for County Line Road and Sandalwood Drive interchange improvements required for Phase 4 shall be approved. <p>T-4b. Construct the following improvements to allow the issuance of 577 building permits within PAs 1, 2, 3, 23, 26, 27, 28, 31 for a total of 3,450 and 150,000 square feet of Commercial within PAs 1, 2, 3.</p> <ul style="list-style-type: none"> 50) Full width North Loop A from D Street to PA21 entrance. 51) Full width South Loop B from D Street to PA34 entrance. 52) Full width North Loop A and South Loop B from PA21 entrance to PA34 entrance. 53) Full width Roberts Road Extension from North Loop A to northern property boundary 54) Full width Robert Road from South Loop B to the southerly property line. 55) Full width 7th Street 56) Sandalwood Drive east bound off ramps <ul style="list-style-type: none"> a. New through lane on addition to the existing two through lanes b. New right turn only 57) Calimesa Boulevard south bound and Sandalwood Drive <ul style="list-style-type: none"> a. One new right turn only b. One new through lane in addition to the existing through lane and the existing left turn only lane 58) County Line Interchange Improvements <ul style="list-style-type: none"> a. West bound under crossing one new through lane in addition to the existing through lane and the existing left turn b. West bound off ramp one new right turn only 59) Sandalwood Drive Interchange Improvements <ul style="list-style-type: none"> a. New Sandalwood Drive 8 lane overpass to include: <ul style="list-style-type: none"> i. Three through east bound lanes ii. Three through west bound lanes and two left turn only 60) Calimesa Boulevard Interchange reconfiguration improvements <ul style="list-style-type: none"> a. Calimesa Boulevard south bound one new right turn only in addition to the two existing through lanes 61) Extension of Roberts Road at County Line Road <ul style="list-style-type: none"> a. West bound County Line Road add a left turn only lane in addition to the existing left turn and the existing through lane

**Table ES-2
Required Mitigation Measures**

Resource Area	Mitigation Measure
	<ul style="list-style-type: none"> 62) Calimesa Boulevard and County Line Road <ul style="list-style-type: none"> a. East bound County Line Road new right turn only lane in addition to the two existing through lanes and the left turn only lane b. West bound County Line Road new right turn only in addition to the existing two through lanes and the existing left turn only lane c. North bound Calimesa Boulevard new left turn only lane in addition to the existing left turn only lane and new right turn only in addition to the two existing through lanes d. South bound Calimesa boulevard new through lane in addition to the existing through lane and the existing left turn only and existing right turn only lanes 63) West bound County Line Road at I-10 one new through lane in addition to the existing through lane and the existing right turn only through lane 64) East bound County Line Road at east bound I-10 ramps add one new right turn only in addition to the existing two through lanes 65) Roberts Road and North Loop Road <ul style="list-style-type: none"> a. North bound Roberts Road <ul style="list-style-type: none"> i. New through lane in addition to the existing through lane ii. New left turn only in addition to the existing left turn only iii. New right turn only b. South bound Roberts Road <ul style="list-style-type: none"> i. New through lane in addition to the two existing left turns only and the existing combination through lane/right turn c. East bound North Loop Road <ul style="list-style-type: none"> i. New right turn only in addition to the two existing through lanes and the existing left turn only 66) Roberts Road and South Loop Road <ul style="list-style-type: none"> a. North bound Roberts Road two new through lanes and two new left turn only lanes b. South bound Roberts Road two new through lanes in addition to the existing left turn only c. South Loop B new right turn only in addition to the existing left turn only lane d. Traffic Signal 67) Signals at: <ul style="list-style-type: none"> a. C Street and North Loop A b. C Street and South Loop B
	<p>Project Fair Share Contributions</p> <p>T-5 Project Fair Share contributions to traffic improvements:</p> <ul style="list-style-type: none"> 68) Pursuant to Tables 6-1 and 6-2 in the Traffic Technical Report, prepared by urban Crossroads, dated December 2006, the applicant shall provide fair share contributions as a result of traffic contributed to the local circulation system. 69) Pursuant to Tables 3.12-14 and 3.12-15 in the Revised DEIR, the applicant shall provide fair share contributions as a result of traffic contributed to the local and regional circulation system.

PUBLIC REVIEW

This document is being circulated to state, regional, and local agencies and to interested organizations and individuals that may wish to review and comment on the report. Publication of this Revised Draft EIR marks the beginning of a 45-day public review period. Copies of the Revised and Recirculated Draft EIR are available for review at the City of Calimesa Public Library and at the City of Calimesa Planning Department at the address below. The City of Calimesa will receive written comments during this 45-day public review period at the following address:

Mr. Gabriel Elliott
Director of Community Development, City of Calimesa
908 Park Avenue
Calimesa, California 92320
(909) 795-9801 (Telephone)
(909) 795-4399 (Facsimile)

Written comments received in response to the Revised Draft EIR will be addressed in the Final EIR and in Responses to Comments. The City's Planning Commission and City Council will review the documentation including the Final EIR, City of Calimesa staff recommendations, and public testimony to decide whether to certify the EIR and whether to approve the Proposed Project.

SECTION 1.0 INTRODUCTION

1.1 PURPOSE AND SCOPE OF THE REVISED AND RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) be prepared for any project to be undertaken or approved by a state or local agency that has the potential to have a significant effect on the environment. The purpose of this revised and recirculated Draft EIR is to present information relevant to existing conditions, evaluate potential environmental impacts, and recommend feasible mitigation measures to reduce any identified significant adverse environmental effects that could result from the Revised Land Use Master Plan and Circulation Master Plan components of the Mesa Verde Estates Specific Plan Amendment.

The Proposed Project site consists of a 1,493-acre parcel of currently vacant and undeveloped land located within the western portion of the City of Calimesa in Riverside County, California. The proposed new Access Road is the extension of Roberts Road southerly of County Line Road. Specifically, this area is located south of West County Line Road, west of 7th Place, and north and east of Villa Calimesa Trailer Park (see Section 2.0 for maps showing the regional location of the site, as well as the local area). The Project Area is generally flat and lies at 2,320 to 2,360 feet in elevation. Nearby properties are either vacant or developed with residential structures, except for the western most portion of the Project Area that contains a school.

The Draft EIR was prepared in compliance with CEQA (Public Resources Code §§21000 et seq.), and the State CEQA Guidelines (California Code of Regulations (CCR), Title 14, §§15000 et seq.). As described in the State CEQA Guidelines Section 15121(s), an EIR is a public information document that assesses potential environmental impacts of a proposed project and identifies mitigation measures and alternatives to the project that could reduce or avoid adverse impacts.

CEQA and the State CEQA Guidelines require that government agencies consider the environmental consequences of projects over which they have discretionary authority. An EIR is not intended to recommend either approval or denial of a project; rather, an EIR's purpose is to disclose all potential environmental impacts associated with a discretionary action, or project. Public agency decision-makers recommend final action regarding the approval or denial of a project.

1.2 CEQA EIR PROCESS OVERVIEW

The basic purpose of CEQA is to inform governmental decision makers and the public about the potential significant environmental effects associated with a proposed action or project. State CEQA Guidelines Section 15378 defines a "project" as "the whole of an action, which has the potential to result in either a direct physical change in the environment, or a reasonably

foreseeable indirect physical change in the environment.” A project is subject to CEQA if the Lead Agency determines that the project involves a discretionary action. A discretionary action is defined as:

“... a project which requires the exercise of judgment or deliberation when the public agency or body decides to approve or disapprove a particular activity, as distinguished from situations where the public agency or body merely has to determine whether there has been conformity with applicable statutes, ordinances, or regulations (State CEQA Guidelines, Section 15357)...”

Under the State CEQA Guidelines, Section 15002(f)(1) “an EIR is prepared when the public agency finds substantial evidence that the project may have a significant effect on the environment.” The Lead Agency is the agency with the greatest responsibility for carrying out or approving the project. Following preliminary review, the Lead Agency shall prepare and circulate an initial study that discusses the potential environmental impacts of a project, or it may forgo further initial review of the project and begin work directly on the EIR (State CEQA Guidelines, Section 15063).

Once a Lead Agency has determined that an EIR is required, it issues a Notice of Preparation (NOP) and provides copies of the NOP to all responsible and trustee agencies and other interested parties. The Lead Agency also sends a copy of the NOP to the State Clearinghouse if the project has area-wide or statewide significance, or requires the approval of a state agency. The purpose of the NOP is to inform agencies and the public that the Lead Agency plans to prepare an EIR for the project and to solicit input on the scope and content of the EIR. This input is then used by the Lead Agency to develop and refine the range of environmental issues to be addressed in the EIR.

When the scope of the EIR has been determined by the Lead Agency, preparation of the Draft EIR may begin. The Lead Agency may prepare the Draft EIR either directly or under contract to address the potential environmental impacts associated with the proposed project. When the Draft EIR is complete and is accepted by the Lead Agency, it is released for a mandatory public review period. The Lead Agency may also conduct optional public meetings to solicit additional input from interested parties on the contents of the Draft EIR. All comments received on the Draft EIR during the public review period must be addressed in the Final EIR. The Final EIR reflects comments and responses to the Draft EIR, as well as any changes to the text, maps, or exhibits in the Draft EIR. The Lead Agency then considers certification of the Final EIR, and subsequently, project approval.

The State CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a Project EIR, pursuant to Section 15161 of the CEQA Guidelines, which defines a Project EIR in the following terms:

“The most common type of EIR examines the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.”

1.2.1 Recirculation of a Draft EIR Prior to Certification

CEQA Guidelines Section 15088.5 discusses the requirements for the recirculation of an EIR prior to certification. Under subsection (a), “a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification.” After reviewing the proposed revisions to the Specific Plan (Land Use Master Plan and Circulation Master Plan) the City of Calimesa determined that these revisions represented significant new information that should be made public.

Section 15088.5(b) states that “recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR”. Some revisions to the Specific Plan represent clarification; however, the redistribution of planning areas to provide a more cohesive open space area within the project site, and the changes in proposed access to the project site, require additional environmental evaluation, the results of which do constitute significant new information.

Therefore, in accordance with CEQA Guidelines Section 15088.5(a) the City has recirculated the Draft EIR, as revised. CEQA Guidelines Section 15088.5(c) states that “if the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.” In accordance with this section, the following issues are addressed in this recirculated Draft EIR: Aesthetics and Visual Resources; Biological Resources; Cultural/Paleontological Resources; Land Use; Noise; and Traffic and Circulation.

1.3 NOTICE OF PREPARATION AND SCOPING SUMMARY

See Draft EIR beginning on Page 1-2 for this discussion.

1.4 PUBLIC REVIEW OF THE REVISED AND RECIRCULATED DRAFT EIR

Like the Draft EIR, this Revised and Recirculated Draft EIR is subject to a 45-day public review period. Interested individuals, organizations, Responsible Agencies, and other interested parties can provide written comments on the contents of the Revised and Recirculated Draft EIR during the public review period. Copies of this document have been sent to the State Clearinghouse, agencies who commented on the NOP and Draft EIR, and other parties who expressed an interest in receiving the Revised and Recirculated Draft EIR. A complete distribution list is included in **Appendix A**.

Comments on the Revised and Recirculated Draft EIR along with comments on the Draft EIR will be reviewed and responses will be prepared which will be compiled into one Final EIR after the public review period has ended, but prior to the City of Calimesa taking action on the project.

1.5 ORGANIZATION OF THE REVISED AND RECIRCULATED EIR

The Draft EIR is organized as follows:

Executive Summary. This section presents a summary of the Proposed Revisions to the Project Description for the Mesa Verde Estates Specific Plan Amendment, summarizes potential environmental impacts associated with the Revised Project, and identifies mitigation measures for any new impacts identified. In addition, a compiled list of impacts and mitigation measures is included so the review has a complete picture of the revised project. Other elements of an Executive Summary are included in that section of the Draft EIR which may be read in conjunction with the Revised and Recirculated Draft EIR.

Section 1. Introduction. This revised section describes the purpose and organization of the Draft EIR and how CEQA allows for the recirculation of a Draft EIR prior to certification.

Section 2. Project Description. This revised section provides a detailed description of the revisions to the Land Use Master Plan and Circulation Master Plan of the Mesa Verde Estates Specific Plan Amendment.

Section 3. Environmental Setting and Impact Analysis. This revised section describes the environmental setting for each topical area that must be revisited, evaluates the changes that may result from proposed revisions to the Land Use Master Plan and Circulation Plan of the Mesa Verde Estates Specific Plan Amendment, and identifies whether any changes may produce significant adverse environmental impacts. This revised section is limited to those issues identified above in Section 1.2.1.

Section 4. Other Environmental Considerations. No new information was required in this section; therefore, it has not been included in the Revised and Recirculated Draft EIR.

Section 5. Alternatives to the Proposed Project. No new information is included in this section; therefore, it has not been included in the Revised and Recirculated Draft EIR.

Section 6. Mitigation Summary. This revised section lists all mitigation measures recommended to reduce potentially significant adverse environmental impacts associated with the Proposed Project and any proposed revisions to the Land Use Master Plan and Circulation Plan of the Mesa Verde Estates Specific Plan Amendment. New mitigation measures are highlighted.

Section 7. References. This revised section provides a list of all references that were used in the preparation of the Revised and Recirculated Draft EIR.

Section 8. Organizations and Persons Consulted. This revised section provides a list of organizations or persons from whom information was obtained in the preparation of the Revised and Recirculated Draft EIR. No new information is included in this section; therefore, it has not been included in the Revised and Recirculated Draft EIR.

Section 9. List of Draft EIR Preparers. This revised section provides a list of all persons who directly participated in the preparation of the Revised and Recirculated Draft EIR.

Section 10. Acronyms and Abbreviations. No new information is included in this section; therefore, it has not been included in the Revised and Recirculated Draft EIR.

Appendix A. Draft EIR Distribution List. This revised Appendix contains a list of agencies and individuals who commented on the Draft EIR and a Distribution List for the Revised and Recirculated Draft EIR.

Appendix B. No new information is included in this Appendix; therefore, it has not been included in the Revised and Recirculated Draft EIR.

Appendix C. Biological Resources Reports and Oak Tree Report. Included in this Appendix.

Appendix D. Cultural Resources and Historic Architectural Survey Report. Included in this Appendix.

Appendix E. No new information is included in this Appendix; therefore, it has not been included in the Revised and Recirculated Draft EIR.

Appendix F. No new information is included in this Appendix; therefore, it has not been included in the Revised and Recirculated Draft EIR.

Appendix G. No new information is included in this Appendix; therefore, it has not been included in the Revised and Recirculated Draft EIR.

Appendix H. Revised Noise Study. Included in this Appendix.

Appendix I. Revised Traffic Technical Report. Included in this Appendix.

Appendix J. Water Supply Assessment. Included in this Appendix.

1.6 INTENDED USES OF THE EIR

This Revised and Recirculated Draft EIR has been prepared by the City of Calimesa, acting as Lead Agency, pursuant to CEQA and the State CEQA Guidelines. This document evaluates the potential environmental impacts associated with proposed revisions to the Land Use Master Plan and Circulation Plan of the Mesa Verde Estates Specific Plan Amendment, and provides information regarding the significance of those impacts. This Revised and Recirculated Draft EIR in conjunction with the Draft EIR previously circulated will be used for the following purposes:

- To inform the public, decision-makers, and elected officials about the potential environmental effects of the Mesa Verde Estates Specific Plan Amendment Project, and to solicit input on the nature and scope of potential environmental effects addressed in the Draft EIR;

- To disclose to the public, decision-makers, and elected officials the potential environmental effects associated with short-term construction and long-term operation of the Proposed Project;
- To identify ways to avoid or minimize the potential environmental effects of the Proposed Project, and to evaluate alternatives to the proposed action(s); and
- To provide the City of Calimesa Planning Commission and the City of Calimesa City Council with a technically adequate and legally defensible document to be used in the decision-making process regarding this land development application.

SECTION 2.0 PROJECT DESCRIPTION

This section provides a brief description of the overall Proposed Project and the modifications discussed in this revised document.

2.1 PROJECT LOCATION

The Proposed Specific Plan Project site is located in the northwestern portion of the City of Calimesa, immediately west of Interstate 10 (I-10) in Riverside County, California. The northern boundary of the 1,493-acre parcel forms the jurisdictional boundary between the County of Riverside and San Bernardino County to the north. An additional approximately 29 acres lie in the County of San Bernardino; this area is not a part of the proposed Specific Plan and remains as unimproved open space. The project site is north of the junction of I-10 and Highway 60 and approximately 70 miles east of downtown Los Angeles. The cities of Beaumont and Banning lie to the southeast of the Proposed Project site, and the cities of Redlands and Yucaipa are located to the northwest. **Figure 2-1, Regional Location Map**, depicts the location of the site in the context of the greater southern California region. **Figure 2-2, Project Vicinity Map (Aerial Photo)**, shows the relationship of the Proposed Specific Plan Project site to the surrounding area and the developed portion of the City of Calimesa. It also shows surrounding land uses in the vicinity of the Proposed Project site.

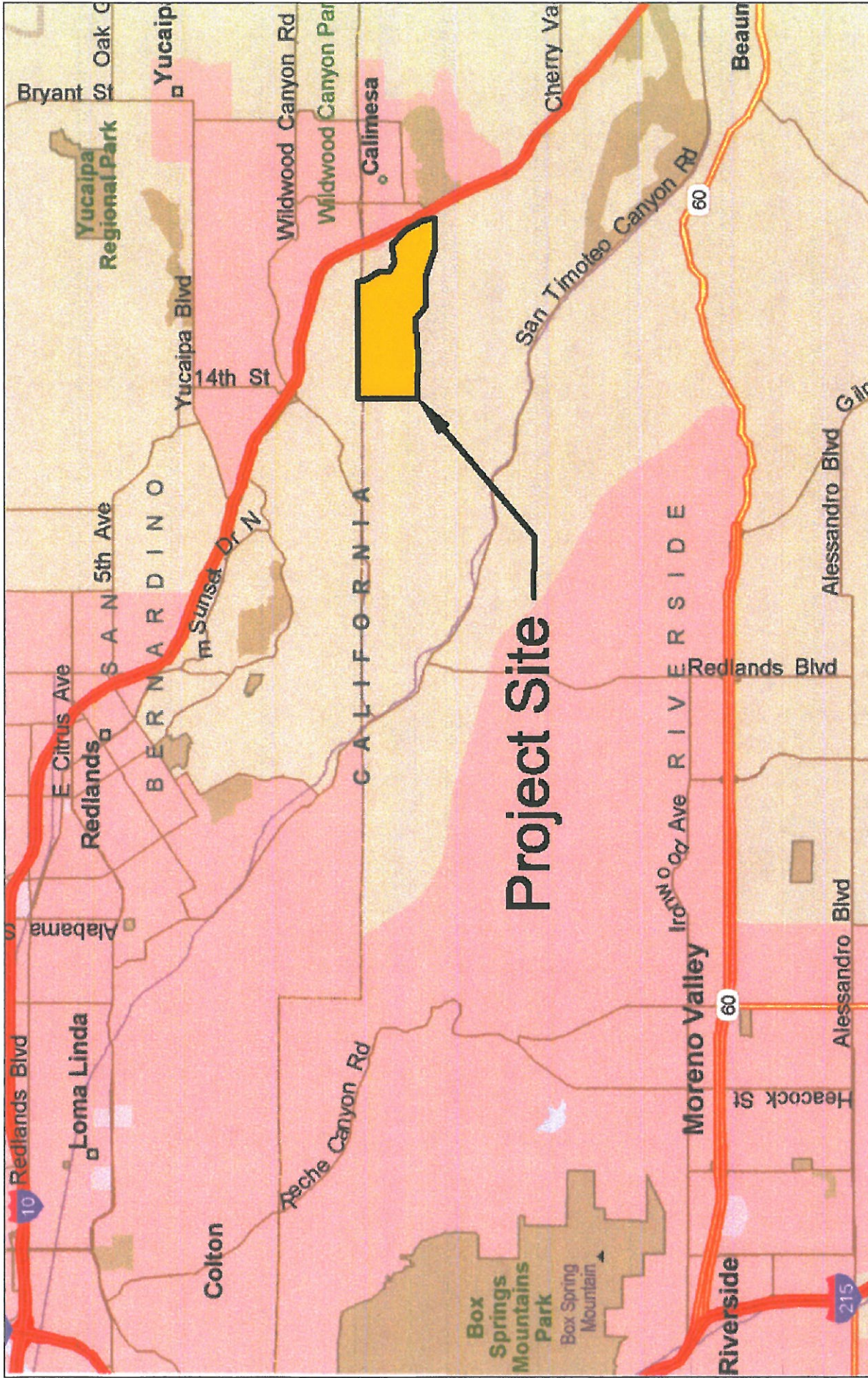
The Project Site is currently vacant and is used for cattle grazing. North of the project site are residential developments and the Yucaipa Valley Water District treatment facility. I-10 borders the site along the eastern property line. Vacant parcels border the westerly and southerly property lines. Open space areas and the Summerwind Ranch Specific Plan project site are also located on the south side of the property,

Regional access to the Mesa Verde Estates Project Site is provided via I-10 located to the east of the site. Local access will be provided via Sandalwood Drive, and extension of Roberts Road, with County Line Road used for emergency access only (refer to Figure 2-2, Aerial Photo).

2.2 DESCRIPTION OF THE PROPOSED PROJECT

2.2.1 Project Background

The proposed Specific Plan project is a part of the larger Oak Valley Specific Plan 216 and 216A, previously approved by Riverside County and subsequently adopted by the City of Calimesa which renamed it the Oak Valley Specific Plan Area 1. **Figure 2-3, Oak Valley Specific Plan**, shows the relationship between the larger Specific Plan and the proposed Mesa Verde Estates Specific Plan Project Site. The Mesa Verde Estates Specific Plan proposed by Oak Mesa Investors, LLC, is located in the northerly half of the Oak Valley Specific Plan Area 1. The remaining southerly portion of the Oak Valley Specific Plan Area 1 is under separate ownership and is being independently developed by Sun-Cal Communities.



Source: VA Consulting, Inc.



Michael Brandman Associates

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Figure 2-1
Regional Location

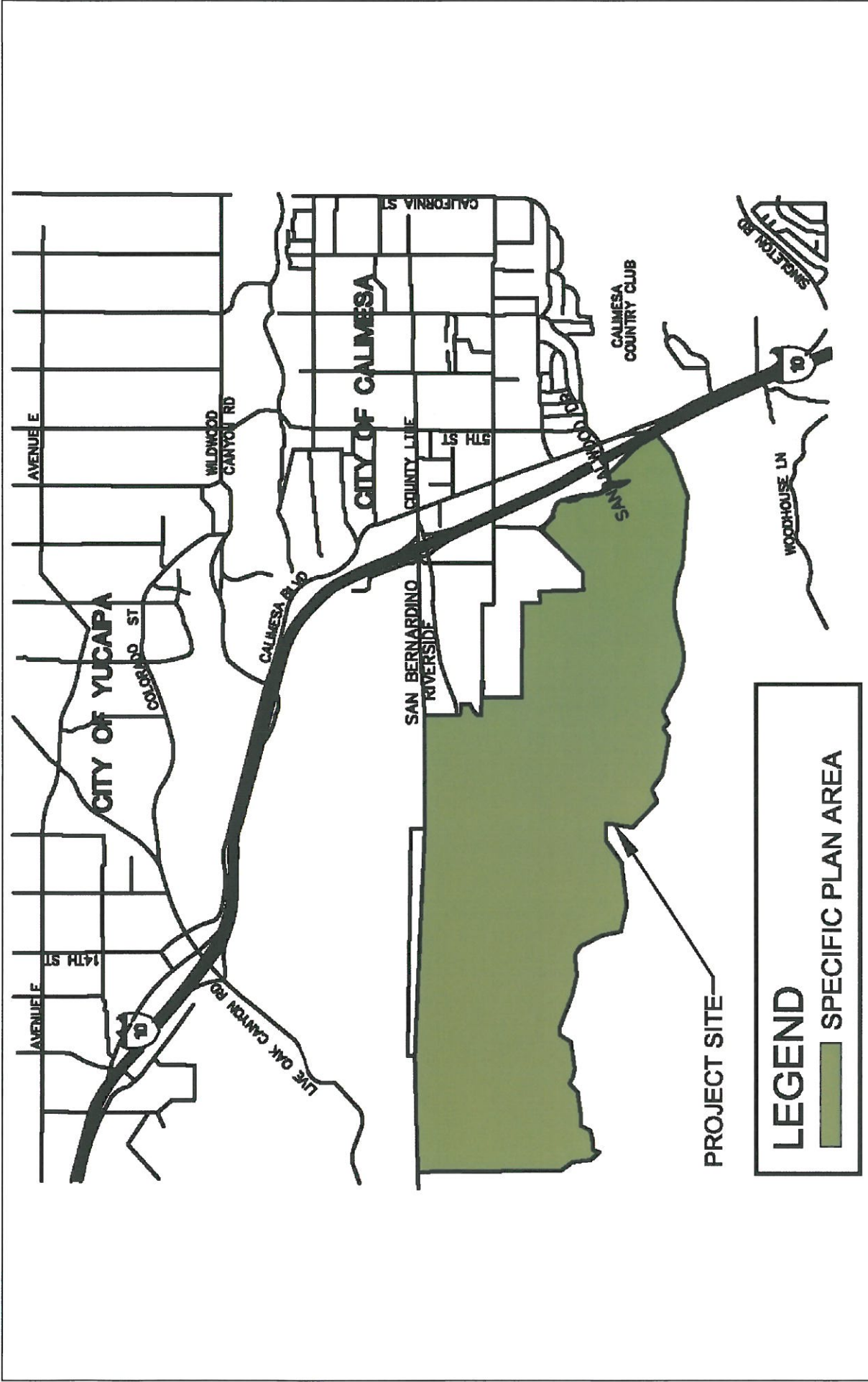
















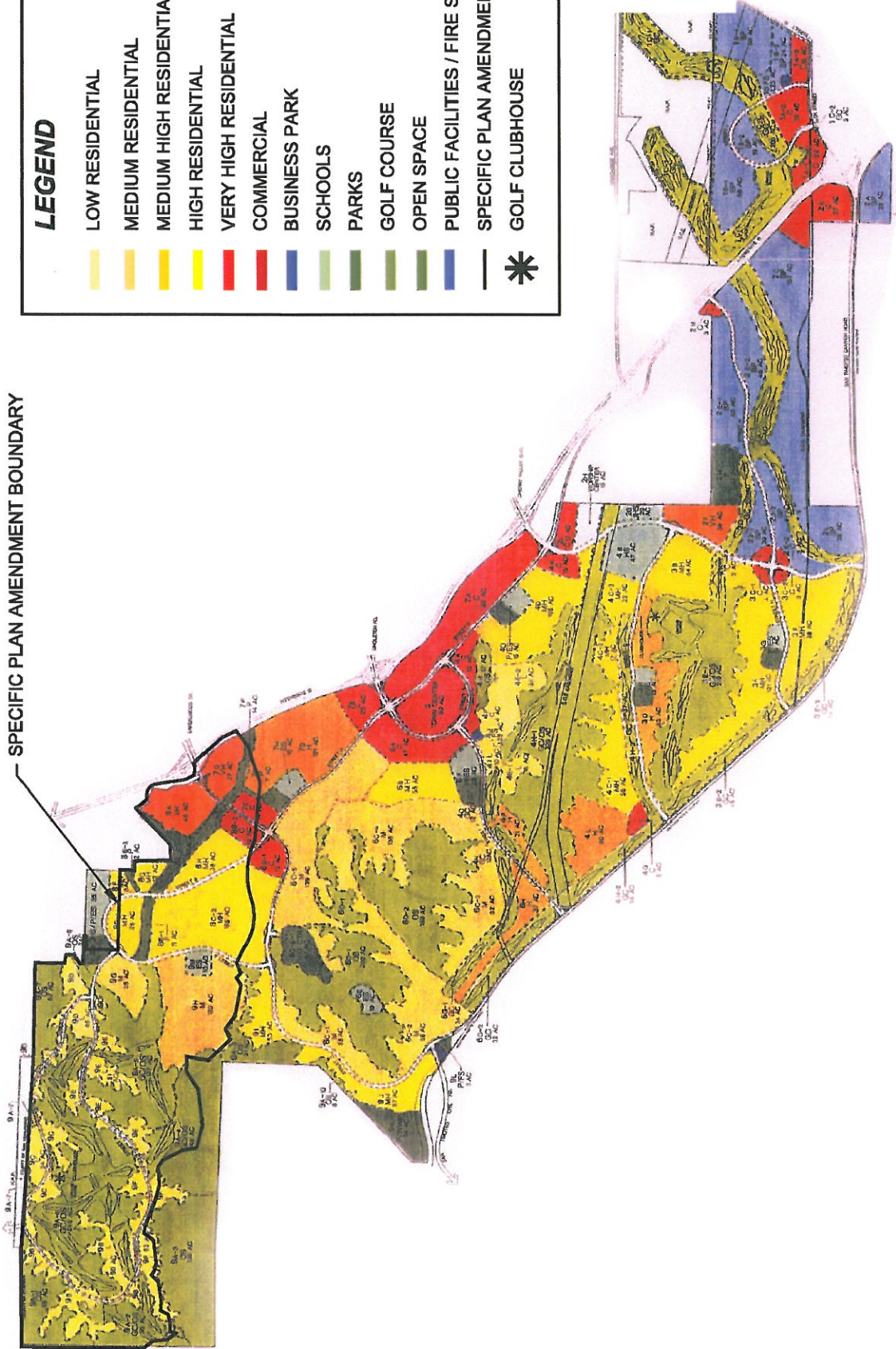
Figure 2-2
Vicinity Map

Source: VA Consulting, Inc.



SPECIFIC PLAN AMENDMENT BOUNDARY

LEGEND	
	LOW RESIDENTIAL
	MEDIUM RESIDENTIAL
	MEDIUM HIGH RESIDENTIAL
	HIGH RESIDENTIAL
	VERY HIGH RESIDENTIAL
	COMMERCIAL
	BUSINESS PARK
	SCHOOLS
	PARKS
	GOLF COURSE
	OPEN SPACE
	PUBLIC FACILITIES / FIRE STATIONS
	SPECIFIC PLAN AMENDMENT BOUNDARY
	GOLF CLUBHOUSE



Source: VA Consulting, Inc.



Michael Brandman Associates

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Figure 2-3
Adopted Oak Valley Specific Plan

The Draft EIR was distributed for a 45-day public review period that ran from September 7, 2005 through October 21, 2005. In addition, two Planning Commission Workshops were held at the City of Calimesa on October 24 and November 28, 2005, which extended the public review period to receive oral comments from interested citizens.

Comments received on the Draft EIR were considered by the City of Calimesa and Oak Mesa Investors, LLC, resulting in modifications to the Specific Plan Land Use Master Plan and Circulation Master Plan that would change uses in some planning areas from residential to open space, or from open space to residential, resulting in a more cohesive open space plan for the project site. Finally, the Circulation Master Plan has been revised in response to the public's concerns about traffic and circulation, particularly the proposed access to the site via County Line Road. Section 2.2.2 describes the revisions to the Specific Plan Amendment in greater detail.

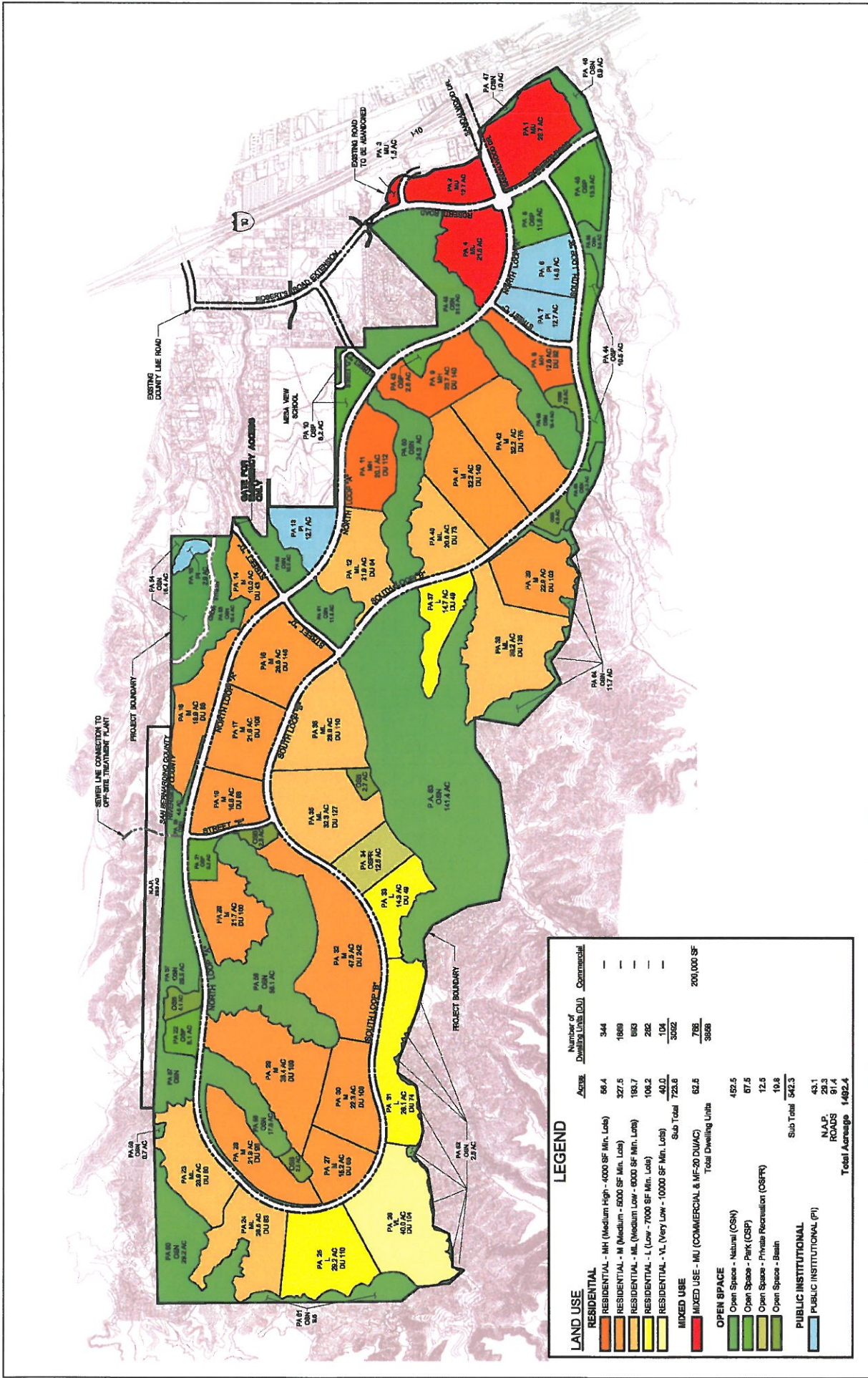
The following figures have been updated to reflect the revised Land Use and Circulation master plans: **Figure 2-4, Original Land Use Master Plan, Figure 2-4A, Revised Land Use Master Plan, Figure 2-5 Phasing Plan, Figure 2-6, Conceptual Grading Plan, and Figure 2-7, Circulation Master Plan.** All other figures in this recirculated EIR represent the revised Project Description.

2.2.2 Project Description

2.2.2.1 Circulation Master Plan

The access configuration evaluated in the Draft EIR is shown on Figure 2-4 and is described as follows:

- Main access would be provided via Sandalwood Drive connecting to Street "A" at the entrance to the Specific Plan project site. Street "A" is considered the main access to the site because it is nearest to the I-10 freeway ramps, and provides access into the Mixed Use planning areas (commercial and residential).
- A second access would be provided via County Line Road extending this road from the existing terminus into the Project site at Street "D" providing access to the residential neighborhoods.
- A third access from Street "G" would provide a connection to the County Line Road interchange via 7th Street, 7th Place, and County Line Road. In the future, a new Roberts Road alignment would connect Street "G" with County Line Road.
- The extension of Roberts Road to the south of the project site would provide access to the Singleton and Cherry Valley interchanges to the south through the Summerwind Ranch.



Source: VA Consulting, Inc.



Michael Brandman Associates

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Figure 2-4
Original Land Use Master Plan

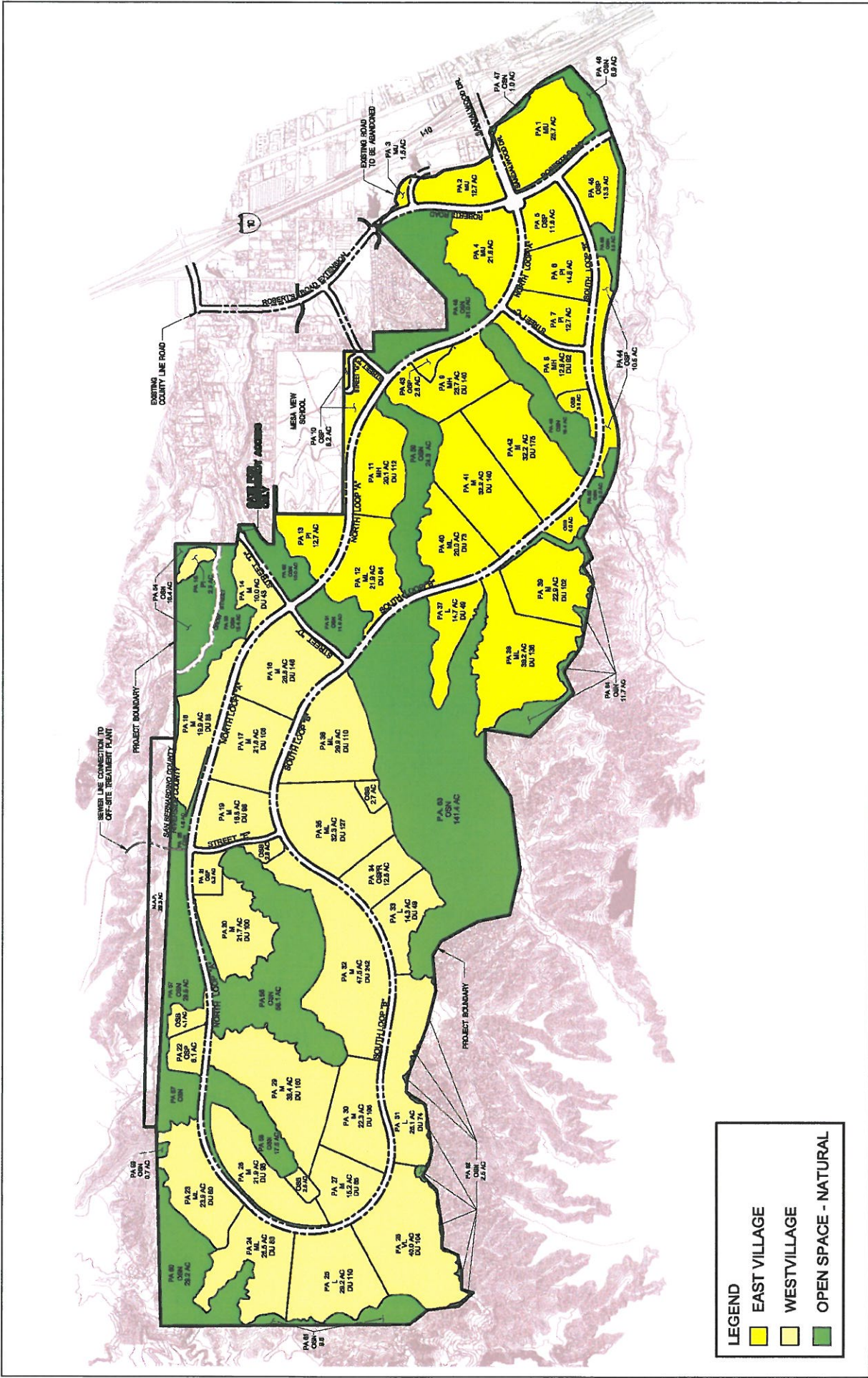


Figure 2-4a
Revised Land Use Master Plan

MESA VERDE ESTATES
DRAFT EIR

Source: VA Consulting, Inc.



Michael Brandman Associates

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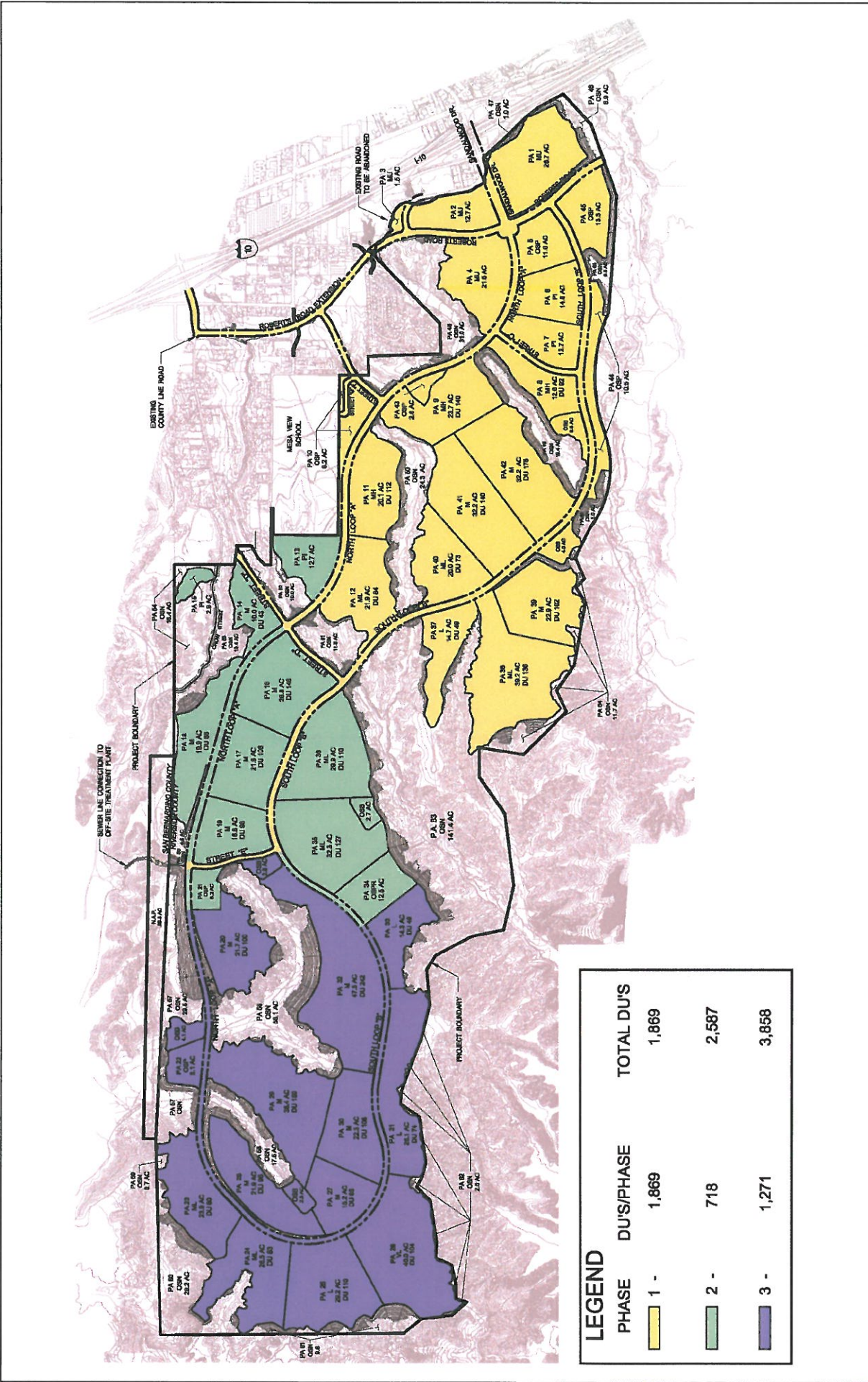
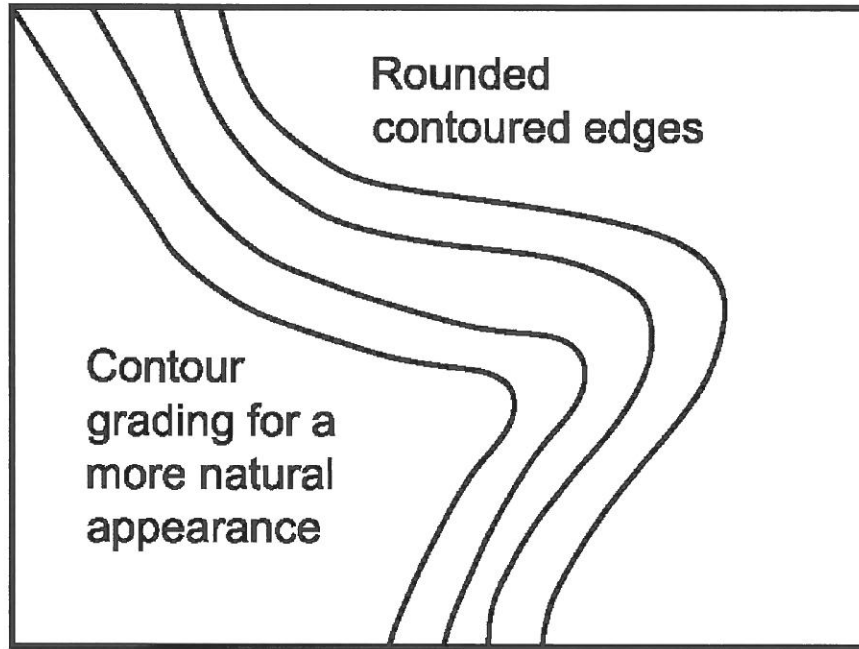


Figure 2-5
Phasing Plan

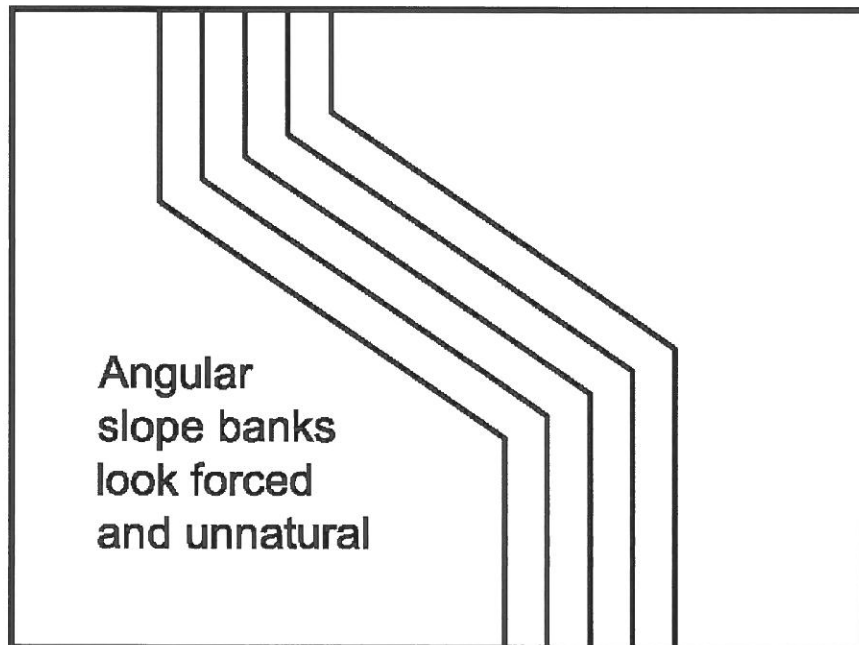
MESA VERDE ESTATES
DRAFT EIR

Source: VA Consulting, Inc.





Contoured Slope Variation (Preferred)



Angular Slope Variation

Source: VA Consulting.

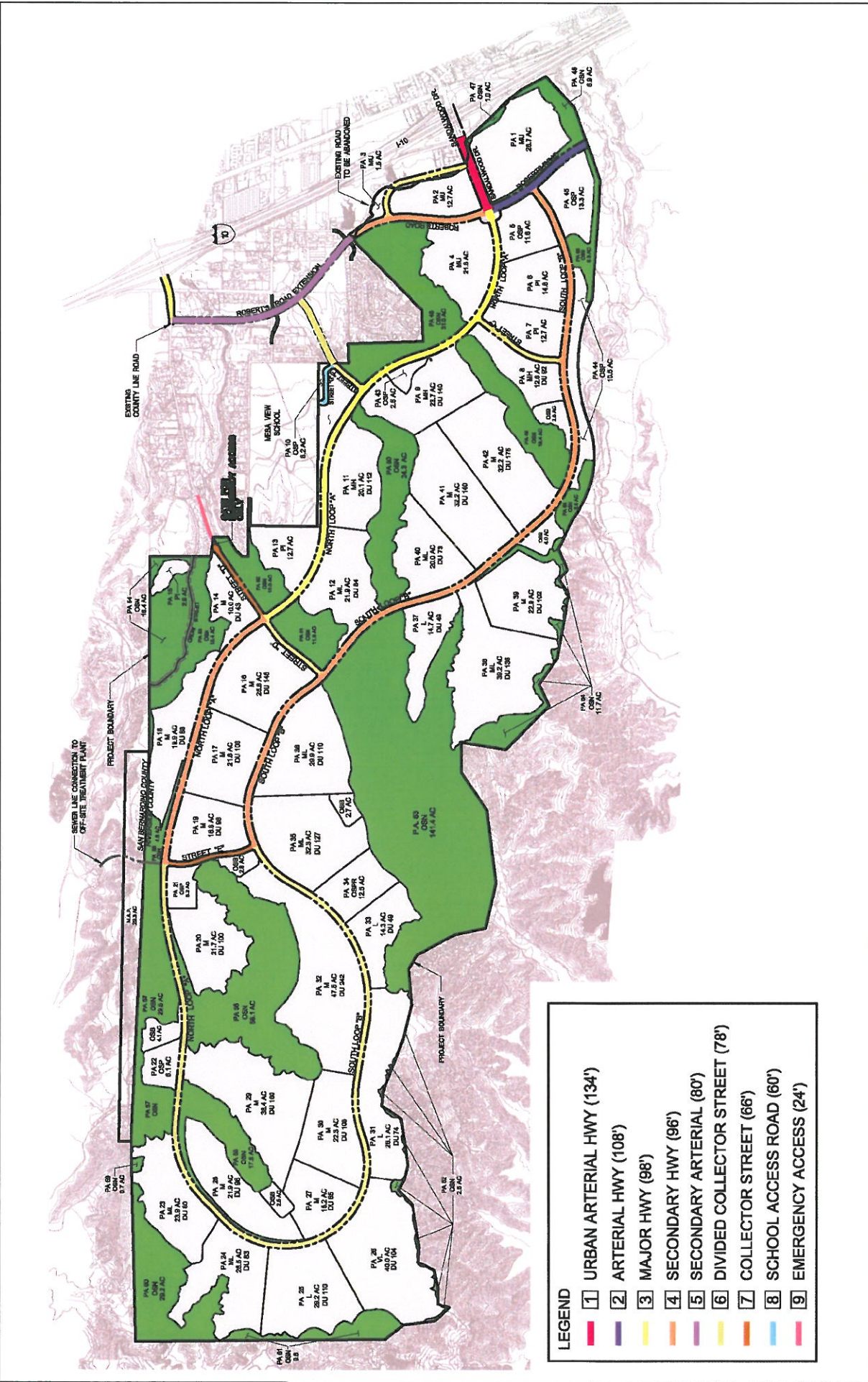


Figure 2-7
Revised Circulation Master Plan

Source: VA Consulting, Inc.



The proposed new access configuration is shown on **Figure 2-7, Circulation Master Plan**, and is described as follows:

- As originally proposed, the main access would be provided via Sandalwood Drive connecting to Street “A” at the entrance to the Specific Plan project site.
- Under the Revised Specific Plan, the original proposed second access via the extension of County Line Road would provide emergency access only, through the Project’s Street “D”. County Line Road at the property boundary will be gated with a Knox activated electric gate per Riverside County Fire Department standards to permit Fire Department access to the site but restrict public access to the site. On the project side, pressure pads will be provided to allow unrestricted egress from the site for emergencies only.

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

- As originally proposed, access from the County Line Road interchange to the site will be provided through an extension of Roberts Road. The revision to the Circulation Plan shows the connection at Street “F” rather than Street “G” and connecting Sandalwood Drive and County Line Road. Street “F” will connect Roberts Road to North Loop “A” which will provide access to the Mesa View School.
- Also as originally proposed, the extension of Roberts Road to the south of the project to provide access to the Singleton and Cherry Valley interchanges to the south through the Summerwind Ranch would remain.

2.2.2.2 Revisions to the Land Use Master Plan

The Land Plan (Figure 2-4A) with revisions for the proposed 1,493-acre Mesa Verde Estates Specific Plan is presented here followed by **Table 2-1**, a statistical summary of the original and revised proposed Land Use Master Plans. Revisions to the Plan are italicized. In the Planning Commission workshops, the Planning Commission requested that the Applicant reduce the number of 4,000-square-foot lots and add some lots that were larger than 7,000 square feet. In response, the Applicant reduced the number of 4,000 square foot lots by 650 lots and added 104 10,000-square-foot lots. These changes are:

- A maximum of 3,092 detached single-family units on approximately on 736.2 acres;
- 62.5 acres of Mixed Use development, including approximately 358 attached residential units and approximately 350,000 square feet of commercial;
- 571.6 acres of Open Space including:
 - 481.8 acres of Natural Open Space (including 29.3 acres of Not A Part);
 - 19.8 acres of basins;

- 70.0 acres of public park sites and a Private Recreational Facilities including;
- 43.1 acres of Public Institutional Uses including:
 - 2 elementary school site;
 - A middle school site;
 - A water reservoir site; and
- 91.4 acres of roads.

**Table 2-1
Statistical Summary of Mesa Verde Estates Land Use Master Plans**

Land Use	Original Land Plan			Revised Land Plan			Difference
	Gross Acres	Dwelling Units	Commercial (Sq Ft)	Gross Acres	Dwelling Units	Commercial (Sq Ft)	
Residential¹							
Very Low Density				40.0	104		+104
Low Density	111.2	322		84.3	282		-40
Medium Low Density	199.4	694		193.7	693		-1
Medium Density	239.7	1,084		349.4	1,669		+587
Medium High Density	185.9	992		56.4	344		-648
SFR Subtotals	736.2	3,092		723.8	3,092		No change in number of DU -12.4 ac
Mixed Use -- Residential/Commercial							
Mixed Use Residential./Commercial	61.8	358	350,000	62.5	358	350,000	-0.7 ac
Public/Institutional²							
School Sites/Water Tower	40.8			43.1			+2.3 ac
Roads	99.8			91.4			-8.4 ac
Public/Institutional Subtotal	140.6			134.5			+0.2 ac
Open Space, Parks and Recreation							
Open Space, Private Recreation	12.4			12.5			+0.1
Open Space, Park sites	50.4			57.5			+7.1 ac
Open Space, Natural	440.0			452.5			+12.5 ac
Open Space - Not a Part	29.3			29.3			No change
Basins	21.7			19.8			-1.9 ac
Open Space/Parks Subtotal	553.8			571.6			+ 17.8 ac
TOTAL	1,492.4	3,450	350,000	1,492.4	3,450	350,000	No change

1. Does not include residential in the MU planning areas which are accounted for separately.

2. In original Land Plan this category included the 29.9 acres that is not a part of the Specific Plan, in San Bernardino County. This area is now included in Open Space since it is not being developed.

The set aside school sites are subject to future purchase and construction by the Yucaipa-Calimesa Joint Unified School District (YCJUSD). If the YCJUSD does not purchase one or all of the designated school sites, the school sites may be developed as residential areas for an

additional 195 detached single-family units. In this scenario the maximum number of units shall not exceed 3,850 (single-family and multi-family units).

Table 2-1, Statistical Summary of Mesa Verde Estates Land Use Master Plans, shows a summary of the two plans. As with the original proposed Land Use Master Plan, extensive infrastructure improvements will be necessary for the development of this project. The following is a list of improvements with those associated with the revised Plan shown in italics.

- Freeway access to the site will be provided from two existing interchanges at County Line Road and Sandalwood. The project will ultimately construct improvements to these interchanges;
- Roberts Road will be constructed between Sandalwood Drive and County Line Road;
- *Access from the County Line Road interchange to the site will be provided through the extension of Roberts Road and Street F;*
- Access modifications to the existing Bob's Big Boy Restaurant will be required as part of the interchange improvements;
- Traffic movements will be restricted on the existing 7th Street and Sandalwood Drive "T" intersection to right in and right out because of its proximity to the proposed Sandalwood interchange;
- *The northern portion of 7th Street near PA 3 will be abandoned and realigned to connect to Roberts Road;*
- *A gated emergency access will be provided from proposed Street "D" through County Line Road;*
- The project will contribute its 50 percent fair share for the future construction of Roberts Road Bridge over the Garden Air Wash;
- The YVWD will provide water and sewer services. Potable and non-potable water and sewer lines will be extended to the site to provide adequate service for the project. Two new off-site potable and non-potable water storage tanks for the R-11 and R-12 pressure zones and their associated distribution lines will be required to serve potable and non-potable water to the proposed development. Recycled water will be used extensively for irrigation within this project as deemed feasible by the YVWD to conserve potable water;
- The Wochholz treatment facility to the north of the site, which is planned to be expanded, will accommodate the entire sewerage generated by this project. Most of the project's sewerage will be gravity flow, while a portion of the project's sewerage will be directed to this existing plant by construction of two lift stations; and
- Dry utilities will be provided and extended to the site by the utility companies including electric power by Southern California Edison (SCE), telephone service by Verizon, gas by Southern California Gas Co., and cable television by Adelphia.

The project will be implemented and constructed by approval of a General Plan Amendment, Zone Change, Specific Plan Amendment, Tentative Tract Maps, Development Agreement, Community Facilities District, and architectural review of the structures.

2.2.3 Scope and Content of the Specific Plan

A Specific Plan has been prepared for the Proposed Project (Van Dell, Lifescape, & Fagan 2004). (Note: In the interim, Van Dell and Associates Inc., has changed its name to VA Consulting, Inc.) The Specific Plan Amendment for the Mesa Verde Estates Specific Plan has been prepared in accordance with the provisions of California Government Code Title 7, Division 1, Chapter 3, Article 8, Section 65450 through 65457. Both the Planning Commission and the City Council must hold public hearings for the Specific Plan to be adopted.

The Specific Plan Amendment for the Proposed Project contains the following sections:

Section I, **Overview**, discusses the scope, goals, community concept, project description, project location, and environmental setting.

Section II, **General Plan Consistency**, reviews the various elements of the Specific Plan in comparison with the City of Calimesa General Plan.

Section III, **Specific Plan Amendment Components**, discusses the various Specific Plan elements in detail for the entire development area.

Section IV, **Landscape Design Guidelines**, provides the framework for standards and requirements for project landscaping.

Section V, **Architectural Design Guidelines**, addresses how project-related architectural design would be addressed.

Section VI, **Hillside Development Regulations**, provides development standards for steeply sloping hillside areas.

Section VII, **Oak Tree Protection Plan**, provides criteria for protecting on-site oak woodland habitats.

Section VIII, **Implementation of the Specific Plan Amendment**, identifies how the specific plan would be implemented and administered.

The Proposed Project includes four general types of land uses: residential, mixed use/commercial, public facilities (school sites), and recreational and open space uses. Each is discussed in the *Mesa Verde Estates Specific Plan Amendment* (Van Dell, Lifescape, and Fagan 2005) and in the original Draft EIR (Greystone 2005). Subsequent to the submittal of the Specific Plan, the City published the Draft EIR for the required 45-day review period which ran from September 7 through October 21, 2005, and held two Planning Commission workshops. Comments received either in response to the Draft EIR or in the workshops were considered by the applicant who then revised the Specific Plan Land Plan and Circulation Plan. The revised

plans are the subject of this recirculated Draft EIR which addresses the changes in the Specific Plan.

2.3 PROJECT NEED AND PROJECT OBJECTIVES

The Proposed Project represents the culmination of a comprehensive planning process that included coordination with City of Calimesa officials and staff and other agency staffs. A public workshop was held with the Planning Commission and area residents to provide for public input into the Proposed Project. A Specific Plan team of professional planners, engineers, landscape architects, and architectural consultants then compiled the Specific Plan Amendment text to form the basis of the planning for the future development of the Proposed Project site.

The Specific Plan Amendment text (Mesa Verde Estates Specific Plan Amendment [SPA 04-02] City of Calimesa) establishes the policy and regulatory framework for future development of the Proposed Project site. The Mesa Verde Estates Specific Plan Amendment refines and implements the goals and objectives of the previously approved Oak Valley Specific Plan, as described above, and the City of Calimesa's General Plan.

The City of Calimesa General Plan Land Use Element (1994) establishes region-wide goals and policies for the City of Calimesa. The goals and policies include the protection of the natural environment through good planning and design, preservation of sensitive biological resources and habitat, minimization of grading in steep slope areas, and the use of the Specific Plan Area category to allow for flexibility in the development of the area.

As stated in the City of Calimesa's General Plan, the City of Calimesa Planning vision and process is sensitive to environmental protection needs, engineering feasibility, market acceptance, economic viability, development phasing, adjacent land uses, and local community goals. In order to ensure the integrity, economic viability, environmental sensitivity, and positive aesthetic contribution of this amendment, definitive planning and development goals for the Proposed Project were established and are supported by an extensive analysis process as outlined in the Specific Plan Amendment text. With this specific project in mind, the following goals and objectives have been established for the Proposed Project:

- **Create a Specific Plan Amendment that is consistent with the City's General Plan.**

This Specific Plan Amendment seeks to improve the existing Oak Valley Specific Plan in everyway. It also seeks to establish consistency with the City's approved General Plan and exceed its requirements wherever possible.

- **Provide viable natural open space and recreational areas, which fulfill and exceed the City's goals to preserve the natural beauty of Calimesa, preserve wildlife corridors, provide public trails that connect the project to existing off-site multi-purpose trails, and provide means for existing residents of Calimesa to access these trails.**

The City's vision for preservation of open space and wildlife corridors is the major design component of the Specific Plan Amendment. Mesa Verde Estates provides a

balance of development and open space, while also providing public recreational opportunities and using the area's physical features to frame the northwestern limits of the City. Mesa Verde Estates achieves this goal through provision of approximately 481.8 acres of natural open space (including 29.3 acres located in the County of San Bernardino that are not being developed and are identified as Not-A-Part) preserving a majority of the important environmental resources and scenic backdrops of the site. Parks, recreation and detention basins comprise an additional 89.8 acres. The combination of these open space designations will equal 571.6 acres or approximately 38 percent of the site. All open space areas will be open to the public with the exception of the Private Recreation Facility.

- **Provide a framework for an upscale community with a wide variety of new housing opportunities within the City to create a large population base to support existing and future commercial uses and increase the City's tax base.**

The residential enclaves of the Specific Plan Amendment Area have been carefully planned with a wide variety of lot sizes to appeal to a range of socio-economic groups. The project at build out will include approximately 10,000 residents. These future residents will create a demand for local and regional retail centers within the City which in turn will produce the needed revenues for the City to provide additional municipal services to the future residents of the project and enhance the existing services to the residents currently residing in the City.

- **Provide ample parkland, trails, and recreational opportunities to the existing City of Calimesa residents.**

For its 7,272 residents, the City owns and maintains a 1.5-acre park with one basketball court and a picnic area at 950 7th Place. Therefore, based on the General Plan requirements of 5 acres of parkland per 1,000 people, the City has a deficiency of approximately 35 acres of improved parks for its current residents.

Based on the same General Plan standard, the project is required to provide approximately 46.2 acres of parkland. However, the Specific Plan Amendment designates approximately 76 acres of parkland and recreational opportunities to be used by the existing residents of the City and the future residents of the project area. The project's obligation to improve these parks is through the payment of the Park Improvement and Facility Fee, which is currently at \$468.75 per dwelling unit. Further development of the parklands, beyond the payment of these fees or in lieu of improvements equivalent to these fees, should be negotiated between the City and the developer in the Development Agreement.

- **Provide major off-site infrastructure needed to serve the project in a timely manner without a financial burden on the existing Calimesa residents and the City budget.**

The project will provide the needed infrastructure such as full improvements to the Sandalwood Drive interchange, enhancement of the County Line Road Interchange, water and sewer improvements, designation of school sites within the project, and provision of parklands. These major improvements will be constructed by the project

without placing financial burden on the existing Calimesa residents and the City budget. These improvements will be provided in a timely manner to ensure the orderly development of the site.

- **Ensure development and enhancement of the circulation system within and outside the project site in a timely manner to enhance the existing traffic flows in the close vicinity of the project.**

The project will provide the needed circulation improvements necessary to enhance the existing traffic flow patterns in the vicinity of the project by investing in the necessary circulation improvements in and around the project. These improvements not only will handle the added traffic of the project but will also enhance some of the existing circulation issues facing the City. For example, improvements will be made to the County Line Road and Sandalwood Drive interchanges and to the intersections of Calimesa Boulevard with County Line Road and Sandalwood Drive.

- **Cooperate with the City and the School District to provide an acceptable access to the Mesa View School site.**

The Mesa View School has been constructed with no access road. As a result of the Settlement Agreement, the everyday school traffic cannot flow through Avenue L; therefore, the access road through the project site will provide permanent access to the school site. The Mesa Verde Estates developer is fully supportive of providing access to the school site. This would honor the Settlement Agreement and the wishes of the City and the residents of the community surrounding the school site.

- **Design a project that protects desired natural features of the site.**

The basic philosophy in designing the Land Use Master Plan was to identify the areas that could be preserved as open space. Several principles were used to identify these open space areas including reducing grading, preservation of significant biological resources including oak trees and major drainage courses, preservation and connection of wildlife corridors, setbacks from the Cherry Valley Fault, and other geotechnical information. The Development Line was created after identifying these open space areas. The line represents the boundary between the developed area and the open space areas. Through the refinement of the Development Line more areas were added to the open space areas by preserving more oak trees and wildlife corridors. On the other hand, more developable areas were added by including the hanging mesas that had no habitat value.

- **Design a project that is financially feasible and meets market demand.**

In order to provide the amenities and improvements necessary to carry out this project, the proposed number of dwelling units and other associated land uses of the project are critical to achieving the level of infrastructure and amenities that the City of Calimesa expects this project to provide.

2.4 EXISTING CONDITIONS

The Proposed Project site is currently vacant and for the most part, undeveloped (refer to **Figure 2-2, Aerial Photograph**). The site was historically used for cattle and sheep grazing. Other agricultural uses that have occurred on the Proposed Project site include raising poultry and production of olives.

The Proposed Project site contains varied topography, including broad, flat plateaus and mesa tops and flat-bottomed drainages that have deeply incised natural runoff channels. The topography consists of gently to moderately sloping hills and ridgelines separated by broad valleys and narrow drainages. Elevations at the Proposed Project site range from slightly under 2,100 feet above mean sea level (amsl) to greater than 2,300 feet in elevation. The site generally slopes toward the southwest toward San Timoteo Creek. A detailed description of the site is included in the original Draft EIR.

2.5 IDENTIFICATION OF KEY ISSUES

2.5.1 Issues Identified as Potentially Significant

Based on information provided in the Initial Study prepared by the City of Calimesa, the following issues were evaluated in detail in the Draft EIR that circulated for public review in 2005:

- Aesthetics/Visual Resources;
- Air Quality;
- Biological Resources;
- Cultural/Paleontological Resources;
- Geology and Soils;
- Hydrology and Drainage;
- Land Use;
- Noise;
- Population and Housing;
- Public Health and Safety/Hazardous Materials;
- Public Services and Utilities;
- Traffic and Circulation; and
- Mandatory Findings of Significance.

2.5.2 Effects Not Found to be Significant

The State CEQA Guidelines Section 15128 requires that an EIR include a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. Based on the Initial Study prepared for the Proposed Project, site visits, and additional background research, the following

issue areas were found to result in impacts that would not be significant and are not discussed in detail in the Draft EIR.

- Agricultural Resources;
- Mineral Resources; and
- Recreation.

2.5.3 Issues Identified as Potentially Significant in the Revised Specific Plan

CEQA Guidelines Section 15088.5 discusses the requirements for the recirculation of an EIR prior to certification. Under subsection (a), “a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification...” After reviewing the proposed revisions to the Specific Plan (Land Use Master Plan and Circulation Master Plan) the City of Calimesa determined that these revisions represented significant new information.

Section 15088.5(b) states that “recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.” Some revisions to the Specific Plan represent clarification, however, the redistribution of planning areas to provide a more cohesive open space area within the project site, and the changes in proposed access to the project site, required additional environmental evaluation, the results of which do constitute significant new information.

Therefore, in accordance with CEQA Guidelines Section 15088.5(a) the City has recirculated the Draft EIR, as revised. CEQA Guidelines Section 15088.5(c) states that “if the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.” In accordance with this section, the following issues are addressed in this recirculated Draft EIR:

- Aesthetics and Visual Resources;
- Biological Resources;
- Cultural/Paleontological Resources;
- Land Use;
- Noise; and
- Traffic and Circulation.

2.6 PERMITS, APPROVALS, AND REGULATORY REQUIREMENTS

Table 2-2, List of Potential Approvals/Permits, shows the permits and approvals anticipated for this Proposed Project, including the modifications discussed in this supplement. No new permits or other approvals are required as a result of the revisions to the proposed Specific Plan Land Plan and Circulation Plan.

**Table 2-2
List of Potential Approvals/Permits**

Agency	Permit/Approval
City of Calimesa	General Plan Amendment, Specific Plan Amendment, issuance of Land development permits, Certification of the CEQA Final EIR
California Department of Transportation, District 8	Encroachment Permits for State Highway right-of-way Approval of any improvements within Caltrans right-of-way
State Regional Water Quality Control Board	Storm Water Pollution Prevention Plan (SWPPP) (CWA §401 Certification), National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Permit
South Coast Air Quality Management District	Air quality approvals for construction and commercial operations
California Department of Fish & Game	Section 1602 Streambed Alteration Agreement, Multi Species Habitat Conservation Plan (MSHCP) Implementing Agreement
U.S. Fish & Wildlife Service	Implementing Agreement
U.S. Army Corps of Engineers	Clean Water Act Section 404 Permit

SECTION 3.1 AESTHETICS / VISUAL RESOURCES

Visual resources are the natural and cultural features of the environment that can be seen by the public, and influence the aesthetic appeal an area may have for viewers. Visual resource impacts are normally associated with the visible contrast between proposed facilities and the existing elements of the surrounding landscape.

The overall objective of this section is to describe existing landscape and visual resource conditions at the affected portions of the Proposed Project site and surrounding vicinity, and to identify the impacts that could result from the implementation of the Proposed Project as revised. Revisions to the Proposed Project that require additional analysis for aesthetic or visual impacts include those made to the Circulation Plan to provide new points of ingress/egress and those made to the Land Use Plan to change the mix of uses in the Mixed-Use planning areas to increase the number of dwelling units by 400 while decreasing the size of the commercial component by 150,000 square feet. These revisions do not change the overall character of the Proposed Project but because I-10 is considered eligible as a State Scenic Highway, potential impacts to Aesthetics and Visual Resources have been re-evaluated. The development of the majority of the Proposed Project site was evaluated previously in the 2005 Draft EIR.

3.1.1 EXISTING SETTING

3.1.1.1 Regulatory Setting

3.1.1.1.1 Federal

There are no Federal regulations applicable to this project modification.

3.1.1.1.2 State

State management of visual resources is associated with the State CEQA Guidelines and the State's Scenic Highway Program.

California Environmental Quality Act

CEQA requires an assessment of potential impacts to aesthetic resources, including:

- Impacts on scenic vistas;
- Impacts on state scenic highways;
- Visual character of the project area in general; and
- Potential for a project to emit light or glare that could affect nighttime views.

With few exceptions, CEQA requires the mitigation of all significant project impacts to less-than-significant levels.

State Scenic Highway Program (Streets And Highways Code, Section 260 Et Seq.)

The portion of I-10 from SR 38 near Redlands to SR 62 near Whitewater, which includes I-10 freeway adjacent to the Proposed Project area, has been identified and determined to be an Eligible State Scenic Highway according to the California Department of Transportation (Caltrans 2005). A state scenic highway's status changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway (Caltrans 2005).

3.1.1.1.3 Local

City Of Calimesa General Plan

The City of Calimesa's General Plan establishes policies related to aesthetics and the preservation of scenic resources within the community, including the designation of a local scenic highway program. Although the General Plan does not have a specific element related to aesthetic resources, goals and policies are contained in two General Plan elements - the Resource Management Element and the Land Use Element. These are discussed in detail in the 2005 Draft EIR.

3.1.1.2 Existing Conditions

The City of Calimesa is located between the San Gorgonio Pass and the Yucaipa Valley. Major features in the San Gorgonio Pass include the San Gabriel Mountains and the San Bernardino Mountains to the northwest and north, and the San Timoteo State Park and San Jacinto Valley to the southwest. 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. The City of Calimesa is generally characterized by foothills in the eastern portion of the city and by a mesa that extends throughout the central and western portions of the area, gradually sloping southward towards San Timoteo Creek in the southwestern portion of the city (DEA 1994). Local topographical features include rolling hills, sloping plateaus, and flat valley bottoms.

The City of Calimesa can be divided into five distinctive visual units by the pattern of ridges: San Timoteo Canyon, Central Valleys, Northern Plain, Northern Plateaus and Ravines, and Northern Valley (DEA 1994). The Proposed Project site is located within the San Timoteo Canyon Visual Unit in the northwestern portion of the city. The San Timoteo Visual Unit is characterized by a long, broad corridor bounded by steep ridges bordering San Timoteo Creek. San Timoteo Canyon is generally enclosed by eastern ridgelines, although a small series of valleys provide viewsheds towards I-10 and the San Bernardino Mountains (DEA 1994).

The Proposed Project site has varied topography, including extensive plateaus and flat-bottomed valleys. Elevations are highest in the northeast portion of the site at just above 2,300 amsl, with elevation decreasing gradually to the southwest to just below 2,200 feet amsl. The Proposed Project site is lower in elevation than the adjacent I-10, and existing topography at the eastern boundary of the Proposed Project site limits visibility from the east.

The proposed road alignments primarily cross undeveloped land, although there will be modifications to existing streets at their intersection with the proposed Roberts Road Extension. Vegetation in the undeveloped areas ranges from nonnative grassland in the flat areas to shrubs and trees in the canyons and ravines.

3.1.1.2.1 Views / Key Observation Points

Key Observation Points (KOPs) are those places from which the project components are readily visible, and/or which are most sensitive to visual changes due to their existing visual qualities or high level of viewer exposure. As used in this section, KOPs are equivalent to the term views. The Proposed Project site is visible from transportation routes and residences in the proximity of the site. Existing visual conditions at the Proposed Project site and visual simulations of the Proposed Project following construction are found in Figures 3.1-1 through 3.1-8 in the 2005 Draft EIR.

3.1.2 POTENTIAL ENVIRONMENTAL EFFECTS

3.1.2.1 Methodology

The Draft EIR assessed the potential for aesthetic impacts associated with implementation of the Proposed Project, focusing on the degree to which the Proposed Project could directly or indirectly diminish or enhance the existing visual quality and character of the area from public viewing areas, such as the adjacent I-10 freeway. The analysis compares the visual contrast created between the project and the existing landscape. Visual contrast was measured by comparing the Proposed Project's features with the major features in the existing landscape. While an assessment of potential visual impacts is by nature somewhat subjective, qualitative criteria, such as an evaluation of basic design elements of form, line, color, and texture was used to make this comparison and describe the visual contrast created by the Proposed Project.

The proposed revisions to the Land Use Master Plan that could potentially effect aesthetic and visual resources are the change in the makeup of the Mixed Use planning areas to increase the number of dwelling units by 400 and decrease the amount of commercial square footage by 150,000 square feet. This revision to the Plan would not have a significant effect on resources because the proposed multi-family residences would be governed by the design and development guidelines established in the Specific Plan Amendment for the Mixed Use planning areas, which was previously evaluated in the 2005 Draft EIR. Therefore, this Revised and Recirculated Draft EIR is limited in scope to a discussion of changes to the aesthetic environment resulting from construction of the Roberts Road Extension and Streets F and G.

3.1.2.2 Thresholds of Significance

The significance of potential aesthetic impacts was determined based upon the State CEQA Guidelines (CCR §§ 15000-15387, Appendix G). The Proposed Project would be considered to have a significant adverse aesthetic or visual impact if it were to result in any of the following:

- A substantial adverse effect on scenic vistas;

- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state highway;
- Substantial degradation of the existing visual character or quality of the site and its surroundings;
- Creation of a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

3.1.3 IMPACT ANALYSIS AND MITIGATION MEASURES

The development of the proposed streets would impact visual and aesthetic resources by altering the physical setting and visual quality of the existing landscape and by effects on the landscape as experienced from various viewpoints, including local streets and I-10. The proposed streets would introduce new elements into the landscape at locations nearer existing development and the I-10 Freeway, and would alter the existing form, line, color, and texture, which characterize the existing local landscape.

Direct impacts to visual resources would result from disturbance of the landscape by construction of the new streets, and also by their use. Short-term impacts result from temporary disturbances to visual resources associated with construction, grading, excavation, and installation activities. Long-term impacts result from the addition of permanent roadways and traffic into the landscape.

Although the I-10 freeway has not been officially designated as a state scenic resource, construction of the streets would significantly change the appearance of the site from public viewing areas along the freeway. Because there are no officially designated scenic highways, there would be no impacts to trees, rock outcroppings, and historic buildings within a state scenic highway.

Short-term impacts to the visual character within and adjacent to the proposed streets would result from all phases of the construction process. Construction activities would occur approximately five days a week. During this time, there would be short-term impacts because the area is currently undeveloped and undisturbed. In addition to disturbances created by construction on the site, there would be traffic associated with moving equipment over public highways and local roads. Construction activities would be evident to travelers on I-10, Sandalwood Drive, County Line Road, and other local streets as well as nearby residences.

The completed roads will result in a permanent alteration of the visual character of the small existing neighborhood. There will be a loss of some existing shrubbery and trees and there will be an introduction of traffic and night time lighting into areas that were previously dark.

3.1.3.1 Required Mitigation Measures

The 2005 Draft EIR for the total Proposed Project contains mitigation measures to reduce the impact of the Project on the aesthetic environment. These include landscaping and revegetation requirements and measures to reduce ambient lighting. For the convenience of the reviewer,

mitigation measures are listed in the Executive Summary in Table ES-2. Application of these mitigation measures to the proposed streets would be adequate to substantially reduce impacts and no additional mitigation would be required.

3.1.4 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the mitigation measures in the Draft EIR and compliance with City of Calimesa standards would reduce aesthetic and visual impacts to less than significant levels.

SECTION 3.2 AIR QUALITY

A revised *Mesa Verde Estates Air Quality Impact Analysis* was prepared by Urban Crossroads in August 2006 to reflect revisions to the Proposed Specific Plan Land Use Master Plan and Circulation Master Plan since publication of the Draft EIR. A comparison of the new impact analysis with the Urban Crossroads report entitled *Mesa Verde Estates - Air Quality Impact Analysis, City of Calimesa, California*, dated May 9, 2005 attached as an appendix to the Draft EIR reveals no additional significant impacts resulting from proposed revisions to the two plans, including the Roberts Road Extension, and no significant change to the recommended mitigation measures. The revised 2006 impact analysis is attached to this report as Appendix B. A summary of findings is presented here.

3.2.1 EXISTING SETTING

The Proposed Project site is located in the northwestern portion of the City of Calimesa, immediately west of Interstate Highway 10 (I-10) in Riverside County, California. The northern line of the development area of the 1,493-acre parcel forms the jurisdictional boundary between the County of Riverside and San Bernardino County to the north. The property is currently vacant and undeveloped, as is most of the land west of I-10. Likewise, the proposed alignment of the Roberts Road Extension is also vacant. Surrounding land uses include undeveloped land to the north in the City of Yucaipa, San Timoteo Canyon State Park to the west, the Norton Younglove Reserve and undeveloped land to the south, and the developed portion of the City of Calimesa to the east across I-10. The extension of Robert's Road to connect Sandalwood Drive to County Line Road and the addition of Streets F and G to provide a secondary entrance to the project and access to the new high school included in this Revised and Recirculated Draft EIR required additional right-of-way and involves a small semi-rural residential neighborhood between the Proposed Project and the I-10 Freeway.

3.2.2 AIR QUALITY SETTING

The area in which the project resides is part of the South Coast Air Basin (SCAB) within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east.

Existing air quality data was obtained from monitoring sites maintained by the SCAQMD for ozone (O₃), nitrogen oxides (NO_x), and fine particulates (PM₁₀) were obtained from the Banning Airport monitoring site located approximately 13.58 miles from the project. Data for ultra-fine particulate matter (PM_{2.5}), lead, and sulfates were obtained from the Metropolitan Riverside County 1 monitoring site located approximately 32.68 miles from the project. Existing data for fine CO was obtained from the Lake Elsinore monitoring site located approximately 43.56 miles from the project site.

Based on existing data available ozone and PM₁₀ are seen to be the two most significant air quality concerns. Ozone is the pollutant that most often exceeds allowable standards within the

study area, with PM₁₀ also exceeding allowable standards within the study area on an occasional basis.

Examples of sources and effects of the pollutants previously discussed are identified below:

- Carbon Monoxide (CO): Carbon monoxide is a colorless, odorless, tasteless and toxic gas resulting from the incomplete combustion of fossil fuels. CO interferes with the blood's ability to carry oxygen to the body's tissues and results in numerous adverse health effects. CO is a criteria air pollutant.
- Oxides of Sulfur (SO_x): Typically strong smelling, colorless gases that are formed by the combustion of fossil fuels. SO₂ and other sulfur oxides contribute to the problem of acid deposition. SO₂ is a criteria pollutant.
- Nitrogen Oxides (Oxides of Nitrogen, or NO_x): Nitrogen oxides (NO_x) consist of nitric oxide (NO), nitrogen dioxide (NO₂) and nitrous oxide (N₂O) and are formed when nitrogen (N₂) combines with oxygen (O₂). Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. Nitrogen oxides are typically created during combustion processes, and are major contributors to smog formation and acid deposition. NO₂ is a criteria air pollutant, and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility.
- Ozone (O₃): A strong smelling, pale blue, reactive toxic chemical gas consisting of three oxygen atoms. It is a product of the photochemical process involving the sun's energy. Ozone exists in the upper atmosphere ozone layer as well as at the earth's surface. Ozone at the earth's surface causes numerous adverse health effects and is a criteria air pollutant. It is a major component of smog.
- PM₁₀ (Particulate Matter less than 10 microns): A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. PM₁₀ also causes visibility reduction and is a criteria air pollutant.
- PM_{2.5} (Particulate Matter less than 2.5 microns): A similar air pollutant consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include sulfates formed from SO₂ release from power plants and industrial facilities and nitrates that are formed from NO_x release from power plants, automobiles and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions.
- Volatile Organic Compounds (VOC): Volatile organic compounds are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when

exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate.

- **Reactive Organic Gasses (ROG):** Similar to VOC, Reactive Organic Gasses (ROG) are also precursors in forming ozone and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight.

The EPA (under the Federal Clean Air Act of 1970, and amended in 1977) established ambient air quality standards for these pollutants. This standard is called the National Ambient Air Quality Standards (NAAQS). The California Air Resources Board (CARB) subsequently established the more stringent California Ambient Air Quality Standards (CAAQS). (See Section 3.2 of the 2005 Draft EIR for a complete discussion of federal and State ambient air quality standards). Areas in California where ambient air concentrations of pollutants are higher than the state standard are considered to be in “non-attainment” status for that pollutant.

3.2.3 AIR QUALITY IMPACTS

As discussed in the 2005 Draft EIR, for short-term construction activity the project would exceed the regional thresholds even after the implementation of recommended mitigation measures. This is also the case for the Revised Specific Plan Amendment. The following set of tables show the potential air emissions that would be generated during grading, construction and operation of the Proposed Project. **Table 3.2-1** shows a summary of emissions for the Proposed Project for grading activities. There was no change between the two grading scenarios so a second table enumerating the air emissions associated with the Revised Project was not created.

**Table 3.2-1
Project Emissions Summary of Peak Grading Activities
(Mitigated) (Lb/Day)**

Construction Activities	VOC	NO_x	CO	SO_x	PM₁₀
Max Daily Grading Emissions	88.52	618.6	736.7	0.01	2,667.7
SCAQMD Regional Threshold	75	100	550	150	150
Regional Significant?	NO	YES	NO	NO	YES

Note: Grading activities would generate similar air emissions in both scenarios.

Table 3.2-2 shows that localized impacts can be reduced to less than significant levels for the CO, NO₂, and PM₁₀. Emissions estimates for short-term grading and construction activity after the implementation of recommended mitigation measures are compared to those shown in the Draft EIR in the tables below. Tables 3.2-1 and 3.2-1a show the estimated mitigated emissions summary from the 2005 Draft EIR, and Tables 3-3 and 3-4 show the estimated mitigated emissions summary with the revised Proposed Project as reported in the *2206 Mesa Verde Estates Air Quality Impact Analysis*. Localized impacts after mitigation are shown in **Table 3.2-3**.

**Table 3.2-2
2005 Project Emissions Summary of Peak Construction Activities
(Mitigated) (Lb/Day)**

Construction Activities	VOC	NO_x	CO	SO_x	PM₁₀
Construction Equipment	136.4	813.4	1,272.4	0.2	32.85
Coating Emissions	1,462.7	0	0	0	0
Asphalt ¹	N/A	N/A	N/A	N/A	N/A
Max Daily Construction Emissions	1,599.1	813.4	1,272.4	0.2	32.85
Construction Significance Threshold	75	100	550	150	150
Significant?	YES	NO	NO	NO	NO

¹ Not a separate line item in the 2005 Draft EIR.

**Table 3.2-2a
Revised Project Emissions Summary of Peak Construction Activities
(Mitigated) (Lb/Day)**

Construction Activities	VOC	NO_x	CO	SO_x	PM₁₀
Construction Equipment	113.1	760.63	1,051.18	0.15	32.8
Coating Emissions	1,429.7	1.76	37.34	0.15	0.68
Asphalt	18.56	115.28	155.19	0.01	3.56
Max Daily Construction Emissions	1,429.7	760.7	1,051.8	0.15	32.8
Construction Significance Threshold	75	100	550	150	150
Regionally Significant?	YES	YES	YES	NO	NO

**Table 3.2-3
Localized Significance Summary (Construction)
(Mitigated)**

Air Pollutant	Averaging Time	Peak Day Localized Emissions	Background Concentration	Total Concentration	Threshold	Significant?
Carbon Monoxide (CO)	8 hours	0.03	3.4	3.43	9.0 ppm	NO
Carbon Monoxide (CO)	1 hour	0.04	5.0	5.04	20.0 ppm	NO
Nitrogen Dioxide (NO ₂)	1 hour	0.006	0.09	0.10	0.25 ppm	NO
Particulates (PM ₁₀)	24 hours (Construction)	3.59			10.4 µg/m ³	NO

For long-term operational activity the project would exceed the regional and localized emissions thresholds even after the implementation of recommended mitigation measures. Emissions estimates for long-term operational activity at build-out after the implementation of mitigation measures are compared to those discussed in the 2005 Draft EIR in the tables below.

Tables 3.2-4 and 3.2-4a represent the Proposed Project in the 2005 Draft EIR and Tables 3.2-5 and 3.2-5a are as calculated in the 2006 *Mesa Verde Estates Air Quality Impact Analysis* and reflect the current project description at project buildout (Phase 4).

**Table 3.2-4
2005 Draft EIR Summary of Peak Operational Emissions (Summer)
(Mitigated) (Lb/Day)**

Operational Activities	VOC	NO_x	CO	SO_x	PM₁₀
Vehicle Emissions	116.9	66.7	937.9	2.7	380.3
Natural Gas Use	4.3	56.2	29.8	0	0.1
Landscape Maintenance Emissions	12.6	1.7	100.8	0.6	0.3
Fireplace	0	0	0	0	0
Consumer Products	168.8	0	0	0	0
Total Operational Emissions	302.63	124.5	1,068.5	3.2	380.6
Construction Significance Threshold	55	55	550	150	150
Significant?	YES	YES	YES	NO	YES

**Table 3.2-4a
2005 Draft EIR Summary of Peak Operational Emissions (Winter)
(Mitigated) (Lb/Day)**

Operational Activities	VOC	NO_x	CO	SO_x	PM₁₀
Vehicle Emissions	88.9	89.5	765.2	2.0	380.3
Natural Gas Use	4.3	56.2	29.9	0	0.1
Landscape Maintenance Emissions	0	0	0	0	0
Fireplace	1.6	27.9	11.9	0.2	2.3
Consumer Products	168.8	0	0	0	0
Total Operational Emissions	261.6	173.6	806.8	2.2	382.7
Construction Significance Threshold	55	55	550	150	150
Significant?	YES	YES	YES	NO	YES

**Table 3.2-5
2005 Summary of Peak Operational Emissions (Summer)
(Mitigated) (Lb/Day)**

Operational Activities	VOC	NO_x	CO	SO_x	PM₁₀
Vehicle Emissions	120	68.9	1,008.9	2.8	398.8
Natural Gas Use	3.7	48.3	22.1	0	0.1
Landscape Maintenance Emissions	12.29	1.6	98.1	0.6	0.3
Fireplace	188.8	0	0	0	0
Consumer Products	123.1	0	0	0	0
Total Operational Emissions	447.8	118.7	1,129.1	3.5	400.1
Construction Significance Threshold	55	55	550	150	150
Significant?	YES	YES	YES	NO	YES

**Table 3.2-5a
Revised Summary of Peak Operational Emissions (Winter)
(Mitigated) (Lb/Day)**

Operational Activities	VOC	NO_x	CO	SO_x	PM₁₀
Vehicle Emissions	88.4	101.8	876.6	2.3	398.8
Natural Gas Use	3.7	48.3	22.1	0	0.1
Landscape Maintenance Emissions	1.8	29.9	12.7	0.2	2.4
Fireplace	188.8	0	0	0	0
Consumer Products	123.1	0	0	0	0
Total Operational Emissions	405.65	179.9	911.4	2.5	401.4
Construction Significance Threshold	55	55	550	150	150
Significant?	YES	YES	YES	NO	YES

Note: Emissions generated during Phase 4 (2030)

3.2.4 MITIGATION FEATURES

Recommended mitigation measures are discussed in detail in the 2005 Draft EIR and both the 2005 and 2006 *Mesa Verde Estates Air Quality Impact Analysis*. Mitigation measures remain similar.

- According to *Ride Guide* provided by the RTA (Riverside Transit Agency) bus route 36 serves the project area of the Mesa Verde Estates Property, it is assumed that this bus route will serve the Mesa Verde Estates community.

Standard Regulatory Requirements

1. During grading and construction activities, the applicant/builder shall comply with the requirements of SCAQMD Rule 403 (See Appendix E for a detailed list of Rule 403 measures).

Additional Mitigation Measures

The following mitigation measures are necessary to reduce construction-related emissions of NO_x and VOCs:

2. Apply soil stabilizers to inactive areas.
3. Replace ground cover in disturbed areas quickly.
4. Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph.
5. All haul routes and exposed surfaces shall be watered three times daily, except on days when a rain event occurs. Then exposed surfaces would be watered as necessary to meet the intent of Rule 403.

6. Construction equipment with low emission factors and high energy efficiency shall be used where possible.
7. Perform regularly scheduled engine maintenance to minimize equipment emissions.
8. Use of alternative fuels such as ultra-low sulfur diesel or off-road construction vehicles/equipment shall be used where applicable and feasible.
9. Use of electric or diesel powered equipment rather than gasoline powered engines where feasible.
10. Where applicable limit the application of exterior architectural coatings (i.e., paint, etc.) to average no more than 225 gallons per week and/or use “Zero-VOC” paint. (Appendix E contains a list of Zero-VOC architectural coatings manufacturers.)

Operational Emissions for mobile and stationary sources exceed the thresholds set forth by the SCAQMD. Developer supported recommended mitigation measures to help reduce operational air quality impacts for mobile and stationary sources include:

11. Construct, contribute or dedicate land for the provision of on-site bicycle trails linking the facility to designated bicycle commuting routes.
12. Provide site improvements such as street lighting, street furniture, route signs, bus turnouts, and sidewalks or pedestrian paths.
13. Build homes that exceed minimum statewide energy construction requirements, such as:
 - Use of low emission water heaters;
 - Use of energy efficient appliances;
 - Use of light colored/earth tone roof tiles; and
 - Increase insulation beyond Title 24 requirements.

3.2.5 LEVEL OF SIGNIFICANCE AFTER INCORPORATION OF MITIGATION FEATURES

Implementation of the recommended standard conditions would reduce project-related air quality impacts; however, the extent to which air quality impacts would be reduced by the standard condition and mitigation measures outlined above would not be adequate to bring emissions (including VOC, NO_x, CO, and PM₁₀) below SCAQMD thresholds. The project will have significant regional impacts during construction for VOC, NO_x, CO, and PM₁₀ and significant localized impacts during construction for PM₁₀. The excessive amounts would largely be due to the size of the project and the amount of development proposed on the site. The project will also have significant regional impacts during operation for VOC, NO_x, CO and PM₁₀. Emissions generated during construction of the project or operation of the project are not anticipated to expose sensitive receptors to substantial pollutant concentrations. Then project will not create

objectionable odors affecting a substantial number of people. The project is compliant with the Calimesa General Plan, but not consistent with the 2003 Air Quality Management Plan. Air quality impacts are expected to remain significant and unavoidable even after mitigation.

SECTION 3.3 BIOLOGICAL RESOURCES

This section provides additional information about the environmental setting and potential environmental impacts with regard to Biological Resources for the Project Site as well as the proposed Roberts Road Extension. Subsequent to the circulation of the Draft EIR, Oak Mesa Investors, Inc., revised the Specific Plan Amendment's Land Use and Circulation Master Plans. Revisions to the Land Use Master Plan that could affect Biological Resources are associated with the redrawing of some planning area boundaries that allow the applicant to add acreage to some of the Open Space planning areas. With regard to the revised Circulation Master Plan, the applicant had a survey conducted for new areas of disturbance.

The following reports were utilized to evaluate the potential impacts associated with the revisions to the Land Use and Circulation Master Plans for the Mesa Verde Estates Specific Plan Amendment and are included in this Revised Draft EIR in Appendix C:

Dudek. September 2006. *RE: Oak Tree Report Addendum - TTM # 33931.*

Glenn Lukos Associates, Inc. May 11, 2006. *Jurisdictional Delineation of the Mesa Verde Estates Project, a 1,500 –Acre Property Located in the City of Calimesa, Riverside and San Bernardino County, California.*

MBA. January 31, 2006. *Habitat Evaluation and Acquisition Negotiation Strategy (HANS) Application for Mesa Verde Estates, City of Calimesa, California.*

MBA. July 20, 2006. *Rare Plant and Burrowing Owl Focused Survey Report for Mesa Verde Estates and Mesa Verde Estates Access Road, City of Calimesa, California.*

MBA. July 20, 2006. *Mesa Verde Estates Access Road Habitat Assessment (Burrowing Owl and Narrow Endemic Plant Species), MSHCP Consistency Analysis, and HANS Review, City of Calimesa, Riverside County, California.*

Thomas Leslie Corporation. October 2006. *Evaluation of Changes (Increase or Decrease) in Acres of Impacts to Biological Resources Caused by Revised 2006 Land Use Plan for the Mesa Verde Estates Specific Plan.*

3.3.1 EXISTING SETTING

3.3.1.1 Physical Setting

The Project Site, and new access road, are located within the Western Riverside County Multiple Species Habitat Conservation Plan's (MSHCP) The Pass Area Plan-Subunit 2 (Badlands/San Bernardino National Forest). A portion of the Project Site falls within Criteria Cells 311, 323, 326, 396, 411, 412, and 417.

As described previously in the 2005 Draft EIR, portions of the property fall within the MSHCP habitat assessment area for three Criteria Area Species (CAS), Nevin's barberry, smooth tarplant, and round-leaved filaree; and two Narrow Endemic Plant Species (NEPS), Marvin's onion and many-stemmed dudleya. In addition, the Project Site falls entirely within the MSHCP habitat assessment area for the burrowing owl (BUOW) (*Athena cunicularia hypugea*), but only very limited areas provide suitable habitat as evidenced by the lack of burrows and the presence of tall, dense non-native grassland. **Figure 3.3-1, Plant Community Map – Project Site**, shows the plant communities present on site, while **Figure 3.3-2, Plant Community Map – Access Road**, shows the plant communities present within the proposed area of disturbance for the new access road.

According to surveys, limited suitable habitat for these species is present on site or in the proposed access road alignment. In suitable areas, focused surveys confirmed the absence of these plant species. In suitable breeding and roosting habitat for the BUOW, focused surveys confirmed the absence of this species.

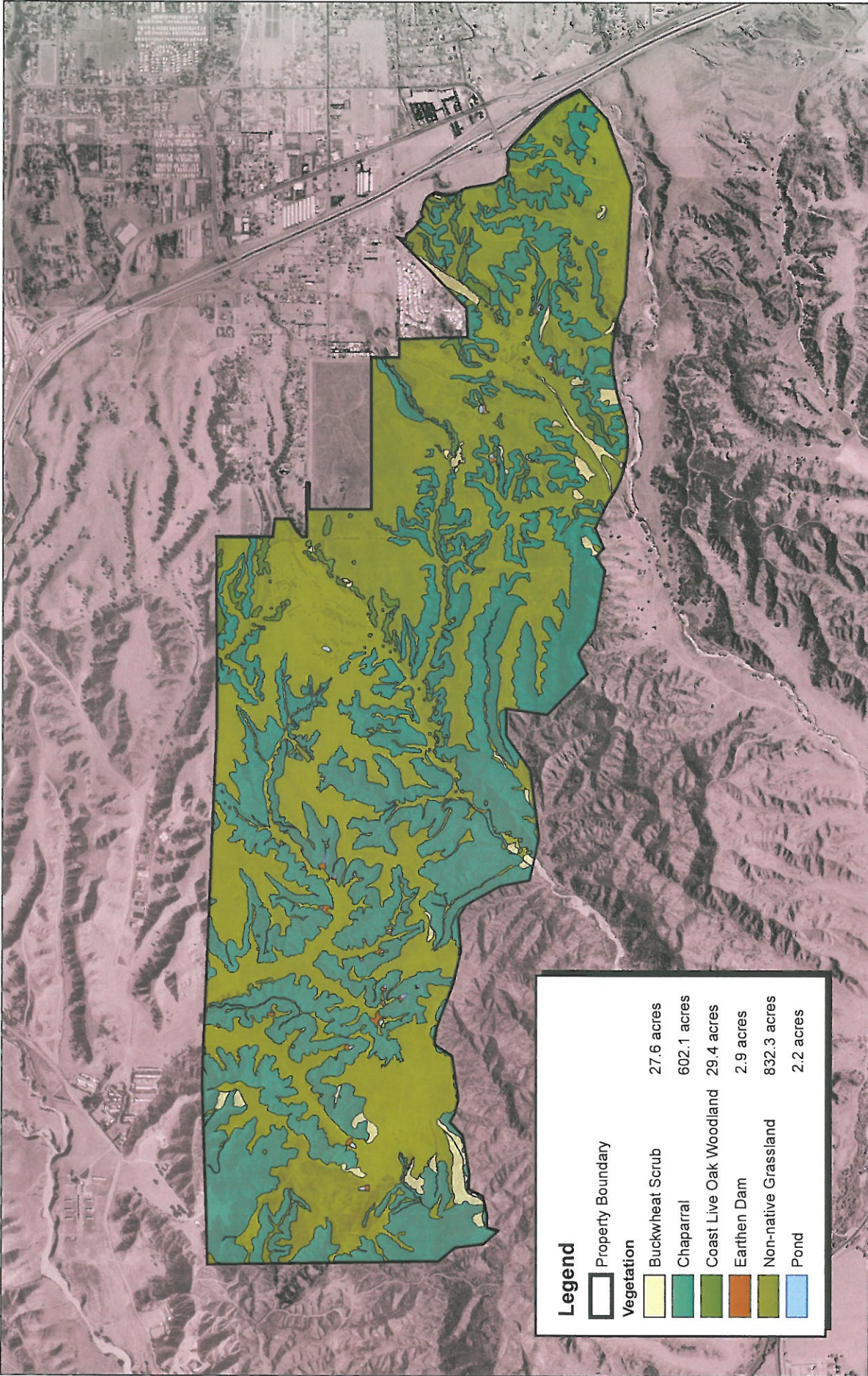
3.3.1.2 Project Description








Revisions to the Specific Plan Amendment's Land Use Master Plan that could affect biological resources consist of redrawing some planning area boundaries within the Project Site which would allow residential development in areas that were previously proposed to be in Open Space planning areas, and some Open Space to be preserved in some planning areas that were previously proposed to be developed. These revisions required that the Project Site be reevaluated.

Revisions to the Circulation Master Plan include the development of a new access road, the extension of Roberts Road between County Line Road and the Project Site. This new road alignment will provide access to both the Mesa Verde Estates Project Site and the YCJUSD High School site. The combination of Roberts Road and Street F will serve as the entrance to Mesa Verde Estates. Figure 3.3-2 shows the configuration of the access road and related connector streets that would provide access to both sites. Roberts Road Extension is planned as a secondary highway with a minimal right-of-way of 96 feet. Curb to curb, the paved street is 70 feet wide with a painted median. Street F is a secondary arterial with a minimum right-of-way of 80 feet and a curb to curb width of 64 feet with a painted median. Street G is a collector street with a minimum right-of-way of 66 feet and a paved curb to curb roadway of 400 feet. All roads include 5 feet sidewalks on both sides.

3.3.1.3 Regulatory Setting

The development of Mesa Verde Estates Project is regulated by a variety of federal, State, regional, and local laws, ordinances, regulations and standards as identified in Section 3.3.1.3 of the Draft EIR. For the purposes of this recirculated Draft EIR, a summary of the Western Riverside County MSHCP and the City of Calimesa's Oak Tree Ordinance are included because the subsequent surveys conducted for the project are directly related to the specific requirements of the MSHCP and/or the City's Ordinance.



Legend	
	Property Boundary
Vegetation	
	Buckwheat Scrub 27.6 acres
	Chaparral 602.1 acres
	Coast Live Oak Woodland 29.4 acres
	Earthen Dam 2.9 acres
	Non-native Grassland 832.3 acres
	Pond 2.2 acres

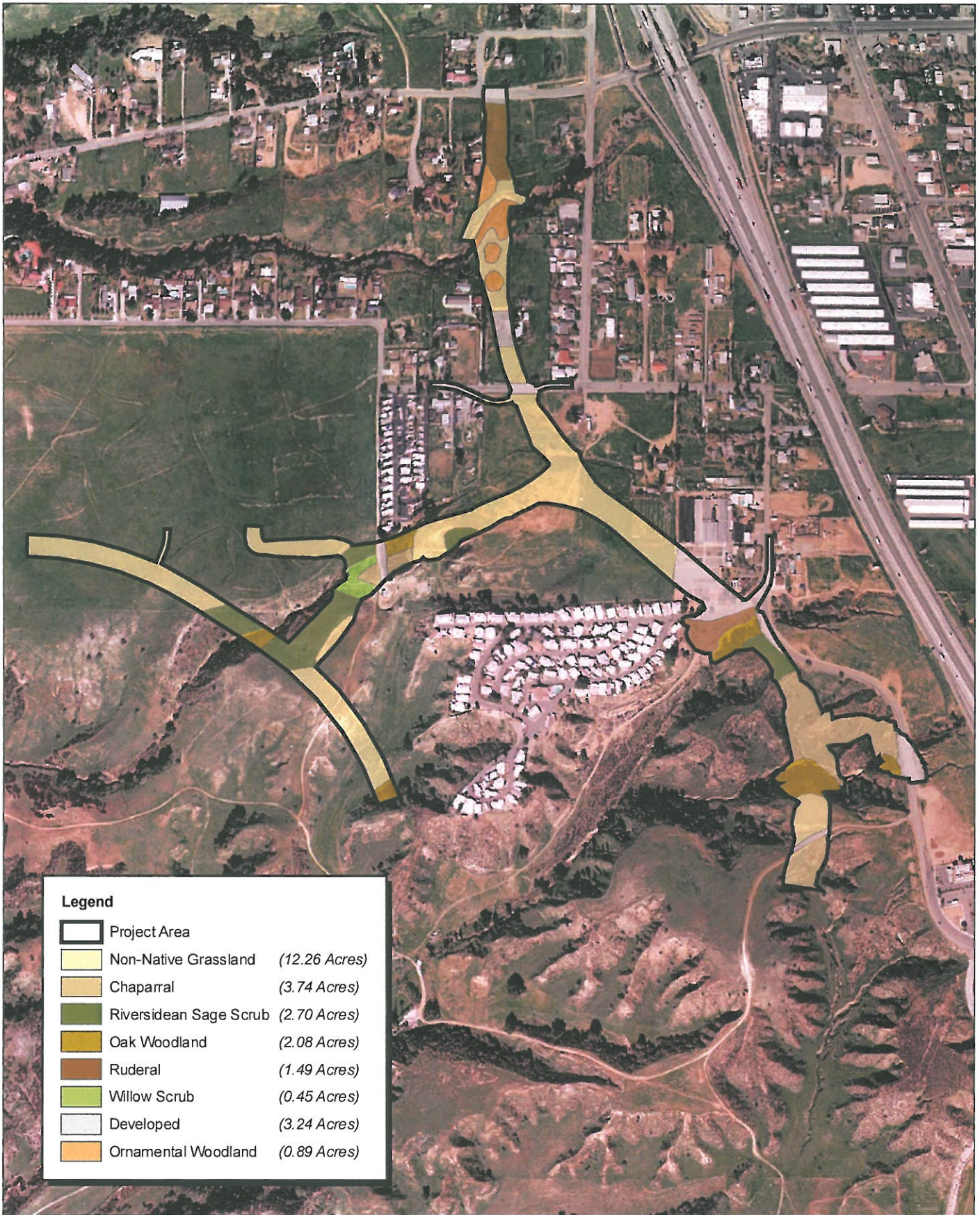
Source: Google Earth Pro. (2005) MBA GIS.



Michael Brandman Associates



Figure 3.3 - 1
Plant Community Map - Project Site



Source: Google Earth Pro.

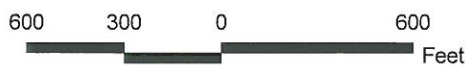


Figure 3.3 - 2
Plant Community Map - Access Roads

Western Riverside County MSHCP

The MSHCP is a comprehensive, multi-jurisdictional HCP focusing on conservation of species and their associated habitats in Western Riverside County. The goal of the MSHCP is to maintain biological and ecological diversity within a rapidly urbanizing region.

The approval of the MSHCP and execution of the Implementing Agreement (IA) by the wildlife agencies allows signatories of the IA to issue “take” authorizations for all species covered by the MSHCP, including state- and federal-listed species as well as other identified sensitive species and/or their habitats. Each city or local jurisdiction will impose a Development Mitigation Fee for projects within their jurisdiction. With payment of the mitigation fee to the County and compliance with the survey requirements of the MSHCP where required, full mitigation in compliance with the CEQA, National Environmental Policy Act (NEPA), the State Endangered Species Act (CESA), and federal Endangered Species Act (FESA) will be granted. **Table 3.3-1** below outlines the MSHCP conservation goals in *The Pass Area Plan* for the nine criteria areas mapped within the Proposed Project site.

**Table 3.3-1
MSHCP Conservation Goals of the Criteria Areas
Within the Proposed Project Area**

Criteria Area Cell Number	MSHCP Subunit and Cell Group	MSHCP Conservation Goal	Habitat Types to be Conserved	Habitat Connection
225 and 302	3E	75-85 % focusing on central & southern portions of the cell	Riparian scrub, woodland, forest (San Timoteo Creek), coastal sage scrub, grassland, chaparral	Areas conserved would be connected to riparian scrub, woodland forest, & upland habitats
311	2	5-15% focusing on southern portion of the cell	Chaparral and grassland	Areas conserved would be connected to chaparral & grassland habitats
323	2	5-15% focusing on southern portion of the cell	Chaparral and grassland	Areas conserved would be connected to chaparral & grassland habitats
326	2	5% focusing on southern portion of the cell	Coastal sage scrub, chaparral, and grassland	Areas conserved would be connected to uplands
396	2	55-65% focusing on central portion of the cell	Coastal sage scrub, chaparral, woodlands & forest, grassland, & Riversidean alluvial fan scrub	Areas conserved would be connected to uplands
411	2	30-40% focusing on northern portion of the cell	Grassland and chaparral	Areas conserved would be connected to uplands
412	2	35-45%, focusing on northern portion of the cell	Grassland, chaparral, woodlands & forest, and coastal sage scrub	Areas conserved would be connected to chaparral & grasslands and to uplands
417	2	25-35%, focusing on northern portion of the cell	Chaparral and grassland	Areas conserved would be connected to chaparral and woodlands & forest

Subsequent to the circulation of the Draft EIR for the Proposed Project, MSHCP Consistency analyses and HANS reviews were done for the Project Site and new access road alignments. Findings of these reports are summarized below.

City of Calimesa Oak Tree, Oak Woodlands Preservation and Protection Ordinance

The City of Calimesa General Plan outlines specific implementation actions for the protection of biological resources in the conservation, open space, and recreation elements of the General Plan. These measures include the requirement for biological surveys prior to development; consultation with appropriate state and federal agencies; encourage developers to preserve sensitive biological resources; prevent disturbance of sensitive habitat along trails and bikeways, and restrict off-road vehicle use; and, identify natural habitats and ecologically sensitive areas in its biological resource map.

The City of Calimesa has an *Oak Tree, Oak Woodlands Preservation and Protection Ordinance*, whose purpose is “to retain the great historical and environmental value of the City’s oak trees” and preserve oak “woodland habitats and individual native oak trees to the maximum extent feasible.” Therefore, “an arborist’s or biologist’s report will be needed if impacts to oak trees would result from” a project proposed “in any zone within the City.” Furthermore, the current ordinance states that “any person who owns, controls, has custody or possession of any real property, in any zone within the City that is improved or has been approved for development, or which is part of or associated with the City approved development of another piece of property, such as any parcel to be maintained as permanent open space or for recreational purposes, shall take no action which will permanently damage the health or condition of the tree or woodland.”

An Oak Tree Survey was conducted for the proposed Project by Dudek Associates. Results of the survey are also discussed below.

3.3.2 WESTERN RIVERSIDE COUNTY MSHCP CONSISTENCY ANALYSIS

3.3.2.1 MSHCP Requirements

The proposed project site is located in the Pass Area Plan, Subunit SU2 (Badlands/San Bernardino National Forest), and is within Criteria Area Cells 311, 323, and 326. Targeted conservation areas within these Cells will contribute to the assembly of Proposed Constrained Linkage 23. The MSHCP also establishes habitat assessment survey requirements for certain plant, bird, mammal, and amphibian species. The project is within the habitat assessment area for BUOW and Narrow Endemic Plant Species.

Urban/Wildlands Interface Guidelines

According to the MSHCP, the Urban/Wildlands Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area (MSHCP, Page 6-42). The proposed project site is within Criteria Area Cells 311, 323, and

326 but is not immediately adjacent to areas targeted for conservation by the MSHCP. Therefore, the Urban/Wildlife Interface Guidelines will not be required for the proposed project.

3.3.2.2 Habitat Assessment

Burrowing Owl (BUOW)

The entire project site is included in the MSHCP habitat assessment area for BUOW. Due to their decline over the past 30 years, the BUOW is a state species of concern. It occurs in a variety of habitats (including grasslands, lowland scrub, agricultural lands (particularly rangelands), and some artificial, open areas) as a year-long resident. The BUOW may also use golf courses, cemeteries, road allowances within cities, airports, vacant lots in residential areas and university campuses, fairgrounds, abandoned buildings, and irrigation ditches. As a critical habitat feature need, they require rodent or other fossorial burrows for roosting and nesting cover, with the preferred burrow being that of the California ground squirrel (*Spermophilus beecheyi*). They may also use pipes, culverts, and nest boxes where burrows are scarce. One burrow is typically selected for use as the nest; however, satellite burrows are usually found within the defended territory.

BUOW have not been recorded in the general vicinity of the project site and no CNDDDB (2006) records occur within a 5 mile radius. **Figure 3.3-3 Burrowing Owl Survey Area – Project Site** shows the areas where surveys were conducted on the Project Site. The entire length of the new access road was assessed so does not appear on this map. No BUOW or BUOW sign was observed on the Project Site or along the proposed alignment of the access road. The project site contains only marginally suitable BUOW nesting habitat due to the lack of burrows and the tall, dense nature of the grassland habitat. A focused BUOW survey in this area confirmed the absence of BUOW. Suitable foraging and dispersing habitat is present.

Narrow Endemic Plant Species

The entire project site overlaps the MSHCP habitat assessment area for the following Narrow Endemic Plant Species. **Figure 3.3-4 Focused Plant Survey - Project Site** shows the area on site where focused surveys for plant species were conducted. Again, the entire length of the new access road was assessed so does not appear on this map.

Marvin's or Yucaipa Onion

Marvin's onion (*Allium marvinii*) is designated by the CNPS as a 1B species. It occurs in openings in clay soils in chaparral at elevations between 760 and 1065 meters above sea level. Marvin's onion is a bulbiferous herb which blooms from April to May and is threatened by loss of habitat from development. There are no occurrences of Marvin's onion within 5 miles of the project site. The project site does not contain clay soils suitable for Marvin's onion. Marvin's onion was not observed within the project site during focused surveys in May and June 2006 (MBA 2006) and is not expected to occur there.

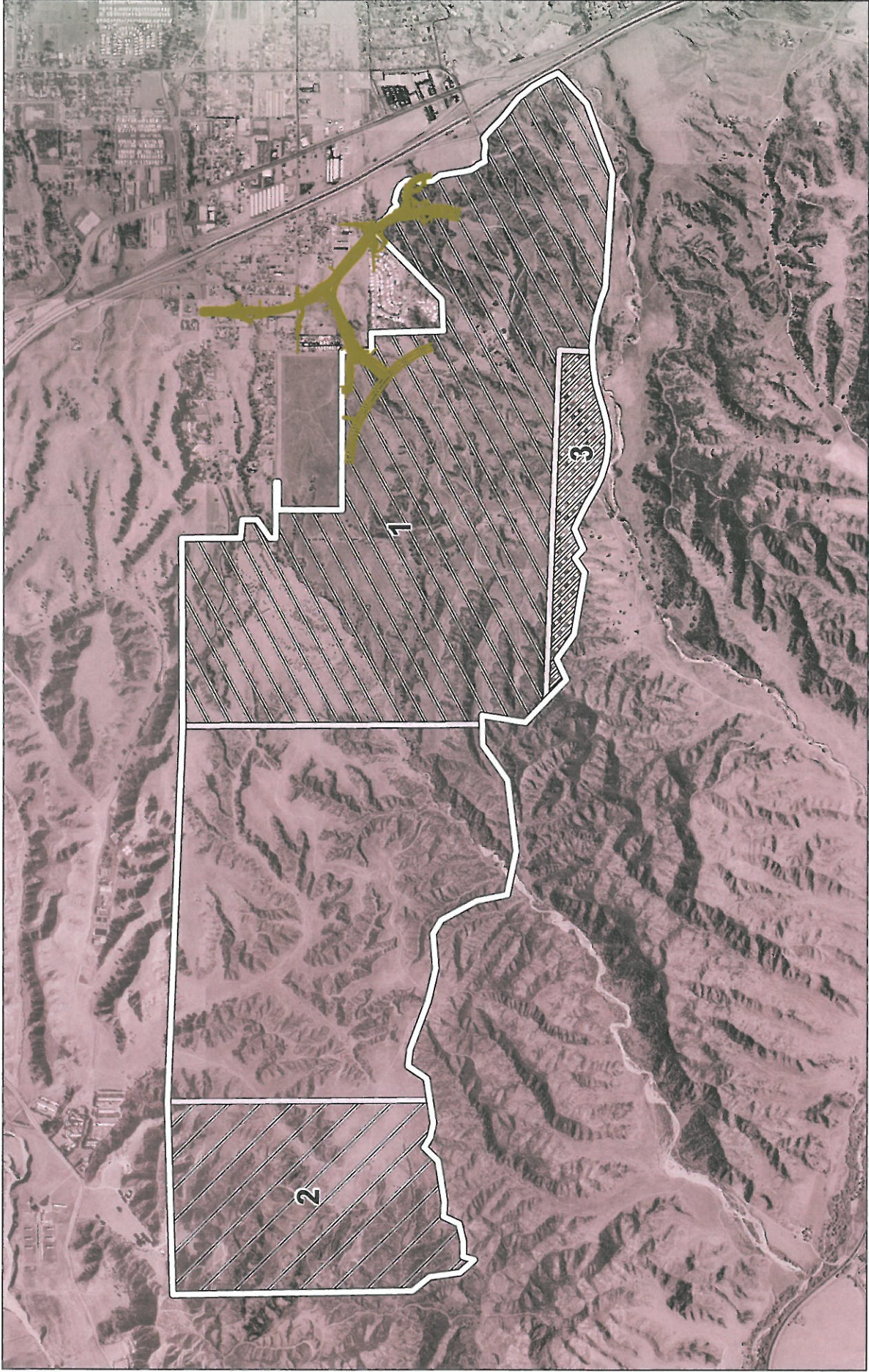
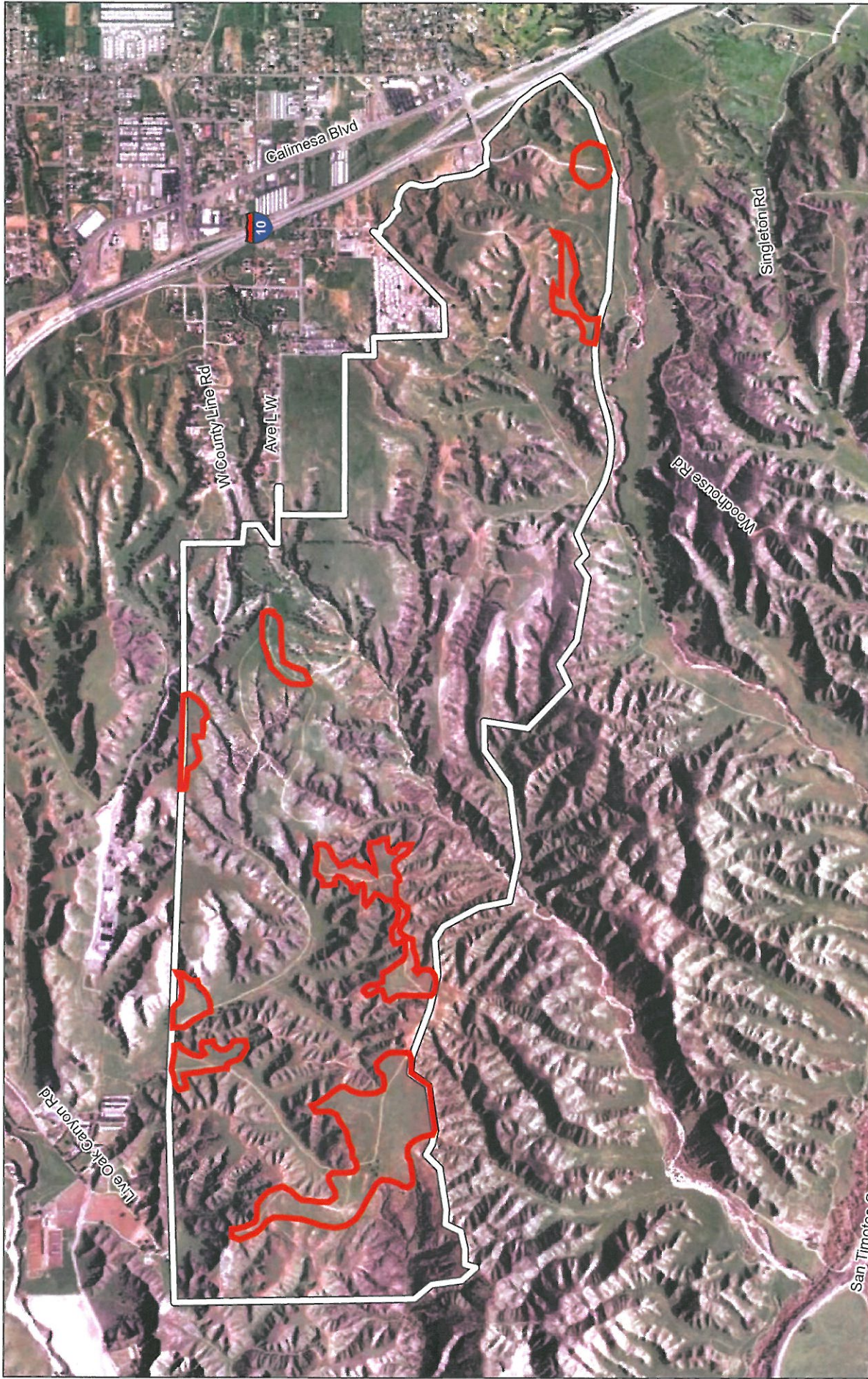


Figure 3.3 - 3
 Focused Plant Survey Area - Project Site





Source: Google Earth Pro. and MBA Field Study.



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Figure 3.3-4
Burrowing Owl Survey Area - Project Site

Many-stemmed Dudleya

Many-stemmed dudleya (*Dudleya multicaulis*) is a California Native Plant Society (CNPS) List 1B species that is often associated with clay soils in barrens, rocky places, or thinly vegetated openings in chaparral, coastal sage scrub, and southern needlegrass grasslands. The majority of populations are associated with coastal sage scrub or open coastal sage scrub. It is a perennial herb that blooms from April to July. It is seriously threatened by development, road construction, grazing, and recreation. There are no occurrences of many-stemmed dudleya within 5 miles of the project site. There are no soils within the project site typically associated with this plant. Additionally, the vegetation within the project site is dense. No rocky outcrops, barrens, or thinly vegetated areas were observed during the focused survey. Many-stemmed dudleya was not observed during the focused survey (MBA 2006) and it is not expected to occur within the project site.

Jurisdictional Drainages and Riparian/Riverine Habitat

A formal jurisdictional delineation (GLA 2006) has confirmed the presence of jurisdictional waters. **Figure 3.3-5, Jurisdictional Waters** shows the delineation of these waters on site. In total, the Roberts Road Extension and Streets G and F will permanently impact 0.20 acres of Army Corps of Engineers (Corps) jurisdiction, 0.61 of CDFG jurisdiction (0.53 acre of which is riparian), and 0.02 acres of Corps jurisdictional wetlands. In addition, there will be temporary impacts to 0.032 acre of jurisdiction and 0.086 acres of CDFG jurisdiction (0.0114 acres of which is riparian). The riparian/riverine habitat includes small areas of southern willow scrub and coast live oak woodland.

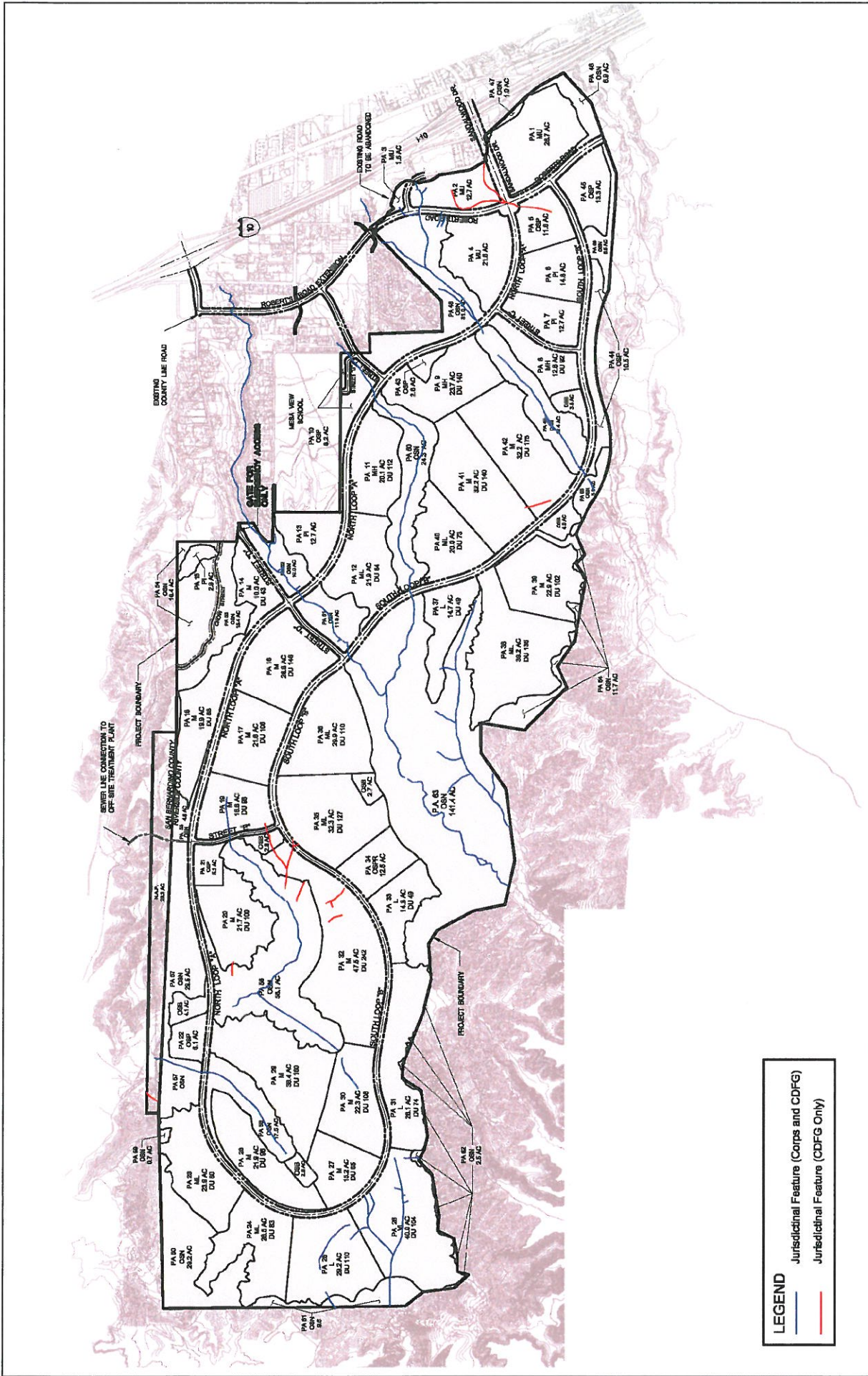
The riparian/riverine habitat occurs within drainage channels and includes vegetation dominated by coast live oak, willow, mule-fat, and cottonwood. Under the MSHCP, if drainages that contain only upland vegetation drain to riparian/riverine areas or MSHCP Conservation Areas, they may still be considered riparian/riverine habitat. Any impacts to riparian/riverine habitat will require a Determination of a Biologically Equivalent or Superior Preservation (DBESP) analysis under the MSHCP. Because jurisdictional waters and riparian habitat occur on the project site and flow to MSHCP Conservation Areas (Garden Air Wash and San Timoteo Canyon), a DBESP analysis will be required for this project.

Riparian/Riverine Species

The stands of riparian/riverine habitat on the project site are not sufficient in size and canopy complexity to support breeding opportunities for planning species such as least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), yellow-breasted chat (*Icteria virens*), or yellow warbler (*Dendroica petechia*). This riparian/riverine habitat may provide brief foraging and dispersing habitat for these species.

Vernal Pool Habitat

No depressions or areas where water would pool were observed on the project site. No vernal pools, vernal pool habitat, or fairy shrimp habitat were observed on the project site.



Source: Glen Lukos Associates, September 2006.



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Figure 3.3-5
Jurisdictional Waters

MESA VERDE ESTATES
REVISED DRAFT EIR

Wildlife Corridors/Linkages

Proposed Constrained Linkage 23 of the MSHCP is adjacent to and overlaps the southern boundary of the Project site. The Project site overlaps targeted conservation areas in Criteria Cells 311, 323, 326, 411, 412, and 417 as shown in **Figure 3.3-6, MSHCP Criteria Areas**. The Project site is north of Garden Air Wash, a central element in this portion of Proposed Constrained Linkage 23. Based on MBA's assessment, habitats south of the Project site and within Garden Air Wash would provide the greatest conservation value, including the presence of scrub oak chaparral and oak woodlands, than those targeted areas north of the wash within the Project site.

Although the Proposed Project will impact targeted areas within Proposed Constrained Linkage 23, it is believed that preservation of this linkage has been achieved through the conservation efforts of this Project in conjunction with the Summerwind Ranch project, adjacent to the south. Garden Air Wash and adjacent habitats will be permanently set aside as open space with a conservation easement under these two projects resulting in 384.6 acres of conservation acreage in Criteria Cells 311, 323, 326, 396, 411, 412, and 417, exceeding the MSHCP's maximum goal of 352 acres. It includes conservation of Riversidean sage scrub, Riversidean alluvial fan sage scrub (Garden Air Wash), chaparral, and non-native grassland. Therefore, there would be no significant direct impacts to the corridors or linkages as a result of the project.

City of Calimesa Oak Tree Ordinance

An Oak Tree Survey was conducted for the proposed Project by Dudek Associates in 2005 and updated in 2006 to evaluate the proposed revisions to the Circulation Master Plan.

Dudek conducted a field assessment to document oak trees located within the grading limits of a proposed access roads. Dudek mapped and evaluated 14 additional oak trees within or adjacent to the proposed road impact area. Following field mapping efforts, Dudek analyzed tree impacts and calculated revised tree impact totals for the proposed project and determined that 19 additional trees would be impacted by the Proposed Project. Adding the new trees to the previous count resulted in a total of 308 impacted oak trees associated with the Proposed Project, either inside the area of grading or within a proposed buffer area. These trees are subject to the mitigation outlined in the previous Oak Tree Report prepared by Dudek (see Mitigation Measure 2). Based on the additional field work, **Table 3.3-2** shows the revised Impacted Tree Summary.

**Table 3.3-2:
Revised Impacted Tree Summary**

Tree Trunk Diameter (Inches)	Number of Trees		
	Inside Grading	Buffer Area	Outside Grading
2 to 10	78	7	163
11 to 17	85	14	237
18 to 27	76	1	10
28 to 35	24	4	35
36 +	17	2	67
Total	280	28	612

Health Condition	Number Of Trees		
	Inside Grading	Buffer Area	Outside Grading
GOOD	45	1	43
FAIR	151	17	306
POOR	83	10	258
DEAD	1	0	5
Total	280	28	612

3.3.3 POTENTIAL ENVIRONMENTAL EFFECTS

3.3.3.1 Methodology

To determine potential impacts that could occur as a result of the Proposed Project, literature reviews, database searches, expert consultations, and field surveys were completed as described in detail in Appendix C.

3.3.3.2 Thresholds of Significance

Criteria for determining the significance of an impact are listed below. Based on CEQA and Federal guidelines, an impact would be considered significant if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFG or USFWS;
- Have a substantial adverse effect on federally-protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with local policies protecting biological resources, such as tree preservation policies or ordinances; or
- Conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State HCP.

In addition, biological resources may be impacted either directly or indirectly by a project. Impacts may be permanent or temporary. These impact categories are defined below and are discussed later in this section.

Direct: Any alteration, disturbance, or destruction of biological resources that would result from project-related activities is considered a direct impact. Examples include clearing vegetation, encroaching into wetlands, diverting natural surface water flows, and the loss of individual species and/or their habitats.

Indirect: Biological resources may be affected indirectly by project-related disturbances such as elevated noise and dust levels, soil compaction, increased human activity, decreased water quality, and the introduction of invasive animals (e.g., domestic dogs and cats, aquarium pets) and plants.

Permanent: All impacts that result in the irreversible removal of biological resources are considered permanent. Examples include constructing a building or permanent road on an area containing biological resources.

Temporary: Any impacts considered to have reversible effects on biological resources are considered temporary. Examples include the generation of fugitive dust during construction; or removing vegetation for underground pipeline trenching activities and either allowing the natural vegetation to grow back or actively revegetating the impacted area.

3.3.3.3 Impact Analysis

Vegetation Communities

Potentially significant impacts to vegetation communities within the Proposed Project site that may result from project construction or operation and maintenance activities are discussed herein.

Direct Impacts

Development of the property would result in the loss of 22.8 acres of onsite habitat types, including 12.3-acres of non-native grassland, 3.7 acres of chaparral, 2.7 acres of Riversidean sage scrub, 2.1 acres of coast live oak, 0.5-acre of southern willow scrub, and 1.5 acres of ruderal habitats. The remainder is 3.2 acres of developed land and 0.9 acre of ornamental landscaping.

The following direct impacts to vegetation communities would be considered significant, unless mitigated to less than significant:

Biological Resources Impact 1:

Construction within the overall Project Site would result in direct and permanent loss of 20 acres of native coastal sage scrub considered rare by CDFG. The road alignment does not contain this type of habitat.

The area of impact for the total Proposed Project is considered adverse and significant. Through compliance with Mitigation Measure 1, this potential impact would be reduced to a less than significant level. No additional mitigation is required for the roads project.

Biological Resources Impact 2:

Construction of the proposed Project would result in the direct and permanent loss of 13 acres of native coast live oak woodland and individual oak trees considered sensitive by CDFG.

Development would result in the removal of 308 individual trees on the Project Site and within the proposed road alignment. The impacts on individual trees were determined by Dudek based on the current project design. The results of these inventories are summarized in **Table 3.3-2** above.

The impact of the Proposed Project on oak woodland and individual oak trees is adverse and significant. The roads project contains 2.1 acres of oak woodland. However, as outlined in the analysis in the Draft EIR, the impact would be reduced to less than significant with implementation of the proposed oak tree planting and restoration plan (see Mitigation Measure 2).

Indirect Impacts

Biological Resources Impact 3:

Permanent indirect impacts would occur to coastal sage scrub and coast live oak woodland if graded areas are left bare after project construction, encouraging exotic species introduction and invasion.

The indirect impacts to these sensitive/rare habitats would potentially occur as a result of grading activities during project construction activities. This indirect impact would be considered adverse and significant, but with compliance with Mitigation Measure 3, the potential impact would be reduced to less than significant.

Wetlands and Waters of the U.S.

Impacts

Biological Resources Impact 4:

Permanent indirect impacts could occur to jurisdictional wetlands and waters in the future if graded areas are left bare after project construction, thus encouraging exotic species introduction and invasion.

The indirect impacts to these sensitive/rare habitats would potentially occur as a result of grading activities during project construction activities. This indirect impact would be considered adverse and significant, but with compliance with Mitigation Measure 4, the potential impact would be reduced to less than significant.

Sensitive Plant Species

Federally or State Listed Plant Species

No federally listed threatened or endangered plant species were identified during field surveys of the property. Therefore, development of the Proposed Project site would not reduce the number of or restrict the range of federally listed plant species on the site because none have been observed. No significant impacts to listed threatened or endangered or unlisted but sensitive plant species are anticipated.

Non-listed Sensitive Plant Species

No unlisted but sensitive special status plant species were identified during field surveys of the property. Therefore, development of the Proposed Project site would not reduce the number of or restrict the range of sensitive plant species on the site because none have been observed. No significant impacts to listed threatened or endangered or unlisted but sensitive plant species are anticipated.

Narrow Endemic Plant Species

The eastern portion of the Proposed Project falls within MSHCP Survey Area 8 for two Narrow Endemic Plant Species (NEPS): Marvin's onion (*Allium marvinii*) and many-stemmed dudleya (*Dudleya multicaulis*). Focused site-specific surveys for these species were conducted in 2002, 2003 and 2004 (TLC 2004a). Neither of the two NEPS was observed onsite in any of the focused botanical surveys (TLC, 2004a, 2005). No significant impacts to NEPS are anticipated. However, the City may require that focused surveys be repeated in spring 2006 due to the drought conditions of previous survey years.

Criteria Area Species (CAS)

Biological Resources Impact 5:

Permanent direct impacts to CAS could occur from alteration of habitat, or destruction of CAS individuals within the MSCHP Survey Area #6.

The western portion of the Proposed Project area falls within the MSHCP Criteria Area Species (CAS) Survey Area #6. Habitat suitability assessments were conducted in 2002, 2003 and 2004 for the three CAS plant species: Nevin's barberry (*Berberis nevinii*), smooth tarplant (*Centromadia pungens* ssp. *Laevis*) and round-leaved filaree (*Erodium macrophyllum*). None of these plant species was identified onsite during any of the focused botanical surveys. No significant impacts to CAS are anticipated. However, the City may require focused surveys for the CAS to be conducted prior to the initiation of grading. Compliance with Mitigation Measure 5 would reduce this potential impact to a less than significant level.

Performance of the requisite MSHCP survey and conservation requirements for the CAS will make the proposed project consistent with the Additional Survey Needs Requirements of the MSHCP (TLC 2005).

Sensitive Wildlife Species

Federally or State Listed Wildlife Species

No listed threatened or endangered wildlife species were identified on the Proposed Project site. Therefore, development of the Proposed Project site would not reduce the number of or restrict the range of listed wildlife species because none were observed onsite.

Non-listed, Sensitive Wildlife Species

Biological Resources Impact 6:

Permanent direct impacts to BUOWs could occur from alteration of habitat, or destruction of occupied burrows within the upland and riparian areas.

The entire proposed project area (Project Site and access road alignments) falls within the MSHCP BUOW Survey Area, requiring habitat suitability assessments. No BUOW individuals or occupied BUOW burrows were observed onsite in 2004 or 2006 during field surveys. However, due to the presence of suitable BUOW habitat elements, compliance with Mitigation Measure 6 is required to make the project consistent with the Additional Survey Needs Requirement of the MSHCP (TLC 2005).

Biological Resources Impact 7:

Permanent indirect impacts to nine sensitive species detected onsite could occur from alteration of habitat within the upland and riparian areas.

The nine species are "covered species" within the MSHCP and would not require additional specific mitigation measures. The impacts are not significant since the project would comply with the MSHCP. The USFWS's Biological Opinion on the MSHCP indicates that all non-listed species included in the plan are "adequately conserved". The MSHCP includes conservation of large blocks of habitat offsite in MSHCP Conservation and Core Areas and Habitat Linkages that connect the core areas. Project compliance with the MSHCP will involve onsite conservation of land, payment of applicable fees, and meeting other requirements and stipulations of the MSHCP, such as pre-construction surveys. As a result, no mitigation is required for the indirect impact to these nine species.

Wildlife Corridors

Direct Impacts

Proposed Constrained Linkage 23 of the MSHCP is adjacent to and overlaps the southern boundary of the Project site. The Project site overlaps targeted conservation areas in Criteria Cells 311, 323, 326, 411, 412, and 417 (see **Figure 3.3-6**, **MSHCP Criteria Areas**). The Project site is north of Garden Air Wash, a central element in this portion of Proposed Constrained Linkage 23. Based on MBA's assessment, habitats south of the Project site and within Garden Air Wash would provide the greatest conservation value, including the presence of scrub oak chaparral and oak woodlands, than those targeted areas north of the wash within the Project site.

Although the Proposed Project will impact targeted areas within Proposed Constrained Linkage 23, preservation of this linkage can be achieved through the conservation efforts of this Project in conjunction with the Summerwind Ranch project, adjacent to the south. **Figure 3.3-7, Proposed Conservation Areas**, shows conservation areas proposed both onsite and on adjacent land within the Criteria Cells. Garden Air Wash and adjacent habitats will be permanently set aside as open space with a conservation easement under these two projects resulting in 384.6 acres of conservation acreage in Criteria Cells 311, 323, 326, 396, 411, 412, and 417, exceeding the MSHCP's maximum goal of 352 acres. It includes conservation of Riversidean sage scrub, Riversidean alluvial fan sage scrub (Garden Air Wash), chaparral, and non-native grassland. Therefore, there would be no significant direct impacts to the corridors or linkages as a result of the project.

Indirect Impacts

Biological Resources Impact 8:

Permanent indirect impacts to MSHCP-designated wildlife corridor areas could occur as a result of indirect project effects, generally referred to as edge effects along the development interface with property to the south and west. These include brush clearing, noise, human activity, nighttime lighting, influx of non-native invasive plant and animal species from the development, and increased run-off and pollutants into adjacent open space areas.

Compliance with Mitigation Measures 7-13 will reduce indirect impact on wildlife corridors to less than significant.

Cumulative Impacts

Cumulative impacts are defined as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts" (*Guidelines for the Implementation of CEQA Cal Code Regs., Title 14 Sec. 15355*). The proposed project's contribution to cumulative impacts in the region would be considered significant unless mitigated to less than significant (see Section 3.3.4.4).

3.3.3.4 Mitigation Measures

The following is a list of impact avoidance, minimization, and mitigation measures that would apply to all construction-related activities during the construction phase of the project. These are repeated from the Draft EIR because they would apply to impacts associated with development of the Project Site and the access roads.

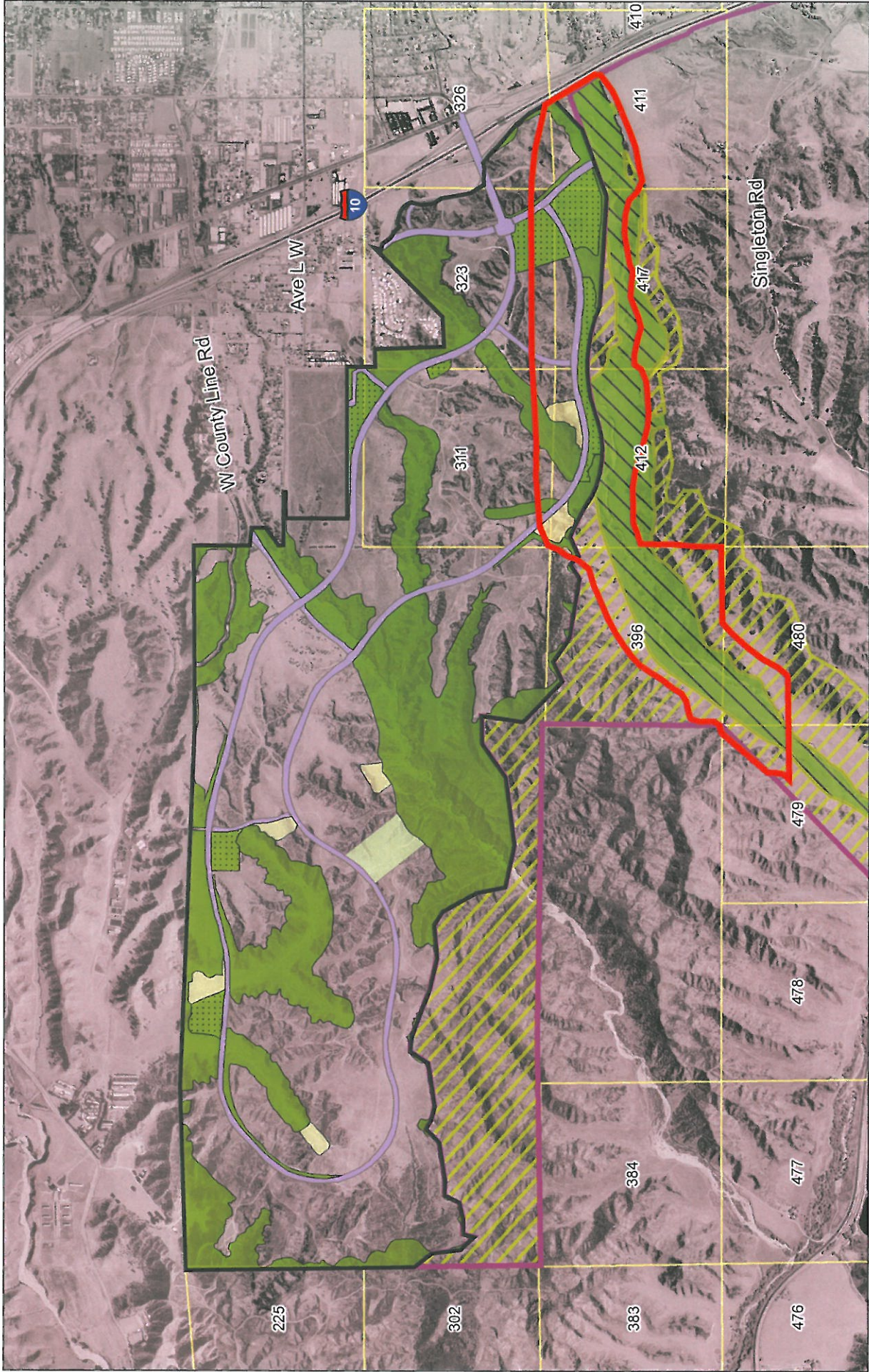
General Mitigation Measures

- Contractors shall employ Best Management Practices (BMPs) to prevent further loss of habitat resulting from erosion caused by construction activities (e.g., grading or road clearing). Any erosion that occurs shall be remedied within two days of detection.
- Construction of new roads or widening of existing roads shall not extend beyond the planned impact area. Construction related vehicles must pass or turn around within the planned impact area or in previously disturbed areas. New access routes shall be clearly marked (flagged and/or staked) prior to the onset of construction to avoid the creation of multiple roadways.
- Soil and material stockpile areas shall be designated in disturbed areas presently lacking native vegetation. Designated stockpile areas must be clearly marked to define the limits where stockpiling may occur.
- Prior to initiation of grading, a contractor education program shall be presented by a project biologist to inform the construction crew and any contractors of the biological constraints of the project. The program shall include frequent updates and clear information regarding appropriate action to be taken if a sensitive biological resource is encountered. Contractors and construction crews shall be responsible for unauthorized impacts from construction activities to sensitive biological resources that are outside areas ultimately approved for impacts by the County of Riverside and the resource agencies.
- Equipment fueling shall take place on existing paved roads or in approved containment areas and not within or adjacent to drainages or native vegetation and habitat. Contractor equipment shall be carefully maintained and checked for fluid leaks prior to operation. Leaks shall be repaired prior to operation in the project area.

Resource Specific Mitigation Measures

Vegetation Communities

1. Permanent direct impacts to 20 acres of buckwheat-dominated Riversidean sage scrub shall be partially offset by compliance with the mitigation requirements listed under the MSHCP. These requirements include onsite preservation of coastal sage scrub. The Proposed Project plan preserves all of the coastal sage scrub on the project site that is within the Criteria Cells, which includes approximately 9 acres of coastal sage scrub habitat. **Figure 3.3-7, Proposed Conservation Areas** shows the areas Oak Mesa Investors, Inc. intends to set aside with an Open Space designation.



Source: USGS NED, Riverside County MSHCP, Census 2000 Data, VA Consulting, T&B Planning Consultants.



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Figure 3.3 - 7
Proposed Conservation Areas

2. Mitigation requirements to minimize permanent direct impacts to onsite oak tree woodlands, including removal of 289 individual coast live oak trees would include onsite preservation in compliance with MSHCP standards for Criteria Area Cells and implementation of an oak tree planting and restoration plan pursuant to the Project Specific Plan. Approximately 16 acres of oak tree woodland would be preserved onsite. Additionally, oak trees would be planted from container stock as well as from acorns collected onsite to ensure that oak seedlings will have the best genetic adaptation for the Mesa Verde Estates development. The applicant shall plant 3,470 oak trees using a combination of acorns, seedlings, and oak saplings in containers ranging from 1-gallon to 60-inch boxes as mitigation for the removal of oak trees. Table 3.3-3 below summarizes the mitigation requirements. This planting program reduces the impact of loss of oak woodland and oak trees to a less than significant level.

**Table 3.3-3
Oak Tree Mitigation Program**

Planting Area	Size	Quantity	Percentage	Area Available
Preserved Oak Woodland Enhancement Planting				
Preserved Woodland Areas (Restoration)	Acorns	100	2.70%	18.8 ac.
	Seedlings	185	5.00%	
	1-gallon	900	24.34%	
Oak Tree Planting – North and East Facing Manufactured Slopes				
North & East Slopes (creation)	1-gallon	320	8.66%	27.6 ac.
	5-gallon	510	13.79%	
	15-gallon	910	24.61%	
Oak Tree Planting - Landscaped Areas				
Entry Points, ROW/Common Areas (landscaping)	24" box	450	12.17%	Unknown
	36" box	310	8.39%	
	60" box	12	0.32%	
Total		3,470	100%	

Note: The mitigation-planting concept utilizes the City of Calimesa 9:1 replacement ratio as the baseline for determining the cost of purchasing and installing trees. As such, replacement according to the City baseline would include planting 622 24-inch box, 305 36-inch box, 12 60-inch box, and 1,866 saplings. The cost to complete this (purchase and install trees) would be approximately \$361,000. Under the proposed mitigation plan, this dollar value becomes the baseline oak tree-planting budget with which to purchase and plant oak trees. The tree planting numbers listed in the table above are our recommendations based on the cost of installing and purchasing the trees.

3. The applicant shall apply seed mix approved by RCA and CDFG in the bare areas adjacent to natural open space areas after construction is complete to minimize the potential for exotic species introduction. The native seed mix shall be approved by the CDFG and RCA and shall be dispersed in the fall, prior to winter rains. This will satisfy mitigation recommendations for permanent indirect impacts to vegetation communities.

Wetlands and Waters of the U.S.

4. Mitigation recommendations for potential permanent indirect impacts to wetland habitats shall be satisfied by applying native seed mix approved by RCA and CDFG to the bare areas adjacent to natural open space areas after construction is complete to minimize the

potential for exotic species introductions. The native seed mix must be approved by the CDFG and dispersed in the fall, prior to winter rains.

5. To avoid significant adverse impacts to Criteria Area Species (CAS) and to ensure compliance with the MSHCP, pre-grading focused surveys shall be conducted by a qualified biologist according to protocol. If the site is found to be occupied and at least 90 percent of the area with long-term conservation value cannot be avoided, then the applicant must submit a plan for a Biologically Equivalent or Superior Preservation alternative to the City. Prior to approval of an alternative, the USFWS and CDFG shall be notified of such determinations and shall be provided a 60-day review and response period. A grading permit shall not be issued until the applicant has fulfilled its obligations regarding the approved alternative pursuant to the MSHCP (TLC 2005).
6. In order to minimize potential impacts to BUOWs and to comply with the MSHCP, focused BUOW winter and breeding season surveys and a 30-day pre-grading survey must be conducted (TLC 2005, MSCHP, Vol. II, Page B-68). The surveys shall be conducted within the grading footprint plus a 300-foot buffer by a qualified biologist according to CDFG protocol. If active burrows are found during the breeding season, grading activities shall be postponed until a qualified ornithologist has determined that the nest has successfully fledged young. If active burrows are found outside the breeding season, relocation of the owls shall be conducted in accordance with requirements outlined in the MSHCP. Grading and associated activities shall commence only when a qualified biologist has determined that the burrows are no longer active. If three or more pairs of BUOW are found within the project site and at least 90 percent of the occupied area with long-term conservation area cannot be avoided, then the applicant must submit a plan for a Biologically Equivalent or Superior Preservation alternative to the City. Prior to approval of an alternative, the USFWS and CDFG shall be notified of such determinations and be provided a 60-day review and response period. A grading permit shall not be issued until the applicant has fulfilled its obligations regarding the approved alternative pursuant to the MSHCP (TLC 2005).
7. Prior to the issuance of grading permits, the applicant shall submit a drainage plan showing compliance with NPDES requirements.
8. The applicant shall incorporate shielding to minimize ambient nighttime lighting in and adjacent to the MSHCP Conservation Area and natural open space areas. Street and parking lot lighting shall be designed with internal baffles to direct lighting toward the ground and have zero side angle cutoff to the horizon. The applicant shall incorporate a prohibition on floodlights and other ambient lighting into the CC & Rs in or adjacent to the MSHCP Conservation Area and natural open space areas.
9. The applicant shall incorporate measures to reduce noise in and adjacent to the MSHCP Conservation Area and natural open space areas. Vegetation and/or fencing that effectively reduces noise shall be placed along streets and parking lots in or adjacent to the MSHCP Conservation Area and natural open space areas. The applicant shall incorporate into CC & Rs a prohibition on the use of motorized equipment by

homeowners in or adjacent to the MSHCP Conservation Area and natural open space areas.

10. Prior to the issuance of grading permits, the applicant shall submit a construction staging area plan, identifying areas to be utilized for equipment storage, maintenance, and refueling. These areas shall not be located within the proposed Conservation Area.
11. Prior to the issuance of grading permits, the applicant shall submit a landscape plan to the City of Calimesa. No invasive species (see MSHCP, Vol. I, Table 6.2, Pages 6-44 through 6-46, *Plants That Shall Be Excluded From Landscape Adjacent To Conservation Area*) shall be part of the landscape plan for areas within the onsite Conservation Area and adjacent to the offsite Conservation Area.
12. Prior to the issuance of grading permits, the limits of the offsite Conservation Area, where it abuts the project boundary, shall be clearly marked with construction lath and a highly visible tape. Signs shall be placed at regular intervals along the boundary informing workers that the area is off limits.
13. The applicant shall place signs along the boundaries of the property abutting the offsite Conservation Area indicating that the area is potentially sensitive habitat and that trespassing is forbidden.

3.3.4 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would not be significant with implementation of the proposed mitigation measures.

SECTION 3.4 CULTURAL/PALEONTOLOGICAL RESOURCES

This section presents a discussion of existing conditions related to cultural resources (prehistoric and historic sites) and paleontological resources that could occur along the Proposed Access Road, evaluates the potential impacts to these resources, and provides measures to mitigate impacts associated with the Proposed Project. The evaluation of Cultural and Paleontological Resources on the Project Site itself were addressed in the 2005 Draft EIR. The information presented herein is based on the following reports:

- *Phase I Cultural Resources Assessment and Paleontological Records Review, Mesa Verde Estates Access Road Project, Calimesa, Riverside County, California*, prepared by Michael Brandman Associates, August 2006.
- *Historic Architectural Survey Report for the Mesa Verde Estates Access Road Project in the City of Calimesa, Riverside County, August 2006, prepared by Galvin Preservation Associates, Inc.*

All other sources used to prepare this section are outlined in **Section 7.0** of this EIR, entitled **References**. The full technical reports are contained in **Appendix D** of this EIR. Note: No new surveys were undertaken for the larger Project site which was adequately surveyed and evaluated in 2005. Findings for Cultural Resources are included in the 2005 Draft EIR.

3.4.1 EXISTING SETTING

3.4.1.1 Regulatory Setting

Federal

The National Register Bulletin number 15 (NPS 2005) serves as the primary National Register of Historic Places (NRHP evaluation reference for this document). The following has been taken from this publication, and although it was a part of the overall discussion in the 2005 Draft EIR, it is repeated here because of the potential historic nature of existing residences along the Proposed Access Road.

Criteria for Evaluation

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or*
- B. That are associated with the lives of significant persons in our past; or*
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that*

represent a significant and distinguishable entity whose components may lack individual distinction; or

- D. That have yielded or may be likely to yield, information important in history or prehistory.*

Criteria Considerations

Ordinarily properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or*
- B. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or*
- C. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or*
- D. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or*
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or*
- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or*
- G. A property achieving significance within the past 50 years if it is of exceptional importance.*

American Indian Religious Freedom Act

The American Indian Religious Freedom Act establishes a federal policy of respect for, and protection of, Native American religious practices. It also has provisions for allowing limited access to Native American religious sites

Native American Heritage Commission and Consultation

On May 10, 2006, Michael Brandman Associates (MBA) sent a letter to the Native American Heritage Commission (NAHC) in an effort to determine whether any sacred sites are listed on their Sacred Lands List for this portion of the City of Calimesa. The response from the NAHC was received on June 7, 2006. Letters to each of the 42 listed tribal contacts were sent on June 7, 2006. Two responses have been received and are included in Appendix B.

The City/County may be required, under certain conditions, to undertake Native American consultations to fulfill processes associated with California Government Codes 65092; 65351; 65352; 65352.3; 65352.4; 65352.5 and 65560 formerly known as SB18 (Burton). This document can assist both parties in that effort should be it required in the future.

State

State Level Evaluation Process

Under California law, a site may be considered a historical resource if it is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California or if it meets the criteria for listing on the California Register of Historical Resources (CR). Each archeological feature on the Project Site must be evaluated to determine if the sites are “unique archaeological (historical) resources,” and utilize the criteria associated with the CEQA Guidelines as the basis for making these statements. “Unique archaeological (historical) resource” means an archaeological artifact, object, historic building, 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 of the following criteria:

1. *Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.*
2. *Has a special and particular quality such as being the oldest of its type or the best available example of its type.*
3. *Is directly associated with a scientifically recognized important prehistoric or historic event or person.*

As used in this report, “non-unique archaeological (historical) resource” means an archaeological artifact, object, building, or site that does not meet the criteria for the CR. A “non-unique resource” needs be given no further consideration, other than the simple recording of its existence by the lead agency if it so elects. By their very nature, isolated artifacts are considered “non-unique resources.” The Office of Historic Preservation (OHP) recognizes an age threshold of 45 years. Cultural resources built less than 45 years ago may qualify for consideration, but only under the most extraordinary circumstances.

According to the California Code of Regulations (CCR), Title 14, Chapter 3 15064.5, the term “historical resources” includes the following:

1. *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).*
2. *A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must*

treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3. *Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS 5024.1, Title 14 CCR, Section 4852) including the following:*
 - a. *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
 - b. *Is associated with the lives of persons important in our past;*
 - c. *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*
 - d. *Has yielded, or may be likely to yield, information important in prehistory or history.*

Local

Calimesa General Plan

The City of Calimesa General Plan identifies environmental, social, and economic goals, and sets forth policies, standards, and programs to guide the physical development of the City (Calimesa 1990). These policies are discussed in full in the Draft EIR.

Implementation Programs

The City of Calimesa General Plan outlines specific implementation actions for the protection of cultural resources in the conservation, open space, and recreation elements of the General Plan. These measures include the creation of a cultural awareness program in the city as well as the following components: (1) a requirement for cultural resource surveys in areas slated for development; (2) testing, mitigation, and/or preservation of sites prior to grading; (3) update of the city's cultural resource map; (4) undertake a city-wide historical resources survey; (5) have qualified archaeologists or paleontologists present during the grading process; (6) prohibit development when impacts to cultural resources cannot be mitigated; and (7) promote cultural resources through a public awareness program.

3.4.1.2 Existing Conditions

The Project area surveyed is located south of West County Line Road, west of 7th Place, and north and east of Villa Calimesa Trailer Park. It is generally flat, though several sizable

drainages, including Calimesa Creek, cross the area from east to west. The majority of the Project area is covered with grass, tall weeds and trees, especially near the drainages. However, several portions have been recently plowed or are existing dirt roads and provide good visibility.

Nearby properties are either vacant or developed with residential structures, except for the westernmost portion of the Project Area that contains a school.

Brief Cultural History of the Area

The prehistory and history of the Project Area are discussed in the 2005 Draft EIR. In addition, a more detailed description can be found in Appendix D to this Revised and Recirculated Draft EIR.

3.4.2 POTENTIAL ENVIRONMENTAL IMPACTS

3.4.2.1 Methodology

To determine potential impacts that could occur as a result of the Proposed Access Road, a literature review, record search, examination of historic maps, and field survey were conducted at the site for both cultural resources and paleontological resources. The results of the investigations are discussed below.

3.4.2.2 Thresholds of Significance

CEQA Guidelines Section 15064.5 provides directions on determining significance of impacts to archaeological and historical resources. Typically a resource shall be considered "historically significant" if the resource meets the criteria for listing, including the following:

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

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, or is not included in a local register of historical resources, does not preclude a lead agency from determining the resource may be historical.

In addition, according to Appendix G of the CEQA Guidelines, a project would have a significant effect on the environment if it would:

- Cause a substantial adverse change in the significance of an historical resource;

- Cause a substantial adverse change in the significance of an archaeological resource;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

Archeological/Historic Resources

To determine if a site is a “unique archaeological (historic) resource” under CEQA and therefore subject to mitigation prior to development, a threshold of significance should be developed prior to testing/evaluation. This is a procedure recommended by the Office of Historic Preservation/State Historic Preservation Officer (SHPO). The threshold of significance is simply a point where the qualities of significance are defined during the analysis and the resource is believed to be a “unique archaeological (historic) resource” under CEQA. An adverse effect to a “unique resource” is regarded as the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource will be reduced such that it no longer meets the significance criteria. In lay terms, should an analysis show that the development will destroy the unique elements of a site, but leave non-unique elements intact, then the significance of the site will be lost and there must be mitigation for the loss of the unique elements.

If a prehistoric site is tested, it is traditionally held that buried features such as, hearths, burials, middens, etc., could hold analytical information that will pass the significance threshold and make the site eligible for listing on the CR under Criterion D discussed above. For historic archaeological sites, analysis of the condition and integrity of the architecture at the modern ground surface level may cause the site to pass the threshold under Criterion A, B and/or D. For historic buildings, the completeness and integrity of the structural architecture may cause the site to pass the threshold under Criterion A, B and/or C.

The threshold should be associated with the site context or theme. If sets of unusual artifacts, buried but unusual buildings, or human remains are detected during tests of cultural resources in Project Area, or if a historical review of the property finds that it was once associated with a person and/or event of historical significance at the State/National level, the sites will likely be considered potentially significant for CR/NRHP listing. In the event that the significance of the site will be reduced below the threshold because of development, a recommendation for data collection, a Phase III excavation, must be submitted to the Lead Agency

Paleontological Resources

Pursuant to Appendix G of the State CEQA Guidelines, a project could have a significant effect on paleontological resources if it would:

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

3.4.2.3 Impact Analysis and Mitigation Measures

Cultural Resources – Prehistoric Sites

A cultural resource records search for the Riverside County portion of the project was conducted on May 15, 2006 at the Eastern Information Center (EIC). A records search was also completed for San Bernardino County portion of the project search radius on May 25, 2006 at the Archaeological Information Center (AIC), which is located at the San Bernardino County Museum in Redlands. This research effort indicated that cultural resources are not located in the Project area, though several are known within a 0.75-mile radius. There are three prehistoric sites and eight historic sites recorded within the search radius. The western portion of the Project area has been previously surveyed but no cultural resources were found during that survey or records search, though archaeologists noted that the region was utilized as a resource space for prehistoric and historic inhabitants of the region.

The Proposed Access Road alignment was surveyed on May 17, 2006. No prehistoric cultural resources were detected during the pedestrian survey; however, several residences were noted as historic resources. These structures were evaluated for significance in the *Historic Architectural Survey Report* (see discussion below).

Additionally, information gathered from an Avenue L resident indicates that prehistoric resources have been discovered within the southern portion of the Proposed Access Road alignment, and into the hills beyond the southern boundary. He noted metates, manos, and pressure flakes, as well as remains from an old mansion located south of the Project Area. Because there was no ground visibility throughout the majority of the area surveyed, that several prehistoric sites are located within the search radius, including a burial, and that prehistoric resources were noted in the area by a local resident, monitoring is recommended during earthmoving phases of road development. It is possible that intact, significant prehistoric cultural deposits could be uncovered during grading. The following mitigation measures must be implemented during grading and construction activities:

Mitigation Measures

The 2005 Draft EIR contains mitigation measures to reduce or eliminate any potential impacts that may be associated with the Proposed Project. These measures would also apply to the proposed access roads. For the convenience of the reviewer these measures are listed in the Executive Summary in Table ES-2.

Cultural Resources – Historic Sites

As a result of the field survey and records check, several historic residences were noted and photographed. Several structures have been marked for demolition on parcels 411-050-003 and 411-200-020. The properties were fully recorded and, evaluated for significance. A summary of findings are below. The full report on the structures on these properties (including photographs) is included in Appendix D.

726 W. Avenue L, Calimesa, CA 92320

The 4.76-acre property is located on the north side of W. Avenue L near 7th Place in the City of Calimesa, which in turn is part of the Yucaipa Valley and Riverside County. It consists of four structures.

- A main two-story vernacular farmhouse with Craftsman style elements constructed in the circa mid-1910s;
- A secondary two-story vernacular barn/residence with Craftsman style elements to the northeast constructed in the circa early 1910s;
- A wood chicken coop to the north of the main residence constructed in circa mid-1910s; and
- A corrugated metal barn to the north of the barn/residence constructed in circa 1930s.

The residence is a two-story former farmhouse that was likely constructed in the circa mid-1910s. Its façade faces west, perpendicular to Avenue L. Additions were made to the first floor rear and north elevations of the building in 1978 that extended the kitchen, and added a bedroom and bathroom. The building has an asymmetrical façade. Both the original building and additions have wood framed structural systems and concrete foundations. There is one porch at the façade. The main entry is located under the porch of the façade and consists of wood panel double doors. There are three entries at the other elevations. There are several windows on the façade of the original building. They are asymmetrically spaced and consist of wood sash double hung windows. Windows on the other elevations are a combination of wood sash double hung sash, fixed, with 20 lights per sash, casement and awning type windows. These windows are surrounded with wood casings and have wood framed window screens. There is an asphalt paved driveway that leads from Avenue L and curves to the front of the primary residence.

The two-story barn/residence is located to the northeast of the primary residence. The first floor level of the barn/residence appears to have been originally used as a barn or workshop. There are living quarters at the second floor level. The building has a concrete foundation and a wood framed structural system clad in wood shingles.

A corrugated metal barn with a shed roof is located to the north of the barn/residence. A chicken coop clad with wood shingles is located north of the primary residence. There is one round concrete irrigation feature, and a well, located just outside the western boundary of the property. It may have originally been part of the evaluated property.

Landscaping elements immediately surrounding the residences include mature lawns, trees and shrubs. There is a wood picket fence surrounding a backyard area directly the east of the residence. At the south end of the property directly adjacent to Avenue L is a little over an acre of land that consists of tall dry weeds. The same is present on the northern and eastern ends of the property. The north weedy area has some eucalyptus tree stumps, which are likely remnants of windbreaks.

The residence was extensively remodeled in the years following 1978. This includes first floor additions with flat roofs made to the rear and north elevations of the primary residence. New wood shingles replaced all the original wood shingles on the primary residence and the barn/residence. Casement windows on the second floor of the south and east elevations, for the southeast bedroom, are the only original windows remaining in the primary residence. Two fixed, 20-paned, wood sash windows, located on the first floor of the south and north elevations, were salvaged from a different property; there is a third such window on the bedroom addition. The rest of the windows are double hung sash and were installed new in 1978.

Integrity Statement

The evaluated building was evaluated against the seven aspects of integrity as outlined in California Register Criteria 4852(b)(4)(c). The seven aspects of integrity are location, setting, feeling, association, design, materials and workmanship. The evaluated buildings retain their original locations. They have not been moved. At the time of this property's establishment in the circa mid-1910s the surrounding area was largely undeveloped and it is likely that other farms existed in its vicinity. None of these agricultural ventures remain. The primary residence is a vernacular farmhouse with some Craftsman style elements. The building retains some of its character defining features such as its general original form and shape, when viewed from the façade and south elevation. The side gabled roof and the wood vertical vents within the pitches, as well as some original windows also remain. However the building was altered beginning in 1978 with the following:

1. Additions made to the rear (east) and north elevations of the original residence;
2. New wood exterior wall shingles replacing the original;
3. New chimney at the façade, also clad with the new shingles;
4. New entries at the façade and the rear; and
5. New windows, including fixed, multi-paned, wood sash windows salvaged from a different property, and new wood double hung sash windows.

Thus, the design, materials and workmanship of the building have been significantly compromised. The integrity of the evaluated property is fair. The condition of the evaluated building is good to excellent.

California Register of Historical Resources Evaluation

The property was assessed under CR Criterion 1 for its potential significance as a part of a historic trend that may have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. The evaluated property was once likely associated with an apple/peach orchard and existed during the periods of growth and decline of both industries. However, evidence does not suggest that the property played a significant role in these industries in Calimesa or the Yucaipa Valley. It was just one of

many other farms in Calimesa and Yucaipa Valley. Therefore, the property does not appear to qualify for the CR under Criterion 1.

The property was considered under Criterion 2 for its association with the lives of persons important to local, California, or national history. The original owner of the property is unknown. George and Grace Van Horn owned the property from circa early 1960s until 1978 when its current owners, Thomas and Vera Miller purchased the property. Although earlier owners of the property are not known, it is likely that they were simply local farmers involved in Calimesa's agricultural industry. Therefore, the property does not appear to qualify for the CR under Criterion 2.

The property was evaluated under Criterion 3 for embodying the distinctive characteristics of a type, period, or method of construction, or representing the work of a master or possessing high artistic values. The primary residence was constructed in the circa mid-1910s as a vernacular farmhouse with Craftsman style elements. The building was altered significantly beginning in 1978 and the building's architectural integrity has been compromised. The building does not embody the distinctive characteristics of a type, period, or method of construction. The architect and builder, which was likely the original owner, of the building are both unknown. It is not likely, though, that this was the work of a master. The building also does not possess high artistic values. Therefore, it does not appear to qualify for the CR under Criterion 3.

The property was considered for Criterion 4 for the potential to yield or likelihood to yield information to prehistory or history of the local area, California, or the nation. In order for buildings, structures, and objects to be eligible for this criterion, they would need to "be, or must have been, the principal source of important information." This is not the case with this property. Therefore, it does not appear to qualify for the CR under Criterion 4.

In summary, the property the evaluated property was determined not to be eligible for the CR. It was not evaluated for local significance or for the NRHP

1118 7th Street, Calimesa, CA 92320

The 1.16-acre property consists of a single family residence, detached garage and a wood barn, all likely constructed in circa 1929. The property is situated on the west side of 7th Street, just north of Villa Calimesa Lane. The residence does not exhibit a specific architectural style, possibly due to 1971 modifications. The site vicinity consists of single-family residences constructed between the 1920s and 1960s.

The residence has a symmetrical façade that faces east onto 7th Street. Two significant additions were made to the rear of the property. The first (the center section) was constructed in 1971 and the second (the rear/west section) was built in 1981. The evaluated building has a wood framed structural system and a foundation which is likely concrete. The original and 1971 addition exteriors are clad with textured stucco, and the exterior of the 1981 addition is clad with horizontal vinyl siding. The windows on the original building have wood sashes. The additions have vinyl windows surrounded by wood casings. The original concrete landing is located just in front of the porch door; the landing was later expanded with concrete paving to extend the

entire width of the façade. There are no steps. The original section of the residence is sheltered by a moderately pitched gabled roof. There is a chimney on the south gable wall that has been covered in textured stucco. The 1971 section has a flat and shed roof and the 1981 section has a gabled roof identical in pitch to the original. The roof is clad with composition shingles with moderately overhanging boxed eaves.

There is an asphalt driveway on the south side of the property leading to a detached one car garage that faces onto 7th Street. A concrete pedestrian walkway leads from the driveway to the front porch. There is a wood barn constructed in circa 1929 located in the backyard. The area also has a number of prefabricated buildings located at the rear of the property.

Alterations include additions that were made to the rear elevation of the original building in 1971 and 1981. During the 1971 addition, significant modifications were also made to the original residence. Textured stucco was applied to the exterior walls. The porch was completely modified; this includes the addition of new porch supports and extension of the concrete landing. The front door may also date from this period. The condition of the building is good.

The original owner of the evaluated property is unknown. It is likely that the second owner of the property was Mr. and Mrs. McGill, who owned the property from circa 1950s. Their heirs sold the property in 1972 to Reverend Jerry and Lynn Snead. With the death of Reverend Snead in 1996, Lynn became the sole owner of the property.

Integrity Statement

The buildings were evaluated against the seven aspects of integrity as outlined in California Register Criteria 4852(b)(4)(c). The seven aspects of integrity are location, setting, feeling, association, design, materials and workmanship. The evaluated buildings retain their original locations. They have not been moved. When the buildings were constructed in circa 1929, the surrounding area consisted of farm houses, with related ancillary buildings and agricultural land. This includes a residence and some of the ancillary structures of a former 2+-acre chicken ranch located to the north of the evaluated building. There were also several other poultry farms in the immediate vicinity, and wheat and barley fields, as well as apple and peach orchards, were some of the other agricultural industries located in Calimesa. The site vicinity now consists of single-family residences, not only those constructed between the 1920s and 1940s as farm houses, but also later housing developments, primarily from the 1960s. There is also a trailer park called Villa Calimesa located to the southwest. Today, the evaluated parcel is a nursery. In addition, I-10 was built during the early 1960s, 500 feet to the east of the evaluated parcel. Therefore, the setting, feeling and association have changed. The evaluated property was constructed in circa 1929. The building has no architectural style, likely due to alterations made in 1971. The original portion of the building retains its original wood casement windows on the façade and south elevation. The building has, however, been significantly altered since its original construction. Additions were made to the rear that consists of a center section, which was added in 1971 and a rear/west section added in the 1981. The original building was also remodeled in 1971 and is clad today in textured stucco, and the front porch has been modified with the replacement of the porch supports, the porch roof and the extension of the concrete porch

landing. The alterations to the building have compromised the building's design, materials and workmanship. The integrity of the evaluated property is poor. The condition of the evaluated building is good.

California Register of Historical Resources Evaluation

The property was assessed under CR Criterion 1 for its potential significance as a part of a historic trend that may have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. The evaluated property contains a single-family residence, detached garage and wood barn, all constructed in circa 1929. This property was likely originally a poultry farm, established during the height of the industry in the area. However, evidence does not suggest that the property played a significant role in the poultry industry of Calimesa or the Yucaipa Valley. It was just one of many other modest sized poultry farms. Therefore, the evaluated property does not appear to qualify for the CR under Criterion 1.

The property was considered under Criterion 2 for its association with the lives of persons important to local, California, or national history. The original owner of the property is unknown. It is likely that the second owners of the property, who owned the property from circa 1950s, were Mr. and Mrs. McGill. With the death of the McGills by the late 1960s, the property became vacant. In 1972, the property was sold by their heirs to Reverend Jerry and Lynn Snead. Lynn Snead is the current owner. Although the original owner of the property is not known, it is likely that this person and the McGills were simply local farmers involved in the poultry industry. Therefore, the evaluated property does not appear to qualify for the CR under Criterion 2.

The single-family residence was evaluated under Criterion 3 for embodying the distinctive characteristics of a type, period, or method of construction, or representing the work of a master or possessing high artistic values. The evaluated building was originally constructed in circa 1929. The building does not exhibit a specific architectural style, likely due to alterations made in 1971. The original portion of the building retains its original wood casement windows on the façade and south elevation. The building has, however, been significantly altered with additions made to the rear in 1971 and 1981. The original building was also extensively remodeled in 1971. The exterior walls were reclad in textured stucco and the front porch was modified. Therefore, the building's architectural integrity has been compromised. The building does not embody the distinctive characteristics of a type, period, or method of construction. The architect and builder, which was likely the original owner, of the building are both unknown. It is not likely, though, that this was the work of a master builder. The building also does not possess high artistic values. Therefore, it does not appear to qualify for the CR under Criterion 3.

The property was considered for Criterion 4 for the potential to yield or likelihood to yield information to prehistory or history of the local area, California, or the nation. In order for buildings, structures, and objects to be eligible for this criterion, they would need to "be, or must have been, the principal source of important information." This is not the case with this property. Therefore, it does not appear to qualify for the CR under Criterion 4.

In summary, the evaluated property was determined not to be eligible for the CR. It was not evaluated for local significance or for the NRHP.

Potential Historic Cultural Resources

It should also be noted that there are additional structures contained within the Project Area that are potential historic cultural resources. These structures and their relationship to the proposed access road are visually represented in the Historic Architectural Survey Report in Appendix D. The following table outlines these potential historic resources for the Mesa Verde Access road project.

Table 3.4.1: Potential Historic Cultural Resources

Site Name/Address	Location	Type	Will Project Affect this Site?
APN 411-020-006/ 741 County Line Road	Within the footprint.	Residence and detached garage (1954) (See Appendix C: Site Photographs, Photograph 15)	Yes, only if buildings are removed due to development.
APN 411-030-005/ 736 Avenue L	Within the footprint.	Residence (1932) (See Appendix C: Site Photographs, Photograph 11)	Yes, only if buildings are removed due to development.
APN 411-030-006/ 746 Avenue L	Within the footprint.	Residence (1961)	Yes, only if buildings are removed due to development.

In summary, no additional historic or prehistoric resources were recorded. Though the pedestrian survey returned negative results for prehistoric deposits, information gathered from an Avenue L resident indicates that prehistoric resources have been discovered within the southern portion of the Project Area, and into the hills beyond the southern boundary of the Project Area. He noted metates, manos and pressure flakes, as well as remains from an old mansion located to the south of the Project Area (personal communication, May 17, 2006). Therefore, due to this information provided by a Calimesa resident, the lack of ground visibility throughout the majority of the Project Area (Appendix C: Site Photographs), and the fact that several prehistoric sites are located within the search radius (including a burial), monitoring is recommended during earthmoving phases of road development. It is possible that intact, significant prehistoric cultural deposits will be uncovered during grading.

Mitigation Measures

No mitigation measures are recommended for Historic Sites.

Paleontological Resources

A search of the Regional Paleontologic Locality Inventory at the San Bernardino County Museum indicates that one previously known paleontologic resource locality (SBCM 5.3.113) is

situated within the boundaries of the Project Area (Scott 2006). This locality yielded the remains of an extinct horse (*Equus*, sp.), originating in the San Timoteo Formation. Additionally, several dozen paleontologic resource localities are recorded within a few miles to the south and west of the Project Area, all located within the San Timoteo Foundation. The literature review demonstrates that excavation in either the older Pleistocene alluvium or the San Timoteo Formation has high potential to yield significant fossil resources. Older Pleistocene alluvial sediments found throughout inland Riverside and San Bernardino Counties and the Inland Empire have been reported to yield fossils of plants and extinct animals from the Ice Age, including: mammoths, mastodons, ground sloth's, dire wolves, short-faced bears, saber-toothed cats, large and small horses, large and small camels and bison. Excavations into the San Timoteo Formation have been reported to yield fossils of mastodon, horse, camel, antelope, dog, bear, rodent and rabbit. These vertebrate fossils are Pliocene or early Pleistocene Epoch in age, and may have been deposited between 1.3 and 4.0 million years ago (mya). Due to the demonstrated fossiliferous nature of the older Pleistocene alluvium and the San Timoteo Formation, these sediments are assigned high paleontologic sensitivity.

Mitigation Measures

The site has a very high chance of containing significant paleontological resources. Therefore, a program to mitigate adverse impacts to fossil resources is recommended. This program should be consistent with the provisions of CEQA, as well as with regulations implemented by the County of Riverside and with the proposed guidelines of the Society of Vertebrate Paleontology.

The 2005 Draft EIR contains mitigation measures to reduce or eliminate any potential impacts that may be associated with the Proposed Project. These measures would also apply to the proposed access roads. For the convenience of the reviewer these measures are listed in the Executive Summary in Table ES-2.

3.4.3 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant impacts would occur to cultural resource sites as a result of the access roads (archaeological or historical sites) because no archaeological sites were found and the identified historic sites are not significant. If cultural resource sites are discovered during the grading process, the mitigation measures described in Table ES-2 would be implemented to mitigate potential impacts to previously unknown resources.

Potentially significant impacts to buried subsurface paleontological resources would be mitigated through the procedures outlined in Table ES-2. Completion of the field monitoring and preparation of the report would mitigate impacts to paleontological resources to a less than significant level.

A *Mesa Verde Estates EIR Noise Analysis Revision* was completed by Urban Crossroads in October 2006, reflecting changes in the project description since publication of the Draft EIR. The purpose of this noise assessment was to evaluate the noise impacts for the project study area, particularly for the Roberts Road Extension, and to recommend noise mitigation measures to minimize the identified potential project impacts. The discussion in this revised Draft EIR addresses the overall noise conditions but focuses on impacts resulting from changes or modifications to the original Proposed Project as presented in the Draft EIR.

3.8.1 EXISTING SETTING

The project site is generally located south of County Line Road and west of the I-10 Freeway. **Figure 3.8-1** illustrates the location of the project site within the study area. The site is currently vacant. The modified project includes an extension of Roberts Road to connect Sandalwood Drive to County Line Road and the addition of Streets F and G to provide secondary access to the Proposed Project and to the new high school. The new road right-of-way is projected through an existing semi-rural, mixed-use neighborhood lying between the Proposed Project and the I-10 Freeway. Existing development in this area consists of single-family dwellings, a residential trailer park, and a few commercial establishments. Existing sources of noise are almost totally related to the noise generated by the I-10 Freeway.

A detailed discussion of the fundamental nature of noise, measurement methodology and potential impacts of noise are included in the Draft EIR and updated in the *Mesa Verde Estates EIR Noise Analysis Revision* (Urban Crossroads 2006b).

3.8.1.1 Regulatory Setting

Federal, state, county and local regulations and policies regarding noise are discussed at length in the Draft EIR.

Federal

Federal codes, primarily the Occupational Safety and Health Act of 1970 (OSHA), govern worker exposure to noise levels. These regulations would be applicable to all phases of the Proposed Project and are designed to limit worker exposure to noise levels of 85 dB or lower over an 8-hour period (Title 29, Code of Federal Regulations [CFR], Section 1910.95).

The U.S. Department of Transportation (U.S. DOT) has developed regulations under Title 23, CFR, Section 772 that govern highway noise design standards. These design standards are provided in **Table 3.8-1**.

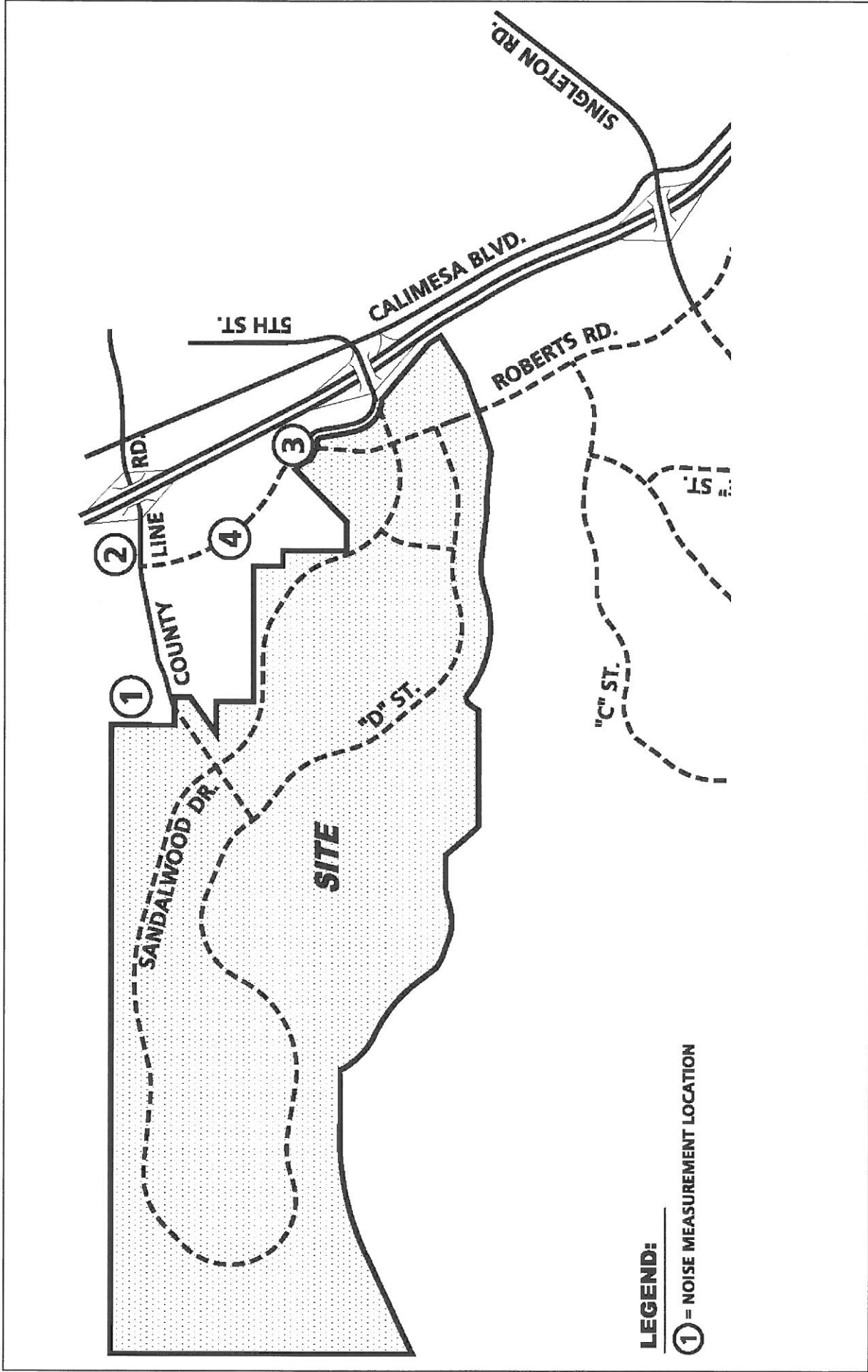


Figure 3.8-1
Noise Monitoring Locations

**Table 3.8-1
Design Noise Levels and Land Use Relationships**

Design Noise Level (L ₁₀ dBA)	Description of Land Use Category
55 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums. This level applies when no exterior noise sensitive land use or activity is identified.
60 Exterior	Amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local authorities for activities requiring special qualities of serenity and quiet.
70 Exterior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playground, active sports areas, and parks.
75 Exterior	Developed land, properties or activities not included in the above categories.

State

State of California regulations (California Noise Exposure Regulations and Title 8, CCR [Code of California Regulations], Section 5095) address worker exposure to noise levels. These regulations also limit worker exposure to noise levels of 85 dB or lower over an 8-hour period. However, the state has not established noise levels for various non-work-related environments.

Although the State of California has not established non-worker noise environments, the Department of Health Office of Noise Control has published a Model Noise Ordinance to assist municipalities in developing their own noise ordinance. **Table 3.8-2** presents the California Model Noise Ordinance standards for a suburban area one and two family residential land use.

**Table 3.8-2
California Model Noise Ordinance Exterior Standards for Suburban Area – One
and Two Family Residential Land Use**

Maximum Time of Exposure	Noise Metric	7:00 a.m. to 10:00 p.m. (Daytime)	10:00 p.m. to 7:00 a.m. (Nighttime)
30 Minutes/hour	L ₅₀	55 dBA	45dBA
15 Minutes/hour	L ₂₅	60 dBA	50 dBA
5 Minutes/hour	L _{8,3}	65 dBA	55 dBA
1 Minute/hour	L _{1,7}	70 dBA	60 dBA
Any Period of Time	L _{max}	75 dBA	65 dBA

Local

County of Riverside

Riverside County has developed policies regarding vehicular noise sources. The policies are discussed in detail in the Draft EIR. These policies are summarized in **Table 3.8-3**.

**Table 3.8-3
Land Use Compatibility for Community Noise Exposure**

Land Use Category	Community Noise Exposure Level, L _{dn} or CNEL (dBA)					
	55	60	65	70	75	80
Residential-Low Density (Single Family, Duplex, and Mobil Homes)						
Residential-Multiple Family						
Transient Lodging (Motels and Hotels)						
Schools, Libraries, Churches, Hospitals, and Nursing Homes						
Auditoriums, Concert Hall, and Amphitheaters						
Sports Arena and Outdoor Spectator Sports						
Playgrounds and Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, and Cemeteries						
Office Building, Businesses, Commercial, and Professional						
Industrial, Manufacturing, Utilities, and Agriculture						
Legend:						
Normally Acceptable: A specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.						
Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environments will seem noisy.						
Normally Unacceptable: New construction on development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded.						
Clearly Unacceptable: New construction or development should generally not be undertaken. Construction cost to make the indoor environment acceptable would be prohibitive and the outdoor environment should not be suitable.						
Source: County of Riverside General Plan.						

Standards for residential areas are as shown in **Table 3.8-4**.

Times	Interior Standards	Exterior Standards
10:00 p.m. to 7:00 a.m.	40 L_{eq} (10 minutes)	45 L_{eq} (10 minutes)
7:00 a.m. to 10:00 p.m.	55 L_{eq} (10 minutes)	64 L_{eq} (10 minutes)
Source: County of Riverside General Plan		
Note: These are only preferred standards; the Riverside County Planning Department and Office of Public Health will make final decision.		

Riverside County policy regarding vehicular noise sources is discussed in Section 3.8.1.1.3 of the Draft EIR/

City of Calimesa

The General Plan for the City of Calimesa has a number of policies aimed at controlling and reducing noise and noise impacts. These are outlined in the Draft EIR. More specifically, the City has adopted a noise ordinance that specifies that:

- Single- and low-density residential zones (R-1, R-T, R-2, RR, and SP) shall not be subject to noise levels greater than 50 dB;
- Multi-family residential zones (R-3, SP, and PRD) shall not be subjected to noise levels greater than 55 dB;
- Commercial zones shall not be subject to noise levels greater than 60 dBA; and
- Industrial zones shall not be subject to noise levels greater than 70 dBA.

3.8.1.2 Regional Conditions

The dominant noise in the area is traffic on I-10, which is located to the east of the Proposed Project site. The I-10 freeway is a major transcontinental east-west transportation route and a key truck route used for the transportation of goods and materials from and to California. Off-ramps from I-10 are located at County Line Road to the northeast and at Sandalwood Drive to the southwest of the Proposed Project site. Some commercial and industrial facilities are located along frontage areas of I-10 from County Line Road to Sandalwood Drive. Vehicle and truck data for I-10 at this off-ramp is provided in **Table 3.8-5**.

**Table 3.8-5
Traffic Volumes on I-10 at County Line Road and Sandalwood Drive**

	Westbound Traffic	Eastbound Traffic
County Line Road - All Vehicles (Year 2003)		
Peak Hour Traffic Volumes	6,900	6,200
Average Annual Daily Traffic Volumes	91,000	83,000
Sandalwood Drive – All Vehicles (Year 2002)		
Peak Hour Traffic Volumes	6,200	6,300
Average Annual Daily Traffic Volumes	83,000	84,000
Trucks at Cherry Valley Boulevard (Year 2002)		
Average Annual Daily Truck Traffic	10,480	
Percent of the Total Traffic Volumes*	13.1	
Truck with 2 Axles	3,175	
Trucks with 3 Axles	576	
Trucks with 4 Axles	231	
Trucks with 5 or More Axles	6,498	
Percent of Trucks with 5 or More Axles	62	
Source: Caltrans 2003		
* Percentages are based on vehicle traffic for 2002.		

Large trucks are a dominant noise source along I-10. Noise levels emanating from large long-haul diesel trucks range from 75 to 90 dBA at 50 feet. These noise levels are dependent upon several factors such as truck make, speed, and load.

Noise volumes for freeways with similar traffic volumes as those shown in **Table 3.8-6** for I-10 range from 80 to 90 dBA at 100 feet. These noise levels would be lower during the late evening and nighttime hours. However, lower noise levels would also be offset by the 5-dBA evening (7:00 p.m. to 10:00 p.m.) and the nighttime 10 dBA (10:00 p.m. to 7:00 a.m.) weighting factors for calculating CNEL levels or the 10 dBA nighttime (10:00 p.m. to 7:00 a.m.) factor for determining L_{dn} levels. In some cases, nighttime noise levels from I-10 may have a larger impact due to the weighting factors for CNEL and L_{dn} . These relatively constant noise levels are likely attributed to long-haul truck traffic along I-10 throughout the evening and nighttime periods.

The Inverse Square Law of Noise Propagation was used to calculate the noise level with distance from I-10 using the 80 to 90 dBA range given above. These calculated noises are provided in **Table 3.8-6**.

**Table 3.8-6
Noise Level Range for Interstate-10 With Distance**

Distance from I-10 (feet)	Based on 80 dBA	Based on 90 dBA
100	80	90
200	74	84
400	68	78
600	62	72
800	56	66
1,600	50	60
3,200	44	54
6,400	38	48

3.8.1.3 Local Conditions

There are no current sensitive receptors within the Proposed Project site. However, existing residences are located to the northeast of the site along the proposed Roberts Road Extension.. Additionally, as the different phases of the Proposed Project are developed, areas will be built-up to include noise sensitive receptors. In order to evaluate potential local noise impacts, Urban Crossroads, Inc conducted a noise survey of the Proposed Project area between the hours of 4 p.m. on October 21, 2004 and 5 p.m. on October 22, 2004. Then again between 1:50 pm and 3:20 pm on June 14, 2006 to characterize the existing noise along the proposed Roberts Road alignment. Four short-term noise measurements were conducted. The locations of the surveys are provided in **Figure 3.8-1**. Existing ambient noise level measurements for the proposed Roberts Road Extension are summarized in **Table 3.8-7**.

**Table 3.8-7
Existing (Ambient) Noise Level Measurements Roberts Road Extension¹**

Location ²	Description ³	Time Period ⁴	Primary Noise Source	Noise Levels
1	Located approximately 100 feet north of the center line of County Line Road within the existing residential neighborhood.	1:50 p.m.	Traffic noise from County Line Road	42.1 dBA Leq
2	Located approximately 192 feet west of the edge of the I-10 Freeway on the corner of 7 th Place and County Line Road.	2:27 p.m.	Traffic noise from I-10	63.5 dBA Leq
3	Located approximately 36 feet west of the I-10 Freeway on the corner of West Avenue L and 7 th Street.	2:54 p.m.	Traffic noise from I-10 and 7 th Street	73.5 dBA Leq
4	Located on 7 th Place approximately 690 feet southwest of the I-10 Freeway.	3:20 p.m.	Traffic noise from I-10 Freeway	62.0dBA Leq

1. Noise measurements taken by Urban Crossroads, June 14, 2006
 2. See Figure 3.8-1 for location of the monitoring sites, and Appendix G - Noise Study for photographs
 3. Weather conditions: partly cloudy, temp = 84, press=29.94, wind = 8 mph.
 4. Locations were monitored for a minimum of 10 minutes.

3.8.2 POTENTIAL ENVIRONMENTAL IMPACTS

3.8.2.1 Thresholds of Significance

The assessment of potential noise impacts considers the introduction of anticipated noise levels generated during construction and planned development of the residential building and other facilities on the Proposed Project site. Noise levels associated with construction and operation of the Proposed Project will be compared to ambient noise levels in areas where sensitive receptors exist and/or phase development has been completed to determine if impacts.

The Proposed Project would have a significant impact on the environment if noise generated during construction, operation, or maintenance would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

For purposes of this study, roadway noise impacts would be considered significant if the Proposed Project increases noise levels for noise sensitive land use by five dBA CNEL and if: (1) the existing noise levels already exceed the 65 dBA CNEL residential standards or (2) the Proposed Project increases noise levels from below the 65 dBA CNEL standard to above 65 dBA CNEL outdoor or the 45 dBA CNEL indoor noise level.

3.8.2.2 Off-Site Noise Analysis

As a result of the October 2006 *Mesa Verde Estates EIR Noise Analysis Revision* by Urban Crossroads, it has been determined that for the future year 2030 and City General Plan Buildout year 2050 conditions the Proposed Project could create unmitigated exterior noise levels at existing residential areas located along the project roadways that will exceed the City of Calimesa 65 dBA CNEL noise standard. The Proposed Project's contribution to existing noise sensitive residential neighborhoods in the vicinity may create "readily perceptible" noise impacts. **Tables 3.8-8 through 3.8-12** show the results of the Noise Evaluation of off-site roads for future conditions with or without the Proposed Project.

**Table 3.8-8
2030 With Project Off-Site Noise Contours**

Road	Segment	CNEL at 100 Feet (dBA)	Distance To Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
San Timoteo Canyon Rd.	n/o Singleton Rd.	65.3	48	104	224	483
San Timoteo Canyon Rd.	s/o Singleton Rd.	65.7	51	111	238	514
Roberts Rd.	s/o County Line Rd.	71.1	118	254	547	1,179
Roberts Rd.	n/o Sandalwood Dr.	71.0	116	250	538	1,160
Roberts Rd.	s/o Sandalwood Dr.	75.5	232	499	1,076	2,318
Roberts Rd.	s/o South Loop	75.7	240	516	1,113	2,397
5th Street	n/o Sandalwood Dr.	65.6	51	110	237	510
Calimesa Blvd.	s/o Sandalwood Dr.	66.5	58	125	269	580
County Line Rd.	e/o Sandalwood Dr.	53.8	8	18	38	83
County Line Rd.	w/o Roberts Rd.	52.5	7	15	31	68
County Line Rd.	e/o Roberts Rd.	72.3	142	306	659	1,421
County Line Rd.	e/o Calimesa Blvd	74.9	211	455	980	2,111
Sandalwood Dr.	w/o Roberts Rd.	75.6	237	510	1,098	2,366
South Loop	w/o Roberts Rd.	66.0	54	117	252	544

**Table 3.8-9
2030 Project Off-Site Contributions**

Road	Segment	CNEL AT 100 Feet (dBA)		
		No Project	With Project	Project Contributions
San Timoteo Canyon Rd.	n/o Singleton Rd.	64.8	65.3	0.5
San Timoteo Canyon Rd.	s/o Singleton Rd.	65.2	65.7	0.4
Roberts Rd.	s/o County Line Rd.	70.1	71.1	0.9
Roberts Rd.	n/o Sandalwood Dr.	70.1	71.0	0.9
Roberts Rd.	s/o Sandalwood Dr.	74.1	75.5	1.4
Roberts Rd.	s/o South Loop	74.0	75.7	1.7
5th Street	n/o Sandalwood Dr.	65.1	65.6	0.5
Calimesa Blvd.	s/o Sandalwood Dr.	66.2	66.5	0.2
County Line Rd.	e/o Sandalwood Dr.	53.8	53.8	0.0
County Line Rd.	w/o Roberts Rd.	52.5	52.5	0.0
County Line Rd.	e/o Roberts Rd.	71.4	72.3	0.9
County Line Rd.	e/o Calimesa Blvd	74.6	74.9	0.2
Sandalwood Dr.	w/o Roberts Rd.	73.0	75.6	2.6
South Loop	w/o Roberts Rd.	63.5	66.0	2.5

**Table 3.8-10
General Plan Buildout Year (2050) Without Project Off-Site Noise Contours**

Road	Segment	CNEL at 100 Feet (dBA)	Distance To Contour (Feet)			
			70 dBA	65 dBA	60 dBA	55 dBA
			CNEL	CNEL	CNEL	CNEL
San Timoteo Canyon Rd.	n/o Singleton Rd.	64.5	43	92	199	428
San Timoteo Canyon Rd.	s/o Singleton Rd.	65.4	50	107	231	497
Roberts Rd.	s/o County Line Rd.	68.6	81	175	377	812
Roberts Rd.	n/o Sandalwood Dr.	70.7	111	239	515	1,110
Roberts Rd.	s/o Sandalwood Dr.	72.4	145	311	671	1,445
Roberts Rd.	s/o South Loop	71.8	132	284	611	1,316
5th Street	n/o Sandalwood Dr.	68.3	77	166	359	773
Calimesa Blvd.	s/o Sandalwood Dr.	66.1	55	117	253	545
County Line Rd.	e/o Sandalwood Dr.	55.6	11	24	51	110
County Line Rd.	w/o Roberts Rd.	54.3	9	19	42	90
County Line Rd.	e/o Roberts Rd.	71.0	117	252	542	1,168
County Line Rd.	e/o Calimesa Blvd	74.4	197	425	916	1,974
Sandalwood Dr.	w/o Roberts Rd.	66.8	61	132	283	611
South Loop	w/o Roberts Rd.	56.5	13	27	58	125

**Table 3.8-11
General Plan Buildout Year (2050) With Project Off-Site Noise Contours**

Road	Segment	CNEL at 100 Feet (dBA)	Distance To Contour (Feet)			
			70 dBA	65 dBA	60 dBA	55 dBA
			CNEL	CNEL	CNEL	CNEL
San Timoteo Canyon Rd.	n/o Singleton Rd.	65.0	46	100	216	465
San Timoteo Canyon Rd.	s/o Singleton Rd.	65.9	53	114	246	530
Roberts Rd.	s/o County Line Rd.	69.9	99	213	458	987
Roberts Rd.	n/o Sandalwood Dr.	71.5	126	271	583	1,256
Roberts Rd.	s/o Sandalwood Dr.	74.3	194	419	903	1,945
Roberts Rd.	s/o South Loop	74.3	194	419	903	1,945
5th Street	n/o Sandalwood Dr.	68.6	80	173	373	803
Calimesa Blvd.	s/o Sandalwood Dr.	66.3	57	122	263	567
County Line Rd.	e/o Sandalwood Dr.	55.6	11	24	51	110
County Line Rd.	w/o Roberts Rd.	54.3	9	19	42	90
County Line Rd.	e/o Roberts Rd.	72.0	136	292	629	1,355
County Line Rd.	e/o Calimesa Blvd	74.7	205	442	952	2,050
Sandalwood Dr.	w/o Roberts Rd.	73.2	164	353	761	1,640
South Loop	w/o Roberts Rd.					

**Table 3.8-12
Buildout Year (2050) Project Off-Site Project Contributions**

Road	Segment	CNEL AT 100 Feet (dBA)		
		No Project	With Project	Project Contributions
San Timoteo Canyon Rd.	n/o Singleton Rd.	64.5	65.0	0.5
San Timoteo Canyon Rd.	s/o Singleton Rd.	65.4	65.9	0.4
Roberts Rd.	s/o County Line Rd.	68.6	69.9	1.3
Roberts Rd.	n/o Sandalwood Dr.	70.7	71.5	0.8
Roberts Rd.	s/o Sandalwood Dr.	72.4	74.3	1.9
Roberts Rd.	s/o South Loop	71.8	74.3	2.5
5th Street	n/o Sandalwood Dr.	68.3	68.6	0.2
Calimesa Blvd.	s/o Sandalwood Dr.	66.1	66.3	0.3
County Line Rd.	e/o Sandalwood Dr.	55.6	55.6	0.0
County Line Rd.	w/o Roberts Rd.	54.3	54.3	0.0
County Line Rd.	e/o Roberts Rd.	71.0	72.0	1.0
County Line Rd.	e/o Calimesa Blvd	74.4	74.7	0.2
Sandalwood Dr.	w/o Roberts Rd.	66.8	73.2	6.4
South Loop	w/o Roberts Rd.	56.5	63.5	7.0

As shown in Table 3.8-9, the Proposed Project's contribution to increased ambient noise would be less than 3 dBA; however, as shown in Table 3.8-12, at General Plan Buildout (2050), the Proposed Project's Contribution could be significant, up to 7 dBA.

The Proposed Project's contribution of up to 6.4 dBA CNEL at the roadway segment of Sandalwood Drive west of Roberts Road, which is located in an existing noise sensitive residential neighborhood (mobile home park), will be a "readily perceptible" noise impact. The predicted exterior noise levels will be greater than the City of Calimesa 65 dBA CNEL exterior noise standard; therefore, any existing noise sensitive areas located along the aforementioned roadway segment of Sandalwood Drive could be adversely affected. However, as shown on the project's preliminary grading plan, existing residences are at a higher elevation than the road. The Noise Analysis was based on the worse case scenario, assuming that the entire area was flat and that grading plans would produce a relatively flat development surface. As such, the Noise Study included recommendations that prior to the development of the Roberts Road Extension and related off-site roads, a site specific noise study be prepared once the actual road alignments and distance between the centerlines and existing sensitive receptors are known. This more precise noise study would identify the final exterior noise requirements based upon final roadway alignments.

3.8.2.3 On-Site Noise Analysis

The on-site noise analysis indicates that for the General Plan Buildout conditions, vehicle noise from the I-10 Freeway, Sandalwood Drive, County Line Road, and Roberts Road are the principal sources of community noise that will affect the project site. The unmitigated outdoor living space of the residential lots within the Proposed Project would exceed the City of Calimesa 65 dBA CNEL limit for exterior areas in lots adjacent to the roadways. The exterior noise sensitive areas may require the construction of noise barriers for proposed residential lots adjacent to the project roadways; heights would be determined when the more precise noise study is prepared but would be at least the minimum required to reduce noise levels to the City's standards. Any residential lots adjacent to the I-10 Freeway will also require noise barriers in order to meet the City of Calimesa 65 dBA CNEL standard. Actual noise barriers that may be required will be dependent upon final grading and building plans. As with the off-site road noise discussion above, as development in individual planning areas occurs, more site specific noise studies would be conducted to determine how to mitigate potential adverse noise impacts either through site design (i.e., front, side or rear yard setbacks from streets in residential neighborhoods), or through development of noise attenuation features such as walls or berms.

3.8.2.4 Short-Term Construction Noise Impacts

Construction noise is a short-term impact and will not present any long-term effects to the project site or surrounding area. The site is vacant and is located in a relatively undeveloped area. The project site is surrounded by a county sewer treatment center and undeveloped land to the north, residential and the I-10 Freeway to the east, and undeveloped land to the south and west. The existing residential developments to the east of the project site alongside County Line Road and Sandalwood Drive have been identified as noise sensitive areas and specific mitigation below is in place to address these areas.

Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. Grading activities typically represent one of the highest

potential sources for noise impacts. The most effective method of controlling construction noise is by limiting the hours of construction to normal weekday working hours.

The U.S. Environmental Protection Agency has compiled data regarding the noise generating characteristics of specific types of construction equipment. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to noise levels in excess of 100 dBA when measured at 50 feet. However, these noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 68 dBA measured at 50 feet from the noise source to the receptor would be reduced to 62 dBA at 100 feet from the source to the receptor, and would be further reduced by another 6 dBA to 56 dBA at 200 feet from the source to the receptor.

3.8.2.5 Mitigation

The *Mesa Verde Estates EIR Noise Analysis Revision* (2006b) recommends employment of the following mitigation measures to mitigate any potentially significant short-term construction impacts to a less than significant level:

1. During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
2. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.
3. The construction contractor shall limit all construction-related activities that would result in high noise levels consistent with the construction hours adopted by the City's Noise Ordinance.
4. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

In addition, the Draft EIR contained the following mitigation recommendations:

1. Construction activities shall be limited to the hours permitted by the City's Noise Ordinance.
2. Construction equipment shall be equipped with manufacturer recommended mufflers or equivalent.
3. Equipment engine covers shall be maintained on the apparatus as designed by the manufacturer.
4. Construction equipment shall be turned off when not in use.

5. Equipment used for project construction shall be hydraulically or electrically powered whenever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used.
6. External jackets should be used on the tools where feasible. Quieter procedures shall be used such as drilling rather than impact equipment whenever possible.
7. Stationary noise sources shall be located as far from existing sensitive receptors as possible. If stationary sources must be located near existing sensitive receptors, they shall be adequately muffled and enclosed within temporary sheds or portable sound blankets shall be used.
8. County Line Road west of Roberts Road Extension shall not be used for construction traffic unless other alternative routes are not available. Construction truck traffic shall be limited to construction hours permitted by the City's Noise Ordinance.
9. Off-site and on-site speed controls shall be implemented and enforced.
10. Provided rubberized asphalt concrete (RAC) shall be used along noise sensitive receptors whenever practical.
11. Heavy equipment activities adjacent to residences shall be limited to the minimal periods required to complete the task.

The following long-term mitigation measures shall be implemented to mitigate impacts to noise sensitive receptors:

Transportation Related Noise

Either of the following mitigation measures shall be implemented prior to the commencement of the use of proposed access roads and/or on-site Project roads:

1. The exterior noise sensitive areas may require the construction of noise barriers ranging in height up to 10-feet for proposed residential lots adjacent to the project roadways as well as in existing residential neighborhoods near proposed new access roads (Roberts Road Extension and related roads). Any residential lots adjacent to the I-10 Freeway may also require 10-foot or higher noise barriers in order to meet the City of Calimesa 65 dBA CNEL standard. The noise barriers are recommended based the Noise Analysis using the worse-case conditions of a flat grading plan and minimum building setbacks. The actual noise height and location of noise barriers would be dependent upon final grading and building plans. Or;
2. A site-specific noise study for the Roberts Road Extension and related access roads and each of the proposed phases shall be conducted to determine the final noise barrier recommendations needed to comply with the City of Calimesa 65 dBA CNEL standard for exterior areas. Additionally, a final noise study will also need to be prepared prior to the issuance of the first building permit of each affected phase within the proposed project. This final report would identify the interior noise analysis based upon final grading plans and building plans.

Other Transportation Related Mitigation Measures

1. Sufficient building insulation or other methods shall be provided, as required by the noise study, to reduce interior noise levels to the City's 45 dBA CNEL interior noise level standards.
2. Residential dwellings shall be oriented to minimize noise impacts to the living exterior areas (e.g., living areas at rear of the house and front yards facing noise sources or noise sensitive locations within the building [e.g., bedrooms] farthest from the noise source).
3. Parking areas shall be placed between noise sources (e.g., roadways and I-10) whenever practical.
4. School and park activities adjacent or near residential areas shall be limited whenever practical to the hours of 7:00 a.m. to 10:00 p.m.

3.8.3 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The recommended mitigation measures will be employed as applicable and will serve to mitigate any potentially significant short-term construction impacts to a less than significant level.

SECTION 3.12 TRAFFIC AND CIRCULATION

Potential impacts related to traffic and circulation were discussed in the 2005 Draft EIR. The 2005, *Mesa Verde Estates Traffic Impact Analysis* (TIA) was prepared by Urban Crossroads and updated in August and December 2006 to evaluate the proposed revisions to the Mesa Verde Estates Specific Plan Amendment Land Use and Circulation master plans. The revised TIA accounts for changes in the plans as well as to respond to comments received from the City and the State on the 2005 TIA and/or Draft EIR. The information presented herein summarizes information contained in the report entitled *Mesa Verde Estates Traffic Impact Analysis, City of Calimesa, California*, prepared by Urban Crossroads, and revised on December 5, 2006. The complete Traffic Impact Analysis (TIA) is included in this Revised and Recirculated Draft EIR as **Appendix I**.

3.12.1 ENVIRONMENTAL SETTING

3.12.1.1 Regulatory Setting

No changes in the Regulatory Setting have occurred with the revision to the Mesa Verde Specific Plan Amendment Land Use or Circulation Master Plans. To review this section, please refer to Section 3.12 of the 2005 Draft EIR.

3.12.1.2 Highway and Road Conditions

Existing Conditions

The proposed access roads are located on the eastern edge of the proposed Mesa Verde Estates Specific Plan Amendment Project site. The Project Site and area are generally flat and lie at 2,320 to 2,360 feet in elevation. Nearby properties are either vacant or developed with residential structures, except for the western most portion of the Proposed Project site where the new High School has been constructed. The majority of the Project site, including the proposed Roberts Road Extension alignment is covered with grass, tall weeds and trees, especially near drainages. However, several portions have been recently plowed or have existing dirt roads.

Currently, access to the Project site is via County Line Road and Sandalwood Drive.

Existing Freeway System

The I-10 Freeway is located approximately ¼ mile to the east of the Proposed Project site. The I-10 Freeway is a major east-west transportation route and a key truck route used for the transportation of goods and materials to and from California. Off-ramps from the I-10 Freeway are located at County Line Road to the northeast and at Sandalwood Drive to the southwest of the Proposed Project site. A limited amount of commercial facilities are located on the western side of these off-ramps. Consequently, the I-10 ramps are primarily used to provide access to the City of Calimesa and other points to the east. Caltrans vehicle and truck data for the I-10 Freeway at various off-ramps near the City and the Proposed Project site is provided in **Table 3.12-1**.

**Table 3.12-1
Traffic Volumes on I-10 Freeway at County Line Road and Sandalwood Drive**

	Westbound Traffic	Eastbound Traffic
County Line Road - All Vehicles (Year 2003)		
Peak Hour Traffic Volumes	6,900	6,200
Average Annual Daily Traffic Volumes	91,000	83,000
Sandalwood Drive - All Vehicles (Year 2002)		
Peak Hour Traffic Volumes	6,200	6,300
Average Annual Daily Traffic Volumes	83,000	84,000
Trucks at Cherry Valley Boulevard (Year 2002)		
Average Annual Daily Truck Traffic		10,480
Percent of the Total Traffic Volumes*		13.1
Truck with 2 Axles		3,175
Trucks with 3 Axles		576
Trucks with 4 Axles		231
Trucks with 5 or More Axles		6,498
Percent of Trucks with 5 or More Axles		62
Source: Caltrans 2003		
* Percentages are based on vehicle traffic for 2002.		

Existing and Future Street System in the Project Study Area

The study area is illustrated on **Figure 3.12-1** and the following existing and future intersections are included in the study area:

Desert Lawn Drive (NS) at:

- Cherry Valley Boulevard (EW) – Existing/Realigned;
- Brookside Avenue (EW) – Existing;
- Champions Drive (EW) – Existing; and
- Oak Valley Parkway (EW) – Existing/Realigned.

Roberts Road (NS) at:

- County Line Road (EW) – Future;
- Sandalwood Drive (EW) – Future;
- South Loop (EW) – Future;
- Singleton Road (EW) – Future; and
- Cherry Valley Boulevard (EW) – Realigned.

7th Place (NS) at:

- County Line Road (EW) – Existing.

7th Street (NS) at:

- Sandalwood Drive (EW) – Existing/Realigned.

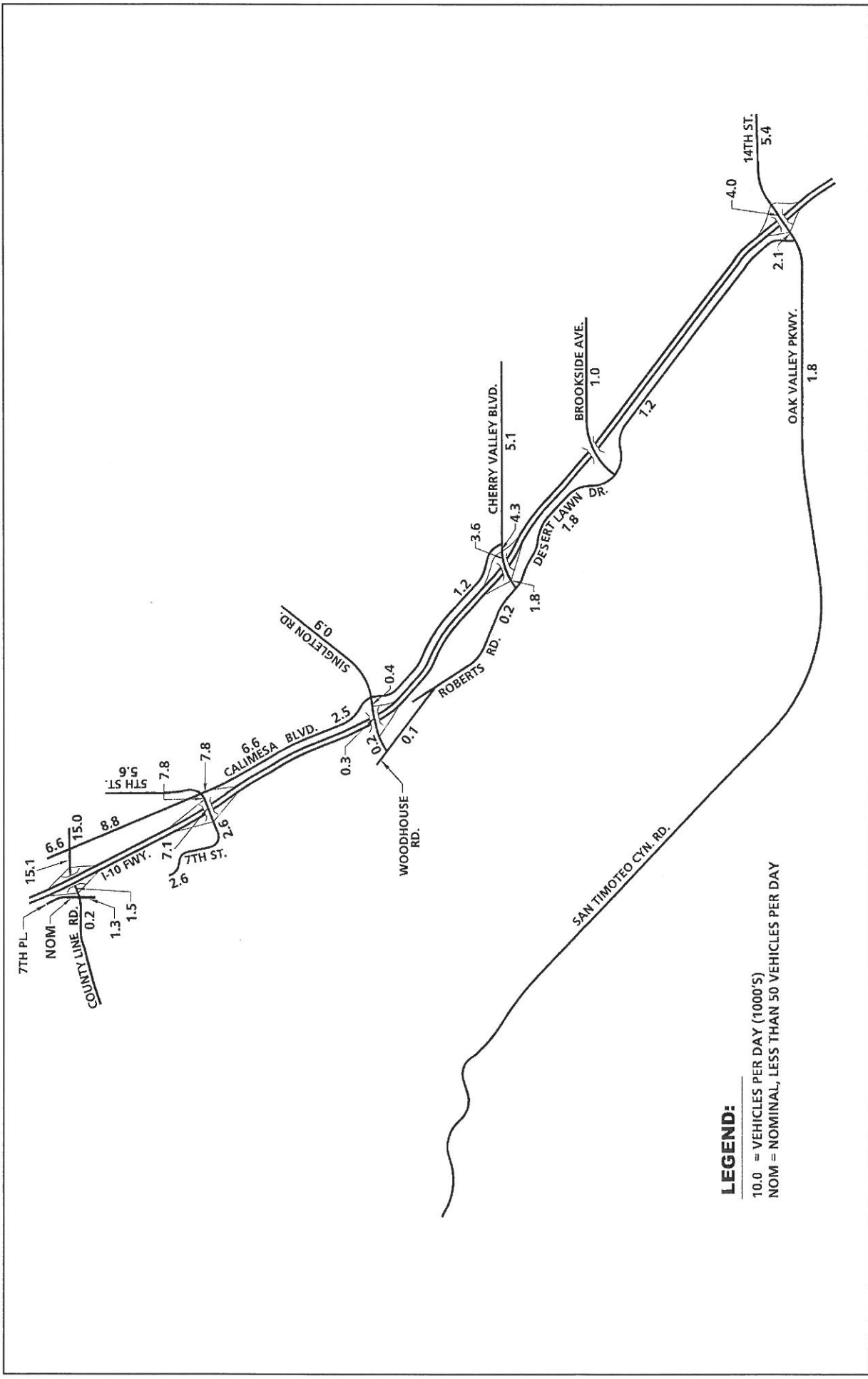


Figure 3.12-1
 Project Study Area

Source: Urban Crossroads.



Woodhouse Road (NS) at:

- Singleton Road (EW) – Existing.

I-10 Eastbound Ramps (NS) at:

- County Line Road (EW) – Existing;
- Sandalwood Drive (EW) – Existing;
- Singleton Road (EW) – Existing;
- Cherry Valley Boulevard (EW) – Existing; and
- Oak Valley Parkway (EW) – Existing.

I-10 Westbound Ramps (NS) at:

- County Line Road (EW) – Existing;
- Sandalwood Drive (EW) – Existing;
- Singleton Road (EW) – Existing;
- Cherry Valley Boulevard (EW) – Existing/Realigned; and
- Oak Valley Parkway (EW) – Existing.

Calimesa Boulevard (NS) at:

- County Line Road (EW) – Existing;
- 5th Street (EW) – Existing;
- I-10 Westbound Ramps (EW) – Existing/Realigned;
- Singleton Road (EW) – Existing/Realigned; and
- Cherry Valley Boulevard (EW) – Existing/Realigned.

Potrero Boulevard (NS) at:

- Oak Valley Parkway (EW) – Future.

“J” Street (NS) at:

- Champions Drive (EW) – Future; and
- Oak Valley Parkway (EW) – Future.

“G” Street (NS) at:

- San Timoteo Canyon Road (EW) – Future.

Singleton Road (NS) at:

- San Timoteo Canyon Road (EW) – Future.

The number of through traffic lanes for existing roadways and the existing intersection controls and lane configurations are identified in **Table 3.12-2, Intersection Analysis for Existing Traffic Conditions** (Note: this table was labeled as Table 3.1-4 in the 2005 Draft EIR). This table also identifies the existing roadway conditions for study area roadways (i.e. existing level of service).

**Table 3.12-2
Intersection Analysis for Existing Traffic Conditions**

Intersections	Traffic Control	Intersection Approach Lanes ¹												Peak Hour			
		Northbound			Southbound			Eastbound			Westbound			Delay ²		LOS ³	
		L	T	R	L	T	R	L	T	R	L	T	R	am	pm	am	pm
Desert Lawn Drive at: Cherry Valley Blvd	CSS	0	1	0	0	1	0	0	0	0	0	1	0	8.8	9.0	A	A
Brookside Ave	CSS	0	1	0	0	1	0	0	1	0	0	1	0	9.0	9.2	A	A
Oak Valley Prkwy	CSS	0	0	0	0	1	0	0	1	0	0	1	0	9.1	9.4	A	A
7th Place (NS) at: County Line Rd	CSS	0	1	0	0	1	0	0	1	0	0	1	0	9.3	9.8	A	A
Woodhouse Road (NS) at: Singleton Rd (EW)	AWS	0	1	0	0	1	0	0	0	0	0	1	0	6.8	6.8	A	A
I-10 Freeway EB Ramps (NS) at: County Line Rd (EW)	CSS	0	0	0	0	1	0	0	1	0	1	1	0	23.3	- ⁴	C	F
Sandalwood Dr (EW)	CSS	0	0	0	0	1	0	0	1	0	0	1	0	13.1	25.7	B	D
Singleton Rd	None	0	0	0	0	0	0	0	1	1	1	1	0	7.2	7.2	A	A
Cherry Valley Blvd	CSS	0	0	0	1	0	1	0	1	1	0	1	0	0.3	10.1	A	B
Oak Valley Prkwy	CSS	0	0	0	0	1	0	0	1	0	0	1	0	10.6	11.7	B	B
I-10 Freeway WB Ramps (NS) at: County Line Rd	CSS	0	1	0	0	0	0	1	1	0	0	1	1	10.9	16.5	B	C
5th Str	UC	0	0	0	0	0	0	0	1	0	0	1	0	8.2	7.9	A	A
Singleton Rd	CSS	0	1	0	0	0	0	0	1	0	0	1	0	8.4	8.5	A	A
Cherry Valley Blvd	CSS	1	0	1	0	0	0	0	1	0	0	1	1	10.5	10.8	B	B
14th Str	CSS	1	0	1	0	0	0	0	1	0	0	1	1	10.8	10.9	B	B
Calimesa Blvd (NS) at: County Line Rd (EW)	TS	1	2	0	1	1	1	1	1	0	1	2	0	9.2	10.3	A	B
5th St (EW)	TS	1	2	0	1	1	1>	1.5	1.5	0	1	1	1	20.0	20.5	B	C
I-10 Freeway WB Off-Ramp (EW)	CSS	0	1	0	0	1	0	1	0	0	0	0	0	12.4	15.9	B	C
Singleton Rd (EW)	AWS	0	1	0	0	1	0	0	1	0	0	1	0	7.1	7.5	A	A
Cherry Valley Blvd (EW)	CSS	0	0	0	0	1	0	1	1	0	0	1	1	10.2	10.2	B	B

¹ When a right turn is designed, the lane can either be striped or un-striped. A curbside through lane 19-feet or greater in width is assumed to provide an un-striped right turn lane.

² Highway Capacity Manual (HCM) 2000 Operations Method (Delay in seconds).

³ Level of Service (LOS)

L = Left; T = Through; R = Right; and > Right-Turn Overlap Phase

CSS = Cross Street Stop; AWS = All-Way Stop; TS = Traffic Signal; and UC = Uncontrolled.

Source Urban Crossroads 2005.

3.12.1.3 Existing Traffic Volumes

Existing average daily traffic (ADT) volumes on roadways in the TIA study area are also shown on **Figure 3.12-1**.

Existing Traffic Signal Warrants

Traffic signal warrant analysis has been conducted for un-signalized intersections based on existing traffic volumes. Appendix 3.3 of the TIA (Appendix D) contains the traffic signal warrant analysis worksheets for existing conditions, and traffic signals are currently warranted at the following intersections:

I-10 Eastbound Ramps (NS) at:

- Sandalwood Drive (EW)

I-10 Westbound Ramps (NS) at:

- County Line Road (EW)

3.12.2 POTENTIAL ENVIRONMENTAL IMPACT

3.12.2.1 Methodology

This section presents the methodology and the results of the intersection operations analysis conducted in the TIA. Intersection operation analysis was performed for all study area intersections.

Intersection Operations Analysis Methodology

For the City of Calimesa and Western Riverside County, the current technical guide to the evaluation of traffic operations is the 2000 Highway Capacity Manual (HCM) (Transportation Research Board Special Report 209). The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate level of service (LOS) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

The definitions of LOS for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are shown here:

- LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
- LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
- LOS "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

- LOS "D" represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.
- LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
- LOS "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control.

The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The LOS determined in this study is determined using the HCM methodology.

For signalized intersections, average total delay per vehicle for the overall intersection is used to determine LOS. LOS at the signalized study area intersection has been evaluated using an HCM intersection analysis program.

The study area intersections which are currently stop controlled with stop control on the minor street only have been analyzed using the un-signalized intersection methodology of the HCM. For these intersections, the calculation of LOS is dependent on the occurrence of gaps occurring in the traffic flow of the main street. Using data collected describing the intersection configuration and traffic volumes at the study area location, the LOS has been calculated. The LOS criteria for this type of intersection analysis is based on measured or computed control delay per vehicle. The LOS is defined/computed for each minor movement. LOS is also defined for the intersection as a whole. For this reason, the level of service is reported only for the worst minor street movement(s).

For all-way stop (AWS) controlled intersections, the ability of vehicles to enter the intersection is not controlled by the occurrence of gaps in the flow of the main street. The AWS controlled intersections have been evaluated using the HCM methodology for this type of multi-way stop controlled intersection configuration. The LOS criteria for this type of intersection analysis is based on average total delay per vehicle.

The Level of Service is defined for the various analysis methodologies as follows:

Level of Service	Average Total Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	0 to 10.00	0 to 10.00
B	10.01 to 20.00	10.01 to 15.00
C	20.01 to 35.00	15.01 to 25.00
D	35.01 to 55.00	25.01 to 35.00
E	55.01 to 80.00	35.01 to 50.00
F	80.01 and up	50.01 and up

3.12.2.2 Thresholds of Significance

The TIA was conducted to determine potential increases in traffic in the Proposed Project study area. The threshold analysis to determine potential significant impacts associated with transportation and circulation for the Proposed Project is based on the following criteria. Would the project:

- a). Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicles trips, the volume to capacity ratio on roads, or congestion at intersections);
- b). Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roadways or highways;
- c). Result in a change in traffic patterns, including either an increase in traffic levels or change in location that result in substantial safety risks;
- d). Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- e). Result in inadequate emergency access;
- f). Result in inadequate parking capacity; or
- g). Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle lanes).

The above significance criteria are based on the *2006 State CEQA Guidelines, Appendix G*. Additionally, the City of Calimesa has established the threshold for acceptable LOS at City intersections and along roadway segments as LOS C or better in their Goal 1, Policy 1.4.

3.12.3 IMPACT ANALYSIS AND MITIGATION MEASURES

For purposes of this analysis, the Proposed Project is anticipated to be developed in several phases. As a result, the TIA was based upon trip generation rates, trip distribution, and trip assignments for

the various phases of the Proposed Project on local roadways and major intersections. For the analysis of traffic, other proposed developments in the vicinity are also considered because traffic generated by the proposed land uses at the site must co-exist with traffic generated by other projects in the vicinity. The five other major development areas within the Oak Valley Specific Plan area includes the Oak Valley Beaumont area, the Summerwind Ranch – SunCal Residential area, the Summerwind Ranch – Town Center area and the Other Calimesa Mixed-Use Development (County Line Road to Singleton Drive) area. These projects represent a mix of residential and commercial uses.

3.12.3.1 Project Traffic

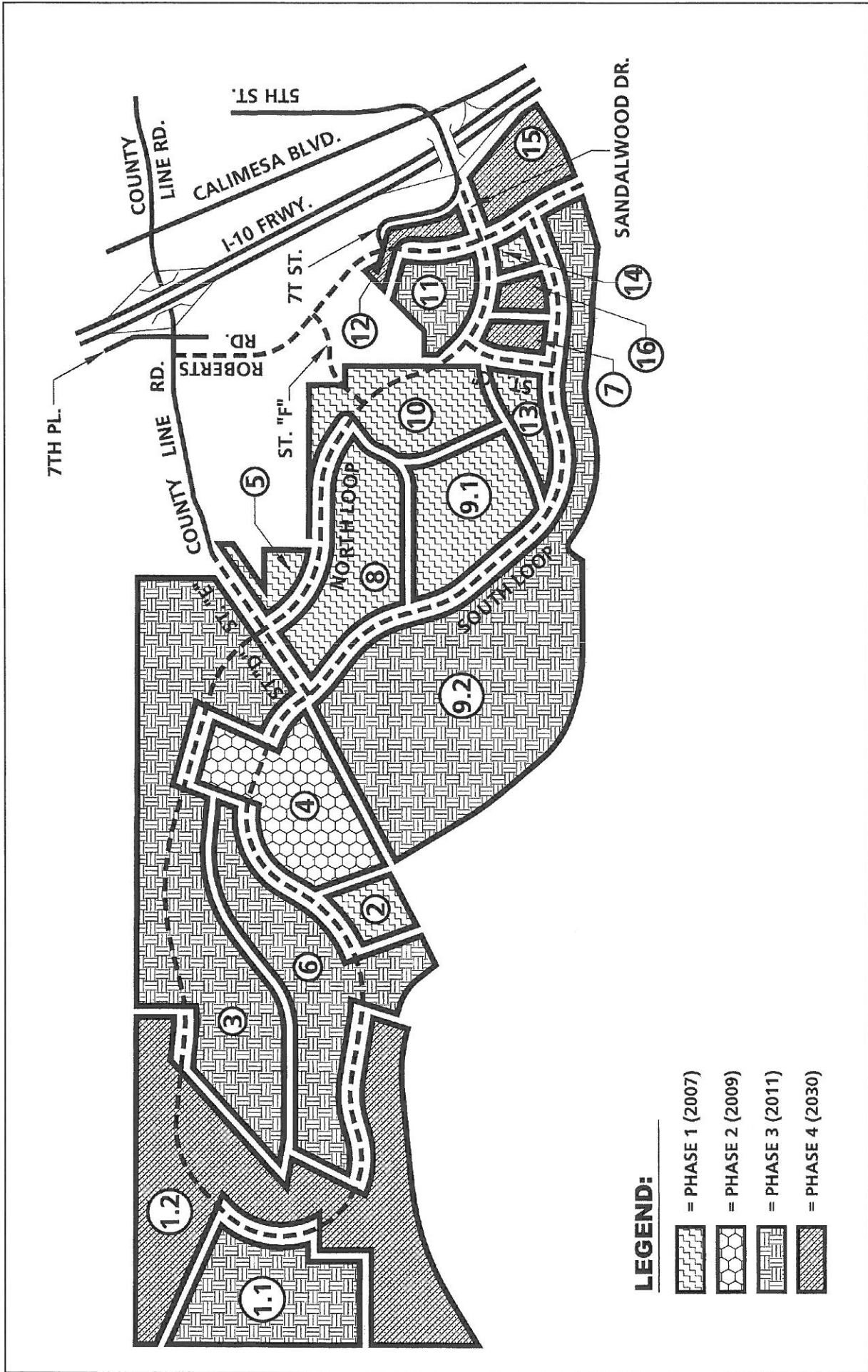
Trip Generation

Trip generation represents the amount of traffic that would be attracted by the commercial and residential uses of the Proposed Project site. Proposed land uses include commercial retail and residential uses, and the assumptions regarding internal/pass-by interactions between these uses are reasonable. Area residents will use the commercial retail area facilities (which typically include merchandise, service station and restaurant land uses). The total internal/pass-by trip ends are appropriately removed at the trip generation level before assigning external “new” trips to the surrounding roadway network.

The traffic generation for the Proposed Project is based upon trips generated during Phase 1 (year 2007), Phase 2 (year 2009), and Phase 3 (year 2011) as well as the year 2030. The overall phasing of construction of Proposed Project roadways is provided in **Figure 3.12-2**.

The Proposed Project has been divided into 16 Traffic Analysis Zones (TAZs) as shown in **Figure 3.12-3, Traffic Analysis Zones (TAZ) Development Areas**. Phase 1 consists of TAZs 2, 3.1, 5, 8, 9.1, 10, 13, and 14. **Figure 3.12-4** shows the location of Phase 1 TAZ while **Figure 3.12-5** shows ADTs associated with Phase 1. Phase 2 includes TAZ 4; the location of this TAZ is shown in **Figure 3.12-6** and **Figure 3.12-7** shows the ADTs associated with Phase 2. Phase 3 consists of TAZs 1.1, 3.2, 6, 9.2, and 11 as shown in **Figure 3.12-8** while the ADTs associated with Phase 3 are shown in **Figure 3.12-9**. The 2030 portions of the project include TAZs 1.2, 7, 12, 15, and 16, and the locations of these TAZs are provided in **Figure 3.12-10**. **Figure 3.12-11** shows the ADTs associated with 2030 conditions.

The daily and peak hour trips generated by the Proposed Project are presented in **Table 3.12-3**. Trip generation rates for various phases of the project are shown in **Table 3.12-4**.



Source: Urban Crossroads.



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Figure 3.12-2
Mesa Verde Estates

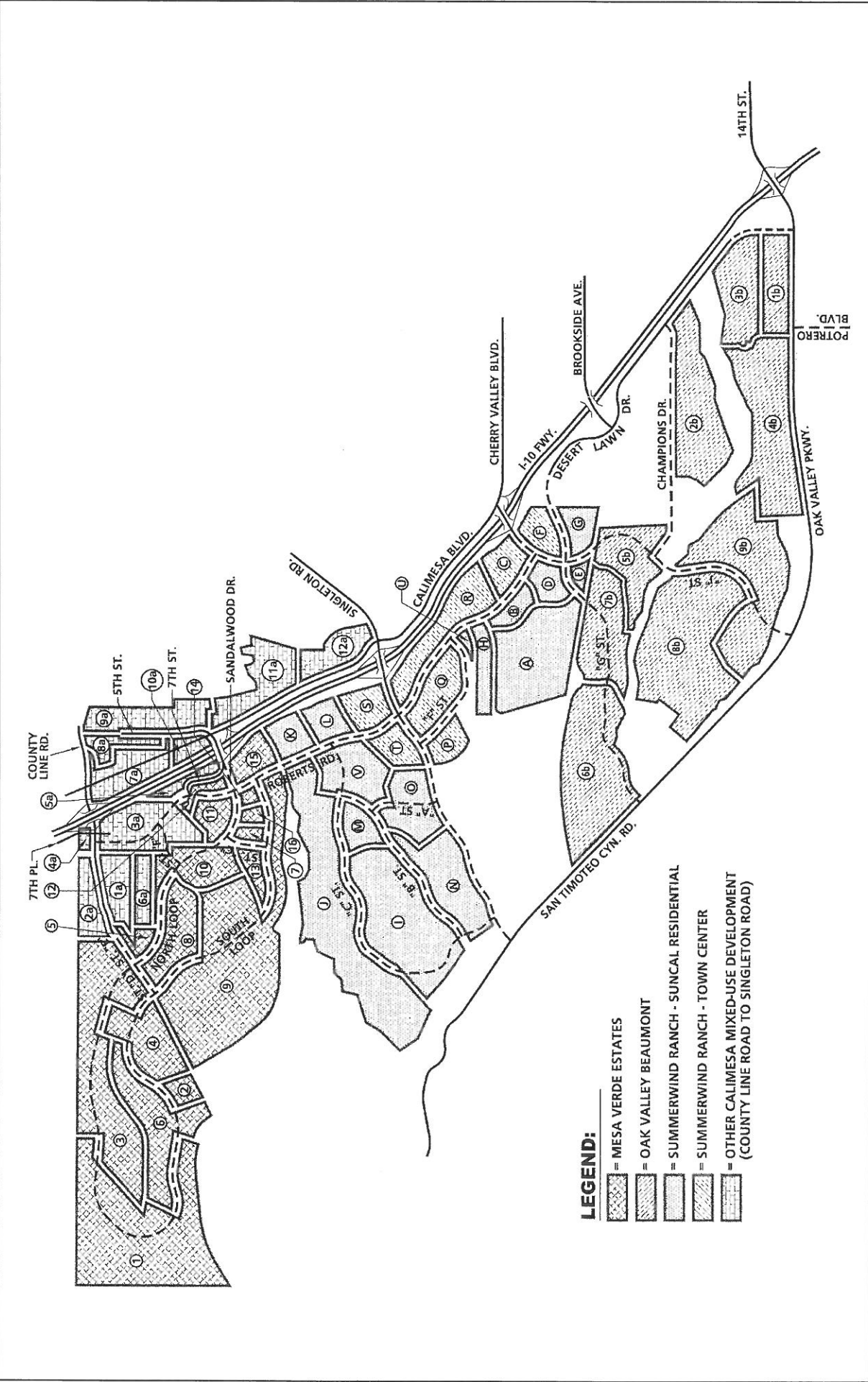


Figure 3.12-3
Traffic Analysis Zones

MESA VERDE ESTATES
DRAFT EIR

Source: Urban Crossroads.



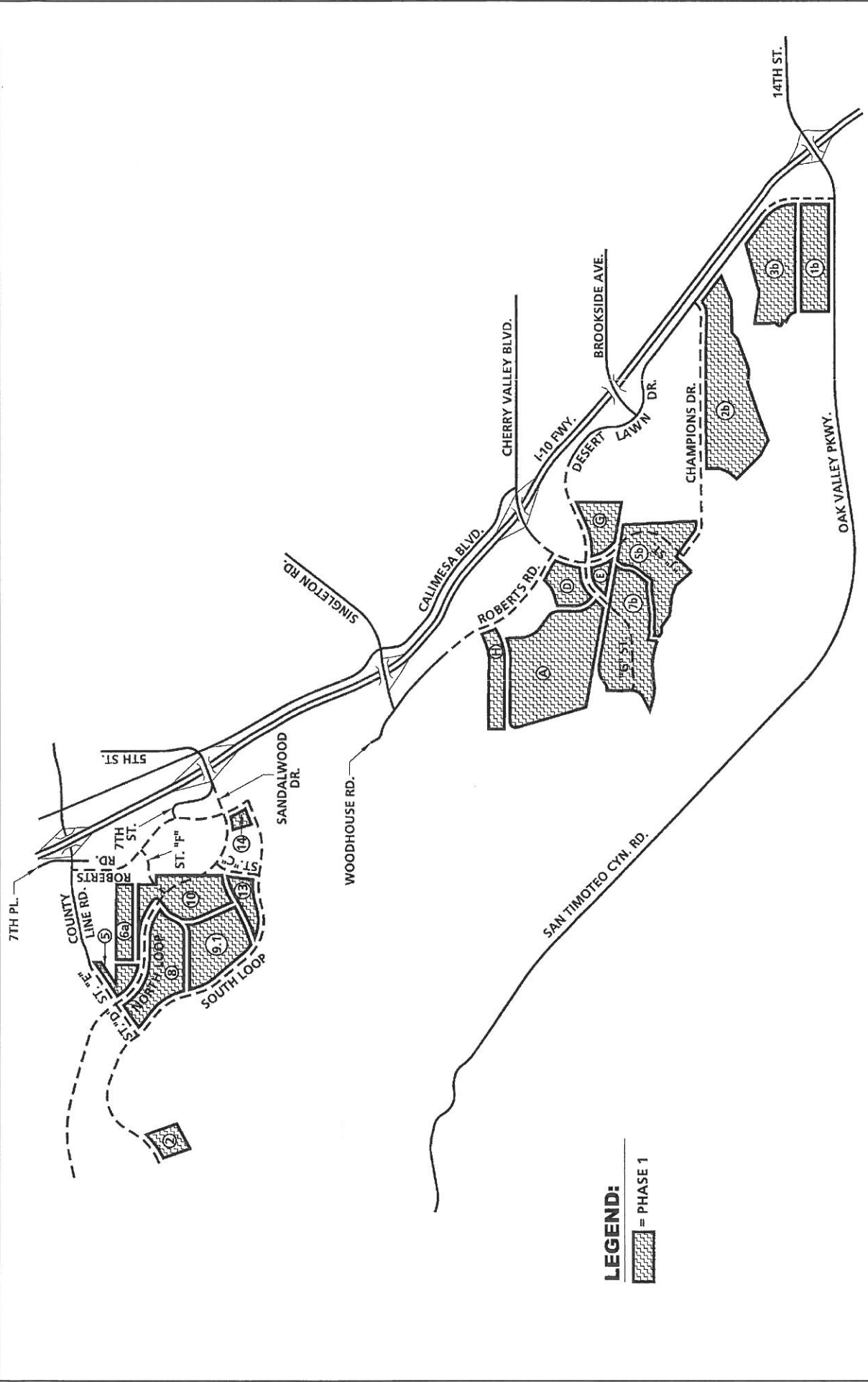


Figure 3.12-4
Phase I TAZ

MESA VERDE ESTATES
DRAFT EIR

Source: Urban Crossroads.



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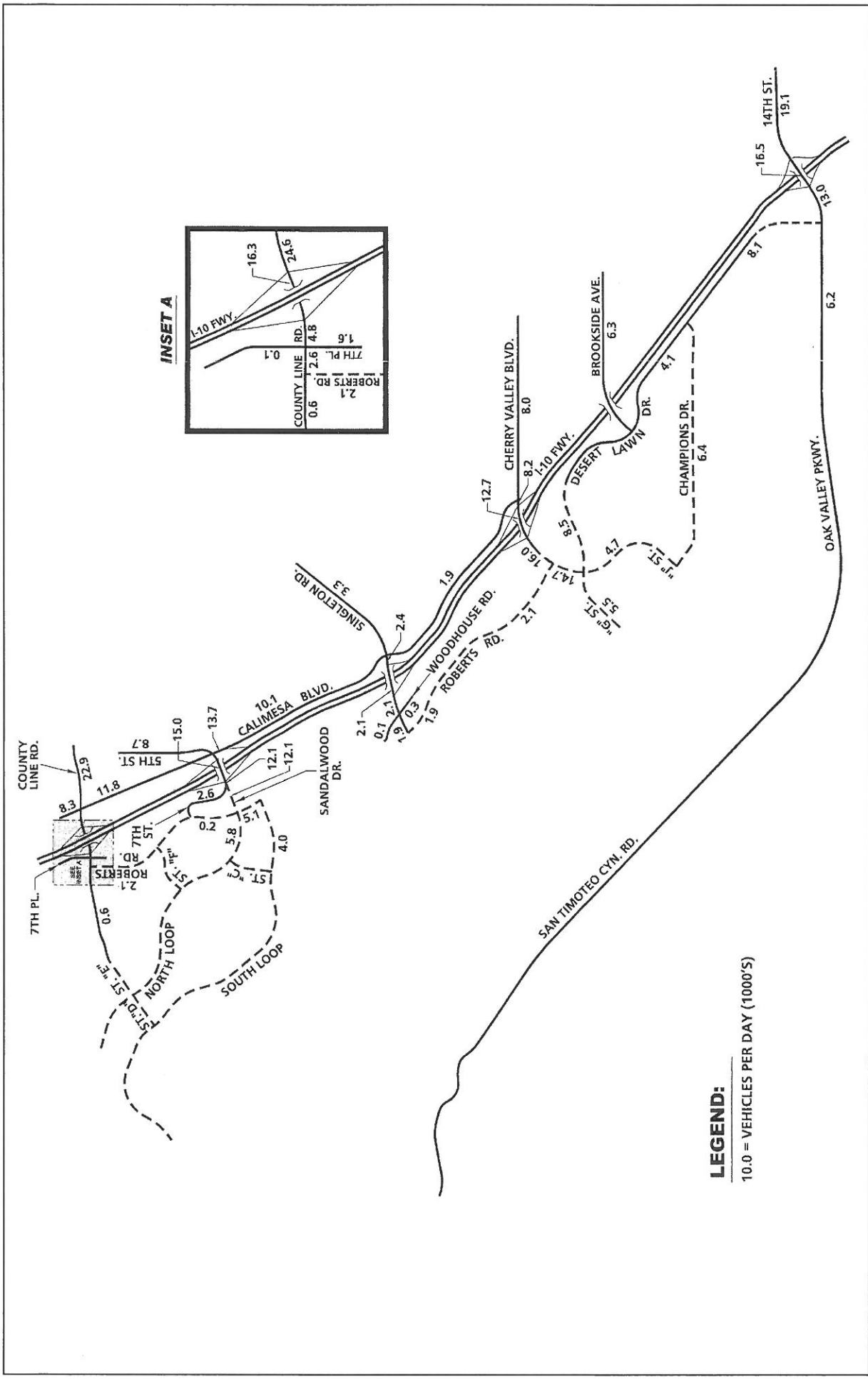


Figure 3.12-5
Phase I ADT

MESA VERDE ESTATES
DRAFT EIR

Source: Urban Crossroads.

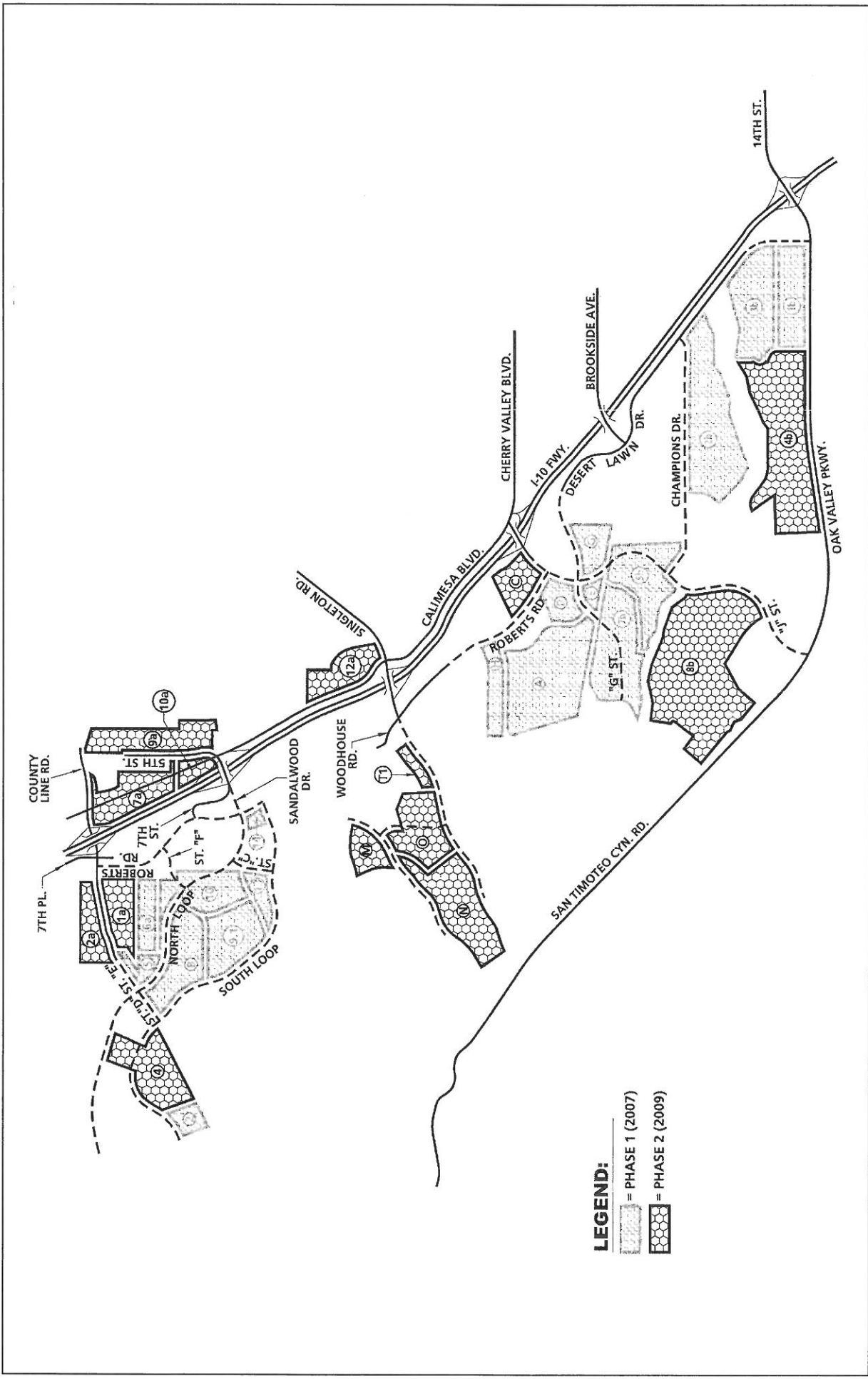


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Figure 3.12-6
Phase 2 TAZ

MESA VERDE ESTATES
DRAFT EIR



Source: Urban Crossroads.



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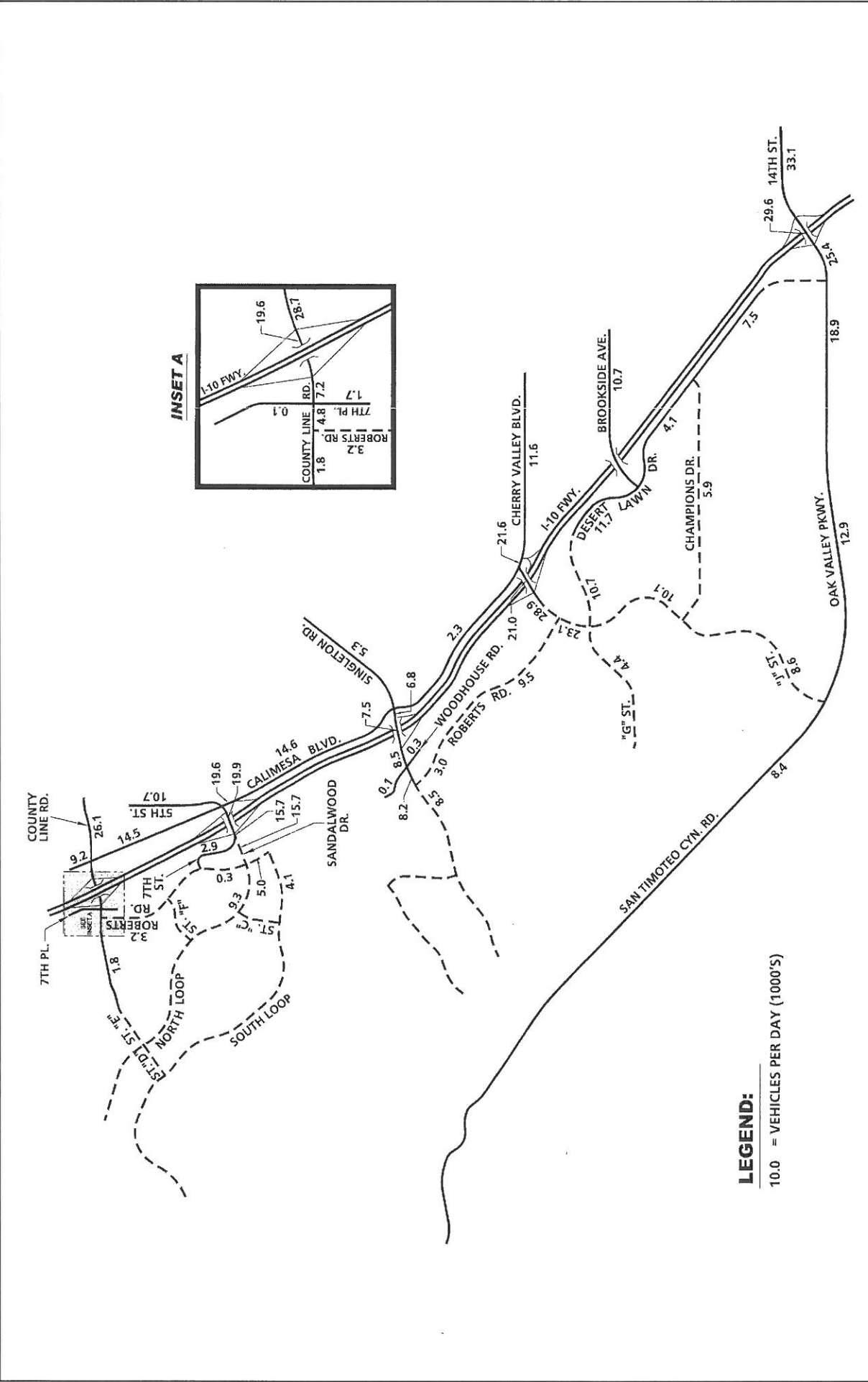


Figure 3.12-7
Phase 2 ADT

MESA VERDE ESTATES
DRAFT EIR

Source: Urban Crossroads.



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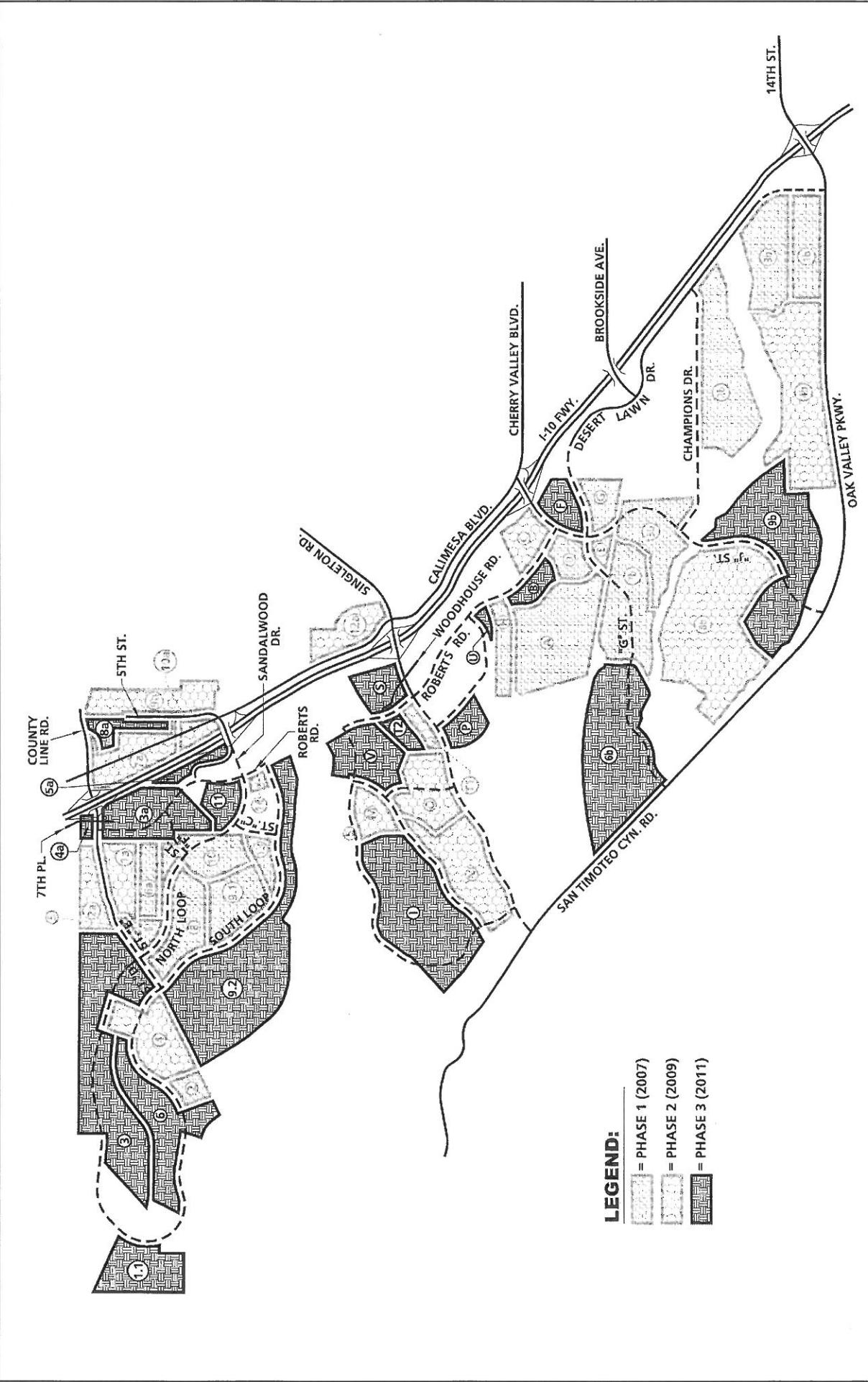


Figure 3.12-8
Phase 3 TAZ

MESA VERDE ESTATES
DRAFT EIR

Source: Urban Crossroads.



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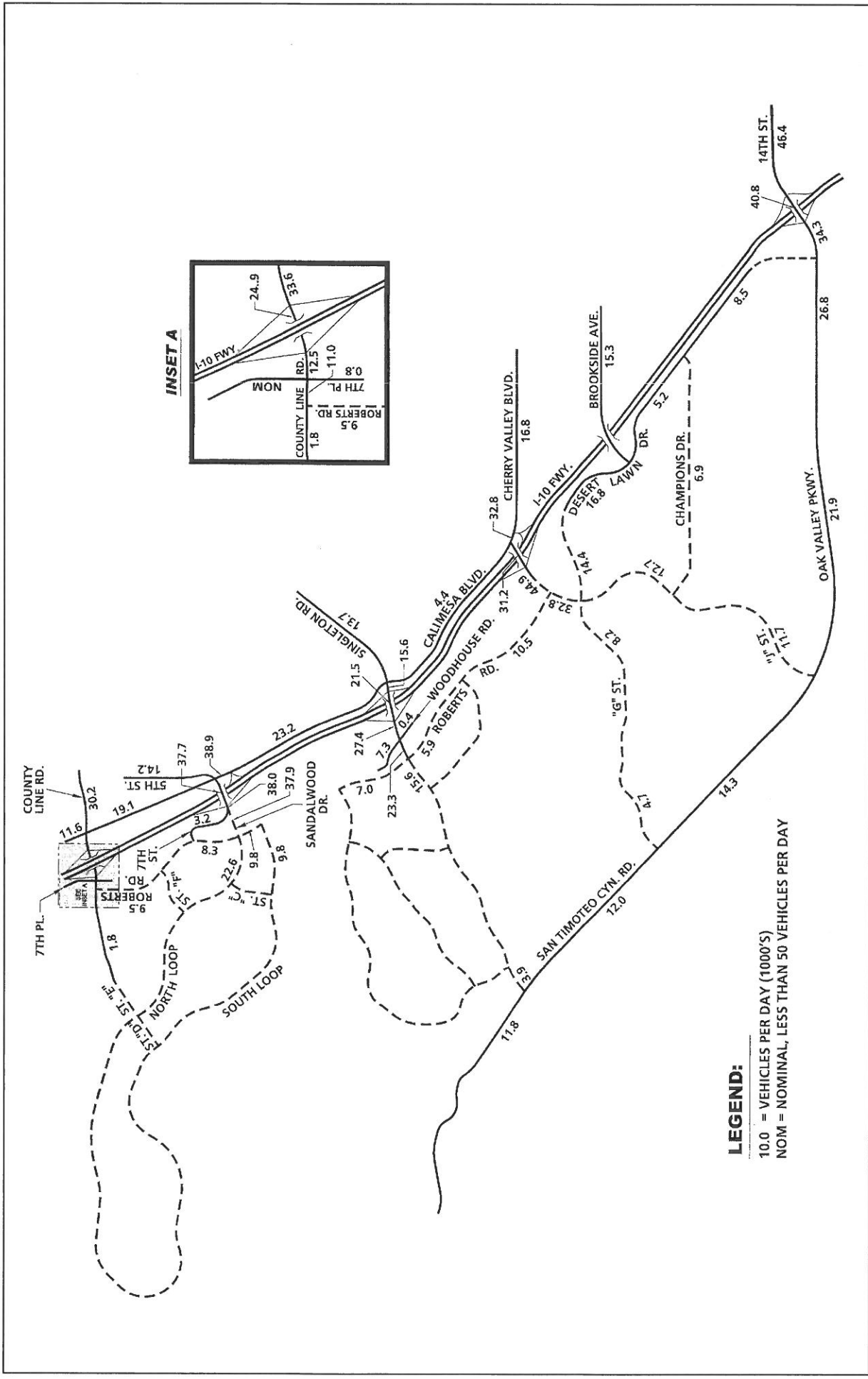


Figure 3.12-9
Phase 3 ADT

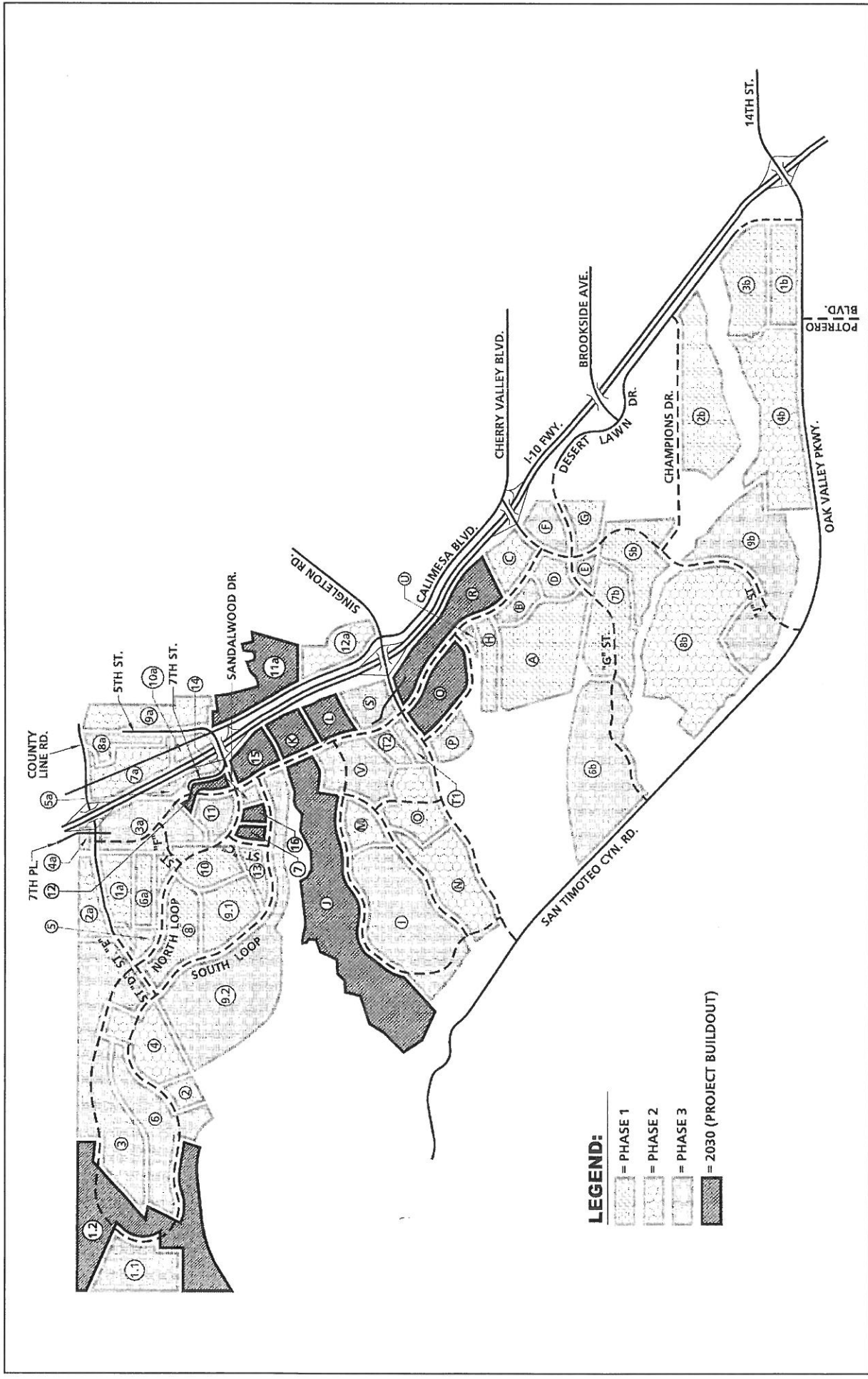
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Source: Urban Crossroads.



Michael Brandman Associates

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Source: Urban Crossroads.



Michael Brandman Associates

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Figure 3.12-10
2030 TAZ

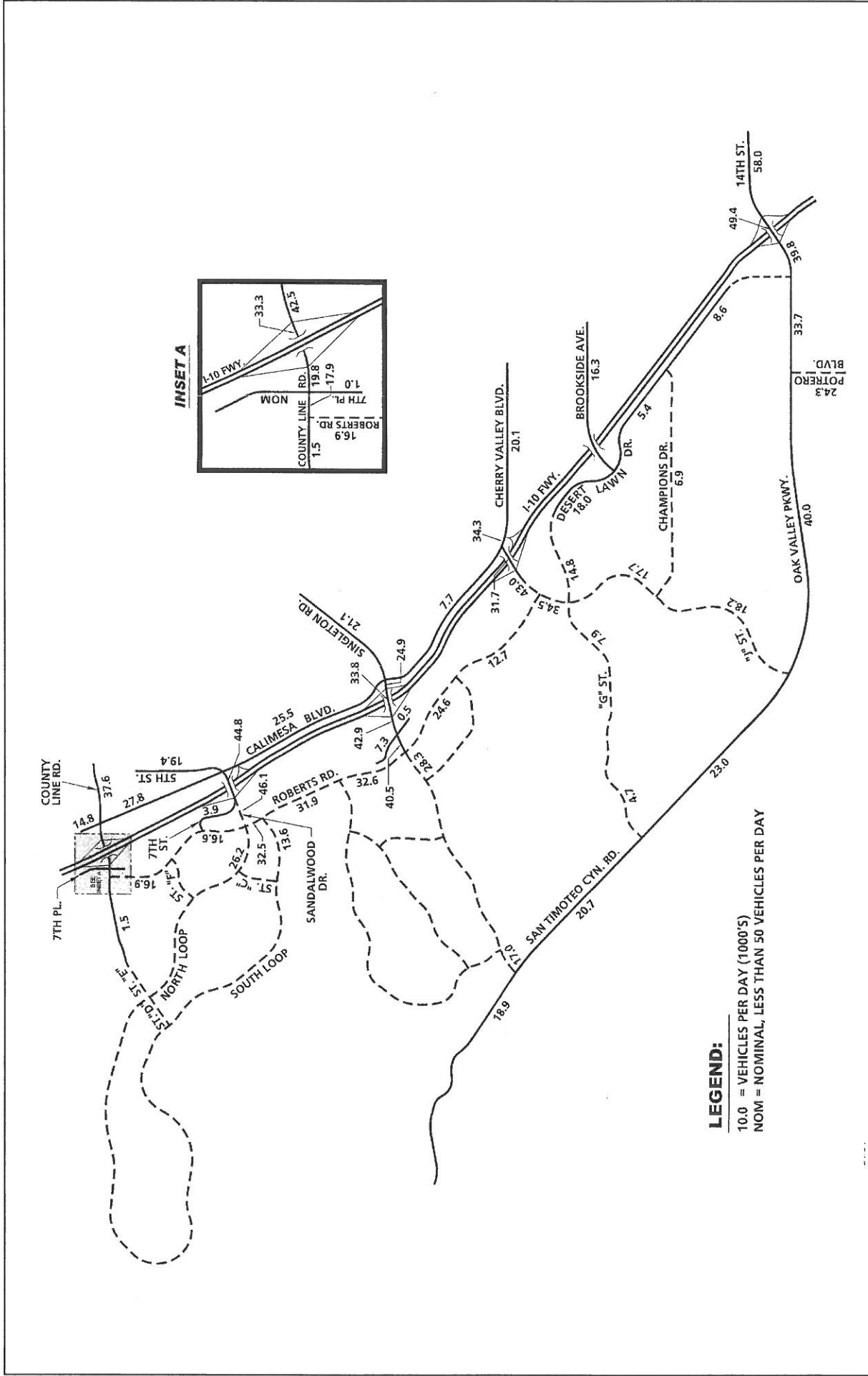


Figure 3.12-11
2030 ADT

Source: Urban Crossroads.



Michael Brandman Associates

**Table 3.12-3
Trip Generation Summary¹**

Land Use	Units ²	Peak Hour Trip Rates				Daily
		a.m.		p.m.		
		In	Out	In	Out	
Single-Family Detached Residential	DU	0.19	0.56	0.64	0.37	9.57
Multi-Family Attached Residential	DU	0.10	0.41	0.40	0.22	6.72
Elementary School	STU	0.23	0.19	0.03	0.06	1.29
Middle School	STU	0.29	0.24	0.08	0.07	1.62
High School	STU	0.28	0.13	0.07	0.07	1.71
Neighborhood Park	AC	0.01	0.01	0.02	0.04	2.28
Active Park	AC	0.88	0.74	2.35	2.35	41.76
Recreation Community Center	TSF	0.99	0.63	0.48	1.16	22.88
Community Recreation	TSF	0.96	0.96	2.89	2.88	90.38
Light Industrial	TSF	0.81	0.11	0.12	0.86	6.97
Business Park (90 TSF)	TSF	1.21	0.23	0.34	1.15	19.05
Business Park (91 TSF)	TSF	1.21	0.23	0.34	1.15	18.96
Business Park (173 TSF)	TSF	1.20	0.23	0.32	1.07	15.07
Business Park (200 TSF)	TSF	1.20	0.23	0.32	1.07	14.48
Business Park (228 TSF)	TSF	1.19	0.23	0.32	1.06	14.02
Business Park (238 TSF)	TSF	1.19	0.23	0.32	1.06	13.89
Business Park (353 TSF)	TSF	1.19	0.23	0.31	1.02	12.86
Business Park (387 TSF)	TSF	1.18	0.23	0.30	1.01	12.68
Business Park (419 TSF)	TSF	1.18	0.23	0.30	1.01	12.53
Business Park (469 TSF)	TSF	1.18	0.22	0.30	1.00	12.34
Business Park (547 TSF)	TSF	1.18	0.22	0.29	0.98	12.11
Business Park (691 TSF)	TSF	1.17	0.22	0.29	0.97	11.83
Business Park (703 TSF)	TSF	1.17	0.22	0.29	0.96	11.81
Commercial Retail (8 TSF)	TSF	2.62	1.68	7.09	7.68	164.38
Commercial Retail (26 TSF)	TSF	1.64	1.05	4.75	5.15	108.82
Commercial Retail (38 TSF)	TSF	1.41	0.90	4.18	4.52	95.28
Commercial Retail (74 TSF)	TSF	1.08	0.69	3.33	3.61	75.46
Commercial Retail (78 TSF)	TSF	1.05	0.67	3.27	3.54	74.08
Commercial Retail (86 TSF)	TSF	1.08	0.65	3.16	3.43	71.59
Commercial Retail (98 TSF)	TSF	0.96	0.62	3.03	3.28	68.39
Commercial Retail (100 TSF)	TSF	0.95	0.61	3.00	3.26	67.91
Commercial Retail (127 TSF)	TSF	0.87	0.55	2.77	3.00	62.46
Commercial Retail (150 TSF)	TSF	0.81	0.52	2.62	2.84	58.93
Commercial Retail (166 TSF)	TSF	0.78	0.52	2.53	2.74	56.87
Commercial Retail (196 TSF)	TSF	0.73	0.47	2.39	2.59	53.66
Commercial Retail (260 TSF)	TSF	0.65	0.42	2.17	2.35	48.61
Commercial Retail (350 TSF)	TSF	0.58	0.37	1.96	2.13	43.80
Commercial Retail (401 TSF)	TSF	0.55	0.35	1.87	2.03	41.77
Commercial Retail (455 TSF)	TSF	0.52	0.33	1.80	1.94	39.96
Professional Office (237 TSF)	TSF	1.39	0.19	0.25	1.21	10.94
Professional Office (428 TSF)	TSF	1.23	0.17	0.22	1.08	9.55

¹ Institute of Transportation Engineers (ITE), Trip Generation, Seventh Edition, 2003.

² DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres; and STU = Students
Source: Urban Crossroads, 2005.

**Table 3.12-4
Trip Generation Rates for Various Phases of the Proposed Project**

Project Phase	Traffic Analysis Zones	Planning Area	Land Use	Proposed Quantity ¹	Peak Hour Trip Rates				Daily
					a.m.		p.m.		
					In	Out	In	Out	
1	2	34	Recreation Center	125.0 TSF	124	79	60	145	2,860
	5	25	Elementary School	600 STU	138	114	18	36	774
	8	11	Single-Family Detached Residential	112 DU	21	63	72	41	1,072
		12	Single-Family Detached Residential	84 DU	16	47	54	31	804
			Subtotal		37	110	126	72	1,876
	9.1	40	Single-Family Detached Residential	67 DU	13	38	43	25	641
		41	Single-Family Detached Residential	140 DU	27	78	90	52	1,340
		42	Single-Family Detached Residential	175 DU	33	98	112	65	1,675
			Subtotal		73	214	245	142	3,656
	10	9	Single-Family Detached Residential	140 DU	27	78	90	52	1,340
13	8	Single-Family Detached Residential	92 DU	17	52	59	34	880	
14	5	Active Park	11.6 AC	10	9	27	27	484	
Subtotal – Phase 1					426	656	625	508	11,870
2	4	17	Single-Family Detached Residential	106 DU	20	59	68	39	10145
		19	Single-Family Detached Residential	98 DU	19	55	63	36	938
		35	Single-Family Detached Residential	127 DU	24	71	81	47	1,215
		36	Single-Family Detached Residential	110 DU	21	62	70	41	1,053
Subtotal – Phase 2					84	247	282	163	4,228
CUMULATIVE TOTAL – PHASE 1 AND 2					510	903	907	671	16,090
3	1.1	24	Single-Family Detached Residential	83 DU	16	46	53	31	794
		25	Single-Family Detached Residential	110 DU	21	62	70	41	1,053
				Subtotal		37	108	123	72
	3	14	Single-Family Detached Residential	43 DU	8	24	28	16	412
		16	Single-Family Detached Residential	146 DU	28	82	93	54	1,397
		18	Single-Family Detached Residential	88 DU	17	49	56	33	842
		20	Single-Family Detached Residential	100 DU	19	56	64	37	957
		29	Single-Family Detached Residential	160 DU	30	90	102	59	1,531
		Subtotal		102	301	343	199	5,139	
6	30	Single-Family Detached Residential	108 DU	21	60	69	40	1,034	

**Table 3.12-4
Trip Generation Rates for Various Phases of the Proposed Project**

Project Phase	Traffic Analysis Zones	Planning Area	Land Use	Proposed Quantity ¹	Peak Hour Trip Rates				Daily
					a.m.		p.m.		
					In	Out	In	Out	
9.2		32	Single-Family Detached Residential	242 DU	46	136	155	90	2,316
		33	Single-Family Detached Residential	49 DU	9	27	31	18	469
		Subtotal				54	160	183	106
		37	Single-Family Detached Residential	49 DU	9	27	31	18	469
		38	Single-Family Detached Residential	136 DU	26	76	87	50	1,302
		39	Single-Family Detached Residential	102 DU	19	57	65	38	976
	Subtotal				54	160	183	106	2,747
		4	Multi-Family Attached Residential	200 DU	20	82	80	44	1,344
		4	Commercial Retail	100 TSF	58	37	196	213	4,380
		4	Pass-By Trips/Internal Capture 20 %		-12	-7	-39	-43	-876
	Subtotal				66	112	237	214	4,848
	Subtotal – Phase 3					335	904	1,141	739
CUMULATIVE TOTAL – PHASE 1, 2, and 3					845	1,807	2,048	1,410	34,446
2030		23	Single-Family Detached Residential	80 DU	15	45	51	30	766
		26	Single-Family Detached Residential	104 DU	20	58	67	38	995
		27	Single-Family Detached Residential	65 DU	12	36	42	24	622
		28	Single-Family Detached Residential	96 DU	18	54	61	36	919
		31	Single-Family Detached Residential	80 DU	15	45	51	30	766
	Subtotal				80	238	272	158	4,068
	7	7	Middle School	900 STU	261	216	72	63	1,458
	12	2 & 3	Commercial Retail	250.0 TSF	145	83	490	533	10,950
			Pass-By Trips/Internal Capture 20 %		-29	-14	-98	-108	-2,190
	Subtotal				46	30	157	170	8,760
15	1	Multi-Family Attached Residential	158 DU	16	66	86	47	1,441	
16	6	Elementary School	600 STU	138	114	18	36	774	
Subtotal – 2030					611	703	840	729	16,500
CUMULATIVE TOTAL – PHASE 1, 2, and 3 and 2030					1,456	2,511	2,888	2,139	50,946

¹ DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres; and STU = Students
Source: Urban Crossroads, 2005/2006

Trip Distribution and Assignment

For each phase of the Proposed Project, ADTs were calculated and mapped in the study area. These were presented previously in **Figures 3.12-5, 3.12-7, 3.12-9 and 3.12-11** in conjunction to the traffic analysis zones for each phase. The peak hour and daily traffic volumes generated for each phase are shown in **Table 3.12-4**.

3.12.3.2 Other Development Traffic

The Calimesa/Beaumont area is experiencing rapid growth of both residential and commercial uses. To assess Phase 1, Phase 2, Phase 3 and 2030 traffic conditions, traffic generated by the Oak Valley Beaumont, Summerwind Ranch – SunCal Residential and Summerwind Ranch – Town Center development areas were combined with existing traffic, traffic from other future and surrounding developments and ambient growth. The long-range traffic projections (General Plan Buildout) are based on the Pass Area Traffic Model, which has been updated in response to Riverside County Integrated Plan modeling work.

The Other Calimesa Mixed-Use Development (County Line Road to Singleton Road) area is generally located along the west and east sides of I-10 Freeway from County Line Road to Singleton Road. This area is divided into 12 TAZs (TAZ 1a through 12a), and consists of single-family detached residential, multi-family attached residential, high school, commercial retail, business park, light industrial and professional office land uses. For the high school (Zone 6a), it is initially a middle school prior to Phase 3 traffic conditions. Both daily and peak hour trip generation for the Other Calimesa Mixed-Use Development area is shown in **Table 3.12-5**. **Tables 3.12-6 through 3.12-9** show **Other Surrounding Development Areas Trip Generation** that would occur in Phases 1-3 and in 2030. **Table 3.12-10 Oak Valley Beaumont Trip Generation**, shows trip generation by phase in that area, while **Tables 3.12-11 and 3.12-12** show **Summerwind Ranch-Residential and Town Center Development Project Trip Generation**.

**Table 3.12-5
Other Calimesa Mixed-Use Development (County Line Road To Singleton Road)
Incremental Growth to General Plan Build-Out Trip Generation (West of I-10 Freeway)**

Project Phase	Traffic Analysis Zones	Planning Area	Land Use	Proposed Quantity ¹	Peak Hour Trip Rates				Daily
					a.m.		p.m.		
					In	Out	In	Out	
West of I-10 Freeway									
1	6a	6	Middle School	1,200 STU	348	288	96	84	1,944
2	1a	1a	Single-Family Detached Residential	59 DU	11	33	38	22	565
	2a	1b	Single-Family Detached Residential	59 DU	11	33	38	22	565
	6a	6	High School	1,700 STU	476	221	119	119	2,907
	Subtotal					498	287	195	163
Cumulative Total - Phase 2 (Middle School becomes a High School)					498	287	195	163	4,037
3	3a-1	2a	Single-Family Detached Residential	100 DU	19	56	64	37	957
	4a	2a	Single-Family Detached Residential	28	5	16	18	10	268
			Commercial Retail (166 TSF)	15.66 TSF	12	8	40	43	891
	3b		Pass-By Trip/Internal Capture 20 %		-2	-2	-8	-9	-178
			Business Park (387 TSF)	36.54 TSF	43	8	11	37	463

**Table 3.12-5
Other Calimesa Mixed-Use Development (County Line Road To Singleton Road)
Incremental Growth to General Plan Build-Out Trip Generation (West of I-10 Freeway)**

Project Phase	Traffic Analysis Zones	Planning Area	Land Use	Proposed Quantity ¹	Peak Hour Trip Rates				Daily	
					a.m.		p.m.			
					In	Out	In	Out		
Subtotal TAZ 4a					58	30	61	81	1,444	
5a	8	Light Industrial	159.90 TSF	130	18	19	138	1,115		
				97.50	94	60	295	320	6,668	
				Pass-By Trip/Internal Capture 20 %		-19	-12	-59	-64	-1,334
				227.5 TSF	271	52	73	241	3,190	
Subtotal TAZ 5a					476	118	328	635	9,639	
Subtotal – Phase 3					553	204	453	753	12,040	
Cumulative Total – Phase 3					1,051	491	648	916	16,077	
2030	3a-2	3a	Commercial Retail (166 TSF)	150.00 TSF	117	75	380	411	8,531	
			Pass-By Trip/Internal Capture 20 %		-23	-15	-76	-82	-1,706	
			Business Park (387 TSF)	350.00 TSF	413	81	105	354	4,438	
		7	Single-Family Detached Residential	179 DU	34	100	115	66	1,713	
		Subtotal					541	241	524	749
Total – West of I-10 Freeway					1,592	732	1,172	1,665	29,053	
East of I-10 Freeway										
2	7a-1	10	Light Industrial	20.63 TSF	17	2	2	18	144	
	9a	14	Single-Family Detached Residential	267 DU	51	150	171	99	2,555	
	10a-1	17	Commercial Retail (38 TSF)	19.19 TSF	27	17	80	87	1,828	
			Pass-By Trip/Internal Capture 20 %		-5	-3	-16	-17	-366	
			Business Park (90 TSF)	44.77 TSF	54	10	15	51	853	
			Subtotal		76	24	79	121	2,315	
	12a-1	24	Multi-Family Attached Residential	113 DU	11	46	45	25	759	
		26	146 DU	146 DU	28	82	93	54	1,397	
Subtotal					39	128	138	79	2,156	
Subtotal – Phase 2					183	304	390	317	7,710	
3	7a-2	10	Light Industrial	20.63 TSF	17	2	2	18	144	
	8a	12	Multi-Family Attached Residential	161 DU	16	66	64	35	1,082	
		16	Light Industrial	259.20 TSF	210	29	31	223	1,807	
	Subtotal					226	95	95	258	2,889
	10a-2	17	Commercial Retail (38 TSF)	19.19 TSF	27	17	80	87	1,828	
			Pass-By Trip/Internal Capture 20%		-5	-3	-16	-17	-366	
			Business Park (90 TSF)	44.77 TSF	54	10	15	51	853	
			Subtotal		76	24	79	121	2,315	
	12a-2	23	Professional Office (237 TSF)	237.25 TSF	330	45	59	287	2,596	
			Commercial Retail	151.38 TSF	123	79	395	428	8,900	
		Pass-By Trip/Internal Capture 20%		-25	-16	-79	-86	-1,780		
Business Park (343 (TSF)		353.22 TSF	420	81	109	360	4,542			
Subtotal		848	189	484	989	14,258				
Subtotal - Phase 3					1,167	310	660	1,386	19,606	
Cumulative Total – Phase 3					1,350	614	1,050	1,703	26,776	

**Table 3.12-5
Other Calimesa Mixed-Use Development (County Line Road To Singleton Road)
Incremental Growth to General Plan Build-Out Trip Generation (West of I-10 Freeway)**

Project Phase	Traffic Analysis Zones	Planning Area	Land Use	Proposed Quantity ¹	Peak Hour Trip Rates				Daily
					a.m.		p.m.		
					In	Out	In	Out	
2030	7a-3	11	Commercial Retail (74 TSF)	74.22 TSF	80	51	247	268	5,601
			Pass-By Trip/Internal Capture 20%		-16	-10	-49	-54	-1,120
			Business Park (173 TSF)	173.18 TSF	208	40	55	189	2,610
		15	Professional Office (428 TSF)	428.09 TSF	527	73	94	462	4,088
			Subtotal		799	154	347	865	11,179
			Commercial Retail (86 TSF)	85.56 TSF	86	56	270	293	6,125
	11a	19	Pass-By Trip/Internal Capture 20%		-17	-11	-54	-59	-1,225
			Business Park (200 TSF)	199.64 TSF	240	46	64	214	2,891
			Subtotal		329	111	336	504	9,009
		21	Single-Family Detached Residential	16 DU	3	9	10	6	153
			Commercial Retail (8 TSF)	8.10 TSF	21	14	47	62	1,331
		22	Pass-By Trip/Internal Capture 20%		-4	-3	-11	-12	-266
	Subtotal			329	111	336	504	9,009	
	Subtotal - 2030					1,128	265	683	1,369
Total - East of I-10 Freeway					2,478	879	1,733	3,872	46,964

¹ Proposed Project Phases as related to timing of this project.
² DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres; and STU = Students
Source: Urban Crossroads, 2006

**Table 3.12-6
Other Surrounding Development Areas (Phase 1) Trip Generation**

Traffic Analysis Zones	Project	Peak Hour				Daily
		a.m.		p.m.		
		In	Out	In	Out	
2	Omega Homes	4	13	15	8	217
3	Oak Valley Greens	204	542	699	436	11,019
4	Cougar Ranch	4	14	15	8	220
5	Cougar Ranch II	9	27	32	18	469
11	Kirdwood Ranch	25	73	85	47	1,244
12	Oak Valley Commercial	126	76	88	119	2,407
14	Omega Homes II	4	11	13	7	195
15	Noble Creek	31	90	105	58	1,541
23	TR 30779	12	35	41	23	606
24	Sundance (TAZ 1)	45	133	155	86	2,285
25	Sundance (TAZ 2)	14	42	49	27	715
26	Sundance (TAZ 3)	99	147	221	181	4,096
27	Sundance (TAZ 4)	98	100	63	51	1,125
28	Sundance (AZ 5)	8	43	42	20	677
29	Sundance (TAZ 6)	43	64	47	33	849
30	Sundance (TAZ 7)	30	19	94	102	2,116
31	Sundance (TAZ 8)	47	137	160	88	2,355
100	JP Ranch	108	295	342	200	5,395
Total		911	1,860	2,266	1,512	37,531

Source: Urban Crossroads, 2006

**Table 3.12-7
Other Surrounding Development Areas (Phase 2) Trip Generation**

Traffic Analysis Zones	Project	Peak Hour				Daily
		a.m.		p.m.		
		In	Out	In	Out	
2	Omega Homes	2	25	29	16	434
3	Oak Valley Greens	407	1,084	1,398	871	22,038
4	Cougar Ranch	9	26	30	17	440
5	Cougar Ranch II	19	55	64	35	938
11	Kirdwood Ranch	49	145	169	93	2,488
12	Oak Valley Commercial	253	153	175	239	4,815
14	Omega Homes II	8	23	27	15	389
15	Noble Creek	61	180	209	116	3,081
23	TR 30779	24	71	83	45	1,212
24	Sundance (TAZ 1)	91	267	310	171	4,569
25	Sundance (TAZ 2)	29	84	97	54	1,429
26	Sundance (TAZ 3)	198	294	442	362	8,192
27	Sundance (TAZ4)	196	199	127	103	2,249
28	Sundance (AZ 5)	16	87	85	41	1,354
29	Sundance (TAZ 6)	87	127	94	66	1,697
30	Sundance (TAZ 7)	60	38	189	204	4,232
31	Sundance (TAZ 8)	94	275	319	177	4,710
100	JP Ranch	108	295	342	200	5,395
Total		1,718	3,428	4,189	2,825	69,662

Source: Urban Crossroads, 2006

**Table 3.12-8
Other Surrounding Development Areas (Phase 3) Trip Generation**

Traffic Analysis Zones	Project	Peak Hour				Daily
		a.m.		p.m.		
		In	Out	In	Out	
2	Omega Homes	13	38	44	24	651
3	Oak Valley Greens	611	1,626	2,097	1,307	33,057
4	Cougar Ranch	13	39	45	25	660
5	Cougar Ranch II	28	82	96	53	1,407
11	Kirdwood Ranch	74	218	254	140	3,732
12	Oak Valley Commercial	379	229	263	358	7,222
14	Omega Homes II	12	34	40	22	584
15	Noble Creek	92	270	314	174	4,622
23	TR 30779	36	106	124	68	1,818
24	Sundance (TAZ 1)	136	400	465	257	6,854
25	Sundance (TAZ 2)	43	126	146	81	2,144
26	Sundance (TAZ 3)	296	441	663	542	12,287
27	Sundance (TAZ4)	294	299	190	154	3,374
28	Sundance (AZ 5)	24	130	127	61	2,031
29	Sundance (TAZ 6)	130	191	141	99	2,546
30	Sundance (TAZ 7)	89	57	283	305	6,347
31	Sundance (TAZ 8)	141	412	479	265	7,065
100	JP Ranch	108	295	342	200	5,395
101	Country Club Ridge	51	150	172	99	2,565
102	Baswell	13	33	39	23	647
Total		2,584	5,176	6,324	4,258	105,009

Source: Urban Crossroads, 2006

**Table 3.12-9
Other Surrounding Development Areas (2030) Trip Generation**

Traffic Analysis Zones	Project	Peak Hour				Daily
		a.m.		p.m.		
		In	Out	In	Out	
2	Omega Homes	13	38	44	24	651
3	Oak Valley Greens	611	1,626	2,097	1,307	33,057
4	Cougar Ranch	13	39	45	25	660
5	Cougar Ranch II	28	82	96	53	1,407
11	Kirdwood Ranch	99	291	338	187	4,976
12	Oak Valley Commercial	379	229	263	358	7,222
14	Omega Homes II	23	68	78	44	1,169
15	Noble Creek	92	270	314	174	4,622
23	TR 30779	36	106	124	68	1,818
24	Sundance (TAZ 1)	136	400	465	257	6,854
25	Sundance (TAZ 2)	43	126	146	81	2,144
26	Sundance (TAZ 3)	296	441	663	542	12,287
27	Sundance (TAZ 4)	294	299	190	154	3,374
28	Sundance (TAZ 5)	24	130	127	61	2,031
29	Sundance (TAZ 6)	130	191	141	99	2,546
30	Sundance (TAZ 7)	89	57	283	305	6,347
31	Sundance (TAZ 8)	141	412	479	265	7,065
32	Sundance (TAZ 9)	92	275	319	176	4,705
33	Sundance (TAZ 10)	90	266	309	171	4,553
34	Sundance (TAZ 11)	133	239	181	114	3,191
35	Sundance (TAZ 12)	21	63	73	40	1,072
100	JP Ranch	108	295	342	200	5,395
101	Country Club Ridge	51	150	172	99	2,565
102	Baswell	13	33	39	23	647
103	Sunset Ranch	30	90	102	59	1,531
104	Holbert Ranch	25	73	84	48	1,254
105	Willow Springs	1,110	2,009	2,673	1,953	47,116
106	Rolling Hills	246	377	833	732	16,059
107	Heartland	798	767	1,049	1,175	20,699
108	LaBorde Canyon	97	303	338	194	5,146
Total		5,262	9,745	12,408	8,988	212,162

Source: Urban Crossroads, 2006.

**Table 3.12-10
Oak Valley Beaumont Project Trip Generation**

Project Phase	Traffic Analysis Zones	Land Use	Proposed Quantity ¹	Peak Hour Trip Rates				Daily
				a.m.		p.m.		
				In	Out	In	Out	
1	1b	Single-Family Detached Residential	237 DU	45	133	152	88	2,268
		Single-Family Detached Residential	488 DU	93	273	312	181	4,670
	2b	Elementary School	600 STU	138	114	18	36	774
		Subtotal		231	387	330	217	5,444
	3b	Single-Family Detached Residential	225 DU	43	126	144	83	2,153
5b		Single-Family Detached Residential	226 DU	43	127	145	84	2,163
		Multi-Family Attached Residential	237 DU	24	97	95	52	1,593
	Subtotal			67	224	240	136	3,756

**Table 3.12-10
Oak Valley Beaumont Project Trip Generation**

Project Phase	Traffic Analysis Zones	Land Use	Proposed Quantity ¹	Peak Hour Trip Rates				Daily
				a.m.		p.m.		
				In	Out	In	Out	
	7b	Single-Family Detached Residential	320 DU	61	179	205	118	3,062
		Elementary School	600 STU	138	114	18	36	774
		Subtotal		199	293	223	154	3,836
Subtotal – Phase 1				585	1,163	1,089	678	17,457
2	4b	Single-Family Detached Residential	382 DU	73	214	244	141	3,656
		Multi-Family Attached Residential	480 DU	48	197	192	106	3,226
		Subtotal		121	411	436	247	6,882
	8b	Single-Family Detached Residential	889 DU	169	498	569	329	8,508
Subtotal – Phase 2				290	909	1,005	576	15,390
Cumulative Total – Phase 1 and 2				875	2,072	2,094	1,254	32,847
3	6b	Single-Family Detached Residential	665 DU	126	372	426	246	6,364
	9b	Single-Family Detached Residential	503 DU	96	282	322	186	4,814
		Multi-Family Attached Residential	479 DU	48	196	192	105	3,219
		Subtotal		144	478	514	291	8,033
Subtotal – Phase 3				270	850	940	537	14,397
Cumulative Total – Phase 1, 2, and 3				1,145	2,922	3,034	1,791	47,244

¹ Proposed Project Phases as related to timing of this project.
² DU = Dwelling Units and STU = Students
Source: Urban Crossroads, 2006

**Table 3.12-11
Summerwind Ranch at Oak Valley Residential Development Project Trip Generation**

Project Phase	Traffic Analysis Zones	Planning Area	Land Use	Proposed Quantity ¹	Peak Hour Trip Rates				Daily
					a.m.		p.m.		
					In	Out	In	Out	
1	A	A-1	Single-Family Detached Residential	169 DU	32	95	108	63	1,617
		A-7	Single-Family Detached Residential	93 DU	18	52	60	34	890
		Subtotal		50	147	168	97	2,507	
	D	A-3	Single-Family Detached Residential	79 DU	15	44	51	29	756
	E	A-2	Single-Family Detached Residential	58 DU	11	32	37	21	555
	G	A-1	Single-Family Detached Residential	134 DU	25	75	86	50	1,282
	H	A-8	Single-Family Detached Residential	103 DU	20	58	66	38	986
Subtotal – Phase 1				121	356	408	235	6,086	
2	M	C-2	Elementary School	600 STU	138	114	18	36	774
	N	B-7	Single-Family Detached Residential	64 DU	12	36	41	24	612
		B-9	Single-Family Detached Residential	51 DU	10	29	33	19	488
		B-11	Single-Family Detached Residential	87 DU	17	49	56	32	833
		B-12	Single-Family Detached Residential	81 DU	15	45	52	30	775

**Table 3.12-11
Summerwind Ranch at Oak Valley Residential Development Project Trip Generation**

Project Phase	Traffic Analysis Zones	Planning Area	Land Use	Proposed Quantity ¹	Peak Hour Trip Rates				Daily	
					a.m.		p.m.			
					In	Out	In	Out		
O	B-13		Single-Family Detached Residential	95 DU	18	53	61	35	909	
			Subtotal		72	212	243	140	3,617	
	B-4		Single-Family Detached Residential	118 DU	22	66	76	44	1,129	
			B-5	Single-Family Detached Residential	66 DU	13	37	42	24	632
			B-6	Single-Family Detached Residential	55 DU	10	31	35	20	526
Subtotal		45	134	153	88	2,287				
Subtotal – Phase 2					255	460	414	264	6,678	
Cumulative Total – Phase 1 and 2					376	816	822	499	12,764	
3	B	A-6	Middle School	1,200 STU	348	288	96	84	1,944	
			C-3	Single-Family Detached Residential	75 DU	14	42	48	28	718
	I		C-4	Single-Family Detached Residential	120 DU	23	67	77	44	1,148
			C-9	Single-Family Detached Residential	75 DU	14	42	48	28	718
			Subtotal		51	151	173	100	2,584	
	V		B-1	Community Recreation	4.3 TSF	4	4	12	12	389
			B-2	Multi-Family Attached Residential	212 DU	21	87	85	47	1,425
			B-3	Single-Family Detached Residential	111 DU	21	62	71	41	1,062
			D-1	Multi-Family Attached Residential	332 DU	33	136	133	73	2,231
	Subtotal		79	289	301	173	5,107			
Subtotal – Phase 3					478	728	570	357	9,635	
Cumulative Total – Phase 1, 2 and 3					854	1,544	1,392	856	22,399	
2030	J		C-7	Single-Family Detached Residential	114 DU	22	64	73	42	1,091
			C-8	Single-Family Detached Residential	102 DU	19	57	65	38	976
			D-3	Single-Family Detached Residential	111 DU	21	62	71	41	1,062
			D-4	Single-Family Detached Residential	183 DU	35	102	117	68	1,751
			D-6	Elementary School	600 STU	138	114	18	36	774
			D-7	Single-Family Detached Residential	80 DU	15	45	51	30	766
			D-8	Single-Family Detached Residential	157 DU	30	88	100	58	1,502
	Subtotal		280	532	495	313	7,922			
	K	E-1	Multi-Family Attached Residential	309 DU	31	127	124	68	2,076	
	L	E-2	Multi-Family Attached Residential	449 DU	45	184	180	99	3,017	
Subtotal – 2030					356	843	799	480	13,015	
Cumulative Total – Phase 1, 2 and 3 and 2030					1,210	2,387	2,191	1,336	35,414	

¹ Proposed Project Phases as related to timing of this project.

² DU = Dwelling Units, TSF = Thousand Square Feet and STU = Students

Source: Urban Crossroads, 2006

**Table 3.12-12
Summerwind Ranch-Town Center Development Project Trip Generation**

Project Phase	Traffic Analysis Zones	Planning Area	Land Use	Proposed Quantity ¹	Peak Hour Trip Rates				Daily
					a.m.		p.m.		
					In	Out	In	Out	
2	C	TC-7	Commercial Retail (196 TSF)	195.6 TSF	143	92	467	507	10,496
			Pass-By Trips/Internal Capture 20 %		-29	-18	-93	-101	-2,099
			Subtotal		114	74	374	406	8,397
T	TC-2.1	Business Park (419 TSF)	91.0 TSF	107	21	27	92	1,140	
Subtotal – Phase 2					221	95	401	498	9,537
3	F	TC-8	Commercial Retail (127 TSF)	127.2 TSF	111	70	352	382	7,945
			Pass-By Trips/Internal Capture 20 %		-22	-14	-70	-76	-1,589
			Subtotal		89	56	282	306	6,356
	P	TC-3	Business Park (469 TSF)	468.6 TSF	553	103	141	469	5,783
	S	TC-1	Commercial Retail (196 TSF)	196.4 TSF	143	92	469	509	10,539
			Pass-By Trips/Internal Capture 20 %		-29	-18	-94	-102	-2,108
			Subtotal		114	74	375	407	8,431
	T	TC-2.2	Business Park (419 TSF)	328.4 TSF	388	76	99	332	4,115
	U	TC-6	Commercial Retail (26 TSF)	25.6 TSF	42	27	122	132	2,786
			Pass-By Trips/Internal Capture 20 %		-8	-5	-24	-26	-556
Subtotal				34	22	98	106	2,229	
Subtotal – Phase 3					1,178	331	995	1,620	26,914
Cumulative Total – Phase 2 and 3					1,399	426	1,396	2,118	36,451
2030	Q	TC-4	Commercial Retail (455 TSF)	455.2 TSF	237	150	819	883	18,190
			Pass-By Trips/Internal Capture 20 %		-47	-30	-164	-177	-3,638
			Subtotal		190	120	655	706	14,552
R	TC-5	Business Park (691 TSF)	691.0 TSF	808	152	200	670	8,175	
Subtotal – Phase 2030					998	272	855	1,376	22,727
Cumulative Total – Phase 2 and 3 and 2030					2,397	698	2,251	3,494	59,178

¹ Proposed Project Phases as related to timing of this project.

² DU = TSF = Thousand Square Feet

Source: Urban Crossroads, 2006

3.12.3.3 Overall Total Traffic

The following is a short summary of the findings of the TIA. For a detailed analysis of the project by phase, see Section 5.0 of the TIA included in Appendix I of this Revised and Recirculated Draft EIR. The overall total traffic for the analysis years are presented by phase. The results of the traffic signal warrant analysis for future conditions are also summarized here. Traffic signal warrant analysis worksheets for future conditions are included in Appendix 4.9 of the TIA (Appendix I).

Phase 1 Overall Traffic Signals Requirements

For Phase 1 traffic conditions, the study area intersections (see Figure 3.12-1) are projected to operate at acceptable levels of service, ranging from LOS A through LOS C, during the peak

hours with the recommended improvements shown in **Figure 3.12-12 Overall Roadway Phasing**. Phase 1 HCM calculation worksheets are provided in Appendix 5.1 of the TIA.

Phase 1 conditions would warrant traffic signals at the following study area intersections, in addition to the ones warranted under existing conditions:

Desert Lawn Drive (NS) at:

- Cherry Valley Boulevard (“J” Street) (EW);
- Brookside Avenue (EW);
- Champions Drive (EW); and
- Oak Valley Parkway (EW).

Roberts Road (NS) at:

- Sandalwood Drive (EW); and
- Cherry Valley Boulevard (EW).

I-10 Eastbound Ramps (NS) at:

- Singleton Road (EW);
- County Line Road (EW);
- Cherry Valley Boulevard (“J” Street) (EW); and
- Oak Valley Parkway (EW)
- Sandalwood Drive (EW)

I-10 Westbound Ramps (NS) at:

- Singleton Road (EW);
- Cherry Valley Boulevard (EW); and
- Oak Valley Parkway (EW)
- County Line Road (EW).

Calimesa Boulevard (NS) at:

- I-10 Westbound Ramps (EW)

Phase 2 Overall Traffic Signals Requirements

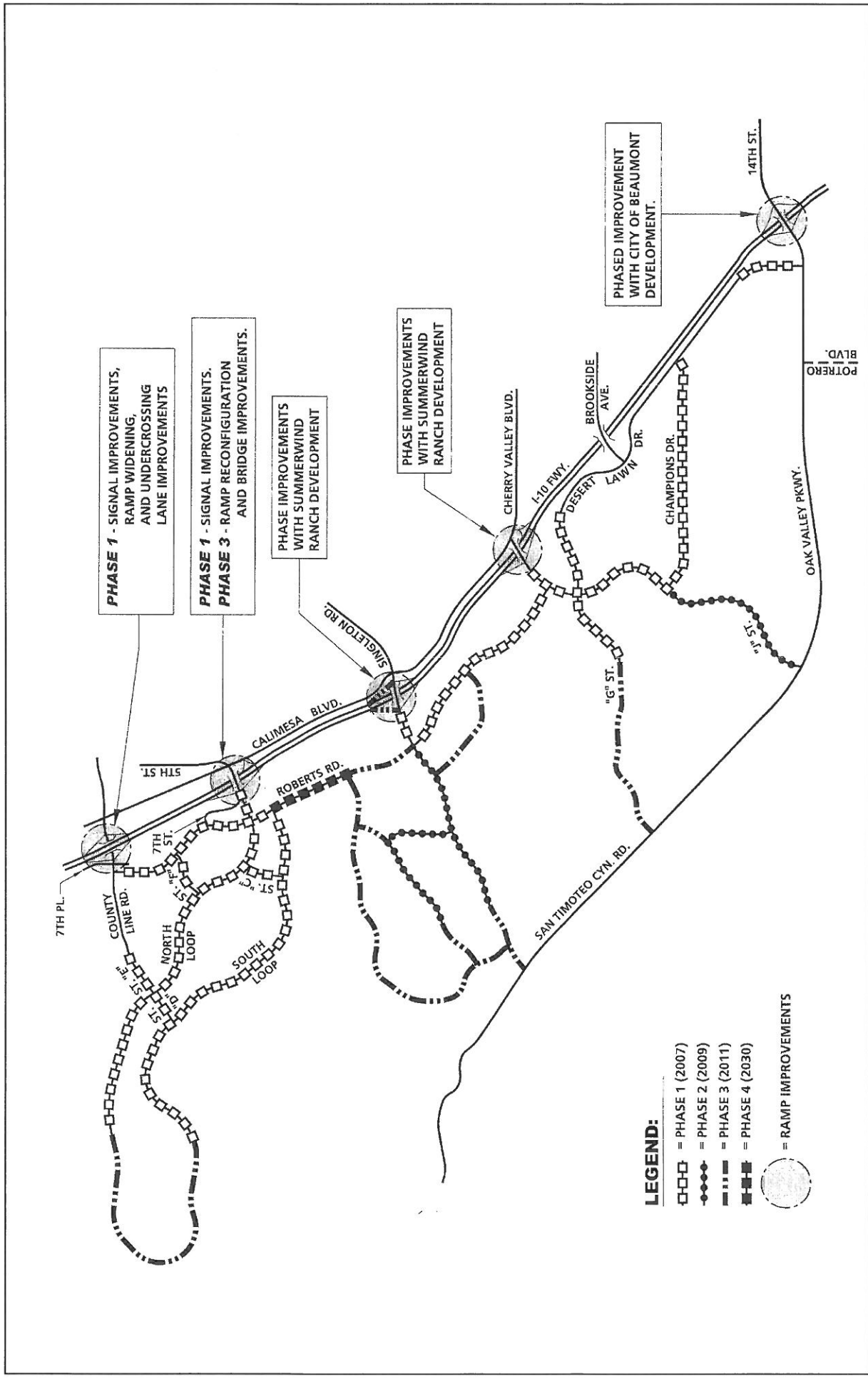
In Phase 2, all intersections would operate at LOS C or better with proposed improvements except for Desert Lawn Drive and Oak Valley Parkway which would operate at LOS D in the AM peak hour. For Phase 2 conditions, traffic signals are projected to be warranted at the following additional study area intersections, in addition to those warranted under existing and Phase 1 conditions:

Roberts Road (NS) at:

- Singleton Road (EW)

Calimesa Boulevard (NS) at:

- Singleton Road (EW); and
- Cherry Valley Boulevard (EW).



- LEGEND:**
- = PHASE 1 (2007)
 - = PHASE 2 (2009)
 - = PHASE 3 (2011)
 - = PHASE 4 (2030)
 - = RAMP IMPROVEMENTS

I-10 Westbound Ramps (NS) at:

- Cherry Valley Boulevard (EW)

“J” Street (NS) at:

- Champions Drive (EW); and
- Oak Valley Parkway (EW).

Phase 3 Overall Traffic Signals Requirements

In Phase 3, all intersections would operate at LOS C or better with proposed improvements including Desert Lawn Drive and Oak Valley Parkway. For Phase 3 conditions, traffic signals are projected to be warranted at the following additional study area intersections, in addition to those warranted under previous conditions:

Roberts Road (NS) at:

- County Line Road (EW); and

Woodhouse Road (NS) at:

- Singleton Road (EW)

“G” Street (NS) at:

- San Timoteo Canyon Road (EW)

Singleton Road (NS) at:

- San Timoteo Canyon Road (EW)

Street “D” (NS) at:

- South Loop (EW)

2030 Overall Traffic Signals Requirements

In 2030, all intersections would operate at LOS C or better with proposed improvements except for the following, during the PM peak hour:

7th Street (NS) at:

- Sandalwood Drive (EW)

I-10 EB Ramps (NS) at:

- Oak Valley Parkway (EW)

I-10 WB Ramps (NS) at:

- Oak Valley Parkway (EW)

Potrero Blvd (NS) at:

- Oak Valley Parkway (EW)

For 2030 conditions, traffic signals are projected to be warranted at the following additional study area intersections, in addition to those warranted under previous conditions:

Roberts Road (NS) at:

- South Loop (EW)

Potrero Boulevard (NS) at:

- Oak Valley Parkway (EW)

City of Calimesa General Plan Build-Out Overall Traffic Signals Requirements

The long-range traffic forecasts used in these traffic studies were developed using an updated version of the Pass Area Model (PAM), which represents the long-range regional traffic model appropriate for the City of Banning. This traffic model was recently modified to include the latest General Plan land use data and to account for the updated work in the Riverside County Integrated Project (RCIP) traffic model. PAM was developed to provide forecasts related to the RCIP model on a regional scale while also better reflecting local conditions. Data input to PAM includes external trip generation from the regional RCIP model, the City of Calimesa General Plan roadway network, and the City of Calimesa General Plan land use data. Long-range conditions have also been included for the cities of Beaumont and Banning. The only modification to RCIP's external representation is the change of State Route 79 from a freeway to a limited access conventional highway (expressway).

The City General Plan Buildout peak hour forecasts are refined from the PAM forecast output using existing peak hour traffic count data collected at intersection analysis locations. The initial estimate of the future peak hour turning movements has been reviewed for reasonableness, which includes a review of traffic flow conservation and appropriate peak-to-daily volume ratio. Where necessary, the initial raw model estimates were adjusted to achieve flow conservation, reasonable growth, and reasonable diversion between parallel routes.

For City General Plan Buildout traffic conditions, the study area intersections are projected to operate at acceptable levels of service during the peak hours with recommended improvements, except for the following intersections which would operate at LOS D during peak hours:

PM Peak Hour Only

I-10 EB Ramps (NS) at:

- Oak Valley Parkway (EW)

AM and PM Peak Hours

Potrero Blvd (NS) at:

- Oak Valley Parkway (EW)

J Street (NS) at:

- Oak Valley Parkway (EW)

3.12.3.4 Fair Share Analysis

Fair Share Methodology

The methodology used to determine the appropriate fair share contribution involves the proportional amount of project traffic at an intersection with respect to the total new traffic. The volumes of total new traffic area derived from the overall total future traffic volumes minus the total existing traffic volumes during the peak hours.

Project Traffic Fair Share Calculations

Table 3.12-13 summarizes the Mesa Verde Estates project percentage of new traffic at the study area intersections for 2030 traffic conditions. As shown in this table, the Mesa Verde Estates project is expected to contribute between 3.2 and 60.3 percent of new traffic for the study area intersections.

Table 3.12-13
Intersection Fair Share Analysis for Mesa Verde Estates Project

Location	Peak Period	Existing Traffic	Overall 2030 Traffic	Project 2030 Traffic	Total New Traffic	Project Percent of New Traffic
Desert Lawn Dr. (NS) at:						
• Cherry Valley Blvd. (EW)	a.m.	105	2,815	-	2,710	0.0
	p.m.	138	3,598	-	3,460	0.0
• Brookside Ave. (EW)	a.m.	120	1,454	-	1,334	0.0
	p.m.	148	1,994	-	1,846	0.0
• Champion Drive (EW)	a.m.	52	880	-	828	0.0
	p.m.	65	969	-	904	0.0
• Oak Valley Parkway (EW)	a.m.	125	3,182	-	3,057	0.0
	p.m.	182	4,105	-	3,923	0.0
Roberts Rd. (NS) at:						
• County Line Rd. (EW)	a.m.	70	1,328	319	1,258	25.4
	p.m.	81	1,790	413	1,709	24.2
• Sandalwood Dr. (EW)	a.m.	70	4,744	2,489	4,674	53.3
	p.m.	89	5,885	3,198	5,796	55.2
• South Loop (EW)	a.m.	-	3,355	1,586	3,355	47.3
	p.m.	-	3,780	1,720	3,780	45.5
• Singleton Road (EW)	a.m.	12	5,126	812	5,114	15.9
	p.m.	21	6,271	832	6,250	13.3
• Cherry Valley Blvd. (EW)	a.m.	97	3,197	-	3,100	0.0
	p.m.	138	4,553	-	4,415	0.0
7th Pl. (NS) at:						
• County Line Rd. (EW)	a.m.	129	1,409	317	1,280	24.8
	p.m.	130	1,848	414	1,718	24.1

**Table 3.12-13
Intersection Fair Share Analysis for Mesa Verde Estates Project**

Location	Peak Period	Existing Traffic	Overall 2030 Traffic	Project 2030 Traffic	Total New Traffic	Project Percent of New Traffic
7th St. (NS) at:		-	-	-		
• Sandalwood Drive (EW)	a.m.	202	3,753	2,100	3,551	59.1
	p.m.	268	4,690	2,665	4,422	60.3
Woodhouse Rd. (NS) at:						
• Singleton Rd. (EW)	a.m.	26	3,269	214	3,243	6.6
	p.m.	44	4,496	203	4,452	4.6
I-10 Fwy. EB Ramps (NS) at:						
• County Line Rd. (EW)	a.m.	593	2,504	317	1,911	16.6
	p.m.	906	3,665	413	2,759	15.0
• Sandalwood Drive (EW)	a.m.	413	4,334	2,097	3,921	53.5
	p.m.	653	5,762	2,662	5,109	52.1
• Singleton Road (EW)	a.m.	56	3,558	213	3,502	6.1
	p.m.	62	4,771	203	4,709	4.3
• Cherry Valley Blvd. (EW)	a.m.	172	3,250	-	3,078	0.0
	p.m.	360	4,907	-	4,547	0.0
• Oak Valley Parkway (EW)	a.m.	297	4,323	-	4,026	0.0
	p.m.	420	5,774	-	5,354	0.0
I-10 Fwy. WB Ramps (NS) at:						
• County Line Rd. (EW)	a.m.	1,425	3,958	275	2,533	10.9
	p.m.	1,378	4,340	292	2,962	9.9
• Singleton Road (EW)	a.m.	55	2,858	214	2,803	7.6
	p.m.	66	3,885	203	3,819	5.3
• Oak Valley Pkwy. (EW)	a.m.	527	5,037	-	4,510	0.0
	p.m.	479	6,562	-	6,083	0.0
Calimesa Blvd. (NS) at:						
• County Line Rd. (EW)	a.m.	1,702	4,468	172	2,766	6.2
	p.m.	1,927	5,305	209	3,378	6.2
• 5 th St. (EW)	a.m.	846	4,698	1,197	3,852	31.1
	p.m.	1,343	6,333	1,461	4,990	29.3
• I-10 WB Off-Ramp (EW)	a.m.	398	3,691	992	3,293	30.1
	p.m.	683	4,596	1,219	3,913	31.2
• Singleton Rd. (EW)	a.m.	151	2,686	252	2,535	9.9
	p.m.	222	3,666	254	3,444	7.4
• Cherry Valley Blvd. (EW)	a.m.	190	2,697	-	2,507	0.0
	p.m.	350	3,318	-	2,968	0.0
Cherry Valley Blvd. (NS) at:						
• I-10 WB Ramps (EW)	a.m.	430	3,113	-	2,683	0.0
	p.m.	421	3,359	-	2,938	0.0
Potrero Blvd. (NS) at:						
• Oak Valley Pkwy. (EW)	a.m.	98	3,595	113	3,497	3.2
	p.m.	146	4,869	151	4,723	3.2

**Table 3.12-13
Intersection Fair Share Analysis for Mesa Verde Estates Project**

Location	Peak Period	Existing Traffic	Overall 2030 Traffic	Project 2030 Traffic	Total New Traffic	Project Percent of New Traffic
“J” St. (NS) at:						
• Champions Drive (EW)	a.m.	-	1,518	-	1,518	0.0
	p.m.	-	2,024	-	2,024	0.0
• Oak Valley Pkwy. (EW)	a.m.	98	2,863	176	2,765	6.4
	p.m.	146	3,822	218	3,676	5.9
“G” St. (NS) at:						
• San Timoteo Cyn. Rd. (EW)	a.m.	98	1,900	175	1,802	9.7
	p.m.	146	2,390	217	2,244	9.7
Singleton Rd. (NS) at:						
• San Timoteo Cyn. Rd. (EW)	a.m.	98	2,172	368	2,074	17.7
	p.m.	146	2,781	445	2,635	16.9

Source: Urban Crossroads, 2006

Regional Traffic Impacts

Long-range cumulative regional impacts have been evaluated in the context of the previously completed Riverside County General Plan Final Environmental Impact Report (Final EIR), October, 2003. This analysis was a program-level evaluation including all reasonably foreseeable development throughout the study area and Western Riverside County.

Consistent with the findings of the County’s Final EIR, the proposed Mesa Verde Estates project will contribute to significant adverse cumulative impacts to the freeways identified in the Final EIR. The Final EIR found that future growth associated with implementing the County’s General Plan would result in substantial increases in the amount of traffic that is generated throughout unincorporated Riverside County. This traffic will affect the unincorporated areas and cities within Riverside County, as well as adjacent jurisdictions.

Future traffic conditions at the theoretical buildout of Riverside County, including a cumulative analysis of buildout of the cities within the County, were analyzed in the County’s Final EIR. Figure 4.16.1 of the Final EIR (included in Appendix 7.1 of the TIA – Appendix I) shows the Daily Volume/Capacity Ratios for the build out of the proposed General Plan for Western Riverside County. For those freeway locations shown in orange or red on Figure 4.16.1, the County’s LOS threshold of LOS “E” will not be met. The I-10 Freeway in the vicinity of the project site is expected to experience over-capacity LOS conditions for General Plan Buildout conditions.

The Final EIR was adopted in October 2003, by the Board of Supervisors of Riverside County. The following conclusion is stated on page 4.16-73 of the FEIR (also a part of Appendix 7.1 of the TIA):

"All freeways are under the authority of Caltrans. There is no mechanism for development project proponents to pay fees or make fair share contributions towards improving mainline freeway lanes, and even if there were such a mechanism, there is no way to ensure that such payments would be directed to a specific freeway improvement project. Consequently, there are no feasible mitigation measures for these impacts and they will remain significant and unavoidable."

Although the proposed development is anticipated to have some impact on the I-10 Freeway, it is not required to specifically contribute towards the possible future expansion of I-10.

Regional Improvement Funding Mechanisms

The Project Proponents of the Mesa Verde Estates Project must participate in funding or construction of off-site improvements that are needed to serve cumulative traffic conditions through the payment of Western Riverside County Transportation Uniform Mitigation Fees (TUMF) and Development Impact Fees (DIF). These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

TUMF, which includes a network of regional facilities, endeavors to spread the cost of improvements on a regional basis through participation of the County and individual cities. It provides a key funding source for General Plan improvements in the study area. The following study area roadway segments are programmed for improvement under TUMF:

- I-10/County Line Interchange;
- I-10/Sandalwood Interchange;
- I-10/Singleton Interchange;
- I-10/Cherry Valley Interchange;
- I-10/Oak Valley Interchange;
- Potrero Boulevard and Bridge Crossing;
- San Timoteo Canyon Road Railroad Crossing;
- Oak Valley Parkway and San Timoteo Canyon Road;
- County Line Road;
- Singleton Road;
- Desert Law Drive;
- Cherry Valley Boulevard; and
- Potrero Boulevard.

As of July 1, 2006, TUMF program fees increased to new rates. The previous and current rates are shown in **Table 3.12-14**.

Fee Category	Previous Fee (7/1/05 - 6/30/06)	Current Fee (7/1/06 - 6/30/07)
Single Family Residential	\$7,248/unit	\$9,696/unit
Multi-Family Residential	\$5,021/unit	\$6,806/unit
Industrial	\$1.05/sq. ft.	\$1.58/sq. ft.
Retail Commercial	\$5.67/sq. ft.	\$8.51/sq. ft.
Service Commercial	\$3.52/sq. ft.	\$5.28/sq. ft.

These fee increases are a result of an adopted ordinance, No. 824.1, by the Riverside County Board of Supervisors. The Mesa Verde Estates project is expected to generate approximately \$28 million in TUMF based on the calculations shown on **Table 3.12-15**.

**Table 3.12-15
Mesa Verde Estates Transportation Uniform Mitigation Fee (TUMF)**

Land Use Category	TUMF Fee Rate	Development Quantity	Fee Amount
Single-Family Detached Residential	\$7,248/DU	3,182 Dwelling Units	\$30,843,126
Multi-Family Attached Residential	\$5,021/DU	268 Dwelling Units	\$ 1,824,008
Industrial	\$1,580/TSF	N/A	
Retail Commercial	\$8,510/TSF	350 TSF	\$2,978,500
Service Commercial	\$5,280/TSF	N/A	
TOTAL			\$35,645,634

Source: Urban Crossroads, 2006

3.12.3.5 Required Mitigation Measures

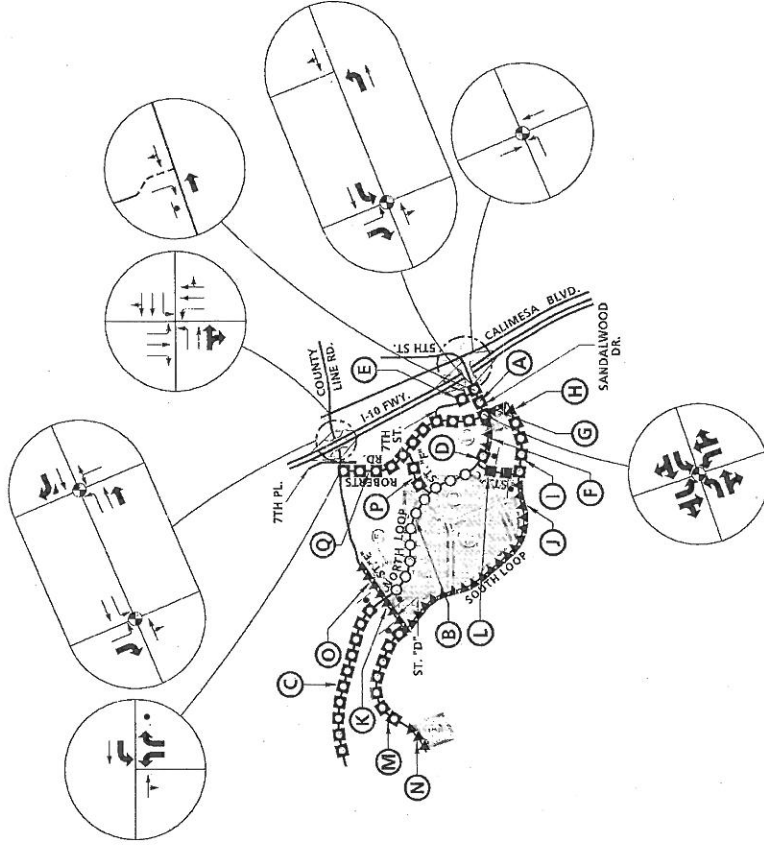
Project-specific improvements for the Proposed Project are identified here by phase.

Phase 1

T-1a. Construct the following improvements prior to issuance any building permits excluding models. After the completion of the following improvements, 528 building permits within PAs 9, 40, 41, and 42 shall be issued.

1. Half width Sandalwood Drive from the freeway ramps to Roberts Road
2. Half width Roberts Road from South Loop B to North Loop A
3. Half width Roberts Road and Roberts Road Extension from North Loop A to County Line Road
4. Half width County Line Road from the extension of Roberts Road to the freeway ramps
5. Half width 7th Street realignment from Sandalwood Drive to Roberts Road
6. Install stop sign and right turn only at 7th Street
7. Half width North Loop A from Roberts Road to D Street
8. Half width South Loop B from Roberts Road to D Street
9. Half width Street C from South Loop B to North Loop A

- (A) CONSTRUCT SANDALWOOD DRIVE FROM THE I-10 EASTBOUND RAMPS TO ROBERTS ROAD AS A 2-LANE 32-FOOT PAVEMENT SECTION.
- (B) CONSTRUCT NORTH LOOP FROM STREET "C" TO STREET "E" AT ITS ULTIMATE FULL-SECTION WIDTH AS A MAJOR (98-FOOT R.O.W.).
- (C) CONSTRUCT NORTH LOOP FROM STREET "E" TO THE ACCESS FOR PA 56 AS A 2-LANE 32-FOOT PAVEMENT SECTION.
- (D) CONSTRUCT NORTH LOOP FROM THE TAZ 14 WEST BOUNDARY TO STREET "C" AS A 2-LANE 32-FOOT PAVEMENT SECTION.
- (E) CONSTRUCT THE REALIGNMENT OF 7TH STREET NORTH OF SANDALWOOD DRIVE AS A 2-LANE 32-FOOT PAVEMENT SECTION.
- (F) CONSTRUCT NORTH LOOP FROM ROBERTS ROAD TO THE TAZ 14 WEST BOUNDARY AT ITS ULTIMATE HALF-SECTION WIDTH AS A MAJOR (98-FOOT R.O.W.).
- (G) CONSTRUCT ROBERTS ROAD FROM NORTH LOOP TO SOUTH LOOP AT ITS ULTIMATE HALF-SECTION WIDTH AS AN ARTERIAL (108-FOOT R.O.W.).
- (H) CONSTRUCT SOUTH LOOP FROM ROBERTS ROAD TO THE TAZ 14 WEST BOUNDARY AT ITS ULTIMATE HALF-SECTION WIDTH AS A SECONDARY (96-FOOT R.O.W.).
- (I) CONSTRUCT SOUTH LOOP FROM THE TAZ 14 WEST BOUNDARY TO STREET "C" AS A 2-LANE 32-FOOT PAVEMENT SECTION.
- (J) CONSTRUCT SOUTH LOOP FROM STREET "C" TO STREET "D" AT ITS ULTIMATE HALF-SECTION WIDTH AS A SECONDARY (96-FOOT R.O.W.).



- (K) CONSTRUCT STREET "D" FROM NORTH LOOP TO SOUTH LOOP AT ITS ULTIMATE HALF-SECTION WIDTH AS A DIVIDED COLLECTOR (78-FOOT R.O.W.).
- (L) CONSTRUCT STREET "C" FROM NORTH LOOP TO SOUTH LOOP AT ITS ULTIMATE FULL-SECTION WIDTH AS A DIVIDED COLLECTOR (78-FOOT R.O.W.).
- (M) CONSTRUCT SOUTH LOOP FROM STREET "D" TO THE TAZ 2 EAST BOUNDARY AS A 2-LANE 32-FOOT PAVEMENT SECTION.
- (N) CONSTRUCT SOUTH LOOP FROM THE TAZ 2 EAST BOUNDARY TO THE TAZ 2 WEST BOUNDARY AT ITS ULTIMATE HALF-SECTION WIDTH AS A SECONDARY (96-FOOT R.O.W.).
- (O) CONSTRUCT STREET "E" FROM NORTH LOOP TO THE EASTERLY PROJECT BOUNDARY AT ITS ULTIMATE HALF-SECTION WIDTH AS A COLLECTOR (66-FOOT R.O.W.).
- (P) CONSTRUCT STREET "F" FROM ROBERTS ROAD TO NORTH LOOP AS A 2-LANE 32-FOOT PAVEMENT SECTION.
- (Q) CONSTRUCT ROBERTS ROAD FROM COUNTY LINE ROAD TO SANDALWOOD DRIVE AS A 2-LANE 32-FOOT PAVEMENT SECTION.

LEGEND:

- = CURRENT PHASE TRAFFIC SIGNAL
- = STOP SIGN
- = EXISTING LANE
- = CURRENT PHASE IMPROVEMENTS
- = CURRENT PHASE FREE RIGHT TURN LANE IMPROVEMENT
- = MAJOR (98' ROW)
- = DIVIDED COLLECTOR (78' ROW)
- = HALF-SECTION IMPROVEMENTS
- = INTERIM TWO-LANE (32') PAVEMENT SECTION

Source: Urban Crossroads.



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Figure 3.12-13
Phase I Improvements

10. Half width Street D from South Loop B to North Loop A
11. Half width Street F from North Loop A to Extension of Roberts Road
12. Full width Street G from Street F to the Mesa View School
13. Half width Street D From North Loop A to the terminus of the property (cul-de-sac) if PA 21 or 34 developed in the 1st phase
14. 24' pavement County Line Road from the terminus of the property (cul-de-sac) to the existing pavement if PA 21 or 34 developed in the 1st phase
15. Half width North Loop A from D Street to PA21 entrance if PA 21 developed in the 1st phase
16. Half width South Loop B from D Street to PA34 entrance if PA 34 developed in the 1st phase
17. Plans for County Line Road, Sandalwood Drive, and Calimesa Boulevard interchange improvements required for Phase 1 shall be approved.

T-1b. Construct the following improvements to allow the issuance of 196 building permits within PAs 11 and 12 for a total of 724 building permits.

18. Full Width Sandalwood Drive from the freeway ramps to Roberts Road
19. Intersection Improvements
 - a. County Line Road at Calimesa Boulevard
 - i. East bound County Line Road
 1. One new combination through/right turn in addition to the existing through lane and the existing left turn only
 - b. County Line Road at east bound ramp
 - i. West bound County Line Road
 1. One new right turn only in addition to the existing through lane
20. Sandalwood Drive Interchange improvements
 - a. East bound off ramp new right turn only in addition to the existing lane
 - b. Back to back left turn lane by re-striping at the I-10/Sandalwood interchange ramp intersection
 - c. Signals at Sandalwood Drive and I-10 east bound ramps
21. County Line Road Interchange improvements
 - a. East bound off ramp new lane right turn only in addition to the existing lane

- b. East bound County Line Road under the bridge one new through lane by re-striping in addition to the existing through lane and the existing left turn only lane
- c. Signals at County Line Road and I-10 east and west ramps

T-1c. Construct the following improvements to allow the issuance of 92 building permits within PA 8 for a total of 816 building permits.

- 22. Full width Street F from North Loop A to Extension of Roberts Road
- 23. Full Width North Loop A from Roberts Road to D Street
- 24. Full width Roberts Road from South Loop B to North Loop A
- 25. Full width Street C from South Loop B to North Loop A
- 26. Full width Street D from South Loop B to North Loop A
- 27. Intersection improvements:
 - a. Roberts Road and North Loop A:
 - i. Roberts Road north bound
 - 1. One new left turn only and new combination through/right turn
 - ii. Roberts Road south bound
 - 1. One new left turn only and new combination through/right turn
 - iii. North Loop A east bound
 - 1. One new left turn only and new combination through/right turn
 - iv. North Loop A west bound
 - 1. One new left turn only and new combination through/right turn
 - b. Extension of Roberts Road and County Line Road:
 - i. County Line Road west bound
 - 1. One new left turn only in addition to the existing through lane
 - ii. Roberts Road
 - 1. One new left turn only and one right turn only
 - iii. Install a stop sign at Robert Road
- 28. Signals at Sandalwood Drive and Roberts Road
- 29. Calimesa Boulevard Interchange Improvements
 - a. Signals at Calimesa Boulevard and I-10 west bound ramp, if warranted, if not shall be checked for warrants in phase 2

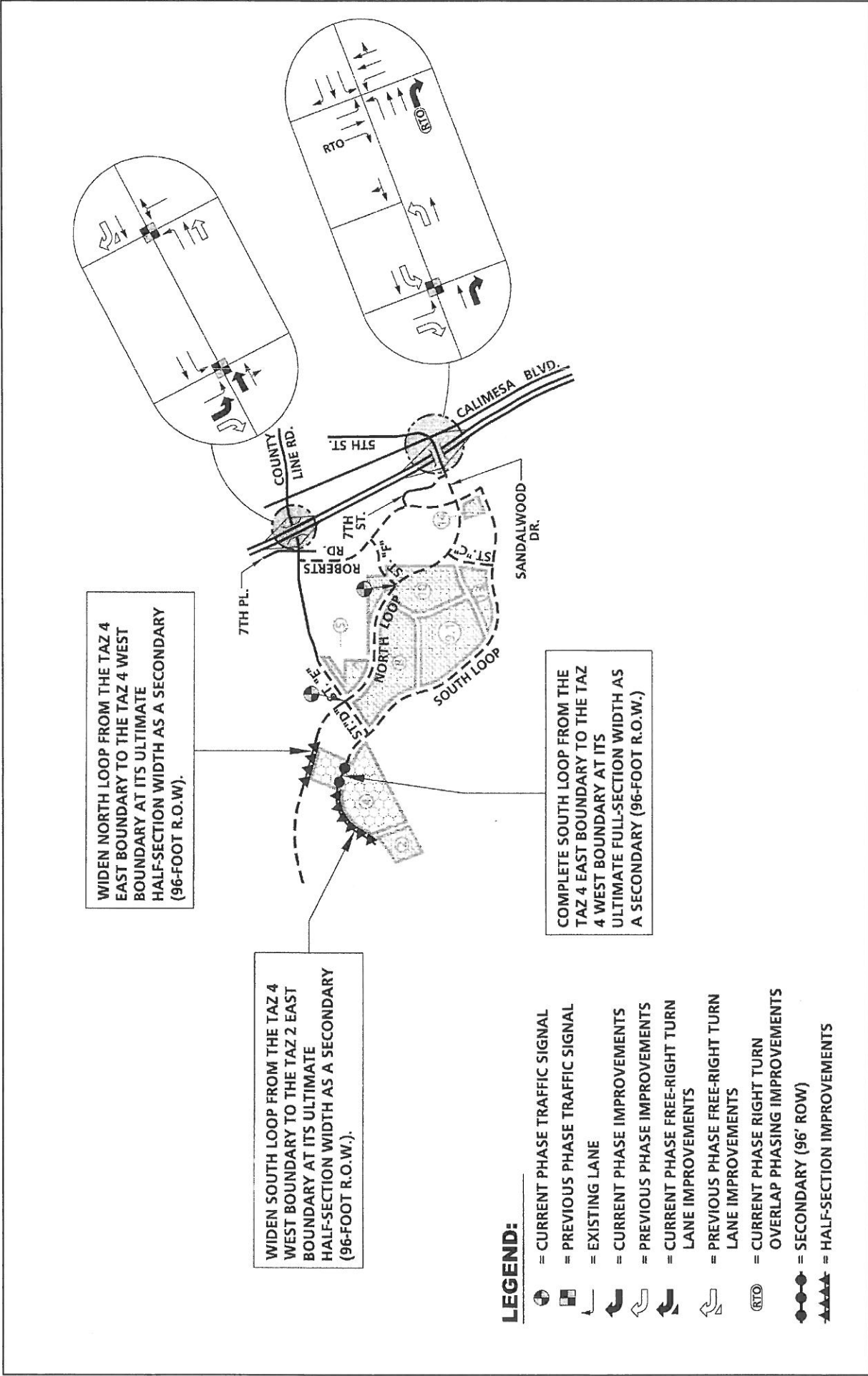
Phase 2

T-2a. Construct the following prior to issuance of any building permits in Phase 2 for PAs 16, 17, 19, 21 (if not constructed in phase 1), 34 (if not constructed in Phase 1), 35, and 36.

30. Full width Street E
31. Half width Street D From North Loop A to the terminus of the property (cul-de-sac) if not built in the 1st phase
32. 24' pavement County Line Road from the terminus of the property (cul-de-sac) to the existing pavement if not built in the 1st phase
33. Half width North Loop A from D Street to PA21 entrance if not built in the 1st phase
34. Half width South Loop B from D Street to PA34 entrance if not built in the 1st phase
35. Plans for County Line Road, Sandalwood Drive, and Calimesa Boulevard interchange improvements required for Phase 2 shall be approved.

T-2b. Construct the following improvements to allow the issuance of 441 building permits within PAs 17, 19, 35, and 36 for a total of 1,257 building permits.

36. Full width County Line Road from the extension of Roberts Road to the freeway ramps.
37. Intersection Improvements
 - a. County Line Road at the east bound ramps
 - i. County Line Road east bound at the east bound I-10 ramps
 1. One new through lane in addition to the existing combination through/right turn lane
 - b. Sandalwood Drive east bound at the east bound I-10 ramps
 - i. One new right turn only in addition to the existing through lane
 - c. Sandalwood Drive east bound at Calimesa Boulevard
 - i. One new right turn only in addition to the existing two through lanes and the existing left turn only lane
38. Signals at:
 - a. Street F at North Loop Road A
 - b. Street D at North Loop Road A



Source: Urban Crossroads.



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Figure 3.12-14
Phase 2 Improvements

39. County Line Road Interchange improvements

- a. One new left turn only for the east bound off ramp in addition to the existing left turn only and the existing right turn only lanes.

Phase 3

T-3a. Construct the following improvements prior to the issuance of any building permits in Phase 3 for PAs 4, 14, 16, 18, 20, 22, 24, 25, 29, 30, 32, 33, 37, 38, 39, 44, and 45. After the completion, allow the development of 200,000 square feet of commercial.

40. Plans for County Line Road, Sandalwood Drive, and Calimesa Boulevard interchange improvements required for Phase 3 shall be approved.

T-3b. Construct the following improvements prior to the issuance of any building permits in PAs 20, 24, 25, 29, 30, 32, and 33.

41. Half width North Loop A and South Loop B from PA21 entrance to PA34 entrance.

T-3c. Construct the following improvements prior to the completion of PA 45.

42. Half width Robert Road from South Loop B to the southerly property line.

T-3d. Construct the following improvements prior to the issuance of the last building permit for PA 14.

43. Full width Street D from North Loop A to the terminus of the property (cul-de-sac).

T-3e. Construct the following improvements to allow the issuance of 564 building permits within PAs 14, 16, 18, 37, 38, and 39 for a total of 1,822 building permits

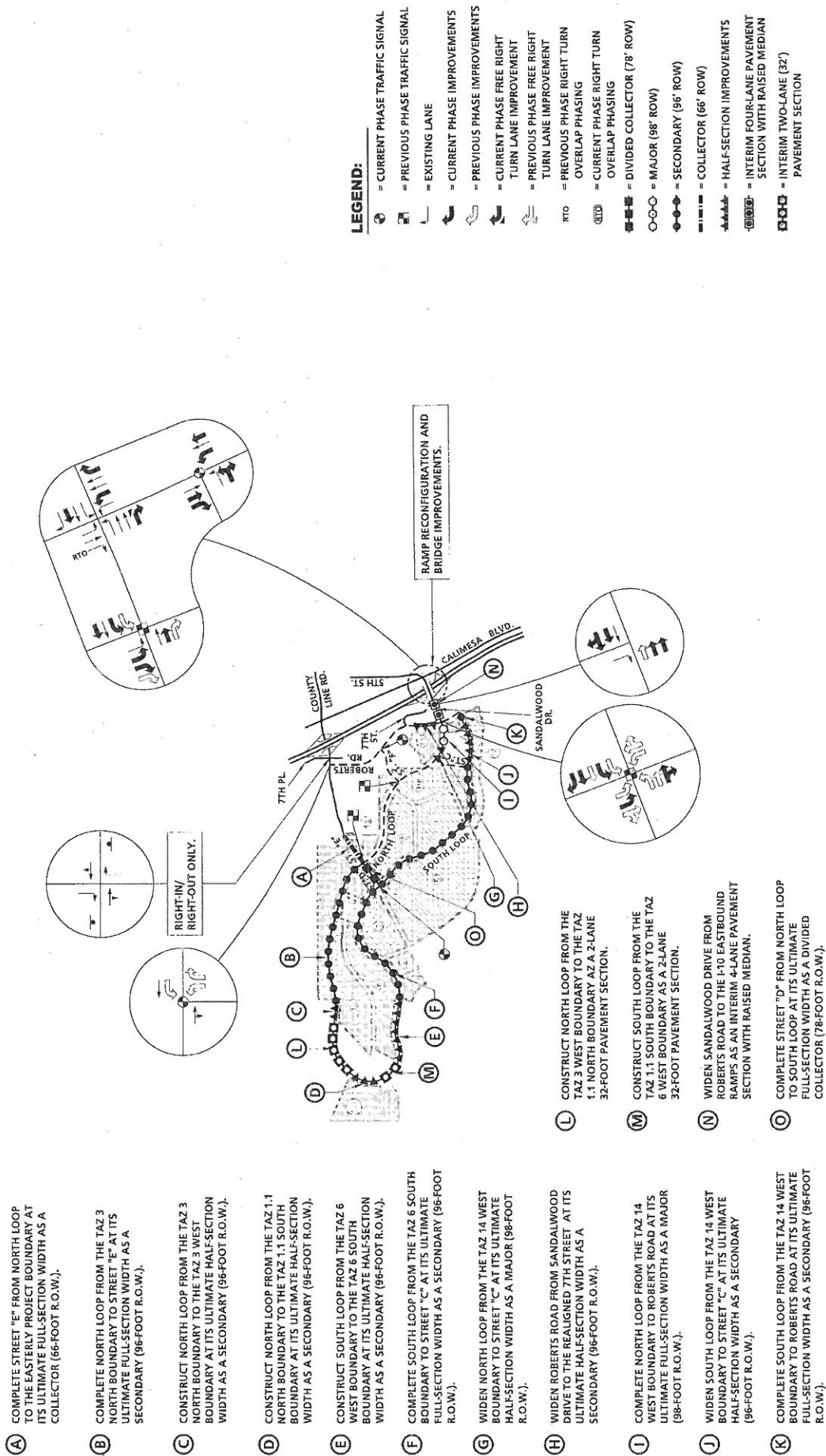
44. Full width South Loop B from Roberts Road to D Street

T-3f. Construct the following improvements to allow the issuance of 1,052 building permits within PAs 4, 20, 24, 25, 29, 30, 32, and 33 for a total of 2,873 building permits.

45. Intersection Improvements

- a. Sandalwood Drive and 7th Street
 - i. Sandalwood Drive east bound at 7th Street
 1. Two new through lanes in addition to the existing one through lane
 - ii. Sandalwood Drive west bound at 7th Street
 1. One new through lane in addition to the existing one through lane and one new combination through lane/right turn

- b. Sandalwood Drive and Roberts Road intersection
 - i. Sandalwood Drive west bound
 - 1. One new through lane in addition to the existing through lane
 - 2. One new left turn only in addition to the existing left turn only lane
 - 3. One new right turn only
 - ii. Sandalwood Drive east bound
 - 1. One new combination through lane/right turn in addition to the existing through lane and the existing left turn only
 - iii. Roberts Road south bound
 - 1. One new left turn only in addition to the existing left turn and the existing combination through lane/right turn
 - c. Sandalwood Drive and east bound ramps
 - i. Sandalwood Drive east bound at east bound ramps
 - 1. One new through lane in addition to the existing through lane and the existing right turn only lane
 - d. Sandalwood Drive and Calimesa Boulevard
 - i. Sandalwood Drive east bound
 - 1. One new right turn only in addition to the existing two through lanes and the existing left turn only
 - ii. Calimesa Boulevard north bound
 - 1. One new left turn only in addition to the existing left turn only
 - 2. One new right turn only in addition to the two through lanes
 - e. 5th Street and Calimesa Boulevard
 - i. 5th Street one new through lane in addition to the one existing through lane and the existing right only and left only lanes
46. Sandalwood Interchange reconfiguration improvements
- a. One new lane left turn only for the east bound off ramp for a total of two left only lanes
 - b. One new lane right turn only for the east bound off ramp for a total of two right only lanes
 - c. New Sandalwood Drive 6-lane overpass to include:
 - i. Two new through east bound lanes
 - ii. Two new through west bound lanes and two left turn only



Source: Urban Crossroads.



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Figure 3.12-15 Phase 3 Improvements

MESA VERDE ESTATES
DRAFT EIR

47. Sandalwood/Calimesa Boulevard Interchange reconfiguration improvements
 - a. Calimesa Boulevard south bound at the west bound interchange off ramp one new through lane for a total of two through lanes and one new right turn only
 - b. Calimesa Boulevard north bound at the west bound interchange off ramp one new through lane for a total of two through lane and one new left turn only
 - c. Calimesa Boulevard interchange off ramp with one new dual left and right turn in addition to the existing left turn only
 - d. Install traffic signal at the intersection of Calimesa Boulevard and west bound freeway off ramp, if warranted and if approved by Cal Trans
48. Signals at:
 - a. Extension of Roberts Road and County Line Road
 - b. F Street and Extension of Roberts Road
 - c. South Loop B and D Street.

Phase 4 (Year 2030)

T-4a. Construct the following improvements prior to the issuance of any building permits in Phase 4.

49. Plans for County Line Road and Sandalwood Drive interchange improvements required for Phase 4 shall be approved.

T-4b. Construct the following improvements to allow the issuance of 577 building permits within PAs 1, 2, 3, 23, 26, 27, 28, 31 for a total of 3,450 and 150,000 square feet of Commercial within PAs 1, 2, 3.

50. Full width North Loop A from D Street to PA21 entrance.
51. Full width South Loop B from D Street to PA34 entrance.
52. Full width North Loop A and South Loop B from PA21 entrance to PA34 entrance.
53. Full width Roberts Road Extension from North Loop A to northern property boundary
54. Full width Robert Road from South Loop B to the southerly property line.
55. Full width 7th Street
56. Sandalwood Drive east bound off ramps
 - a. New through lane on addition to the existing two through lanes
 - b. New right turn only

57. Calimesa Boulevard south bound and Sandalwood Drive
 - a. One new right turn only
 - b. One new through lane in addition to the existing through lane and the existing left turn only lane
58. County Line Interchange Improvements
 - a. West bound under crossing one new through lane in addition to the existing through lane and the existing left turn
 - b. West bound off ramp one new right turn only
59. Sandalwood Drive Interchange Improvements
 - a. New Sandalwood Drive 8 lane overpass to include:
 - i. Three through east bound lanes
 - ii. Three through west bound lanes and two left turn only
60. Calimesa Boulevard Interchange reconfiguration improvements
 - a. Calimesa Boulevard south bound one new right turn only in addition to the two existing through lanes
61. Extension of Roberts Road at County Line Road
 - a. West bound County Line Road add a left turn only lane in addition to the existing left turn and the existing through lane
62. Calimesa Boulevard and County Line Road
 - a. East bound County Line Road new right turn only lane in addition to the two existing through lanes and the left turn only lane
 - b. West bound County Line Road new right turn only in addition to the existing two through lanes and the existing left turn only lane
 - c. North bound Calimesa Boulevard new left turn only lane in addition to the existing left turn only lane and new right turn only in addition to the two existing through lanes
 - d. South bound Calimesa boulevard new through lane in addition to the existing through lane and the existing left turn only and existing right turn only lanes
63. West bound County Line Road at I-10 one new through lane in addition to the existing through lane and the existing right turn only through lane
64. East bound County Line Road at east bound I-10 ramps add one new right turn only in addition to the existing two through lanes

65. Roberts Road and North Loop Road
 - a. North bound Roberts Road
 - i. New through lane in addition to the existing through lane
 - ii. New left turn only in addition to the existing left turn only
 - iii. New right turn only
 - b. South bound Roberts Road
 - i. New through lane in addition to the two existing left turns only and the existing combination through lane/right turn
 - c. East bound North Loop Road
 - i. New right turn only in addition to the two existing through lanes and the existing left turn only
66. Roberts Road and South Loop Road
 - a. North bound Roberts Road two new through lanes and two new left turn only lanes
 - b. South bound Roberts Road two new through lanes in addition to the existing left turn only
 - c. South Loop B new right turn only in addition to the existing left turn only lane
 - d. Traffic Signal
67. Signals at:
 - a. C Street and North Loop A
 - b. C Street and South Loop B

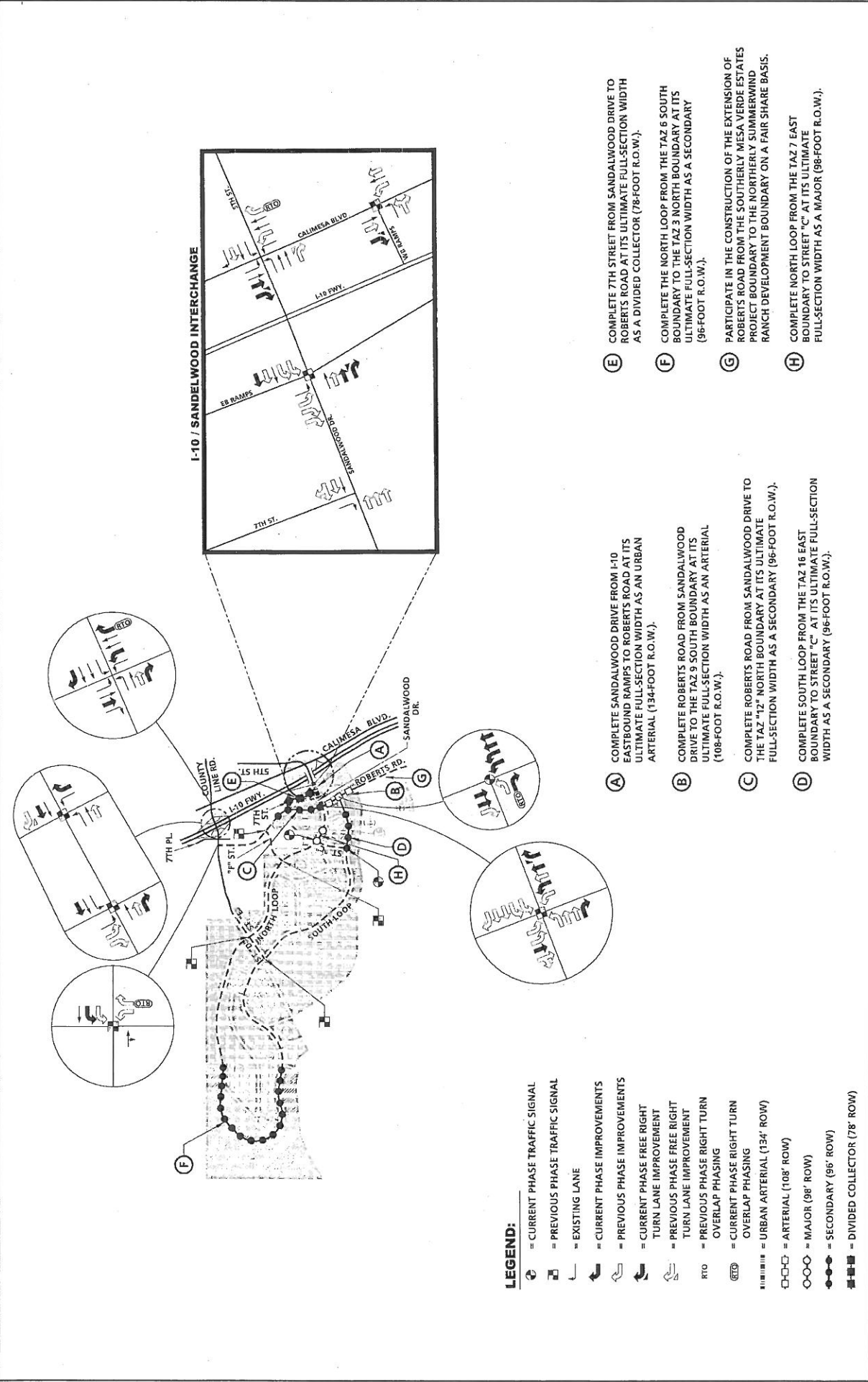
Project Fair Share Contributions

T-5 Project Fair Share contributions to traffic improvements:

68. Pursuant to Tables 6-1 and 6-2 in the Traffic Technical Report, prepared by urban Crossroads, dated December 2006, the applicant shall provide fair share contributions as a result of traffic contributed to the local circulation system.
69. Pursuant to Tables 3.12-14 and 3.12-15 in the Revised DEIR, the applicant shall provide fair share contributions as a result of traffic contributed to the local and regional circulation system.

3.12.4 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Implementation of the mitigation measures identified above would reduce impacts of the Proposed Project on traffic and circulation to less than significant levels.



Source: Urban Crossroads.



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Figure 3.12-16
2030 Improvements

SECTION 7.0 REFERENCES

- Dudek. September 2006. *RE: Oak Tree Report Addendum - TTM # 33931*. (Appendix C)
- Galvin Preservation Associates, Inc. August 2006. *Historical Architectural Survey Report for the Mesa Verde Estates Access Road Project in the City of Calimesa, Riverside County*. (Appendix D)
- Glenn Lukos Associates, Inc. May 11, 2006. *Jurisdictional Delineation of the Mesa Verde Estates Project, a 1,500 –Acre Property Located in the City of Calimesa, Riverside and San Bernardino County, California*. (Appendix C)
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- Michael Brandman Associates. August, 2006. *Phase 1 Cultural Resources Assessment and Paleontological Records Review Mesa Verde Estates Access Road Project, Calimesa, Riverside County, California*. (Appendix D)
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- Michael Brandman Associates. July, 2006. *Mesa Verde Estates Access Road Habitat Assessment (Burrowing Owl and Narrow Endemic Plant Species), MSHCP Consistency Analysis, and HANS Review, City of Calimesa, Riverside County, California*. (Appendix C)
- Thomas Leslie Corporation. October 2006. *Evaluation of Changes (Increase or Decrease) in Acres of Impacts to Biological Resources Caused by Revised 2006 Land Use Plan for the Mesa Verde Estates Specific Plan*.
- Urban Crossroads. August, 2006 (2006a). *Mesa Verde Estates Air Quality Impact Analysis, City of Calimesa, California*. (Appendix B)

Urban Crossroads. October, 2006. *Mesa Verde Estates EIR Noise Analysis Revision, City of Calimesa, California.* (Appendix G)

Urban Crossroads. 2004, revised August, 2006 (2006b). *Mesa Verde Estates Traffic Impact Analysis (Revised Draft), City of Calimesa, California.* (Appendix I)

VA Consulting, Lifescape International, William Hezmalhalch. October 2006. *Mesa Verde Estates Specific Plan Amendment.* City of Calimesa, California.

SECTION 9.0 LIST OF REVISED DRAFT EIR PREPARERS

This section identifies the individuals involved in the preparation of this Revised Draft Environmental Impact Report for the Mesa Verde Estates Specific Plan.

City Of Calimesa	
Gabriel Elliot	Community Development Director
Yuciapa Valley Water District	
	Resolution Adopting the Water Supply Assessment
Michael Brandman Associates	
Thomas J. McGill, PhD.	Principal in Charge
Nancy M. Ferguson	Senior Project Manager
Gene Griffin, ASLA	Project Manager
Mikel Romich	Habitat Evaluation (HANS), Habitat Assessment, MSHCP Consistency Analysis
Jennifer Sanka	Phase I Cultural Resources Assessment
Ricardo Marquez	GIS, Graphics
Patricia Opincar	Editing
Sandi Palkki	Word Processing
Other Consultants Contributing Studies in Support of the Revised Draft EIR	
Saied Naaseh	Specific Plan
VA Consulting	Specific Plan
Petra Geotechnical	Geotechnical Report
Urban Crossroads	Traffic Impact Analysis
Galvin Preservation Associates, Inc.	Historic Architectural Survey Report
Glenn Lukos Associates	Jurisdictional Delineation
Dudek	Oak Tree Report (Addendum)

SECTION 10.0 MITIGATION MONITORING REPORTING PROGRAM

10.1 INTRODUCTION

This mitigation, monitoring and reporting program has been developed to implement the mitigation measures designed for the Mesa Verde Estates Specific Plan EIR. It was developed in compliance with CEQA Section 21081.6, which requires adoption of such a program if there have been measures identified in the EIR which would lessen the significant environmental effects of a project. During subsequent environmental review, increasingly more specific mitigation measures may be applied to the individual development projects.

10.2 DESCRIPTION

10.2.1 Evaluation of Project to Determine Adequacy of Mitigation Procedures

If the City of Calimesa finds that additional mitigation measures are required, the MMRP can be amended to reflect these requirements. That is part of the process of environmental review.

10.2.2 Mitigation Monitoring Procedures

City of Calimesa staff will use the MMRP as a working document to track the timing and implementation of the mitigation measures. The MMRP table contains a column for the date, initials and notes of the verifier, so progress can be followed and completed items can be checked off as they are accomplished. Some mitigation measures require a written verification, such as the Stormwater Pollution Prevention Plan; some require monitoring, such as the presence of a certified biological monitor during grading; and some require both. This plan will be supplemented by the City's plan check and field inspection procedures. The City's staff is instrumental in carrying out the monitoring of a broad range of activities which create issues of concern.

10.2.3 Reporting Procedures

Reporting generates a record of activity showing that the necessary mitigation measures have been implemented. The procedure follows a basic pattern outlined here:

1. The MMRP is distributed to the responsible agencies and departments, where existing verification processes may already be used. For example, mitigation measures may be included as notes on the grading plans, which are run through plan check. Then the

building inspector takes the plans to the site and makes sure the items in the notes on the grading plans are implemented.

2. As the mitigation measures are implemented, the responsible entity verifies this, and initials the MMRP sheet to that effect.
3. When the project is complete, or when specified, the responsible entity or designee provides the project planner with the appropriate verifying documents, including the signed and dated MMRP sheet.

10.2.4 Public Availability

All the documents associated with the Mitigation, Monitoring, and Reporting Program for Mesa Verde Estates Specific Plan EIR will be available for review by request to the City of Calimesa Community Development Department.

10.2.5 Changes to the MMRP

According to CEQA, minor changes may be made to the MMRP, but any changes must keep the document in accordance with CEQA Section 21081.6.

10.2.6 Types of Mitigation Measures to be Monitored in the Specific Plan Area

Mitigation Measures were recommended for the following subject areas: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Water Quality, Noise, Public Health and Safety / Hazardous Materials, Public Services and Traffic.

10.3 MITIGATION MONITORING AND REPORTING

The following table constitutes the MMRP for the Mesa Verde Estates Specific Plan EIR.

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
Aesthetics					
A-1	The applicant shall prepare and submit landscape plans to the City of Calimesa that meet the intent of Chapter 9.14 of the Calimesa Municipal Code and is consistent with the Landscape Design Guidelines of the Specific Plan.	Submittal of landscape plans for each phase.	Prior to approval of Development Plan Review Application (DPR) for each phase	City of Calimesa Community Development Director or designee.	
A-2	Landscaping and revegetation of graded slopes shall occur as soon as feasible after grading to minimize the potential for erosion as well as to reduce the potential for visual and aesthetic impacts.	Periodic site inspections for up to three years after landscaping is complete.	Ongoing, during and after construction activities.	City of Calimesa Community Development Director or designee.	
A-3	With regard to the Garden Air Wash adjacent to the MSHCP Conservation Area, the applicant shall prepare and submit a Lighting Plan to the City of Calimesa that identifies the location of all lighting fixtures, the orientation of the fixtures, the types of shielding that will be used to avoid the production of glare, the type of shielding that would minimize uplighting and light spill, and how the fixtures would avoid the spread of stray light across site boundaries.	Submittal of lighting plan with building plans.	Prior to approval of a DPR for each phase.	City of Calimesa Community Development Director or designee.	
A-4	The developer shall incorporate shielding to minimize ambient lighting in and adjacent to the MSHCP Conservation Area and natural open space areas. Street and parking lot lighting shall be designed with internal baffles to direct lighting toward the ground and have a zero side angle cutoff to the horizon. Through CC&R's, the developer shall incorporate a prohibition on floodlights and other ambient lighting by homeowners in or adjacent to the MSHCP Conservation Area and natural open space areas.	Submittal of lighting plan depicting the locations and specifications for lights used with DPR.	Prior to approval of the DPR for each applicable phase.	City of Calimesa Community Development Director or designee.	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
Air Quality					
Note: AQ-1 through AQ-10 shall appear as notes on the grading and building plans.					
AQ-1	During grading and construction activities, the applicant shall comply with the requirements of SCAQMD Rule 403.	Periodic site inspections.	Ongoing during construction activities.	City of Calimesa City Engineer/Public Works Director or designee.	
AQ-2	The applicant shall apply soil stabilizers to inactive areas.	Periodic site inspections.	Ongoing during construction activities.	City of Calimesa City Engineer/Public Works Director or designee.	
AQ-3	Ground cover shall be replaced in disturbed areas as quickly as possible.	Periodic site inspections.	Ongoing during construction activities.	City of Calimesa City Engineer/Public Works Director or designee.	
AQ-4	All excavating and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 mph.	Site inspections during high wind events.	Ongoing during construction activities.	City of Calimesa City Engineer/Public Works Director or designee.	
AQ-5	All haul routes and exposed surfaces shall be watered three times daily except on days when a rain event occurs. Then exposed surfaces would be watered as necessary to meet the intent of Rule 403.	Periodic site inspections.	Ongoing during construction activities.	City of Calimesa City Engineer/Public Works Director or designee.	
AQ-6	Construction equipment with low emission factors and high-energy efficiency shall be used where possible.	Periodic site inspections.	Ongoing during construction activities.	City of Calimesa City Engineer/Public Works Director or designee.	
AQ-7	Regularly scheduled engine maintenance shall be performed to minimize equipment emissions	Periodic site inspections.	Ongoing during construction activities.	City of Calimesa City Engineer/Public Works Director or designee.	
AQ-8	Alternative fuels, such as ultra-low sulfur diesel or off-road construction vehicles/equipment shall be used where applicable and feasible.	Periodic site inspections.	Ongoing during construction activities.	City of Calimesa City Engineer/Public Works Director or designee.	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
AQ-9	Electric or diesel-powered equipment shall be used rather than gasoline-powered engines where feasible.	Periodic site inspections.	Ongoing during construction activities.	designee. City of Calimesa City Engineer/Public Works Director or designee.	
AQ-10	Where applicable, the application of exterior architectural coatings (i.e., paint, etc.) shall be limited to average no more than 225 gallons per week and/or use "Zero-VOC" paint	Direct Observation.	During application of paints and coatings.	City of Calimesa City Engineer/Public Works Director or designee.	
AQ-11	Construct, contribute, or dedicate land for the provision of on-site bicycle trails linking the facility to designated bicycle commuting routes	Submittal of plan with the final tract map.	Prior to approval of the final tract map.	City of Calimesa Community Development Director.	
AQ-12	Provide site improvements such as street furniture, route signs, bus turnouts, and sidewalks or pedestrian paths	Submittal of plans for each phase.	Prior to issuance of a building permit.	City of Calimesa Community Development Director.	
AQ-13	1) Build homes that exceed minimum statewide energy construction requirements, such as: <ul style="list-style-type: none"> • Use of low emission water heaters • Use of energy efficient appliances • Use of light colored/earth tone roof tiles • Increase insulation beyond title 24 requirements 	Copies of receipts or other verifying documents are to be provided with the Compliance Report.	Prior to issuance of a building permit.	City of Calimesa Building Official or designee.	
Biological Resources					
General Requirements:					
BR-1	Contractors shall employ Best Management Practices (BMPs) to prevent further loss of habitat resulting from erosion caused by construction activities (e.g. grading or road clearing). Any erosion that occurs shall be remedied within two days of detection.	Submittal of Stormwater Pollution Prevention Plan (SWPPP) and an Erosion Control Plan with grading plans for each phase.	Prior to issuance of a grading permit for each phase.	City of Calimesa City Engineer/Public Works Director or designee.	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
BR-2	Construction of new roads or widening of existing roads shall not extend beyond the planned impact area. Construction related vehicles must pass or turn around within the planned impact area or in previously disturbed areas. New access routes shall be clearly marked (flagged and/or staked) prior to the onset of construction to avoid the creation of multiple roadways.	Shall appear as notes on the grading plans for each phase.	Prior to issuance of a grading permit for each phase.	City of Calimesa City Engineer/Public Works Director or designee.	
BR-3	Soil and material stockpile areas shall be designated in disturbed areas presently lacking native vegetation. Designated stockpile areas must be clearly marked to define the limits where stockpiling may occur.	Shall appear as notes on the grading plans for each phase.	Prior to issuance of a grading permit for each phase.	City of Calimesa City Engineer/Public Works Director or designee.	
BR-4	Prior to initiation of grading a contractor education program shall be presented by a project biologist to inform the construction crew and any contractors of the biological constraints of the project. The program shall include frequent updates and clear information regarding appropriate action to be taken if a sensitive biological resource is encountered. Contractors and construction crews shall be responsible for unauthorized impacts from construction activities to sensitive biological resources that are outside areas ultimately approved for impacts by the County of Riverside and the resource agencies.	Shall appear as notes on the grading plans for each phase.	Prior to issuance of a grading permit for each phase.	City of Calimesa City Engineer/Public Works Director or designee.	
BR-5	Equipment fueling shall take place on existing paved roads or in approved containment areas and not within or adjacent to drainages or native vegetation and habitat. Contractor equipment shall be carefully maintained and checked for fluid leaks prior to operation. Leaks shall be repaired prior to operation in the project area.	Shall appear as notes on the grading plans for each phase.	Prior to issuance of a grading permit for each phase.	City of Calimesa City Engineer/Public Works Director or designee.	
	Vegetative Communities Resource Specific Mitigation Measures:				
B-1	Permanent direct impacts to 20 acres of buckwheat-dominated Riversidean sage scrub shall be partially offset by compliance with the mitigation requirements listed under the MSHCP. These requirements include onsite preservation of coastal sage scrub. The Proposed Project Plan preserves all of the coastal sage scrub on the project site that is within the Criteria Cells, which includes approximately 9 acres of coastal	Review of the Grading Plan and consultation with RCA	Prior to Grading permit issuance.	City of Calimesa, Community Development Director.	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
	sage scrub habitat. Figure 3.3-7, Proposed Conservation Areas, shows the areas where the applicant intends to set aside with an Open Space designation.				
B-2	Mitigation requirements to minimize permanent direct impacts to onsite oak tree woodlands, including removal of 289 individual coast live oak trees would include onsite preservation in compliance with MSHCP standards for Criteria Area Cells and implementation of an oak tree planting and restoration plan pursuant to the Project Specific Plan. Approximately 16 acres of oak tree woodland would be preserved onsite. Additionally, oak trees would be planted from container stock as well as from acorns collected onsite to ensure that oak seedlings will have the best genetic adaptation for the Mesa Verde Estates development. The applicant shall plant 3,470 oak trees using a combination of acorns, seedlings, and oak saplings in containers ranging from one-gallon to sixty-inch boxes as mitigation for the removal of oak trees.	Submittal of The Oak Tree Planting and Restoration Plan, complete with maps and a schedule for monitoring progress and success of the restoration. Submit annual monitoring reports for three years or as stipulated in the Oak Tree Plan.	Approval of Oak Tree Plan prior to grading and periodic site visits to review progress /success.	City of Calimesa Community Development Director or designee.	
B-3	The applicant shall apply a seed mix approved by RCA and Fish and Game in the bare areas adjacent to Natural Open Space areas after construction is complete to minimize the potential for exotic species introduction.	Submittal of landscape plans and direct observation during seed dispersal.	Prior to issuance of building permits in each phase.	Community Development Director.	
B-4	Mitigation recommendations for potential permanent indirect impacts to wetland habitats shall be satisfied by applying a native seed mix approved by RCA and Fish and Game to the bare areas adjacent to Natural Open Space areas after construction is complete to minimize the potential for exotic species introductions.	Submittal of landscape plans for restoration and direct observation and consultation with USFWS, and CDFG, and RCA.	Prior to issuance of building permits in each phase. Ongoing during construction activities in each phase.	Community Development Director or designee.	
B-5	To avoid significant adverse impacts to Criteria Area Species (CAS) and to ensure compliance with the MSHCP, pre-grading focused surveys shall be conducted by a qualified biologist according to protocol. If the site is found to be occupied and at least 90% of the area with long-term	Submittal of report of findings and consultation with the RCA, USFWS, and CDFG.	Prior to issuance of a grading permit in each phase.	City of Calimesa Community Development Director or designee.	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
B-6	<p>conservation value cannot be avoided, then the applicant must submit a plan for a Biologically Equivalent or Superior Preservation alternative to the City. Prior to approval of an alternative, the USFWS and CDFG shall be notified of such determinations and shall be provided a 60-day review and response period. A grading permit shall not be issued until the applicant has fulfilled its obligations regarding the approved alternative pursuant to the MSHCP.</p> <p>In order to minimize potential impacts to burrowing owl and to comply with the MSHCP, focused burrowing owl winter and breeding season surveys and a 30-day pre-grading survey must be conducted. The surveys shall be conducted within the grading footprint plus a 300-foot buffer by a qualified biologist according to CDFG protocol. If active burrows are found during the breeding season, grading activities shall be postponed until a qualified ornithologist has determined that the nest has successfully fledged young. If active burrows are found outside the breeding season, relocation of the owls shall be conducted in accordance with requirements outlined in the MSHCP. Grading and associated activities shall commence only when a qualified biologist has determined that the burrows are no longer active. If three or more pairs of burrowing owl are found within the project site and at least 90% of the occupied area with long-term conservation area cannot be avoided, then the applicant must submit a plan for a Biologically Equivalent or Superior Preservation alternative to the City. Prior to approval of an alternative, the USFWS and CDFG shall be notified of such determinations and be provided a 60-day review and response period. A grading permit shall not be issued until the applicant has fulfilled its obligations regarding the approved alternative pursuant to the MSHCP.</p>	<p>Burrowing owl report submitted to the City. If required, submittal of a plan for a biologically equivalent or superior alternative and consultation with RCA, CDFG and USFWS.</p>	<p>Prior to issuance of a grading permit in each phase.</p>	<p>City of Calimesa Community Development Director or designee.</p>	
B-7	<p>Prior to the issuance of grading permits, the applicant shall submit a drainage plan showing compliance with NPDES requirements.</p>	<p>Submittal of plans with the grading plan for each phase.</p>	<p>Prior to issuance of a grading permit for each phase.</p>	<p>City of Calimesa City Engineer/Public Works Director or designee.</p>	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/ Initials
B-8	The applicant shall incorporate shielding to minimize ambient nighttime lighting in and adjacent to the MSHCP Conservation Area and natural open space areas. Street and parking lot lighting shall be designed with internal baffles to direct lighting toward the ground and have zero side angle cutoff to the horizon. The applicant shall incorporate a prohibition on floodlights and other ambient lighting into the CC & R's in or adjacent to the MSHCP Conservation Area and natural open space areas.	Submittal of lighting plan depicting the locations and specifications for lights used for phases adjacent to MSHCP conservation areas.	Prior to issuance of building permits in each phase.	City of Calimesa Community Development Director.	
B-9	The applicant shall incorporate measures to reduce noise in and adjacent to the MSHCP Conservation Area and natural open space areas. Vegetation and/or fencing that effectively reduce noise shall be placed along streets and parking lots in or adjacent to the MSHCP Conservation Area and natural open space areas. The applicant shall incorporate into CC & R's a prohibition on the use of motorized equipment by homeowners in or adjacent to the MSHCP Conservation Area and natural open space areas.	Submittal of a noise study for development in phases adjacent to MSHCP conservation areas.	Prior to issuance of the first building permit for each phase.	City of Calimesa Community Development Director or designee.	
B-10	Prior to the issuance of grading permits, the applicant shall submit a construction staging area plan, identifying areas to be utilized for equipment storage, maintenance, and refueling. These areas shall not be located within the proposed Conservation Area.	Submittal of a construction staging plan to the City of Calimesa.	Prior to issuance of a grading permit for each phase.	City of Calimesa City Engineer/Public Works Director or designee.	
B-11	Prior to the issuance of grading permits, the applicant shall submit a landscape plan to the City of Calimesa. No invasive species (see MSHCP, Vol. 1, Table 6.2, pages 6-44 through 6-46, Plants That Shall Be Excluded From Landscape Adjacent To Conservation Area) shall be part of the landscape plan for areas within the onsite Conservation Area and adjacent to the off-site Conservation Area.	Submittal of landscape plans to the City of Calimesa.	Prior to issuance of a grading permit for each phase.	City of Calimesa Community Development Director or designee.	
B-12	Prior to the issuance of grading permits, the limits of the off-site Conservation Area, where it abuts the project boundary, shall be clearly marked with construction lath and a highly visible tape. Signs shall be placed at regular intervals along the boundary informing workers that the area is off limits.	On site observation of boundary limits.	Prior to issuance of a grading permit for each phase.	City of Calimesa Community Development Director or designee.	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
B-13	The applicant shall place signs along the boundaries of the property abutting the off-site Conservation Area indicating that the area is potentially sensitive habitat and that trespassing is forbidden.	Submittal of a sign program for the Conservation Area marking.	Prior to issuance of occupancy permits in adjacent phases.	Community Development Director or Designee.	
Cultural Resources					
CR-1	In the event that unanticipated prehistoric cultural resources are encountered during construction, all earthmoving activity shall cease in the area until the services of a qualified archaeologist are retained. The archaeologist shall examine the prehistoric cultural resources, assess their significance, and make a recommendation for mitigation as needed.	Call the on-call archeologist if resources are encountered.	On-going during Grading and Construction.	Community Development Director or Designee.	
CR-2	If Native American cultural resources are discovered, the developer/contractor shall immediately contact the City of Calimesa, which shall in turn notify the Morongo Band of Mission Indians. If requested by the Tribe, the City shall consult on the discovery and disposition of artifacts, including but not limited to avoidance, preservation, or return of artifacts to the Tribe.	On-call archeologist to call City staff.	On-going during Grading and Construction.	Community Development Director or Designee.	
CR-3	If human remains are encountered during grading and other construction excavation, work in the immediate vicinity shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5	Contact County Coroner.	On-going during Grading and Construction.	Community Development Director or Designee.	
CR-4	A qualified archaeologist/historian shall monitor future demolition and subsequent grading activities at the historic sites. In the event that unanticipated historic cultural resources are encountered during construction, all earthmoving activity shall cease in the area until the archaeologist can examine the historic cultural resources, assess their significance, and make a recommendation for mitigation as needed.	Monitoring of demolition by a qualified archeologist/historian	On-going during demolition.	Community Development Director or Designee.	
CR-5	A qualified paleontologist shall monitor grading as described in Measure CR-6. The paleontologist shall be present at any pre-grading meetings to explain the monitoring program to the	Site Inspection and monitoring by a qualified	On-going during Grading.	Community Development Director or Designee.	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
CR-6	<p>contractors prior to initiation of any earth disturbing construction excavation (grading) activities. The monitoring program shall include the measures listed in Measure CR-6.</p> <p>In units with known high potential to impact significant paleontological resources, a supervised paleontological field monitor shall be present during earth disturbing construction excavation (grading) activities on a full-time basis. The areas that shall be monitored full-time include any grading in the San Timoteo Formation and the Older Alluvial Sediments, and grading below three meters depth in the Quaternary Younger Alluvium and the Recent Wash Sediments. Monitoring shall be conducted every grading day during each hour that brushing or grubbing and earth disturbing construction excavation (grading) activities are being conducted in these areas.</p> <p>a) A qualified paleontologist shall supervise the paleontological field monitor. The normal monitoring of earth disturbing construction excavation (grading) activities shall include hand recovery of minor concentrations of significant paleontological resources.</p> <p>b) The project paleontologist and/or field monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large fossil specimens encountered during construction grading excavations.</p> <p>c) Monitoring and/or salvage of significant paleontological resources shall be consistent with the provisions of CEQA, as well as regulations of the City of Calimesa, and the guidelines of the Society of Vertebrate Paleontology's Measures for Assessment and Mitigation of Adverse Impacts to Non-Renewable Paleontological Resources: Standard Procedures (SVP 1991).</p> <p>d) As required by SVP (1991) the monitoring program shall involve collection of samples of fossiliferous matrix sediments suspected of containing small</p>	<p>paleontologist.</p> <p>Submit report of findings at the end of monitoring.</p>	<p>On-going during Grading.</p>	<p>Community Development Director or Designee.</p>	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
	<p>invertebrate or vertebrate fossils. Once collected, the samples shall be dry screened and/or water washed to recover small sized and/or microscopic fossils. A sample of 6,000 pounds of matrix for each horizon, paleosol, or stratigraphic bed at each fossil locality within a sedimentary unit is considered adequate. To avoid construction delays, matrix samples may be removed from the path of excavation equipment for processing either on- or off-site. If concentrations of small and/or microscopic invertebrates, rodents, mammals, or other vertebrates are encountered during sampling, it will be necessary to wash and screen additional samples of matrix. The project paleontologist will determine the number of additional samples. Washed matrix samples will be visually examined, as need with binocular microscopes, and hand-sorted to recover a representative sample of fossil specimens. The remaining unsorted portion of the screened and/or washed matrix shall be accessioned into a museum repository with retrievable storage.</p> <p>e) Salvaged fossils shall be identified, curated to a point of identification, and accessioned (deposited) into a permanent and accredited institution maintaining fossil collections, such as the San Bernardino County Museum or the Geology Department at the University of California at Riverside.</p> <p>f) Upon completion of construction excavations, the project paleontologist shall submit a grading monitoring report of findings and significance for review and approval by the City of Calimesa. The report shall include at least the following elements:</p> <ul style="list-style-type: none"> ● The dates of paleontological resource monitoring; ● A description of the on-site geology; ● A description of the on-site stratigraphy; ● A catalogue and analysis of the fossils observed 				

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials												
	and/or salvaged; <ul style="list-style-type: none"> • A brief statement of significance of the salvaged fossils; and, • The repository where the salvaged fossils were accessioned. Upon approval by the City of Calimesa, acceptance of the final report of findings and significance indicates the completion of the program to mitigate impacts to paleontological resources to a less than significant level.																
Geology and Soils																	
GS-1	Geotechnical reports recommend specific setback distances for structures along the Western Fault Zone, Eastern Fault Zone, and grading areas. These setback distances are shown in Figure 3.5-4 of the Draft EIR and further details are provided in Appendix E. These setback distances shall be incorporated as mitigation measure for the Proposed Project	Show all setbacks on the final tract map and grading plans.	Prior to the issuance of a grading permit or recodation of the final map, whichever is sooner.	City of Calimesa City Engineer/Public Works Director or designee.													
GS-2	Structures on the site shall be designed in accordance with the latest edition of the California Building Code (CBC). To conform to these provisions, the minimum seismic design should comply with the 2001 CBC, Chapter 16 (cited figures and tables in the code) using the following seismic coefficients:	Submittal of geotechnical studies for developments in each phase showing how structures would be designed.	Prior to issuance of grading permits and building permits.	City of Calimesa Building Official or designee.													
<table border="1"> <tr> <td data-bbox="1036 1134 1060 1329">Seismic Zone 4</td> <td data-bbox="1036 1329 1060 1402">Z=0.4</td> </tr> <tr> <td data-bbox="1060 1134 1101 1329">Fault Type</td> <td data-bbox="1060 1329 1101 1402">B</td> </tr> <tr> <td data-bbox="1101 1134 1141 1329">Distance</td> <td data-bbox="1101 1329 1141 1402">~ 5 km (to west property line) 10 km (to east property line)</td> </tr> <tr> <td data-bbox="1141 1134 1182 1329">Near Source Factors</td> <td data-bbox="1141 1329 1182 1402">Na = 1.0 Nv = 1.0 (east) to 1.2 (west)</td> </tr> <tr> <td data-bbox="1182 1134 1222 1329">Soil Profile Type</td> <td data-bbox="1182 1329 1222 1402">Soil Profile Type (SC)</td> </tr> <tr> <td data-bbox="1222 1134 1328 1329">Seismic Coefficients</td> <td data-bbox="1222 1329 1328 1402">Ca = (0.4)(Na) = 0.4 Cv = (0.56)(Nv) = 0.56 (east) to 0.67 (west)</td> </tr> </table> <p data-bbox="1328 1134 1445 1402">Note that the site is about 5 km wide in the east-west direction so the west side of the site is about 5km closer to the San Jacinto Fault than the east side which is about 10 km away. This leads to different design values for facilities depending on where they are located.</p>		Seismic Zone 4	Z=0.4	Fault Type	B	Distance	~ 5 km (to west property line) 10 km (to east property line)	Near Source Factors	Na = 1.0 Nv = 1.0 (east) to 1.2 (west)	Soil Profile Type	Soil Profile Type (SC)	Seismic Coefficients	Ca = (0.4)(Na) = 0.4 Cv = (0.56)(Nv) = 0.56 (east) to 0.67 (west)				
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GS-3	<p>All on-site grading activities shall be performed in accordance with all Grading Codes of the City of Calimesa. Additionally, the Hushmand and Petra report (2004a) recommended grading specifications that are provided in Draft EIR Appendix E and shall be incorporated as mitigation measures for the Proposed Project. All grading activities shall be accomplished under the direct supervision of a certified engineering geologist.</p>	<p>Submittal of geotechnical studies for developments in each phase showing how structures would be designed.</p>	<p>Prior to issuance of building permits and grading permits.</p>	<p>City of Calimesa City Engineer or designee.</p>	
GS-4	<p>The following preventative measures shall be implemented to minimize wind and water erosion onsite:</p> <ul style="list-style-type: none"> • Dust control measures shall be incorporated into the site grading plans. Site grading shall be in strict compliance with the requirements of the South Coast Air Quality Management District (SCAQMD). • Surface disturbance shall be kept to a minimum that is required to construct and operate the Proposed Project. • All excavation and grading work should be scheduled in dry weather months, or the construction site shall be weatherized to withstand or avoid erosion. • The Proposed Project shall be designed and constructed with erosion control features to control or minimize runoff and to protect areas susceptible to erosion from surface flow or wind. • Stockpiles of excavated soils shall be covered with secured tarps or plastic sheeting. <p>Drainage control structures shall be used where necessary to direct surface drainage away from disturbance areas and to minimize runoff and sediment disposition down-slope from all disturbed areas. These structures will include culverts, ditches, water bars (berms and cross ditches), and/or sediment traps.</p>	<p>Submittal of Dust Control Plan and SWPPP for drainage control and Best Management Practices (BMPs).</p>	<p>Approval of plans prior to grading activity, and on-going monitoring during Construction.</p>	<p>City of Calimesa Engineer or designee.</p>	
GS-5	<p>A qualified soils engineer shall be consulted to evaluate the potential corrosivity of the soil and to recommend methods for protecting metal and concrete. These recommendations shall</p>	<p>Submittal of plans prior to issuance of a building permit.</p>	<p>Prior to issuance of a building permit</p>	<p>City of Calimesa Building Official or designee.</p>	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
	be made part of the building permit conditions for the Proposed Project.		in each of the phases.		
GS-6	Buildings or other inhabited locations along canyons, valleys, and other locations within the Proposed Project site with steep slopes must be protected from landslides. Locations above and below these steep slopes shall account for the landslide hazard by setting structures back from the top and away from the bottom of slopes in accordance with applicable building codes. Recommendations regarding the on-site steep slopes are provided in Draft EIR Appendix E and shall be incorporated as mitigation measures for the Proposed Project.	Submittal of plans prior to issuance of grading permit	Prior to issuance of grading permits in phases where steep slopes are located.	City of Calimesa Engineer or designee.	
GS-7	Fill materials must be properly compacted to minimize potential geotechnical concerns associated with unstable soils beneath Proposed Project structures or facilities during an earthquake event and to minimize subsidence issues. Therefore, recommendations provided in the Hushmand and Petra report (2004a) shall be implemented to minimize these impacts. These recommendations are presented in Draft EIR Appendix E .	Submittal of results of compaction testing.	On-going during Grading.	City of Calimesa Engineer or designee.	
GS-8	All single-family residential structures shall have conventional shallow foundations and slab-on-grade or post-tension slab/foundations.	Submittal of foundation plans.	Prior to issuance of a building permit.	City of Calimesa Building Official.	
GS-9	The Hushmand and Petra report (2004a) geotechnical engineering recommendations shall be incorporated as mitigation measures for the Proposed Project and/or Conditions of Approval. Recommendations are located in section 7.0 of the <i>Limited Geotechnical Investigation in Support of EIR Activities for the Oak Valley at Calimesa, Riverside, California, June, 2004</i> .	Grading plans, building plans and subsequent geotechnical studies for specific development.	On-going during development of the site.	City of Calimesa City Engineer/Public Works Director, Building Official and/or designee.	
Hydrology/Drainage/Water Quality					
WQ-1	The Applicant shall prepare and submit a SWPPP to the City of Calimesa. The SWPPP shall include a requirement to include hydrocarbon filters along the	Grading and Construction Plan Review, periodic site	Prior to issuance of a grading permit.	City of Calimesa City Engineer/Public Works Director.	

Section 10.0 - Mitigation Monitoring And Reporting Program

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
	perimeter of the retention basin. The SWPPP must be prepared by a licensed engineer, hydrologist, or erosion control specialist and shall be reviewed by the City prior to issuance of a Grading Permit. The SWPPP shall be available on-site at all times for review by the City and RWQCB inspectors.	inspection.	During grading, foundation construction and building construction.		
WQ-2	The Applicant shall be responsible for coordinating all SWPPPs for various projects and facilities to make sure the overall Proposed Project meets the requirements specified in the Federal CWA and the State Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code).	Grading and Construction Plan Review.	During grading, foundation construction and building construction.	City of Calimesa City Engineer/Public Works Director.	
WQ-3	Detention basins shall be constructed in accordance with the recommendations provided in the Van Dell and Associates, Inc. report entitled <i>Oak Valley Development Project Existing and Developed Condition Hydrology Study, Volumes 1 and 2</i> , dated May 2005.	Grading and Construction Plan Review.	During grading, foundation construction and building construction.	City of Calimesa City Engineer/Public Works Director.	
Noise					
N-1	Deleted. Issue addressed in N-14				
N-2	During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.	Notes on grading plans, Periodic Site Inspection.	On-going During construction.	City of Calimesa Public Works Director.	
N-3	The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.	Notes on grading plans, Periodic Site Inspection.	On-going During construction.	City of Calimesa Public Works Director.	
N-4	The construction contractor shall limit all construction-related activities that would result in high noise levels consistent with the construction hours adopted by the	Notes on grading plans, Periodic Site Inspection.	On-going During construction.	City of Calimesa Public Works Director.	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
	City's Noise Ordinance.				
N-5	The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.	Notes on grading plans, Periodic Site Inspection.	On-going During construction.	City of Calimesa Public Works Director.	
N-6	Construction activities shall be limited to the hours permitted by the City's Noise Ordinance	Notes on grading plans, Periodic Site Inspection.	On-going During construction.	City of Calimesa Public Works Director /Building Official.	
N-7	Construction equipment shall be equipped with manufacturer recommended mufflers or equivalent.	Notes on grading plans, Periodic Site Inspection.	On-going During construction.	City of Calimesa Public Works Director.	
N-8	Equipment engine covers shall be maintained on the apparatus as designed by the manufacturer.	Notes on grading plans, Periodic Site Inspection.	On-going During construction.	City of Calimesa Public Works Director.	
N-9	Construction equipment shall be turned off when not in use.	Notes on grading plans, Periodic Site Inspection	On-going During construction	City of Calimesa Public Works Director.	
N-10	Equipment used for project construction shall be hydraulically or electrically powered whenever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used.	Notes on grading plans, Periodic Site Inspection.	On-going During construction.	City of Calimesa Public Works Director.	
N-11	External jackets should be used on the tools where feasible. Quieter procedures shall be used such as drilling rather than impact equipment whenever possible.	Notes on grading plans, Periodic Site Inspection.	On-going During construction.	City of Calimesa Public Works Director.	
N-12	Stationary noise sources shall be located as far from existing sensitive receptors as possible. If stationary sources must be located near existing sensitive receptors, they shall be adequately muffled and enclosed within temporary sheds or portable sound blankets shall be used.	Notes on grading plans, Periodic Site Inspection.	On-going During construction.	City of Calimesa Public Works Director.	
N-13	Deleted as duplicate to N-3.				

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
N-14	County Line Road west of Extension of Roberts Road shall not be used for construction traffic unless other alternative routes are not available. Construction truck traffic shall be limited to construction hours permitted by the City's Noise Ordinance.	Notes on grading plans, Periodic Site Inspection. Submit a construction traffic plan for each phase.	Inspections on-going during construction. Plans verified prior to issuance of first grading permit in each phase.	City of Calimesa Building Official, City Engineer/Public Works Director.	
N-15	Off-site and on-site speed controls shall be implemented and enforced.	Notes on grading plans, Periodic Site Inspection.	On-going During construction.	City of Calimesa Public Works Director.	
N-16	Rubberized asphalt concrete (RAC) shall be used along noise sensitive receptors whenever practical.	Notes on grading plans, Direct observation.	On-going during construction.	City of Calimesa City Engineer/Public Works Director.	
N-17	Heavy equipment activities adjacent to residences shall be limited to the minimal periods required to complete the task.	Notes on grading plans, Periodic site inspection.	On-going during construction.	City of Calimesa Public Works Director.	
N-18	<p>Transportation-related Noise</p> <p>Either of the following mitigation measures shall be implemented prior to the commencement of the use of proposed access roads and/or on-site Project roads:</p> <p>1) The exterior noise sensitive areas may require the construction of noise barriers ranging in height up to 10-feet for proposed residential lots adjacent to the project roadways as well as in existing residential neighborhoods near proposed new access roads (Roberts Road Extension and related roads). Any residential lots adjacent to the I-10 Freeway may also require 10-foot or higher noise barriers in order to meet the City of Calimesa 65 dBA CNEL standard. The noise barriers are recommended based the Noise Analysis using the worse-case conditions of a flat grading plan and minimum building setbacks. The actual noise height and location of noise barriers would be dependent upon final grading and building plans. Or;</p>	Approval of plans, submittal of a site specific noise analysis to the City and/or site inspection.	Prior to the commencement of the use of proposed access roads and/or on-site Project roads.	City of Calimesa Community Development Director or designee.	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
	2) A site-specific noise study for the Roberts Road Extension and related access roads and each of the proposed phases shall be conducted to determine the final noise barrier recommendations needed to comply with the City of Calimesa 65 dBA CNEL standard for exterior areas. Additionally, a final noise study will also need to be prepared prior to the issuance of the first building permit of each affected phase within the proposed project. This final report would identify the interior noise analysis based upon final grading plans and building plans.				
N-19	Sufficient building insulation or other methods shall be provided, as required by a Noise Study, to residential homes near I-10 to reduce interior noise levels to the City's 45 dBA CNEL interior noise level standards.	Conditions of approval to be determined during subsequent noise studies for specific development projects in phases near I-10.	Prior to the issuance of building permits.	City of Calimesa Building Official or Community Development Director or designee.	
N-20	Residential dwellings shall be oriented to minimize noise impacts to the living exterior areas (e.g., living areas at rear of the house and front yards facing noise sources or noise sensitive locations within the building [e.g., bedrooms] farthest from the noise source).	Design Review.	Prior to the Approval of DPR.	City of Calimesa Community Development Director or designee.	
N-21	Parking areas shall be placed between noise sources (e.g., roadways and I-10) whenever practical.	Design Review.	Prior to the permits.	City of Calimesa Community Development Director or designee.	
N-22	School and park activities adjacent or near residential areas shall be limited whenever practical to the hours of 7:00 a.m. to 10:00 p.m.	Conditions of approval.	On going	City of Calimesa Community Development Director or designee.	
Public Health and Safety/Hazardous Materials					
HAZ-1 & HAZ-2	Development of the mixed-use sites (PA 4) to the north of PA 6 and PA 7 shall be compatible with activities planned for these school site locations.			City of Calimesa Community Development Director	

Section 10.0 - Mitigation Monitoring And Reporting Program

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
HAZ-3	Traffic controls for the proposed school sites located in PAs 6 and 7 shall be implemented and enforced for the protection of activities planned for the sites.	Submittal of Traffic Control Plan.	Prior to the issuance of building permits in school site planning area.	City of Calimesa City Engineer/Public Works Director or designee.	
HAZ-4	All federal, State of California, County of Riverside, and the City of Calimesa LORS and plans dealing with the use, storage, transport, and disposal of hazardous materials or wastes shall be implemented.	Conditions of approval, review of the building and traffic circulation plans for individual projects.	Prior to the issuance of building permits.	Fire Marshall or Designee.	
HAZ-5	All water mains and fire hydrants shall be reviewed by the Riverside County Fire Department and constructed in accordance with the Riverside County Ordinance No. 460 and/or 787.1 as adopted by the City of Calimesa in the Municipal Code.	Conditions of approval, review of the building and traffic circulation plans.	Prior to the issuance of building permits.	Fire Marshall or Designee.	
HAZ-6	All buildings shall be constructed in accordance with provisions contained in Riverside County Ordinance 787.1 as adopted by the City of Calimesa in the Municipal Code, and roofing materials shall be in accordance with Section 1503 of the Uniform Building Code.	Conditions of approval, review of the building plans.	Prior to the issuance of building permits.	Fire Marshall or Designee.	
HAZ-7	Prior to approval of any development plan for land adjacent to open space areas, a Fire Protection/Vegetation Management (Fuel Modification) Plan shall be developed and submitted to the Riverside County Fire Department for review and approval. Additionally, the Homeowner's Association or the appropriate management entity for the Proposed Project shall be responsible for maintaining the elements of this Plan.	Submittal of Fire Protection and Vegetation Management Plan.	Prior to the issuance of grading permits in each phase.	Fire Marshall or Designee, RCA verifies consistency with the MSHCP.	
HAZ-8	The Proposed circulation system shall be acceptable to the City's transportation and fire departments.	Review of DPR, CUP, TTM.	Prior to the Approval of DPR, CUP, TTM.	City of Calimesa City Engineer/Public Works Director and Fire Chief.	

Section 10.0 - Mitigation Monitoring And Reporting Program

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
HAZ-9	Soil stained area in the debris area near the old mobile home park shall be further investigated, removed by a licensed cleanup contractor, and disposed in accordance with federal and state LORS.	Submittal of verifying documents showing cleanup is complete.	Prior to the issuance of grading permits for that site.	City of Calimesa City Engineer/Public Works Director or Fire Chief.	
HAZ-10	Soil staining near the fallen transformers shall be sampled for PCBs, mineral soil, or petroleum hydrocarbons. If the soil is contaminated at regulatory action levels, a licensed cleanup contractor shall remove it in accordance with federal and state LORS.	Submittal of verifying documents showing cleanup is complete.	Prior to the issuance of grading permits for that site.	City of Calimesa City Engineer/Public Works Director.	
HAZ-11	The soils near the olive trees shall be sampled and tested for pesticides (including organochlorine pesticides such as dichlorodiphenyltrichloroethane [DDT], dichlorodiphenyldichloroethane [DDD], and dichlorodiphenyldichloroethylene [DDE] used up until 1970s) to determine if soils contain regulatory action levels. Soil testing shall be required to identify any potential public health risk associated with development of the area for residential uses.	Submittal of verifying documents showing cleanup is complete.	Prior to the issuance of grading permits for Phases 13 and 14.	City of Calimesa City Engineer/Public Works Director.	
Public Services					
PS-1	The project site design shall include the construction of a redundant (looped) water service adequate to provide a gallon per minute fire flow standard as determined by the Fire Department. The Department shall consult with the Yucaipa Valley Water District to ensure that the needed fire flow can be achieved. The final project design shall include any other measures identified during design review to provide adequate fire protection for the uses proposed.	Submittal of plans and verifying documents.	Prior to the approval of final tract maps.	City of Calimesa Engineer/Fire Chief.	
PS-2	The City shall coordinate with the sheriff's department to evaluate the level of service and related facilities or facilities required as a result of the Proposed Project.	Payment of Police Impact fees	Prior to the issuance of building permits in each phase.	City of Calimesa Building Official.	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
PS-3	Fire protection impact fees shall be paid to the City of Calimesa to construct fire stations and/or pay for engine companies to service the area as a result of the Proposed Project.	Payment of Fire Impact fees.	Prior to the issuance of building permits in each phase	City of Calimesa Building Official.	
PS-4	The City shall coordinate with the county fire department to evaluate the response time, level of service, and related facilities or facilities required as a result of the Proposed Project.	Plan review.	Prior to the issuance of building permits in each phase	City of Calimesa Fire Chief.	
PS-5	All water lines and fire hydrants constructed at the Proposed Project site shall be reviewed by the Riverside County Fire Department and shall be designed to meet the Riverside County Ordinance No. 460 and/or 787.1 as adopted by the City of Calimesa in the Municipal Code.	Plan review, field inspection.	Prior to certificates of occupancy in each development project.	Riverside County Fire official.	
PS-6	The Riverside County Fire Department shall approve all fire hydrant locations and other fire design requirements for the Proposed Project.	Site plan review.	Prior to the issuance of building permits for each development project.	Riverside County Fire official.	
PS-7	The developer shall pay school impact fees and/or land and improvements pursuant to the requirements of SB 50. This shall be established in accordance with state formulas for determining developer fees.	Payment of Fees.	Prior to the issuance of building permits.	City of Calimesa Building Official.	
PS-8	The developer shall designate potential school sites for the project. If the school district reaches an agreement with the developer to purchase the designated school sites, the school district shall be responsible to construct the sites as schools. If the school district does not purchase the sites, the developer shall develop the designated school sites consistent with the Specific Plan.	Review of the Specific Plan Land Use Plan and DPR review and approval.	Prior to approval development of the school sites other than schools.	City of Calimesa Community Development Director	
PS-9	Library impact fees shall be paid to the City of Calimesa to cover costs associated with increased demands associated with library services resulting from the Proposed Project.	Payment of fees.	Prior to the issuance of building permits in each phase.	City of Calimesa Building Official.	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
PS-10	The YVWD has determined that adequate sources of water are available for domestic and recycled water supplied for the Proposed Project. The developer shall be responsible for the construction or supplemental production, transmission, and storage facilities needed to serve the Proposed Project in accordance with the supply assessment.	Review of Final Map and/or requirement of bonds	Prior to the recordation of the Final Map.	City of Calimesa Engineer or designee.	
PS-11	Water-related development impact fees and water-related charges in effect during construction shall be paid to YVWD.	Copies of receipts and verifying documents.	Prior to the issuance of occupancy permits in each phase.	Building Official.	
PS-12	The Proposed Project developer shall be responsible for installing the necessary infrastructure to achieve fire protection and the maximum/minimum water pressure service standards as provided by the YVWD.	Site Plan, Tract Map review and direct observation.	Prior to the issuance of building permits in each phase.	City of Calimesa City Engineer/Public Works Director or Building Official.	
PS-13	The Proposed Project developer shall be required to install as necessary both potable water and recycled water to each residential, public institution, and mixed-use lots as required by the YVWD and as set forth in SB 221 and SB 610. All connections to the recycled water system will be the responsibility of the developer and shall be in accordance with the development of the Cross-Connection Prevention Plan.	Site Plan review, direct observation.	Prior to the issuance of building permits in each phase.	City of Calimesa City Engineer/Public Works Director or Building Official.	
PS-14	The Proposed Project developer shall pay all YVWD impact fees associated with wastewater-related charges resulting from the Proposed Project, as determined by the water supply assessment at the time of permit issuance. These fees shall include, but not be limited to, sewer treatment expansion fees and necessary permits.	Copies of receipts and verifying documents submitted to the City.	Prior to the issuance of building permits in each phase.	City of Calimesa City Engineer/Public Works Director or Building Official.	
PS-15	The Proposed Project developer shall be responsible for complying with the RWQCB 2004 Basin Plan and Maximum Benefit demonstration as adopted by the RWQCB.	Submittal of SWPPP and Water Quality Management Plan.	Prior to the issuance of building permits in each phase.	City of Calimesa City Engineer/Public Works Director.	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
PS-16	The proposed project shall be serviced by the existing YVWD plant to the north of the project site.	Review of improvement plans	phase Prior to the Final Map	City of Calimesa Public Works Director/City Engineer	
PS-17	The Proposed Project developer shall obtain all necessary NPDES permits from the RWQCB related to construction and operation of the Proposed Project.	Submittal of SWPPP to Regional Water Quality Control Board (RWQCB).	Prior to the issuance of building and grading permits in each phase.	City of Calimesa City Engineer/Public Works Director.	
Traffic					
	Mitigation Measures T-1 through T-4 reflect the Conditions of Approval imposed by the City of Calimesa. These measures differ from those recommended by the Traffic Impact Analysis and are more directly linked to project phasing and the issuance of building permits.				
T-1	<p>Phase 1</p> <p>T-1a. Construct the following improvements prior to issuance any building permits excluding models. After the completion of the following improvements, 528 building permits within PAs 9, 40, 41, and 42 shall be issued:</p> <ul style="list-style-type: none"> • Half width Sandalwood Drive from the freeway ramps to Roberts Road • Half width Roberts Road from South Loop B to North Loop A • Half width Roberts Road and Roberts Road Extension from North Loop A to County Line Road • Half width County Line Road from the extension of Roberts Road to the freeway ramps • Half width 7th Street realignment from Sandalwood Drive to Roberts Road • Install stop sign and right turn only at 7th Street • Half width North Loop A from Roberts Road to D Street 	Submittal of revised circulation plans with the grading plans.	Prior to issuance of building permits, excluding models, within Phase 2 Planning Areas as stated.	City of Calimesa Traffic Engineer or designee.	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
	<ul style="list-style-type: none"> • Half width South Loop B from Roberts Road to D Street • Half width Street C from South Loop B to North Loop A • Half width Street D from South Loop B to North Loop A • Half width Street F from North Loop A to Extension of Roberts Road • Full width Street G from Street F to the Mesa View School • Half width Street D From North Loop A to the terminus of the property (cul-de-sac) if PA 21 or 34 developed in the 1st phase • 24' pavement County Line Road from the terminus of the property (cul-de-sac) to the existing pavement if PA 21 or 34 developed in the 1st phase • Half width North Loop A from D Street to PA21 entrance if PA 21 developed in the 1st phase • Half width South Loop B from D Street to PA34 entrance if PA 34 developed in the 1st phase • Plans for County Line Road, Sandalwood Drive, and Calimesa Boulevard interchange improvements required for Phase 1 shall be approved. <p>T-1b. Construct the following improvements to allow the issuance of 196 building permits within PAs 11 and 12 for a total of 724 building permits:</p> <ul style="list-style-type: none"> • Full Width Sandalwood Drive from the freeway ramps to Roberts Road <p>Intersection Improvements:</p> <ul style="list-style-type: none"> • County Line Road at Calimesa Boulevard <ul style="list-style-type: none"> ○ East bound County Line Road <ul style="list-style-type: none"> - One new combination through/right turn in addition to the existing through lane and the existing left turn only 				

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
	<ul style="list-style-type: none"> • County Line Road at east bound ramp <ul style="list-style-type: none"> ◦ West bound County Line Road <ul style="list-style-type: none"> - One new right turn only in addition to the existing through lane <p>Sandalwood Drive Interchange improvements:</p> <ul style="list-style-type: none"> • East bound off ramp new right turn only in addition to the existing lane • Back to back left turn lane by re-striping at the I-10/Sandalwood interchange ramp intersection • Signals at Sandalwood Drive and I-10 east bound ramps <p>County Line Road Interchange improvements:</p> <ul style="list-style-type: none"> • East bound off ramp new lane right turn only in addition to the existing lane • East bound County Line Road under the bridge one new through lane by re-striping in addition to the existing through lane and the existing left turn only lane • Signals at County Line Road and I-10 east and west ramps <p>T-1c. Construct the following improvements to allow the issuance of 92 building permits within PA 8 for a total of 816 building permits</p> <ul style="list-style-type: none"> • Full width Street F from North Loop A to Extension of Roberts Road • Full Width North Loop A from Roberts Road to D Street • Full width Roberts Road from South Loop B to North Loop A • Full width Street C from South Loop B to North Loop A • Full width Street D from South Loop B to North Loop A 				

Section 10.0 - Mitigation Monitoring And Reporting Program

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
T-2	<p>Intersection improvements:</p> <ul style="list-style-type: none"> • Roberts Road and North Loop A: <ul style="list-style-type: none"> ○ Roberts Road north bound <ul style="list-style-type: none"> - One new left turn only and new combination through/right turn ○ Roberts Road south bound <ul style="list-style-type: none"> - One new left turn only and new combination through/right turn • North Loop A east bound <ul style="list-style-type: none"> ○ One new left turn only and new combination through/right turn • North Loop A west bound <ul style="list-style-type: none"> ○ One new left turn only and new combination through/right turn • Extension of Roberts Road and County Line Road <ul style="list-style-type: none"> ○ County Line Road west bound <ul style="list-style-type: none"> - One new left turn only in addition to the existing through lane ○ Roberts Road <ul style="list-style-type: none"> - One new left turn only and one right turn only - Install a stop sign at Roberts Road - Signals at Sandalwood Drive and Roberts Road <p>Calimesa Boulevard Interchange Improvements:</p> <ul style="list-style-type: none"> • Signals at Calimesa Boulevard and I-10 west bound ramp, if warranted, if not shall be checked for warrants in Phase 2. 	<p>Submittal of revised circulation plans with the grading plans.</p>	<p>Prior to issuance of building permits, excluding</p>	<p>City of Calimesa Traffic Engineer or designee.</p>	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
	<ul style="list-style-type: none"> • Full width Street E • Half width Street D From North Loop A to the terminus of the property (cul-de-sac) if not built in the 1st phase • 24' pavement County Line Road from the terminus of the property (cul-de-sac) to the existing pavement if not built in the 1st phase • Half width North Loop A from D Street to PA21 entrance if not built in the 1st phase • Half width South Loop B from D Street to PA34 entrance if not built in the 1st phase • Plans for County Line Road, Sandalwood Drive, and Calimesa Boulevard interchange improvements required for Phase 2 shall be approved. <p>T-2b. Construct the following improvements to allow the issuance of 441 building permits within PAs 17, 19, 35, and 36 for a total of 1,257 building permits</p> <ul style="list-style-type: none"> • Full width County Line Road from the extension of Roberts Road to the freeway ramps. <p>Intersection Improvements:</p> <ul style="list-style-type: none"> • County Line Road east bound at the east bound I-10 ramps <ul style="list-style-type: none"> ○ One new through lane in addition to the existing combination through/right turn lane • Sandalwood Drive east bound at the east bound I-10 ramps <ul style="list-style-type: none"> ○ One new right turn only in addition to the existing through lane • Sandalwood Drive east bound at Calimesa Boulevard <ul style="list-style-type: none"> ○ One new right turn only in addition to the existing two through lanes and the existing left turn only lane 		models, within Phase 2 Planning Areas as stated.		

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
T-3	<p>Signals at:</p> <ul style="list-style-type: none"> • Street F at North Loop Road A • Street D at North Loop Road A <p>County Line Road Interchange improvements:</p> <ul style="list-style-type: none"> • One new left turn only for the east bound off ramp in addition to the existing left turn only and the existing right turn only lanes <p>Phase 3</p> <p>T-3a. Construct the following improvements prior to the issuance of any building permits in Phase 3 for PAs 4, 14, 16, 18, 20, 22, 24, 25, 29, 30, 32, 33, 37, 38, 39, 44, and 45. After the completion, allow the development of 200,000 square feet of commercial</p> <ul style="list-style-type: none"> • Plans for County Line Road, Sandalwood Drive, and Calimesa Boulevard interchange improvements required for Phase 3 shall be approved. <p>T-3b. Construct the following improvements prior to the issuance of any building permits in PAs 20, 24, 25, 29, 30, 32, and 33</p> <ul style="list-style-type: none"> • Half width North Loop A and South Loop B from PA21 entrance to PA34 entrance. <p>T-3c. Construct the following improvements prior to the completion of PA 45</p> <ul style="list-style-type: none"> • Half width Robert Road from South Loop B to the southerly property line. <p>T-3d. Construct the following improvements prior to the issuance of the last building permit for PA 14</p> <ul style="list-style-type: none"> • Full width Street D from North Loop A to the terminus of the property (cul-de-sac). <p>T-3e. Construct the following improvements to allow the issuance of 564 building permits within PAs 14, 16, 18, 37, 38, and 39 for a total of 1,822 building permits</p> <ul style="list-style-type: none"> • Full width South Loop B from Roberts Road to D Street 	<p>Submittal of revised circulation plans with the grading plans.</p>	<p>Prior to issuance of building permits, excluding models, within Phase 3 Planning Areas as stated.</p>	<p>City of Calimesa Traffic Engineer or designee.</p>	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
	<p>T-3f. Construct the following improvements to allow the issuance of 1,052 building permits within PAs 4, 20, 24, 25, 29, 30, 32, and 33 for a total of 2,873 building permits.</p> <p>Intersection Improvements:</p> <ul style="list-style-type: none"> • Sandalwood Drive and 7th Street <ul style="list-style-type: none"> ○ Sandalwood Drive east bound at 7th Street <ul style="list-style-type: none"> - Two new through lanes in addition to the existing one through lane ○ Sandalwood Drive west bound at 7th Street <ul style="list-style-type: none"> - One new through lane in addition to the existing one through lane and one new combination through lane/right turn • Sandalwood Drive and Roberts Road intersection <ul style="list-style-type: none"> ○ Sandalwood Drive west bound <ul style="list-style-type: none"> - One new through lane in addition to the existing through lane - One new left turn only in addition to the existing left turn only lane - One new right turn only ○ Sandalwood Drive east bound <ul style="list-style-type: none"> - One new combination through lane/right turn in addition to the existing through lane and the existing left turn only ○ Roberts Road south bound <ul style="list-style-type: none"> - One new left turn only in addition to the existing left turn and the existing combination through lane/right turn • Sandalwood Drive east bound at east bound ramps <ul style="list-style-type: none"> ○ One new through lane in addition to the existing through lane and the existing right turn only lane • Sandalwood Drive and Calimesa Boulevard <ul style="list-style-type: none"> ○ Sandalwood Drive east bound 				

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
	<ul style="list-style-type: none"> - One new right turn only in addition to the existing two through lanes and the existing left turn only <ul style="list-style-type: none"> o Calimesa Boulevard north bound <ul style="list-style-type: none"> - One new left turn only in addition to the existing left turn only - One new right turn only in addition to the two through lanes • 5th Street and Calimesa Boulevard <ul style="list-style-type: none"> o 5th Street one new through lane in addition to the one existing through lane and the existing right only and left only lanes • Sandalwood Interchange reconfiguration improvements <ul style="list-style-type: none"> o One new lane left turn only for the east bound off ramp for a total of two left only lanes o One new lane right turn only for the east bound off ramp for a total of two right only lanes <p>New Sandalwood Drive 6-lane overpass to include:</p> <ul style="list-style-type: none"> • Two new through east bound lanes • Two new through west bound lanes and two left turn only <p>Sandalwood/Calimesa Boulevard Interchange reconfiguration improvements:</p> <ul style="list-style-type: none"> • Calimesa Boulevard south bound at the west bound interchange off ramp one new through lane for a total of two through lanes and one new right turn only • Calimesa Boulevard north bound at the west bound interchange off ramp one new through lane for a total of two through lanes and one new left turn only • Calimesa Boulevard interchange off ramp with one new dual left and right turn in addition to the existing 				

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
T-4	<p>left turn only</p> <ul style="list-style-type: none"> • Install traffic signal at the intersection of Calimesa Boulevard and west bound freeway off ramp, if warranted and if approved by Cal Trans <p>Signals at:</p> <ul style="list-style-type: none"> • Extension of Roberts Road and County Line Road • F Street and Extension of Roberts Road • South Loop B and D Street. <p>Year 2030</p> <p>T-4a. Construct the following improvements prior to the issuance of any building permits in Phase 4.</p> <ul style="list-style-type: none"> • Plans for County Line Road and Sandalwood Drive interchange improvements required for Phase 4 shall be approved. <p>T-4b. Construct the following improvements to allow the issuance of 577 building permits within PAs 1, 2, 3, 23, 26, 27, 28, 31 for a total of 3,450 and 150,000 square feet of Commercial within PAs 1, 2, 3.</p> <ul style="list-style-type: none"> • Full width North Loop A from D Street to PA21 entrance. • Full width South Loop B from D Street to PA34 entrance. • Full width North Loop A and South Loop B from PA21 entrance to PA34 entrance. • Full width Roberts Road Extension from North Loop A to northern property boundary • Full width Robert Road from South Loop B to the southerly property line. • Full width 7th Street • Sandalwood Drive east bound off ramps <ul style="list-style-type: none"> ○ New through lane on addition to the existing two through lanes ○ New right turn only 	<p>Submittal of revised circulation plans with the grading plans and direct observation.</p>	<p>Prior to issuance of building permits, excluding models, within Planning Areas as stated.</p>	<p>City of Calimesa Traffic Engineer or designee.</p>	

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
	<ul style="list-style-type: none"> • Calimesa Boulevard south bound and Sandalwood Drive <ul style="list-style-type: none"> ○ One new right turn only ○ One new through lane in addition to the existing through lane and the existing left turn only lane <p>County Line Interchange Improvements:</p> <ul style="list-style-type: none"> • West bound under crossing one new through lane in addition to the existing through lane and the existing left turn • West bound off ramp one new right turn only <p>Sandalwood Drive Interchange Improvements:</p> <ul style="list-style-type: none"> • New Sandalwood Drive 8 lane overpass to include: <ul style="list-style-type: none"> ○ Three through east bound lanes ○ Three through west bound lanes and two left turn only <p>Calimesa Boulevard Interchange reconfiguration improvements</p> <ul style="list-style-type: none"> • Calimesa Boulevard south bound one new right turn only in addition to the two existing through lanes • Extension of Roberts Road at County Line Road <ul style="list-style-type: none"> ○ West bound County Line Road add a left turn only lane in addition to the existing left turn and the existing through lane • Calimesa Boulevard and County Line Road <ul style="list-style-type: none"> ○ East bound County Line Road new right turn only lane in addition to the two existing through lanes and the left turn only lane ○ West bound County Line Road new right turn only in addition to the existing two through lanes and the existing left turn only lane ○ North bound Calimesa Boulevard new left turn only lane in addition to the existing left turn only lane and new right turn only in addition to the two existing through lanes 				

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
	<ul style="list-style-type: none"> ○ South bound Calimesa boulevard new through lane in addition to the existing through lane and the existing left turn only and existing right turn only lanes ○ West bound County Line Road at I-10 one new through lane in addition to the existing through lane and the existing right turn only through lane ○ East bound County Line Road at east bound I-10 ramps add one new right turn only in addition to the existing two through lanes <p>Roberts Road and North Loop Road:</p> <ul style="list-style-type: none"> ● North bound Roberts Road <ul style="list-style-type: none"> ○ New through lane in addition to the existing through lane ○ New left turn only in addition to the existing left turn only ○ New right turn only ● South bound Roberts Road <ul style="list-style-type: none"> ○ New through lane in addition to the two existing left turns only and the existing combination through lane/right turn ● East bound North Loop Road <ul style="list-style-type: none"> ○ New right turn only in addition to the two existing through lanes and the existing left turn only ● Roberts Road and South Loop Road <ul style="list-style-type: none"> ○ North bound Roberts Road two new through lanes and two new left turn only lanes ○ South bound Roberts Road two new through lanes in addition to the existing left turn only ○ South Loop B new right turn only in addition to the existing left turn only lane ○ Traffic Signal 				

#	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Status/Date/Initials
	Signals at: <ul style="list-style-type: none"> • C Street and North Loop A • C Street and South Loop B 				
T-5	<p>Project Fair Share Contributions</p> <p>1) Pursuant to Table 6-1 in the Traffic Technical Report prepared by Urban Crossroads, dated December 2006, the applicant shall provide fair share contributions as a result of traffic contributed to the local circulation system.</p> <p>2) Pursuant to Table 6-2 in the Traffic Technical Report prepared by Urban Crossroads, dated December 2006, the applicant shall provide fair share contributions as a result of traffic contributed to the local circulation system.</p> <p>Pursuant to Tables 3.12-14 and 3.12-15 in the Revised Draft EIR, the applicant shall provide fair share contributions as a result of traffic contributed to the local and regional circulation system.</p>	Copies of receipts and other verifying documents to be provided with the Compliance report.	Prior to the issuance of a grading permit.	City of Calimesa Traffic Engineer.	

SECTION 11.0 RESPONSES TO COMMENTS ON THE MESA VERDE ESTATES SPECIFIC PLAN 2005 DRAFT EIR

11.1 Introduction

On September 6, 2005 the City of Calimesa filed a Notice of Completion (NOC) with the Governor's Office of Planning and Research, State Clearinghouse (SCH), indicating that the Draft EIR had been completed and was available for public review. The Draft EIR was made available for public review and comment for 45-days from September 7, 2005 to October 21, 2005.

The Draft EIR was distributed to the SCH and all agencies commenting on the Notice of Preparation (NOP) prepared for the Proposed Project, as well as other interested agencies and individuals. The complete distribution list for the Draft EIR was provided in Appendix A. The Draft EIR was also made available for public review for the 45-day review period at the City of Calimesa Public Library and Planning Department. In addition, two Planning Commission Workshops were held at the City of Calimesa on October 24, 2005 and November 28, 2005, where the public review period was extended to receive oral comments from interested citizens.


11.2 List of Draft EIR Commentors

The fifteen (15) agencies, organizations, groups, and individuals listed below provided written comment letters on the Draft EIR. Each comment letter was assigned a letter (Letter A, Letter B, Letter C, etc.) and each separate, specific comment made within a letter was given a specific identifying number (e.g., Comment A-1, Comment A-2, etc.). Specific comments have been bracketed. The comment numbers are provided on the right hand side of each letter. Responses to each comment are labeled with the corresponding comment number.

LETTER #	AGENCY/ORGANIZATION
A	Beaumont Unified School District
B	Yucaipa Valley Water District
C	Department of Conservation, Division of Oil, Gas and Geothermal Resources
D	Yucaipa-Calimesa Joint Unified School District
E	Riverside County Flood Control and Water Conservation District
F	South Coast Wildlands
G	Center for Biological Diversity
H	State Clearinghouse
I	E. Christina Elliott
J	Brian and Beverly James
K	Beverly James and Chris Elliott
L	Chris Elliott
M	Bonnie J. Mitchell
N	Gale K. Gorke
O	State of California, Department of Transportation

Comment Letter A

SENT BY: CITY CALIMESA; 909 795 4399; NOV-1-05 9:58; PAGE 2/5



QUALITY EDUCATION
COMMITMENT
"A Shared Commitment"
500 Orza Avenue
Beaumont, CA 92223
Telephone: (951) 845-1631
General FAX (951) 845-2039
Superintendent's Office FAX (951) 845-2319

BEAUMONT UNIFIED SCHOOL DISTRICT

BOARD OF TRUSTEES		ADMINISTRATION	
<i>Mr. David Sanchez</i> <small>President</small>	<i>Mr. Bill Greenwood</i> <small>Vice President</small>	<i>Dr. Frank W. Passarella</i> <small>District Superintendent</small>	<i>Dr. Daniel R. Brooks</i> <small>Director of Human Resources</small>
<i>Dr. Lynn Vaccarella</i> <small>Clerk</small>	<i>Mr. Matthew Plisiti</i> <small>Member</small>	<i>Mrs. Karen Poppen</i> <small>Assistant Superintendent Instructional Support Services</small>	<i>Dr. Christine Wallace</i> <small>Interim Assistant Superintendent Business Services</small>
<i>Mrs. Janet Price</i> <small>Member</small>		<i>Mr. Gregory J. Bowers</i> <small>Executive Director of Facilities Planning</small>	

August 11 2005

Gabriel Elliot
City of Calimesa
P.O. Box 1190
Calimesa, CA 92320

Gabriel,

In response to the Notice of Public Hearing received by the District on August 11, 2005 regarding Tentative Tract Map No. 33931, comprised of 1,492 acres of land in the Southwest portion of Calimesa, South of the 10 freeway, we offer the following response:

"The Beaumont Unified School District is currently operating at capacity. Additional development projects will impact existing schools and create a need for additional facilities. School impact fees shall be paid pursuant to state law. Even after such payment, district schools will become increasingly impacted and overcrowded."

Please contact me should you have any questions and/or comments at (951) 845-1631 x338.

Respectfully,

Gregory J. Bowers, Executive Director
Executive Director of Facilities Planning
Facilities Planning Department

} A-1

Response to Comment Letter A

Response to Comment A-1 – The developed part of the Proposed Project is within the jurisdiction of the Yucaipa-Calimesa Joint Unified School District (YCJUSD), rather than the Beaumont Unified School District (BUSD). That portion of the project site specifically within the BUSD (PA 45 designated as a park and small portions of PA 1 designated as MU) are located on a fault line and therefore will be used as park or for parking and not developed with structures. As recommended in mitigation measures Public Services/Utilities 7 and 8, the developer will pay school impact fees (based on square footage of proposed structures within the planning areas within the school district boundary) and/or will provide land improvements pursuant to the requirements of SB 50 and will coordinate all school services resulting from the development with the YCJUSD. The developer may also enter an agreement with the YCJUSD. Impacts to Beaumont schools are not anticipated.

Comment Letter B

SENT BY: CITY CALIMESA;

909 795 4399;

NOV-1-05 9:58;

PAGE 3/5



Yucaipa Valley Water District

12770 Second Street • P. O. Box 730 • Yucaipa, California 92399-0730
(909) 797-5117 • Fax: (909) 797-6381 • www.yvwd.dst.ca.us

September 1, 2005

City of Calimesa
908 Park Avenue
Calimesa, California 92320

Conditional Service Information Letter Water, Wastewater and Recycled (Non-Potable) Water

Project: Tentative Tract No. 33931
Applicant: Fiesta Development
470 East Harrison Street, Corona, CA 92879
Location: 1492 acres of land in the southwest portion of Calimesa
APN:

In response to requests for development related "will serve" letters, the Yucaipa Valley Water District has implemented a policy to issue Conditional Service Information ("CSI") letters which are used to identify the requirements associated with residential, commercial and institutional development projects. Each letter identifies the requirements for the applicable water, wastewater and recycled (non-potable) water service requirements.

Background

The District has not received a formal project description identifying the specific water, wastewater and recycled water demands for this project. Therefore, the following items are standard requirements that may be modified in writing by the District as an addendum to this CSI letter.

1. General Service Requirements - The following general service requirements shall apply to the proposed project:
 - a. The applicant must comply with the most current rules, regulations, policies, design criteria, and construction standards of this District, as they are amended or may hereafter be amended, whether written or otherwise in effect at the time of approval of the application;
 - b. This letter will expire and must be renewed one year from the date shown above.
 - c. The applicant will be responsible for all fees and charges as established by the District for this project. Including, but not limited to, the advanced payment of the time and material charges associated with plan check and inspection of water related facilities. Plan check and inspection charges are usually 10-15% of the facility construction cost and the applicant shall be fully responsible for the actual cost of said services provided by the District.
 - d. The applicant shall be responsible for ensuring the property is within the service boundary of the Yucaipa Valley Water District prior to receiving water, wastewater and/or recycled water service.

B-1

Directors and Officers

TOM SHALHOUB
Division 1

BRUCE GRANLUND
Division 2

DAVID LESSER
Division 3

SCOTT BANOLE
Division 4

MIANK WOCHHOLZ
Division 5

JOSEPH E. ZODA
General Manager
and Secretary

SENT BY: CITY CALIMESA; 909 795 4399; NOV-1-05 9:58; PAGE 4/5

Yucaipa Valley Water District
Conditional Service Letter
Page 2

2. Domestic Water and/or Recycled (Non-Potable) Service Requirements - The following domestic water and/or recycled (non-potable) water requirements shall apply to the proposed project:

- a. Domestic water supplies and recycled water for both potable use and fire protection will normally be available provided there are adequate production, transmission and storage facilities to serve it, and adequate source water is available.
- b. The applicant shall be responsible for all costs incurred associated with the preparation, recommendations and decisions resulting from the completion of a water supply assessment. A preliminary investigation indicates the need for off-site facilities. The specific off-site requirements will be identified in a developer funded water supply assessment.
- c. The applicant shall be responsible for the water related development impact fees and water related charges in effect at the time a building permit is issued for this project.
- d. This letter does not provide a vested right, guarantee or commitment of water related services from the District.
- e. The District reserves the right to deny water service to the project if any of the conditions contained in this letter and/or the development agreement are not satisfied.
- f. The applicant shall be responsible for installing the necessary infrastructure to achieve fire protection and minimum/maximum water pressure service standards as provided for by the District.
- g. The District shall require recycled (non-potable) water be used for construction purposes and/or irrigation uses on this project. Connection to the existing recycled (non-potable) water system will be the responsibility of the applicant.

3. Wastewater Service Requirements - The following domestic wastewater requirements shall apply to the proposed project:

- a. The applicant shall be responsible for the wastewater related development impact fees and related charges in effect at the time building permits are issued for this project.
- b. This letter does not provide a vested right, guarantee or commitment of wastewater related services from the District.
- c. The District reserves the right to deny wastewater service to the project if any of the conditions contained in this letter and/or the development agreement are not satisfied.
- d. The applicant shall be responsible for installing the necessary infrastructure to comply with the applicable pretreatment requirements of the District.
- e. All District charges must be paid before issuance of building permits. Said fees to include, but not be limited to sewer treatment expansion fees and necessary permit fees. District fees are subject to change from time to time and fees in effect at time of payment shall prevail.
- f. The Applicant shall be responsible for complying with the Regional Water Quality Control Board 2004 Basin Plan and Maximum Benefit demonstration as adopted by the Regional Board.

B-2

B-3


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Yucaipa Valley Water District
Conditional Service Letter
Page 3

4. Site Specific Service Requirements - The following site specific service requirements shall apply to the proposed project:

- a. The applicant shall be required to enter into an agreement for the provision of water, wastewater and recycled water services to this project.
- b. This proposed project is subject to requirements dependent upon land use, environmental impact reports and a development agreement.

Should you have any questions, please contact me directly at (909) 797-5118.

Sincerely,

Brent Anton
Engineering Project Manager

BA:ca

} B-4

Response to Comment Letter B

Response to Comment B-1 – The applicant will comply with the rules, regulations, and policies of the Yucaipa Valley Water District’s (YVWD) as they are in effect at the time of permit application, including payment of fees and charges as established by the YVWD. A water supply assessment was performed for the Proposed Project based on Water Master Plan and Water System Design Criteria and New Development in accordance with Resolution No. 32-2002. This report, prepared by the YVWD, is included in the EIR as Appendix J. The developer will be required to comply with the general service requirements.

Response to Comment B-2 – The developer will be required to comply with the domestic water and recycled (non-potable) service requirements. Based on the water supply assessment, the YVWD has determined that adequate sources of water are available for domestic and recycled water supply for the Proposed Project. The developer will be responsible for the construction or supplemental production, transmission, and storage facilities needed to serve the Proposed Project in accordance with the Water Supply Assessment (Appendix J).


Response to Comment B-3 – The developer will be required to comply with the wastewater service requirements and pay all development impact fees associated with wastewater-related impacts resulting from the project, as determined by the Water Supply Assessment, at the time of permit issuance. Additionally, the developer will be responsible for complying with the Regional Water Quality Control Board’s 2004 Basin Plan and Maximum Benefit demonstration as adopted by the Regional Board.

Response to Comment B-4 – The developer will be required to comply with the site specific service requirements as noted.

Comment Letter C

SENT BY: CITY CALIMESA; 909 795 4399; OCT-14-05 14:56; PAGE 2/6

STATE OF CALIFORNIA, RESOURCES AGENCY ARNOLD SCHWARZENEGGER, GOVERNOR



DEPARTMENT OF CONSERVATION

DIVISION OF OIL, GAS, AND GEOTHERMAL RESOURCES

5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731

PHONE 714/816-6847 • FAX 714/816-6853 • WEB SITE conservation.ca.gov

September 27, 2005

Mr. Gabriel Elliott, Planning Manager
 City of Calimesa
 908 Park Avenue
 Calimesa, California 92320

Subject: Draft Environmental Impact Report for the Mesa Verde Estates Specific Plan Amendment, SCH# 2004071045

Dear Mr. Elliott:

The Department of Conservation's (Department) Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California.

The proposed project is located outside the administrative boundaries of any oil and gas field. However, there is one idle well within or in proximity of the project boundaries. This well is identified on Division map W1-7 and in records as Midway Oil Syndicate 1. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

Building over or in the proximity of plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well.

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

*The Department of Conservation's mission is to protect Californians and their environment by:
 Protecting lives and property from earthquakes and landslides; Ensuring safe mining and oil and gas drilling;
 Conserving California's farmlands; and Saving energy and resources through recycling.*

C-1

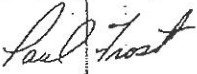
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Mr. Gabriel Elliott, Planning Manager, City of Calimesa
September 27, 2005
Page 2

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division's Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction. } C-2

Thank you for the opportunity to comment on the Draft Environmental Impact Report. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,



Paul Frost
Associate Oil & Gas Engineer


Response to Comment Letter C

Response to Comment C-1 – The Public Health and Safety/Hazardous Materials section of the 2005 EIR identified a well site and included a mitigation measure in Section 3.20.3.2 that states, “Abandoned Oil Well – The location of the abandoned oil well shall be identified. The oil well shall be closed or mitigated in accordance with the DOGGR construction site plan review process and requirements.” This mitigation measure is included in the Summary Section of the Revised Draft EIR (2007). Therefore the Proposed Project will comply with the Division specifications as stated in the letter.

Response to Comment C-2 – Comment noted. Please see response to Comment C-1.

Comment Letter D

SENT BY: CITY CALIMESA;	909 795 4399;	OCT-25-05 11:49;	PAGE 2/4
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Yucaipa-Calimesa Joint Unified School District

"To Make a Difference in the Life of Each Child"

12797 Third Street • Yucaipa, CA 92399
(909) 797-0174 • Fax (909) 790-6103

October 14, 2005

<p>BOARD OF EDUCATION</p> <p>Patricia Ingram President</p> <p>Sue Brown, Ed.D. Clerk</p> <p>Joyella Beuler Member</p> <p>Jim Hoyt Member</p> <p>Jim Oedeker Member</p> <p>DISTRICT ADMINISTRATION</p> <p>Mitchell Hovey, Ed.D. District Superintendent</p> <p>Theodore Alejandro Assistant Superintendent, Business Services</p> <p>Lucia Hudec Assistant Superintendent, Educational Services</p> <p>Sherry Kendrick, Ed.D. Assistant Superintendent, Human Resources</p>	<p>Gabriel Elliot, Planning Manager City of Calimesa 908 Park Avenue Calimesa, CA 92320</p> <p>RE: Mesa Verde Estate Draft EIR SCH# 2004071045</p> <p>Dear Mr. Elliot:</p> <p>Thank you for the opportunity to comment on the Mesa Verde Estate Specific Plan Amendment and Draft Environmental Impact Report. The Yucaipa-Calimesa Joint Unified School District has discussed school site selection and planning with Fiesta Development for several months.</p> <p>Based upon the proposed number of units for this development and using the state generation factor of .7 students per household, the district anticipates that this project will yield approximately 2415 students. This represents a 20 percent increase over our current student population. Adequate facilities at the elementary and secondary level must be present to support this growth. Based upon this additional student load generated by the Mesa Verde project, the District has the following concerns:</p> <p>1. Section 3.11.2.3.1.1, Public Services, states that <i>"The Proposed Project has set aside three Planning Areas (Pas) for potential school sites - PA 7 (13.7 acres), PA 8 (15.0 acres) and PA 25 (13.7 acres). These Pas would be used for the construction of two elementary and one middle school."</i> The California Department of Education's <i>School Site Analysis and Development Guide</i> is used to determine site size. At 15.0 acres, the proposed middle school site, PA 8, is significantly below the required acreage. CDE requirements stipulate 23.1 acres for a 1200-student middle school site although 19 useable acres can be made to accommodate that population. A 15-acre site will not support a middle school configuration. A new middle school is required to support the students generated by this development. Therefore, additional acreage must be made available to accommodate the needs of the school.</p>
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D-1

SENT BY: CITY CALIMESA;	909 795 4399;	OCT-25-05 11:49;	PAGE 3/4
<p>2. Appendix H, Phase I Environmental Site Assessment, states that <i>"An asphalt-paved access road leading onto the site is gated at 7th Street. Numerous piles of soil, broken asphalt, broken concrete, debris, and a trash dumpster were observed along the access road. The debris and material piles extended approximately 500 feet in length. No staining or odors were noted relative to the debris; however, the site surface could not be seen beneath the piles. Due to the volume of debris, it is possible that unseen asbestos-containing materials may be present."</i> This debris and material pile extends into PA 7 which has been designated an elementary school site. A thorough investigation to determine the presence or absence of asbestos-containing material, or any other hazardous material, must be conducted prior to this area being designated as a school site. If any hazardous material is found to be located within the boundaries of PA 7, the site must be cleaned IAW requirements for school sites per the Department of Toxic Substances Control (DTSC). If the site cannot be cleaned to meet DTSC requirements, the proposed elementary school must be relocated within the Mesa Verde development.</p>	D-2		
<p>3. Appendix H, Phase I Environmental Site Assessment, identifies several electrical transformers that are located throughout the Mesa Verde project area. Should any of these transformers be located within the proposed boundaries of any school site, they must be tested for the presence of PCBs or any other hazardous material. If PCBs or other hazardous materials are present, and leakage has occurred, the site must be cleaned IAW requirements for school sites per the Department of Toxic Substances Control (DTSC). If the site cannot be cleaned to meet DTSC requirements, the school acreage must be relocated within the Mesa Verde development.</p>		D-3	
<p>4. Section 3.8, Noise, states that <i>"The locations of these PIs are compatible to the noise environment of the area except for the possible location of PAs 7 and 8. PA 7 is across from PA 1 and PA 8 is across from PA 5. Both PA 1 and 5 are mixed use (MU) sites. The MU sites are designated for commercial development. Consequently, the compatibility of the PAs 7 and 8 land use would be dependent upon the noise generated by the commercial uses of the site. This could be a potentially significant impact."</i> No long-term mitigation measures are identified to mitigate impacts to PA 7 and PA 8. As such, this report does not address how PAs 7 and 8 can be developed near PAs 1 and 5. Clearly, long-term mitigation must be addressed. Sound barriers and/or restrictions on the development of PAs 1 and 5 must be incorporated to support development of PAs 7 and 8. Otherwise, the school sites must be relocated within the Mesa Verde development. Residential mitigation was addressed within this section; however, mitigation for PAs 7 and 8 is non-existent.</p>	D-4		
<p>5. Section 3.12, Table 3.12-6, Trip Generation Rates for Various Phases of the Proposed Project. This table uses 600 students for PAs 7 and 25 and 900 students for PA 8. The District anticipates that the elementary sites in PAs 7 and 25 will house 825 students and the PA 8 middle school will house 1200 students. Traffic generation, pedestrian access, and congestion around these sites should be thoroughly evaluated. It should not be anticipated that school sites will have adequate parking to accommodate the heavy volume of traffic that occurs during student drop-off and pickup. Adequate turn lanes should be constructed to get vehicular traffic out of the main roadway as they wait to enter/exit school sites. Roadways should also be widened to accommodate vehicle queuing. Sidewalks must be constructed from residential areas to school sites. This will allow more students to walk to school and lessen the number of vehicles driving to and from the sites.</p>	D-5		

SENT BY: CITY CALIMESA;

909 795 4399;

OCT-25-05 11:50;

PAGE 4/4

Thank you for the opportunity to comment on the Mesa Verde Estates Draft EIR. If you have any questions or need any further information, please contact me at (909) 797-0174, extension 203.

Sincerely,



Chris Cox
Director, Facilities and Support Services

Response to Comment Letter D

Response to Comment D-1 – The Yucaipa-Calimesa Joint Unified School District (YCJUSD) stated concerns about the three proposed school sites on the property. The District has been in on-going negotiations with the developer and will enter into an agreement at a later stage of project development regarding the three proposed school sites identified in the Specific Plan. Goal 13 of the Specific Plan text, *Land Use Element, School Services*, states that “The developer will enter into purchase agreements with the School District to transfer the ownership of the school sites to the District (pg. 109).” In addition, the public institutional zoning proposed on the property allows for development of the school sites, and “the locations of these schools will be coordinated with the YCJUSD to ensure their safety, pedestrian, and vehicular accessibility, and the potential for joint use of sports facilities with the City (pg. 19).”

The revisions made to the Specific Plan by the applicant included realigning a number of planning areas. In particular, in the southeast portion of the project site the original Land Use Master Plan showed Planning Area 7 and Planning Area 8 on opposite sides of a street referred to as South Loop B, both of which the District maintains would not be adequate for development of a middle school. However, as shown in the Revised Land Use Master Plan (Figure 2-4a in the Revised Draft EIR), both planning areas are now adjacent and combine for a total of 27.5 acres. In addition, Planning Area 8 is adjacent to Planning Area 6 which is an 11.6-acre site designated as a park. Other park planning areas are located immediately south of South Loop B for a combined total of 23.8 acres. In this era of high land prices and land for schools and parks at a premium, it is not uncommon for a school district and applicant to combine school sites with park sites in an effort to provide adequate facilities for a new community such as Mesa Verde Estates. Subsequent to the date of this letter, the developer and the school district have agreed that the school sites are adequate in size. A joint use agreement will need to be executed between the City and the District to allow the joint use of the park for sports facilities. The Specific Plan requires the developer to design the park in cooperation with the District and the City to ensure that a joint use of the park is possible.

Response to Comment D-2 – Hazardous Materials Mitigation Measure 4, “Miscellaneous Solid Waste Debris Piles”, in the Public Health and Safety/Hazardous Materials Section of the EIR requires the solid waste debris piles to be removed. In addition, as stated in the mitigation measure, the soil beneath the solid waste piles would be examined by a qualified environmental company to assess if contamination is present. During removal, if soil contamination is encountered, a licensed cleanup contractor would be employed to perform further removal and remediation, if required, in accordance with federal and State regulations to meet the State Department of Toxic Substance Control (DTSC) standards.

Response to Comment D-3 – Mitigation Measure 2 in the Public Health and Safety/Hazardous Materials Section of the EIR relates specifically to electrical transformers. It states that “Soil staining near the fallen transformers shall be sampled for PCBs, mineral soil, or petroleum hydrocarbons. If the soil is contaminated at regulatory action levels, a licensed cleanup contractor shall remove it in accordance with DTSC requirements.”

Response to Comment D-4 – As identified in the Specific Plan Map and text, Planning Areas 7 and 8 are identified for future school sites, while Planning Areas 1 and 5 are identified for mixed uses, which would consist of a combination of multi-family residential uses and commercial uses. The Proposed Project is currently at the Specific Plan level of review and detailed development plans have not yet been submitted that would provide the necessary information to make an informed decision about potential noise impacts that could result from the multi-family residential uses or school uses adjacent to the commercial uses. Once site plans are prepared (prior to issuance of building permits in the planning areas) and the proposed uses of planning areas 1 and 5 are known, the City of Calimesa will review the plans and make the appropriate recommendations for noise attenuating facilities as may be needed. If at this time it is known that planning areas 7 and 8 would be utilized as school sites the District would be responsible for determining if noise attenuation measures are required. Additionally, mitigation measures in the Public Health & Safety section of the EIR require that development of Planning Areas 4 be compatible with activities proposed at both school site locations.

Response to Comment D-5 – Trip generation rates for the proposed project were revised when the Traffic Impact Analysis was updated in December 2006. The Urban Crossroads report entitled *Mesa Verde Estates Traffic Impact Analysis, City of Calimesa, California* includes the Trip Generation Rates in Table 3.12-5 of the Revised Draft EIR. The number of students used in the revised estimate was 800 for an elementary school, 1,200 for a middle school and 1,700 for a high school. Mitigation measures addressed in the Traffic and Circulation Section of the Revised Draft EIR outline specific traffic signal improvements, intersection improvements, road segment improvements, and freeway interchange improvements that will need to be completed at various phases of project development (see Introduction to the Final EIR for a list of traffic mitigation measures).

SENT BY: CLY CALIMESA;

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PAGE 3/3

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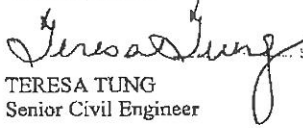
Mr. Gabriel Elliott
Re: Notice of Completion of an
Environmental Impact Report
for the Mesa Verde Estates

-2-

October 20, 2005

Thank you for the opportunity to review the EIR. 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 Marc Mintz at 951.955.8082 or me at 951.955.1233.

Very truly yours,



TERESA TUNG
Senior Civil Engineer

c: TLMA
Attn: David Mares
Mekbib Degaga

MAM:mcv
P81102904

Response to Comment Letter E

Response to Comment E-1 – The comment is correct, a Federal Emergency Management Agency (FEMA) floodplain study has not been conducted for the proposed project site. Therefore, a site-specific drainage analysis of the proposed project site was performed by Van Dell and Associates, entitled *Oak Valley Development Project Existing and Developed Conditions Hydrology Study, Volume 1 and 2* (May 2005), Attachment F of the 2005 Revised Draft EIR. A hydrographic analysis for current site conditions of the 100-year storm event was calculated for 3-hour, 6-hour, and 24-hour conditions, as well as modeling of future conditions. A comparison of existing stormwater conditions and build-out conditions were then analyzed. The results of the analysis concluded that the proposed project did not result in a significant increase in drainage to the majority of the concentration points identified. Recommendations were made for installation of detention basins at selected locations that would alleviate the slight increase in runoff resulting from the proposed project. These improvements must be approved by the City of Calimesa Public Works Department and County of Riverside Flood Control District.

Comment Letter F



South Coast Wildlands
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Members of the Board

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San Diego State University
Field Station Programs

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Zoological Society of San Diego

Lynn Sadler
Mountain Lion Foundation

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Conservation Biology Institute

October 20, 2005

Mr. Gabriel Elliott
Planning Manager, City of Calimesa
908 Park Avenue
Calimesa, CA 92320
Email: gelliott@cityofcalimesa.net

RE: Mesa Verde Estates Specific Plan Amendment Draft EIR, SCH
#2004071045

Dear Mr. Elliott,

Thank you for the opportunity to provide comments on the Mesa Verde Estates Specific Plan Amendment Draft Environmental Impact Report (DEIR), which would severely impact a regionally important landscape level connection between the San Bernardino Mountains and the Badlands. South Coast Wildlands (SCW) is a non-profit organization dedicated to ensuring functional habitat connectivity across California's South Coast Ecoregion. Our mission is to protect, connect, and restore the rich natural heritage of the South Coast Ecoregion by establishing a system of connected wildlands. Therefore, comments submitted herein are directed primarily at habitat connectivity issues.

We strongly oppose the project as proposed because it would essentially sever a critical landscape level connection between the San Bernardino Mountains and the Badlands; it is inconsistent with the Western Riverside Multiple Species Habitat Conservation Plan; and is completely incompatible with maintaining the Garden Air Wash habitat linkage set aside as mitigation for the approved Oak Valley/Suncal Specific Plan. We request that these impacts be fully and accurately disclosed and mitigated in the Final EIR, utilizing independent consultants and the City's own analysis and judgment.

F-1

The San Bernardino Mountains to San Jacinto Mountains and Badlands Linkage was ranked as 1 of the top 15 most important

regional linkages to protect in order to secure a functional wildlands network for the South Coast Ecoregion. The linkage serves to connect significant core habitat areas that are administered by the U.S. Forest Service, California State Parks, and California Department of Fish and Game. Significant conservation investments have already been made towards securing a functional connection between these ranges. If the proposed project were allowed to proceed, the biological impacts to these existing protected areas would be substantial. Furthermore, the proposed project would eliminate habitat types that are highly imperiled in Riverside County (e.g., oak woodlands, riparian communities) and throughout the South Coast Ecoregion of California because of habitat loss, fragmentation, and other anthropocentric-induced impacts. The project area is a key part of a critical habitat linkage that provides both live-in and move-through habitat for a number of native plant and wildlife species. The project footprint must be modified in order to secure safe passage and habitat for numerous native species and insure the ecological integrity of already protected land in perpetuity.

F-2

The South Coast Ecoregion of California is the most biologically diverse of the State's ecoregions; it is also the most vulnerable to habitat loss and fragmentation. The Missing Linkages Project began addressing statewide habitat fragmentation and loss of connectivity in California in November 2000. A coalition of conservation and research organizations (California State Parks, California Wilderness Coalition, Center for Reproduction of Endangered Species, San Diego Zoo, The Nature Conservancy, and U.S. Geological Survey) launched an interagency workshop, *Missing Linkages: Restoring Connectivity to the California Landscape* in November 2000 at the San Diego Zoo. The workshop brought together over 200 land managers and conservation ecologists representing agencies, universities, and NGOs to delineate habitat linkages critical for preserving the State's biodiversity. Of the 232 linkages identified, 69 were associated with the South Coast Ecoregion (Penrod et al. 2001). Many of these linkages provide the only connection between large protected wildland areas.

A formal evaluation of these 69 linkages was conducted based on biological irreplaceability and vulnerability to urbanization. Irreplaceability assessed the biological value of the linkage and included both terrestrial and aquatic criteria. Criteria for biological irreplaceability included: 1) size of habitat blocks served by the linkage; 2) quality of existing habitat in smaller habitat block; 3) quality and amount of existing habitat in proposed linkage; 4) linkage to other ecoregions or key to movement through ecoregion; 5) facilitation of seasonal movement and climatic change; and 6) addition of value for aquatic ecosystems. Vulnerability to urbanization evaluated potential threats to the linkage caused by current or potential habitat alteration using recent high-resolution aerial photographs, local planning documents, and other data. This process identified 15 linkages of crucial biological value that are likely to be irretrievably compromised by development projects in the next decade unless immediate conservation action occurs. Conservation Designs are being developed for these 15 landscape linkages by the South Coast Missing Linkages (SCML) project, a highly collaborative, interdisciplinary effort to identify and implement conservation priorities that address habitat connectivity for the South Coast Ecoregion. The connection between the San Bernardino Mountains and the San Jacinto Mountains and Badlands was ranked as 1 of the top 15 most critical

F-3

landscape linkages to protect in order to secure a functional wildlands network for the South Coast Ecoregion. We recently completed the Linkage Design for this connection (Attachment 1; Penrod et al. 2005) and the final review draft has been provided to the City of Calimesa.

The proposed project would essentially sever meaningful habitat connectivity between the San Bernardino Mountains and the Badlands, which is one of the last remaining coastal to inland connections in the ecoregion. The FEIR must address how the proposed project would affect regional habitat connectivity issues for both plants and wildlife at a landscape level. The analysis window must include all large protected core areas that are functionally part of one ecological system. Specifically, all wildlife movement analyses must have targeted core areas. The FEIR must also address how the proposed project would affect the ecological integrity of existing conservation investments.

F-4

The proposed project would reduce a regionally important linkage to a mere choke-point of natural habitat (Penrod et al. 2001). Therefore, to adequately evaluate impacts each analysis must be conducted for baseline conditions and build out, so that a quantitative comparison can be made. For instance, the FEIR should compare the existing width of natural vegetation (km/mi) and the configuration and extent of habitat types to the width, configuration, and extent after build out with the proposed project.

F-5

Wildlife movement analyses conducted for the FEIR must address multiple taxonomic groups, not just large mammals. The FEIR should first evaluate habitat suitability within the analysis window for multiple species, including all listed and sensitive species, in addition to target species, such as mule deer (*Odocoileus hemionus*), mountain lion (*Felis concolor*), American Badger (*Taxidea taxus*), pacific kangaroo rat (*Dipodomys agilis*), wrenit (*Chamaea fasciata*), coast horned lizard (*Phrynosoma coronatum*), and California treefrog (*Hyla cadaverina*). The habitat suitability maps generated for each species should then be used to evaluate the size of suitable habitat patches in relation to the species average home range size to determine whether the linkages provide both live-in and move-through habitat. The analyses should also evaluate if suitable habitat patches are within the dispersal distance of each species. The FEIR should address both individual and intergenerational movement (i.e., will the linkages support metapopulations of smaller, less vagile species). The FEIR should identify which species the wildlife movement corridors potentially function for under baseline conditions and after build out, and for which species they would not.

F-6

Although mountain lions were killed on Interstate 10 near the project area in 1986 and 1997 (R. Fischer, CDFG, pers. comm.), the freeway should not be considered an absolute barrier to movement. Indeed, bears we documented using this culvert in 1995 and 1998 (A. Kelley, pers. comm.). In addition, Caltrans is already scheduled to rebuild the dangerous ramp here and is expected to make the culvert more wildlife friendly at that time. Structures designed for wildlife movement are becoming increasingly common (e.g., toad tunnels, vegetated land bridges) and research has shown the effectiveness of these efforts (Evink 2002, Foman et al. 2003). Therefore, the existing low permeability across Interstate 10 should not be accepted as irreversible. Most importantly, the current

F-7

Mesa Verde Estates DEIR
South Coast Wildlands Comments

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lack of permeability should not be used as an excuse to develop lands adjacent to the freeway on the grounds that the freeway is a permanent and absolute barrier. Indeed, at least 2 pumas crossed bustling Interstate-15 near Temecula in the early 1990's (Beier 1996, and unpublished data), and another crossed SR-118 near Simi Valley in 2003 and in 2004 (Ray Sauvajot, National Park Service, unpublished data; Riley et al. 2004). In contrast to a road, an urban development creates a barrier that cannot be corrected by building crossing structures. Thus development along freeways creates significant new and more permanent obstacles to landscape connectivity, above and beyond that presented by a freeway alone (Penrod et al. 2005). Therefore, the FEIR must evaluate habitat connectivity based on existing habitats on either side of these freeways, irrespective of whether adequate crossing structures currently exist. Furthermore, the FEIR should evaluate where and what type of crossing structures could be installed as part of mitigation.

Since what's happening in the matrix influences the functionality of any linkage, the FEIR must also evaluate how edge effects will inhibit movement and habitat use of species analyzed in the FEIR. For any linkage to remain a viable avenue of travel for plants and animals, habitat quality must be preserved even as surrounding areas develop. Therefore, the FEIR must address the effects of artificial lighting, nest predation, use of irrigation and pesticides, pet ownership, and vegetation clearance on populations that live in adjacent natural areas. The best available data on edge effects for southern California habitats include: collapse of native ant population due the invasion of argentine ants up to 200 m (650 ft) from irrigated areas (Suarez et al. 1998), and predation by pet cats which decimate small vertebrate populations (Churcher and Lawton 1987, Hall et al. 2000) up to 100 m (300 ft) to 300 m (980 ft)(radius of 32 ha (79 ac) home range reported by Hall et al. 2000). In addition, fire safety concerns and insurance requirements at the wildland urban interface can cause homeowners to clear vegetation up to 61 m (200 ft) around their homes (Longcore 2000). The FEIR should analyze whether the proposed wildlife movement corridors are wide enough to minimize edge effects and allow natural processes of disturbance and subsequent recruitment to function.

F-8

The FEIR should also evaluate whether the proposed wildlife movement corridors would provide key resources for species, such as host plants, pollinators, or other elements. For example, many species commonly found in riparian areas depend on upland habitats during some portion of their cycle. Therefore, in areas with intermittent or perennial streams, upland habitat protection is needed for these species. Upland habitat protection is also necessary to prevent the degradation of aquatic habitat quality. Contaminants, sediments, and nutrients can reach streams from distances greater than 1 km (0.6 mi)(Maret and MacCoy 2002, Scott 2002), and fish, amphibians, and aquatic invertebrates often are more sensitive to land use at watershed scales than at the scale of narrow riparian buffers (Goforth 2000, Fitzpatrick et al. 2001, Stewart et al. 2001, Wang et al. 2001, Scott 2002, Willson and Dorcas 2003). Therefore, the FEIR must address how the proposed project will impact key resources for listed, sensitive, and targeted species, as well as aquatic habitat quality.

F-9

Furthermore, for animals associated with riparian systems (e.g., California treefrog, dusky-footed woodrat) impediments are presented by road crossings, exotic species, scouring of native vegetation by increased runoff, water recharge basins, and concrete structures to stabilize stream banks and streambeds. Increased urbanization and the associated runoff can also create permanent streams in areas that were formerly ephemeral streams; permanent waters can support aggressive invasive species such as bullfrogs and giant Reed, displacing native species. Bullfrogs in particular are known to make waters unsuitable for native amphibians (Penrod et al. 2005). Therefore, the FEIR must address how the above will affect riparian dependent species living-in or moving-through riparian areas.

The South Coast Missing Linkages project hosted a workshop to identify conservation priorities that address the habitat requirements and movement needs of multiple species associated with this regionally important connection. The primary goal of the workshop was to lay the biological foundation for planning in the linkage; it engaged multiple scientists, agencies, and conservation organizations. Participating regional ecologists identified focal species from multiple taxonomic groups that are indicative of habitat connectivity in the linkage. A total of 23 focal species were selected, representing multiple taxonomic groups (Table 1). Some of the species selected as habitat connectivity or habitat quality indicators for this linkage include wide-ranging species such as mule deer, badger and puma, as well as less-mobile species like California treefrog and coast horned lizard.

The results of the planning workshop and the output of various spatial analyses conducted for the selected focal species have indicated that additional habitat preservation is needed to support movement requirements of wildlife and maintain these

Table 1. Regional ecologists selected 23 focal species for the San Bernardino-San Jacinto/Badlands Connection

PLANTS
<i>Dodecahema leptoceras</i> (Slender-horned spineflower)
<i>Artemisia californica</i> (California sagebrush)
<i>Alnus rhombifolia</i> (White alder)
INVERTEBRATES
<i>Eleodes armata</i> (Desert skunk beetle)**
<i>Apodemia mormo</i> (Metalmark butterfly)
<i>Calliphrys perplexa</i> (Green hairstreak butterfly)
<i>Pepsis</i> spp. (Tarantula hawk)
AMPHIBIANS & REPTILES
<i>Hyla cadaverina</i> (California treefrog)
<i>Phrynosoma coronatum</i> (Coast horned lizard)
<i>Masticophis lateralis</i> (California whipsnake)
<i>Crotalus mitchellii</i> (Speckled rattlesnake)
BIRDS
<i>Salpinctes obsoletus</i> (Rock wren)
<i>Chamaea fasciata</i> (Wrentit)
<i>Sitta pygmaea</i> (Pygmy nuthatch)
<i>Strix occidentalis</i> (California spotted owl)
MAMMALS
<i>Perognathus longimembris</i> (Little pocket mouse)
<i>Dipodomys agilis</i> (Pacific kangaroo rat)
<i>Dipodomys merriami</i> (Merriam's kangaroo rat)
<i>Neotoma macrotis</i> (Dusky-footed woodrat)
<i>Ammospermophilus leucurus</i> (Antelope ground squirrel)
<i>Odocoileus hemionus</i> (Mule deer)
<i>Taxidea taxus</i> (American Badger)
<i>Puma concolor</i> (Mountain lion)

** Indicates insufficient data to model species.

F-10

species in the region (Penrod et al. 2005). For instance, the absence of large carnivores could trigger a wave of change that could permanently alter essential predator-prey and herbivore-plant interactions throughout the range. In addition, many animals use riparian corridors during dispersal or migration.

The South Coast Missing Linkages effort addresses fragmentation at a landscape scale, and the habitat needs for a variety of taxa. Because this project takes a regional approach, it complements existing planning efforts underway across the South Coast Ecoregion, and into adjacent ecoregions. The South Coast Missing Linkages project is a highly collaborative, ecoregion wide effort. This project has already engaged major public and private sponsors including, but not limited to, United States Forest Service, National Park Service, The Resources Agency, California State Parks, California State Parks Foundation, Santa Monica Mountains Conservancy, Conservation Biology Institute, The Wildlands Conservancy, San Diego State University Field Stations Program, Zoological Society of San Diego Center for Reproduction of Endangered Species, Environment Now, and The Nature Conservancy. South Coast Wildlands Project is coordinating this ambitious project, which is overseen by a steering committee that includes representatives from U.S. Fish and Wildlife Service, California Department of Fish and Game, National Park Service, U.S. Forest Service, California State Parks, and The Resources Agency.

A number of other existing planning efforts have identified this area as critical for the conservation of sensitive natural resources, in addition to the South Coast Missing Linkages Project, including local, regional, and statewide planning projects. The City of Calimesa is committed to protecting wildlife by establishing wildlife corridors between the San Bernardino Mountains and the Badlands. The Western Riverside Multiple Species Habitat Conservation Plan identifies portions of the proposed development footprint as important for maintaining linkages and habitat for the recovery of species from their threatened, endangered or sensitive status. The Resources Agency California Legacy Project also recognized this area as a statewide priority for conserving habitat connectivity. Revising the development footprint of the proposed project will help to ensure that these existing conservation plans are implemented successfully.

F-11

The proposed project footprint would forever eliminate the opportunity for securing a regionally important habitat connection. We welcome the opportunity to meet with the City of Calimesa and the Project Proponent to develop an alternative footprint that would meet the financial needs of the Project Proponent and maintain this regionally important habitat linkage.

F-12

Respectfully Submitted,



Kristeen Penrod, Executive Director
South Coast Wildlands

Mesa Verde Estates DEIR
South Coast Wildlands Comments

6

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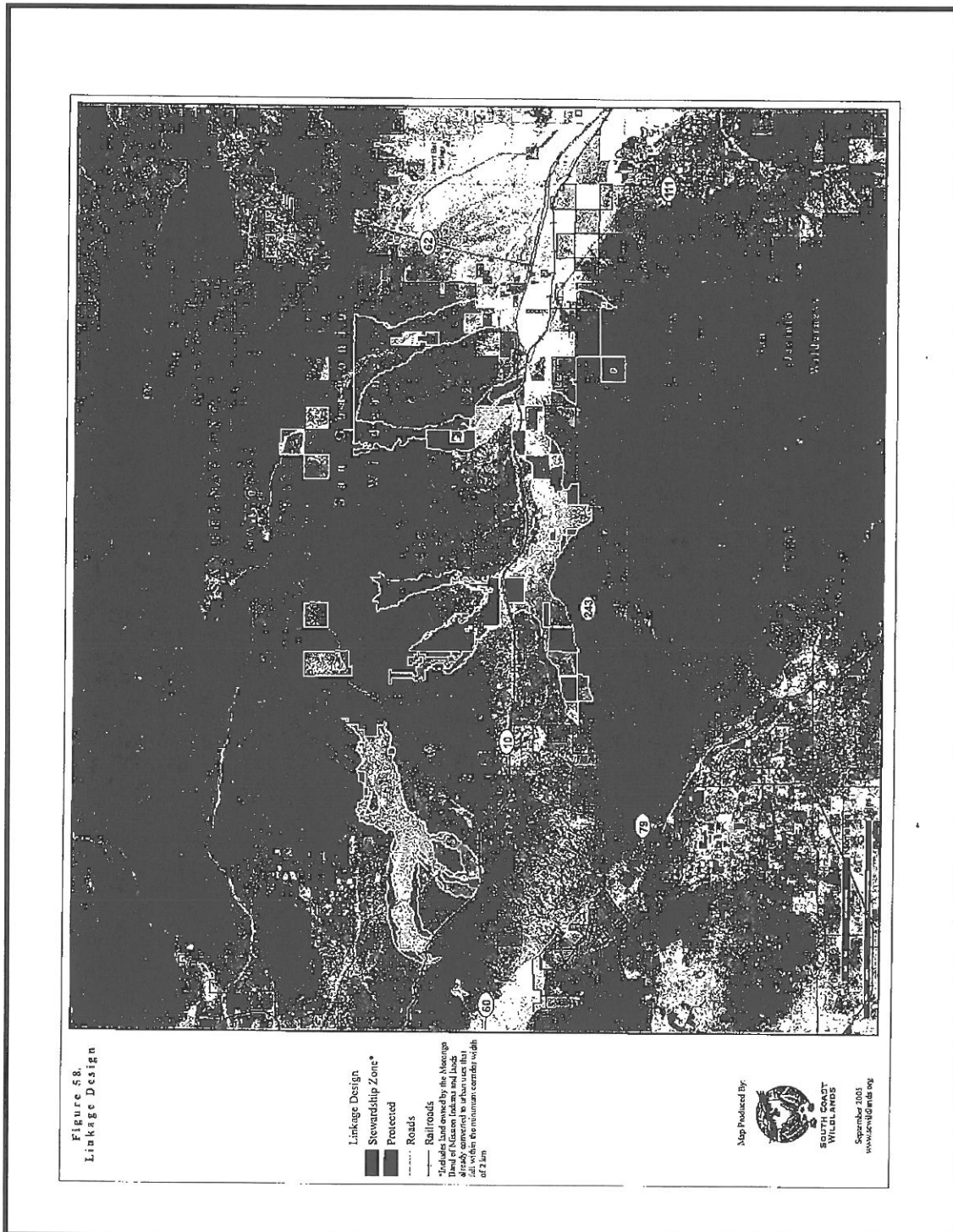
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Attachment I.
A Linkage Design for the San Bernardino to San Jacinto/Badlands Connection

Mesa Verde Estates DEIR
South Coast Wildlands Comments

9



Response to Comment Letter F

Comment F-1 - South Coast Wildlands stated that the proposed project:

- (a) Would sever a critical landscape level connection between the San Bernardino Mountains and the Badlands.

Response: The Proposed Project would not sever a habitat connection, but would provide open space throughout the development to ensure continuity of habitat and the opportunity for wildlife movement throughout the development site. Figures used throughout the Draft EIR illustrate the open space corridors that would become an integral part of the Proposed Project development. In particular, the Land Use Master Plan (Figure 2-4 in the Draft EIR and 2-4a in the Revised Draft EIR) show open space around the perimeter of the project site as well as traversing across the project site from the southerly to the northerly boundaries.

- (b) Is inconsistent with the Western Riverside Multiple Species Habitat Conservation Plan (WRMSHCP).

Response: The project, as proposed, is inconsistent with the WRMSHCP, as approximately 634 acres of the site is located inside some MSHCP criteria cells. The Riverside County MSHCP maps portions of nine Criteria Area cells within the boundaries of the Proposed Project. However, the proposed on-site preservation of the open space would result in the conservation of higher quality stream course habitat, as well as buckwheat scrub and oak woodland habitat, than those resources that would have been conserved under the MSHCP boundaries as originally proposed. The conserved area identified by the MSHCP study would have consisted primarily of non-native grassland habitat. Therefore, the proposed project's open space conservation areas represent higher quality habitat than identified in the Western Riverside county MSHCP.

In January 2006, *A Habitat Evaluation and Acquisition Negotiation Strategy (HANS) Application for the Mesa Verde Estates, City of Calimesa, California* was completed and updated in July 2006 and is included in Appendix C of the Revised Draft EIR. The following is a summary of this evaluation:

The proposed project conserves a total of 452 acres of wildlife habitat as natural open space. The habitats to be conserved are associated with the various drainage features on the project site and provide quality wildlife habitat with localized wildlife movement corridors. These natural open space areas will result in the preservation of the following plant communities: chaparral, non-native grassland, Riversidian sage scrub, and oak woodland. In addition, 19.8 acres will be maintained as open space basins and are expected to provide wildlife habitat. An additional 68.5 acres of open space, in the form of parks (58 acres) and private recreation (12.5 acres) will provide low to moderate quality wildlife habitat.

Habitat

MSHCP criteria cells that partially occur on the project site (Criteria Cells 396, 411, 412 and 417) have 100.7 acres of overlap. Therefore, the maximum preservation targeted by the MSHCP that occurs on the project site for these cells is 100.7 acres. For Criteria Cells 313, 323, and 326, a maximum of 56 acres are targeted for conservation, which wholly

overlap the project site. Therefore, in total the MSHCP is targeting the maximum preservation of 156.7 acres on the project site, which would include the following plant communities: chaparral, grassland, Riversidian sage scrub, and oak woodland. The amount of habitat conserved on the project site (254.8 acres) exceeds the maximum amount of habitat that would be conserved as proposed under the MSHCP (156.7 acres), both in terms of absolute acreage, as well as quality of habitat and biological function and value. The project as designed would be more beneficial to wildlife habitat than the conservation of habitats proposed under the MSHCP.

Covered Species

As listed in the MSHCP, Proposed Constrained Linkage 23 provides opportunities for the following planning species: Bell's sage sparrow, Los Angeles pocket mouse, bobcat, and San Bernardino mountain kingsnake. It would also provide opportunities for the following species that were observed on the project site: rufous-crowned sparrow, California horned lark, golden eagle, white-tailed kite, Cooper's hawk, and loggerhead shrike. As discussed in the previous paragraph, the proposed project conserves greater acreages of habitat than the conservation identified in the MSHCP, and would provide greater live-in and dispersion habitat, and therefore greater conservation value for the planning species. Based on surveys conducted in 2006 by Michael Brandman Associates, no burrowing owl, narrow endemic plant species, or criteria area plant species are present on the project site. The project will not result in beneficial or adverse impacts to these species.

Core Areas

The proposed project does not overlap or abut any MSHCP core areas. However, approximately 118 acres of natural open space is proposed for conservation on the southern portion of the project site that is adjacent to and would contribute to the assemblage of the Extension of Proposed Core 3 (See Exhibit 5 of the HANS Application Appendix C, Revised Draft EIR). This area to be conserved includes a significant blue-line tributary to Garden Air Wash, which eventually connects to San Timoteo Creek, and provides high-quality wildlife habitat. Abutting this conservation area to the south is land belonging to the Riverside Land Conservancy. This results in a connection of conserved habitats from the project site to San Timoteo Canyon Park, which is in turn connected to the Norton Younglove Reserve. The conservation of habitats on the project site would be beneficial in extending Proposed Core 3, although these areas do not occur in Criteria Cells.

Linkages and Constrained Linkages

Proposed Constrained Linkage 23 of the MSHCP is adjacent to and overlaps the southern boundary of the project site. The project site overlaps targeted conservation areas in Criteria Cells 311, 323, 326, 411, 412, and 417 (See Exhibit 6 of the HANS Application Appendix C, Revised Draft EIR). The proposed Mesa Verde Estates Specific Plan project is north of Garden Air Wash, a central element in this portion of Proposed Constrained Linkage 23. Based on MBA's assessment, habitats south of the project site and within Garden Air Wash would provide the greatest conservation value, including the presence of scrub oak chaparral and oak woodlands, than those targeted areas north of the wash within the project site.

Although the proposed project would impact targeted areas within Proposed Constrained Linkage 23, MBA believes that preservation of this linkage has been achieved through the conservation efforts of this project and the adjacent Summerwind Ranch project, which abuts the project site to the south (See Exhibit 7 of the HANS Application Appendix C, Revised Draft EIR). Garden Air Wash and adjacent habitats will be permanently set aside as open space with a conservation easement under these two projects. As a result, total conservation in Criteria Cells 311, 323, 326, 396, 411, 412, and 417 would be 384.6 acres, exceeding the MSHCP's maximum goal of 352 acres. It includes conservation of Riversidean sage scrub, Riversidean alluvial fan sage scrub (Garden Air Wash), chaparral, and non-native grassland

- (c) Is incompatible with the Garden Air Wash habitat linkage set aside for the Summerwind Ranch Specific Plan.

Response: Garden Air Wash is not located within the boundaries of the Proposed Project site – it is more than 500 feet to the south within the recently approved Summerwind Ranch development project. Additionally, the majority of the southern boundary of the Proposed Project site is identified for preservation as open space, which is compatible with the preservation of the off-site Garden Air Wash open space to the south.

Comment F-2 – South Coast Wildlands stated that:

- (a) Biological impacts to existing protected areas in the San Bernardino Mountains to the San Jacinto Mountains linkage would be substantial.

Response: See response F-1b above.

- (b) The project would impact oak woodlands and riparian communities due to habitat loss.

Response: Development of the Proposed Project site would impact oak woodlands as identified in the DEIR – approximately 13-acres of oak woodland habitat would be affected. However, mitigation measures proposed as a part of the project would adequately mitigate identified impacts, as shown in Table 3.3-6 of the Draft EIR and updated in Table 3.3-2 in the Revised Draft EIR. Mitigation measures outlined in the Draft EIR and included herein:

Mitigation Measure 2: Mitigation requirements to minimize permanent direct impacts to onsite oak tree woodlands, including removal of 289 individual coast live oak trees would include onsite preservation in compliance with MSHCP standards for Criteria Area Cells and implementation of an oak tree planting and restoration plan. Approximately 16 acres of oak tree woodland would be preserved onsite. Additionally, oak trees would be planted from container stock as well as from acorns collected onsite to ensure that oak seedlings will have the best genetic adaptation for the Mesa Verde Estates development. The applicant shall plant 3,470 oak trees using a combination of acorns, seedlings, and oak saplings in containers ranging from one-gallon to sixty-inch boxes as mitigation for the removal of oak trees. Table 3.3-6 summarizes the mitigation requirements. This planting program reduces the impact of loss of oak woodland and oak trees to a less than significant level.

As to riparian community impacts, only indirect impacts have been identified that are associated with the proposed project. Mitigation measures include revegetation where indirect impacts would occur to the satisfaction of the California Department of Fish & Game.

- (c) The project is a key critical habitat linkage for plant and animal species.

Response: Habitat linkages for plant and animal species would be preserved through the comprehensive network of open space that is proposed as a part of the project. Also see response to comment F-1b above.

- (d) The proposed project footprint should be modified for safe passage and habitat for numerous native species.

Response: The Proposed Project footprint was modified and is shown in the Revised Land Use Master Plan (Figure 2-4A) in the Revised Draft EIR for safe passage and habitat for native species as identified in the proposed open space network that would be preserved in conjunction with the Proposed Project.

Response to Comment F-3 – Comment noted. South Coast Wildlands is compiling a South Coast Missing Linkages project that is identifying habitat linkages in this region. The open space proposed on site would assist in the provision of habitat connectivity and would contribute to the regional habitat linkage system.

Response to Comment F-4 – Existing development north of Interstate 10 and the I-10 freeway itself already sever meaningful habitat connectivity between the mountains and the badlands, as confirmed in response to comment F-7 below that identifies a current lack of permeability in this region.

Response to Comment F-5 – The Land Use Master Plan in the Draft EIR illustrates buffers around the natural drainages. Three measurements were made along each of the blue-line drainages illustrated in Figure 3 of the Biological Assessment Report (Appendix C) yielded average widths ranging from 206 feet to 733 feet as wildlife buffers for the proposed project.

Additionally, the Biological Resources Section of the Draft EIR (Section 3.3) and the Biological Technical Report identify existing habitat types, acreage of each habitat, and the amount of physical impacts that are projected to occur, as follows: (1) existing Non-Native Grassland - 721 acres; amount lost - 592.5 acres; amount remaining - 128.5 acres; (2) existing Chaparral - 575 acres; amount lost - 402 acres; amount remaining - 173 acres; (3) existing Coast Live Oak Woodland - 29 acres; amount lost - 13 acres; amount remaining - 16 acres; (4) existing coastal sage scrub - 29 acres; amount lost - 20 acres; amount remaining - 9 acres. For the proposed access road, the project would result in a loss of 22.8 acres of on-site habitat types, including 12.3 acres of non-native grassland, 3.7 acres of chaparral, 2.7 acres of Riversidean sage scrub, 2.1 acres of coast live oak, 0.5 acres of southern willow scrub, and 1.5 acres of ruderal vegetation.

Mitigation measures identified in the Draft EIR compensate for the loss of these habitats, and include items such as on-site preservation of habitat, replacement of lost oak trees with an intensive tree replacement program, revegetation of graded areas, and preparation of landscape plans for areas to be disturbed by grading. Impacts have been fully quantified in the biological technical report and the Draft EIR and have been adequately reduced by the proposed mitigation measures.

Response to Comment F-6 –EIR-level biological assessment reports do not typically involve wildlife movement studies as a part of the biological analysis. Only an academically-based institution could provide the data requested in the form of a long-term wildlife movement analysis.

Response to Comment F-7 – Existing development north of Interstate 10 and the I-10 freeway itself already sever meaningful habitat connectivity between the mountains and the badlands. Existing development north of Interstate 10 has significantly altered the habitat in the area due to developed conditions – the existing commercial and residential areas that are presently in these locations.

Response to Comment F-8 – The requested information can be found on page 3.3-31 (Biological Resources Impact 8) and on page 3.3-34 (Mitigation Measure 8) of the Draft EIR.

Response to Comment F-9 – No MSHCP wildlife movement corridors or habitat linkages have been identified within the proposed project site. Therefore, there would be no significant direct impacts to the corridors or linkages as a result of the project. However, there would be permanent indirect impacts to MSHCP-designated wildlife corridors, referred to as edge effects along the development interface of the property to the south and west. These impacts include brush clearing, noise, human activity, nighttime lighting, influx of non-native invasive plant and animal species, and increase run-off and associated pollutants affecting the open space areas. Compliance with Biological Resources Mitigation Measures 7 through 13 in the Draft EIR will ensure minimization of impacts to wildlife movement corridors.

Response to Comment F-10 –See Response F-6 above. EIR-level biological assessment reports do not typically involve wildlife movement studies as a part of the biological analysis. Only an academically-based institution could provide the data requested in the form of a long-term wildlife movement analysis.

Response to Comment F-11 – The Land Use Master Plan was revised and is presented in the Revised Draft EIR as Figure 2-4a.

Response to Comment F-12 – The City appreciates South Coast Wildlands willingness to meet with the City and will take the offer into consideration.

Comment Letter G



SAN FRANCISCO BAY AREA OFFICE

Protecting endangered species and wild places through science, policy, education, and environmental law

October 21, 2005

VIA ELECTRONIC MAIL AND FACSIMILE

Mr. Gabriel Elliott
Planning Manager
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phone: (909) 795-9801
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Re: Draft Environmental Impact Report for the Mesa Verde Estates Specific Plan SCH No. 2004071045

Dear Mr. Elliott:

The Center for Biological Diversity ("the Center") is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 14,000 members throughout California and the United States. The Center submits the following comments on the Draft Environmental Impact Report ("DEIR") for the Mesa Verde Estates Specific Plan Amendment, SCH No. 2004071045 ("the project") on behalf of our members, staff, and members of the public with an interest in protecting the native species and habitats of western Riverside County.

The Proposed Mesa Verde Estates Project includes 3,450 residential units; three schools; 350,000 square feet of commercial uses in a 63-acre Mixed Use development; and 92 acres of new roadway. The Center appreciates that the Mesa Verde Estates version of the proposed project is smaller and more environmentally sensitive than its immediate precursor, the Oak Valley Specific Plan. However, the proposed project will still have significant environmental effects that must be thoroughly analyzed and avoided or mitigated. The DEIR does not identify and address all likely significant impacts, and does not include or consider effective and feasible mitigation measures that could lessen or avoid some impacts. In particular, the Center requests that the City identify and thoroughly analyze all significant impacts likely to arise from the proposed project; that the City do more to protect the natural drainages on the project site by increasing the size

G-1

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of the buffers around them; that the City do more to control traffic and protect air quality; and that the City address and avoid or mitigate the significant impacts the proposed project will likely have on the 100-year floodplain, San Timoteo Creek and San Timoteo Canyon State Park.

An EIR is a detailed statement, prepared under the California Environmental Quality Act, Public Resources Code §§ 21000-21178 ("CEQA"), describing and analyzing all significant environmental effects on the environment of a proposed project and discussing ways of mitigating or avoiding those effects. Pub. Res. Code §21100; 14 Cal Code Regs § 15362. The purpose of an EIR "is to inform the public and its responsible official of the environmental consequences of their decisions *before* they are made." *Laurel Heights Improvement Association v. Regents of University of California*, 6 Cal. 4th 1112, 1123 (1993) (emphasis in original). An EIR should 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 avoided or minimized, and to indicate alternatives to the project. Pub. Res. Code § 21061; 14 Cal Code Regs. § 15002. California courts have emphasized that an EIR should: disclose all relevant facts; provide a balancing mechanism whereby decision makers and the public can weigh the costs and benefits of a project; provide a means for public participation; provide increased public awareness of environmental issues; provide for agency accountability; and provide substantive environmental protection. Because of the shortcomings discussed below, the DEIR for the project is inadequate to meet both the procedural and substantive mandates of CEQA.

} G-2

I. The DEIR Fails To Properly Identify The Full Range Of Direct, Indirect, And Cumulative Environmental Impacts And Mitigate Those Impacts.

The DEIR spends a great number of pages reciting the CEQA requirements for an EIR, but then fails to meet many of those requirements. Specifically, the DEIR does not adequately address, analyze or mitigate many significant environmental impacts likely to arise from the proposed project, including impacts on biological resources, water quality, air quality, and traffic.

} G-3

A. The DEIR Fails to Address Issues Raised at Scoping Meetings & in the DEIR itself

The DEIR notes that at the Scoping meetings held by the City regarding this proposed project and its immediate precursor, the Riverside County Flood Control & Water Conservation District raised concerns that the project site, or at least part of it, is probably in a 100-year floodplain, and that the EIR must address impacts to the floodplain, as well as drainage and run-off issues that might be caused by the proposed development. DEIR at I-4 and I-6. These issues are not addressed in the DEIR: They are neither analyzed nor mitigated, and alternatives that might avoid or lessen their severity are not considered. These deficiencies must be corrected if the Final EIR is to pass legal muster.

} G-4

Similarly, San Timoteo Canyon State Park abuts the southwest side of the project site. DEIR at ES-2 & 3.7-9. Potential impacts to the Park were raised at both Scoping Meetings by the California Department of Parks & Recreation, but were not analyzed or mitigated in the DEIR. The proposed commercial and residential developments will have negative impacts on the adjacent, environmentally sensitive State Park. Likely significant impacts include, but are not limited to: pedestrian trespass into the Park; social trails; loose dogs and cats; feral cats; migrating trash; intentional trash dumping; graffiti; vandalism; air pollution; and urban run-off and water pollution.

G-5

The only "mitigation" in the DEIR regarding the State Park is the requirement that there be signage installed advising would-be trespassers that the area behind the signs is an environmentally sensitive area that should be left alone. DEIR at ES-8. Other than that, the City relies on the relatively low density housing and a "conservation area" of unspecified depth that is already planned for the area near San Timoteo State Park, to protect the Park. DEIR at 3.7-13. Signs, low-density development and an open buffer of unspecified size are useful but not adequate to stop trespassers, loose dogs, cats and trash from finding their way into the State Park. These likely impacts must be analyzed and mitigated. At a minimum, the City must identify and discuss the likely impacts on the Park. As for mitigation, the City should negotiate with the State Park managers to find feasible measures that would offer real protection against the significant impacts the proposed project will bring to bear on the San Timoteo Canyon State Park.

G-6

The DEIR is legally insufficient because it does not address all significant impacts likely to arise from the proposed project. In particular, the effects on the 100-year flood plain, on San Timoteo Creek and on San Timoteo Canyon State Park, must be identified, analyzed, and avoided or mitigated in the Final EIR.

G-7

B. The DEIR Fails to Adequately Analyze and Mitigate Impacts to Air Quality

Although the DEIR recognizes that the proposed project will cause air pollution, and that it will have a significant, negative effect on local and regional air quality, it underestimates the scope of those negative impacts, and does little to mitigate or avoid them.

The DEIR recognizes that the proposed project lies within the South Coast Air Basin ("SCAB"), which has one of the most severe air quality problems in California and the nation. The DEIR studies the types and levels of air pollutants likely to emanate from the project site during construction and "operations," and concludes such emissions will have significant negative impacts on air quality. DEIR at 3.2-16, 3.2-21, 3.2-22.

In discussing the air quality impacts, the DEIR only goes so far as to conclude that projected emissions from the proposed project will violate state and federal air quality standards. That is a reasonable start, but falls far short of a complete discussion of the impacts. A complete discussion of the impacts is necessary for an informed

G-8

evaluation of the feasibility of available mitigation measures, which is a primary function of the EIR process.

The impacts of air pollution are more far-reaching and much more dangerous than the mere violation of an air quality standard might suggest. Polluted air causes short and long term health problems for people, and affects the environment locally, regionally and globally. A wealth of information on the environmental and health effects of SCAB's poor air quality is readily available. One study found that in Riverside County alone, over 800 deaths and over 42,000 asthma attacks per year are due to excessive amounts of particulate matter (PM10 and PM2.5) in the air. Sharp & Walker, Particle Civics, How Cleaner Air in California Will Save Lives and Save Money, Environmental Working Group.

The DEIR discusses a number of pollutants, including VOCs, NOx, CO, SOx and PM10, and finds the proposed project will exceed applicable standards for all of them at one time or another. The DEIR does not address ozone, however, which is a common by-product formed when emissions such as NOx and reactive organic gases (ROGs) react in sunlight. Ozone is the chief component of "smog," and causes wheezing, coughing and pain when taking a deep breath. Repeated or long-term exposure may cause permanent lung damage. Even at very low levels, ozone causes asthma attacks, reduced lung capacity, and increased susceptibility to pneumonia and bronchitis. Ozone also interferes with the ability of plants to produce and store food, making them more susceptible to disease, insects, adverse weather, and other damage.

} G-9

Regionally, air pollution affects human health and the environment. Air pollution generated in Los Angeles, Orange and Riverside counties migrates to the Mojave Desert and settles on Joshua Tree National Park. The air pollution causes a litany of problems, from poor visibility to health problems to nitrogen deposition. Nitrogen deposition is causing type conversion of the coastal sage scrub ecosystem in the region, altering this habitat to one dominated by nitrogen-loving, invasive herbs and grasses, pushing out natives, and increasing fire hazards.

Globally, human-induced air pollution is causing climate change. This fact is no longer subject to credible debate. In 2001, the Intergovernmental Panel on Climate Change ("IPCC") concluded that over the next century, average global temperatures will rise between 2.5 and 10.5 degrees Fahrenheit.¹ Dr. Rajenda Pachauri, chairman of the IPCC, has stated that the world has "already reached the level of dangerous concentrations of carbon dioxide in the atmosphere," and that "[w]e are risking the ability of the human race to survive."² Tangible evidence that the world is getting warmer can be found in the Arctic, where the sea ice has been declining (melting and not re-freezing) a staggering 9% per decade. Polar bears and other Arctic species are dwindling as their habitat literally melts from under them. Even under conservative estimates, scientists say

¹ IPCC, *Climate Change 2001: The Scientific Basis*. Cambridge University Press.
² *Global Warming Approaching Point of No Return, Warns Leading Climate Expert*, The Independent, January 23, 2005.

Arctic winter temperatures could rise as much as eighteen degrees Fahrenheit, eliminating year-round ice completely by the end of the century.

The proposed project will do nothing to improve local, regional or global air quality, and everything to further degrade them all. The EIR must address and analyze these impacts. Furthermore, the City must explore mitigation measures that will lessen or avoid these impacts, and adopt such measures that are feasible. The few measures included in the DEIR to address air quality impacts are all "developer-supported recommended mitigation measures." DEIR at 3.2-21. One is a good idea (increase insulation), one is required by state law (use energy efficient appliances), and one simply will not accomplish all that much (light colored/earth tone roof tiles). The City must consider more mitigation options, and the Final EIR must require more. Mitigation measures may not be voluntary, and they must be effective. The City should consider requiring that alternative energy sources be integrated into the proposed project, including such elements as solar water heaters, passive heating and cooling via building and landscape design and orientation. The City should also consider requiring more bicycle paths and lanes, and bicycle parking throughout the proposed project.

G-10

C. The DEIR Fails to Adequately Analyze and Mitigate Impacts to Biological Resources

The proposed project site is located within an ecological sensitive area. No fewer than 9 Criteria Area Cells identified in the Western Riverside County Multiple Species Habitat Conservation Plan ("MSHCP") are affected by the project. Unfortunately, the Biological Resources section of the DEIR fails to adequately disclose, analyze, avoid, minimize, and mitigate numerous impacts to the many plants and animals inhabiting the project site.

The DEIR identifies the presence of several special status species on the Project site, including California horned lark, northern red-diamond rattlesnake, San Diego pocket mouse, San Diego black-tailed jackrabbit, San Diego desert woodrat, and others, but fails to identify any impacts from build-out of the project on these species, and apparently confuses MSHCP consistency with CEQA compliance. There are two major problems with this approach: 1) the MSHCP does not substitute for project-level CEQA review, avoidance, minimization, and mitigation of impacts, and 2) the MSHCP's species analyses themselves were fundamentally flawed. These issues are described in detail below.

G-11

First, the analysis of environmental impacts in the MSHCP was programmatic, and as such the implementation of the MSHCP does not eliminate the requirement under CEQA to conduct and disclose project-level, species-specific analyses in an EIR. As the Center has pointed out in previous comments to the City of Calimesa and to Riverside County, the MSHCP cannot substitute for CEQA review or provide assurances to agencies or project applicants that disclosure, analysis, avoidance, and mitigation will not be required for direct, indirect, and cumulative impacts under CEQA.

G-12

Secondly, the DEIR's analyses of impacts to biological resources rely on fundamentally flawed analyses contained in the MSHCP. As such, the EIR's reliance upon implementation of the MSHCP to satisfy its requirements to avoid, minimize, and mitigate impacts to special-status species will not ensure the conservation of these species in western Riverside County during project-level analyses. The MSHCP contains numerous deficiencies, including but not limited to: (1) failure to adequately describe the environmental baseline; (2) failure to adequately disclose and analyze the project's direct, indirect, and cumulative impacts to biological and other resources; (3) failure to incorporate all feasible mitigation (and inadequacy of proposed mitigation measures, including reserve design, size and funding); and (4) failure to analyze and adopt feasible environmentally-superior alternatives, such as an alternative with a larger reserve system or an alternative with an assured reserve. As detailed in our many previous comment letters, the MSHCP is not biologically or legally adequate to conserve species or fulfill its functions under the ESA. Nor is the MSHCP biologically or legally adequate to "substitute" for CEQA disclosure, analysis, avoidance, and mitigation of impacts.

G-13

The Center's comments on the Final EIR/EIS submitted to Riverside County on November 3, 2003 describe in detail the MSHCP's flawed analyses. Therein, we noted that the initial designation of the Conservation Area was not based on updated, comprehensive information regarding species occurrence, but was based on opportunistic location information available at the time of the design of the Criteria Area. Because surveys were not conducted in many areas, the design of the Criteria Area was based on outdated, incomplete, and erroneous information, and the plan failed to utilize the best available science. Significant new populations of covered species could be destroyed without any knowledge of those populations. Similarly, it is unknown whether many species actually occur in potential reserve areas because either the map does not reflect current habitat conditions (i.e., habitat may have been altered) or the species surveys were outdated. The MSHCP Criteria Area/Conservation Area may or may not be occupied by covered species, and may not contain all populations necessary to ensure the survival and recovery of certain species.

G-14

The Center, the Scientific Review Panel ("SRP"), and other scientific reviewers pointed out on numerous occasions that specific numbers in species-specific goals and objectives in the MSHCP are completely arbitrary, with no scientific citations demonstrating the scientific relevance of the numbers. Indeed, the SRP has noted that they "remain concerned with the lack of quantitative analysis of persistence of individual species as outlined in our first review and continuing to our last review...there should be some appropriate data sets." (SRP comments at 9). In addition, as stated in the Conservation Biology Institute's January, 14, 2003 comments on the draft EIR/EIS for the MSHCP:

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"The analyses of species coverage presented in the Volume II species accounts and summarized in Table 9-2 of Volume I are severely flawed and should be redone. It appears that the findings of the analysis—all species are adequately conserved, even with conservation levels as low as 25% or 10%—were predetermined "givens." No independent, science-based

objectives or standards against which to assess species coverage were apparently established or followed. Rather, the process seems to have been, "see how many acres will be conserved, then claim that level was the plan's objective." This clearly circular logic cannot be allowed as a precedent in NCCP planning and should be rectified." (CBI comments at 9).

Thus, there is not even any assurance that the reserve ultimately assembled will ensure the continued survival of covered species.

The MSHCP does not even meet the most rudimentary requirements for environmental review that would be required by CEQA. In essence, the levels of take outlined in the Species Conservation Analyses could be severely underestimated, whereas at least with CEQA at the project-by-project level, the take of the species would be known. In the MSHCP, levels of take are truly unknown.

The DEIR provides a list of the species which were found, or have potential to be found, on the project site. Table 3.3-3 at 3.3-12. However, no data are provided on population size or status of these species, or on how much of their habitat or how many individuals might be eliminated from build-out of the project. The DEIR's "analysis" is not a quantitative, objective, rigorous examination of the past and current populations of these species in the proposed project area and in southern California, and how the proposed project, alone and in tandem with additional past and future development projects in the area, will affect these populations. As noted earlier, simply stating that the Project will not significantly impact the species because the EIR complies with the MSHCP is by no means a sufficient or meaningful analysis. The site-specific biological impacts must be identified and analyzed and if possible avoided or mitigated. It is improper for the DEIR to simply conclude without any evidence that the impact will not be significant.

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In short, the MSHCP contained no site-specific analysis and legally cannot substitute for project-level analysis, avoidance, and mitigation of project impacts to all biological resources as required by CEQA. In addition, the MSHCP itself fails to ensure the conservation of covered species. The City of Calimesa must prepare an EIR that properly addresses the project-level immediate and cumulative impacts to special-status species from both construction and operation of the proposed project. The EIR must fully disclose and analyze impacts to the special-status species found on the project site, including California horned lark, northern red-diamond rattlesnake, San Diego pocket mouse, San Diego black-tailed jackrabbit, San Diego desert woodrat. The EIR also must discuss alternatives and mitigation measures to avoid, reduce, and mitigate impacts to these species. Otherwise, there is simply no way for the public and decision-makers to be properly informed about the site-specific impacts and to independently review the efficacy of the mitigation measures.

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The proposed project site is located immediately north of the Garden Air Wash, and as such strongly influences the drainage system, as the southeast portion of the property flows into Garden Air Wash before converging with San Timoteo Creek. DEIR

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at 3-67. The Garden Air Wash itself has been preserved as a wildlife corridor within the Oak Valley Specific Plan. The close proximity of the proposed project to this drainage is a critical issue both from the standpoint of erosion into the wash, and wildlife movement through the corridor. The proposed project must provide an adequate buffer along this critical ecological area. The Center recommends a 500-foot buffer along the southeastern edge of the property bordering Garden Air Wash, to minimize edge effects such as light and noise pollution, domestic cats and dogs, and other incursions into the corridor.

D. The DEIR Fails to Adequately Analyze and Mitigate Impacts to Hydrology and Water Quality

The DEIR did not properly address the issue of water quality. The DEIR observes that the project site slopes toward, and presumably drains into, San Timoteo Creek. DEIR at 2-18. The DEIR also notes that the proposed project will increase urban run-off, which carries all sorts of water contaminants. DEIR at 4-6. The DEIR also notes that the potential exists for site construction and grading to result in substantial erosion which would increase siltation and turbidity to on- and off-site water systems. DEIR at 3.6-10. However, the DEIR does not analyze these effects, consider reasonable alternatives that would avoid or lessen these impacts, or otherwise attempt to mitigate them. Instead, the DEIR seems to assume that compliance with non-existent NPDES (Federal National Pollution Elimination Discharge System) and state permits will resolve all environmental impact issues related to run-off and drainage. DEIR at 6-3. This assumption is mistaken. The fact that other agencies may have regulatory control over some aspect of the development in no way lessens the City's responsibility to identify, analyze, avoid and mitigate the impacts of the proposed project.

G-19

CEQA requires the City to analyze the significant environmental impacts likely to be caused by a proposed project, and to consider and adopt feasible alternatives that would mitigate or avoid the impacts. Pub. Res. Code ' 21061; 14 Cal Regs. ' 15362. The City may not substitute a permit from a regulatory agency for the required analysis and mitigation. Furthermore, CEQA requires the City to apply mitigation measures that are available and feasible, and that would substantially lessen any significant environmental effects of the proposed project. Cal Regs. '15043(a) & 15091. Possible future compliance with a non-existent NPDES permit, and unspecified "best management practices" are not substitutes for the required analysis of how much run-off might be generated, what might be in it, and ways to decrease, divert or de-pollute it before it does damage.

G-20

E. The DEIR Fails to Adequately Address Growth-Inducing Effects

CEQA says that an EIR must include "a detailed statement" addressing "the growth-inducing impact of the proposed project." Pub. Res. Code ' 21100(b)(5); Cal Regs " 15126(d), 15126.2(d). The DEIR improperly dismisses the potential growth-inducing effects of the proposed project, by saying that the project will accommodate growth already planned for and anticipated in the City's General Plan. DEIR at 4-1. This "analysis" completely misunderstands what "growth-inducing effects" are, and

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mistakenly relies on the City's General Plan standards and designations as a substitute for the required analysis and mitigation.

"Growth-inducing impacts" are not the houses and businesses included in the proposed project, as the City seems to think. Rather, "growth-inducing impacts" are "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." Guide to CEQA, 10th Ed., p 462 (emphasis supplied). The City may not rely on current zoning designations and General Plan provisions to address or resolve the question of growth-inducing effects. The California courts have recognized that "[z]oning is subject to change and amendment of a general plan is not a rare occurrence." Stanislaus Audubon Society, Inc. v. County of Stanislaus (5th Dist. 1993) 33 Cal. App. 4th 144. CEQA therefore requires the City to consider whether the proposed project will force, foster, advance, invite or make easier, economic or residential growth in the area around it, regardless of current zoning, general plan designation, or jurisdiction.

G-22

The proposed project includes 3,450 residential units; three schools; 350,000 square feet of commercial uses in a 63-acre Mixed Use development; and 92 acres of new roadway. DEIR at ES-1. The proposed project also includes improvements to several existing roads and to three nearby interchanges with Interstate 10. The City of Calimesa must consider the extent to which these and other elements of the proposed project will create pressure or opportunity for more growth around the project site and around the related roadway improvements off-site.

G-23

As an example, the DEIR notes that the small, low-density residential neighborhood to the northwest of the project site will be significantly and unavoidably impacted by the road improvements, traffic, light and noise generated by the proposed project. DEIR at 3.7-13 & 3.7-14. What the DEIR does not discuss, and what must be addressed, is whether the road improvements, traffic, light and noise will stimulate this sleepy neighborhood to grow, or to convert to "higher," more intense uses. The City must ask the same question of all the lands around the proposed project regardless of current zoning or jurisdiction. The analysis must include the 30-acre portion of the site and other abutting and nearby lands that are in San Bernardino County.

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G. The DEIR Fails to Adequately Address Cumulative Impacts

An EIR must address the cumulative impacts a proposed project might have when taken together with other projects in the same area. "Cumulative Impacts" are "two or more individual effects which, when considered together, are considerable or . . . compound or increase other environmental impacts." Cal. Regs. ' 15130(a)(1).

G-25

The Cumulative Impacts analysis attempted in the DEIR is superficial at best, and entirely inadequate. The DEIR does not address, or even identify, many of the cumulative effects the proposed project is likely to have when combined with the many other development projects planned, approved or under construction in the same area. The DEIR does identify a few cumulative impacts, but dismisses them all because: (1)

they are already assumed and planned for in local and regional Plans; (2) they are more properly addressed project-by-project, and/or (3) there is project-by-project regulatory oversight by federal, state and local permitting agencies. See discussions throughout DEIR Section 4.0.

Each of these three reasons does not exempt the City from its duty to identify, analyze and mitigate or avoid cumulative impacts related to the proposed project. The City may not dismiss impacts, cumulative or otherwise, simply because the General Plan or other document calls for or anticipates the type of development at issue. For example, the DEIR recognizes that there is an "urgent need for additional emissions reductions . . . from all sources." DEIR at 3.2-6. The DEIR also states that the proposed project would contribute to cumulative significant effects on regional air quality and that such effects are unavoidable. DEIR at 4-5. The DEIR does not specify what these cumulative impacts might be, or explain why they are unavoidable. Nor does it offer any discussion of possible mitigation measures. Rather, the DEIR simply, and inexplicably, states that such "impacts to the region are assumed as part of the planned development and anticipated in the Calimesa General Plan and are therefore assumed in the Regional Air Quality Strategy (RAQS)." Even if true, this does not relieve the City of its obligation to identify, analyze and mitigate or avoid cumulative impacts the proposed project will likely have when considered with all the other developments occurring, approved or planned for the area.

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Similarly, the DEIR's repeated reliance on project-by-project CEQA review is legally inadequate. The very idea that cumulative impacts need not be addressed because "future cumulative projects are subject to individual CEQA review" is nonsensical and anathema to the purpose and need for a complete cumulative impacts analysis. As one court has explained it:

The purpose of this requirement is obvious: consideration of the effects of a project or projects as if no others existed would encourage the piecemeal approval of several projects that, taken together, could overwhelm the natural environment and disastrously overburden the man-made infrastructure and vital community services. This would effectively defeat CEQA's mandate to review the actual effects of the projects upon the environment. *Las Virgenes Homeowners Federation v. County of Los Angeles*, (2d Dist. 1986) 177 Cal. App. 3d 300, 306.

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Also, the City may not rely on future permitting decisions by a myriad of public agencies overseeing discreet aspects of many different projects to substitute for a complete, comprehensive cumulative impacts analysis.

The Cumulative Impacts analysis offered in the DEIR is entirely inadequate. The City must identify all cumulative impacts to which the proposed project will contribute, analyze those impacts, and discuss ways to avoid or mitigate them, and adopt and impose feasible mitigation measures. Cumulative impacts that were not even identified, but that must be considered and addressed in the Final EIR include but are not limited to: impacts on local, regional and global air quality, including health effects and environmental

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effects; traffic impacts on the local and regional systems; impacts on San Timoteo Creek and San Timoteo Canyon State Park; growth-inducing impacts; impacts on biological resources; impacts on hydrology and water quality.

II. Conclusion

The DEIR for the Mesa Verde Estates fails to meet the requirements of CEQA. An EIR must be circulated that analyzes all significant impacts including biological resources, water quality, air quality, growth-inducing impacts, and cumulative effects. Furthermore, the Center urges the City of Calimesa to: provide adequate protection for natural drainages on the project site by increasing the size of the buffers around them, including a 500-foot buffer adjacent to Garden Air Wash; to provide more robust mitigation measures to control traffic and protect air quality; and to address and avoid or mitigate the significant impacts the proposed project will likely have on the 100-year floodplain, San Timoteo Creek and San Timoteo Canyon State Park

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The Center looks forward to reviewing a revised EIR. Thank you for consideration of these comments.

Sincerely,

Monica Z. Bond

Monica Bond
Staff Biologist
Center for Biological Diversity



SAN FRANCISCO BAY AREA OFFICE

Protecting endangered species and wild places through science, policy, education, and environmental law

October 21, 2005

VIA ELECTRONIC MAIL AND FACSIMILE

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Re: Draft Environmental Impact Report for the Mesa Verde Estates Specific Plan SCH No. 2004071045

Dear Mr. Elliott:

Please accept these additional comments on the Mesa Verde Estates Specific Plan draft EIR ("DEIR"). Thank you for the opportunity to provide these comments.

Transportation and Circulation

The Transportation and Circulation section of the DEIR is incomplete. It only partially addresses vehicular circulation, and does not seriously address pedestrian, bicycle or public transportation impacts and needs. Furthermore, the information on trip generation is presented in a misleading way and may be incomplete.

} G-30

The introductory paragraph to the "Trip Generation" section says that "[t]rip generation represents the amount of traffic that would be attracted by the commercial and residential uses of the Proposed Project site." DEIR at 3.12-16. This definition excludes trips generated from the Proposed Project to destinations off-site (work, shopping, school, entertainment etc.), and no where does the DEIR seem to account for, consider or analyze those trips.

} G-31

The trip generation figures in the DEIR also exclude an unspecified percentage of trips as "pass-by" and "internal" trips. DEIR at 3.12-16. We understand the "pass-by" trips to be stops made at the Proposed Project by drivers that would otherwise be traveling by the

} G-32

Tucson • Phoenix • Idyllwild • San Diego • San Francisco • Portland • Silver City • Denver

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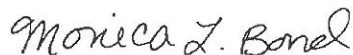
site anyway. The DEIR says these trips are not counted, because they do not generate an increase in traffic. This is incorrect. The "pass-by" trips do increase traffic and must be counted. Slowing and turning traffic will impact traffic flow and the functioning of intersections and other facilities. Also, "pass-by" drivers stopping at the project site will use intersections and related facilities twice, instead of only once, as they enter and then exit the project site. These trips do increase and impact traffic and must be counted and addressed.

The DEIR similarly excludes "internal" trips from the trip count. "Internal" trips are explained as "trips that do not leave the Proposed Project area and do not result in an increase in traffic." While these trips might have little effect on the existing transportation system, they are trips nevertheless, and they constitute new traffic that must be analyzed and mitigated or avoided if possible. It does not seem that the DEIR accounts for or addresses these trips anywhere.

The DEIR does not seem to count trips generated from the Proposed Project onto the existing roadways. Nor is it clear that it counts trips from other residential developments onto the existing roadways. DEIR at 3.12-16 to 3.12-44 and tables contained therein. Nor is it clear what the cumulative count really is, or which trips are included in the figure. The DEIR contains separate and different discussions and different charts and tables for the Proposed Project and a variety of other approved, planned and/or proposed projects in the Calimesa area. *Id.* Apparently, we are expected to add up the information from the different charts and tables (DEIR at 3.12-44), and search the 144-page underlying traffic study to learn how much traffic this Proposed Project might generate. The DEIR fails to adequately identify and describe the traffic impacts likely to arise from the Proposed Project. Similarly, the DEIR seems to go out of its way to avoid adding up all the numbers and telling us what the cumulative traffic impacts might be. Since it does not identify or analyze traffic impacts, the DEIR also failed to appropriately consider ways to mitigate or avoid those impacts.

The bits of "mitigation" suggested or required in the DEIR are ineffective and unresponsive to the impacts at hand. The "mitigation measures" listed in the DEIR consist entirely of widening roads, expanding intersections and highway interchanges, and adding or improving traffic lights to move more vehicles through a given intersection more efficiently. The DEIR does not even pay lip service to mitigation measures such as providing public transportation, providing for or encouraging alternate fuel sources and alternate transportation means, or even adding safe bicycle and pedestrian facilities to the existing roadways. Effective mitigation should reduce the total number of vehicle miles traveled, not increase capacity.

Sincerely,



Monica Bond

Response to Comment Letter G

Comment G-1 – The Center for Biological Diversity stated that:

- (a) The proposed project does not identify and address all likely significant impacts or include or consider all feasible mitigation measures.

Response: All identified significant environmental impacts have been evaluated throughout the EIR for both the original and revised Land Use Master Plan and all feasible mitigation measures have been addressed as well. The Executive Summary, Table ES-2, provides a list of Required Mitigation Measures that has been prepared based on the impact analysis conducted for this project. In addition, the Final EIR includes a Mitigation Monitoring and Reporting Program (MMRP) for the project.

- (b) The City should do more to protect the natural drainage on the project site by increasing buffers around them.

Response: As summarized in the biological technical report, natural drainages are adequately protected, as illustrated on the Land Use Master Plan. Drainage buffers range from 206 feet in width to a maximum of 733 feet in width, with an average width of 339 feet.

- (c) The City should do more to control traffic and protect air quality.

Response: Traffic impacts are quantified in the Traffic Impact Analysis (TIA) and through adoption of an extensive series of mitigation measures, which include intersection improvements, roadway segment improvements, and traffic signal impacts that will lessen identified traffic and circulation impacts. As part of the revised Specific Plan effort, the applicant prepared an updated Traffic Impact Analysis (December 2006) which is included in its entirety in Appendix I of the Revised Draft EIR.

Air quality impacts have been identified as significant and cannot be fully mitigated. However, air quality impacts can be reduced through adoption of the mitigation measures identified in the EIR.

- (d) The City should address and avoid or mitigate the impacts on the 100-year floodplain, San Timoteo Creek, and San Timoteo State Park.

Response: The project site is not located within the 100-year flood zone. Hydrology and drainage were evaluated in the hydrology section of the Draft EIR based on a report prepared by VanDell & Associates entitled *Mesa Verde Estates Development Project Existing and Developed Condition Hydrology Study*, prepared in July 2005 using procedures as stated in the Riverside County Flood Control and Water Conservation District Hydrology Manual.

Impacts to San Timoteo Creek and San Timoteo State Park are identified in the hydrology and public services and utilities section of the Draft EIR. Impacts to San Timoteo would

be mitigated through the implementation of Best Management Practices (BMPs) identified in the project's required Storm Water Pollution Prevention Plan (SWPPP) as well as BMPs identified and implemented as part of the development process to control urban pollutants that could be carried off-site via stormwater runoff.

Please refer to Response G-3 below for additional information.

Response to Comment G-2 –No response required - see the responses below for a full discussion of specific Center for Biological Diversity comments.

Response to Comment G-3 –Impacts related to biological resources are addressed and analyzed in the Draft EIR and Revised Draft EIR. The Thomas Leslie Corporation prepared the biological resource analysis; a copy of the technical report is provided as Appendix C of the Draft EIR. Additionally, Dudek & Associates prepared a specialized oak tree analysis; a copy of the technical report is provided as Appendix C of the Draft EIR. It was the conclusion of the biological team that impacts to biological resources would be reduced with implementation of the proposed project mitigation measures. Biological impacts were identified in the Draft EIR as significant and can be mitigated. Also see supplemental information in the Revised Draft EIR and associated appendices.

Impacts related to water quality are addressed and analyzed in the Draft EIR. A hydrology study of the proposed project site was prepared by Van Dell and Associates; a copy of the technical report is provided as Appendix F of the Draft EIR. It was the conclusion of Van Dell and Associates that although the proposed project would result in a slight increase in runoff, impacts would be mitigated through the construction of drainage facilities at specific locations. Additionally, implementation of a SWPPP would alleviate impacts associated with water quality that could occur as a result of construction and operation of the proposed project. Hydrology and water quality impacts were identified in the Draft EIR as significant and mitigable.

Impacts related to air quality are addressed and analyzed in the Draft EIR and supplemented in the Revised Draft EIR. An air quality study of the proposed project site was prepared by Urban Crossroads; a copy of the technical report is provided as Appendix B of the Draft EIR. It was the conclusion of Urban Crossroads that the proposed project would result in a significant and not mitigable impact to local and regional air quality. Mitigation measures were identified to partially alleviate project-related air quality impacts, but impacts cannot be fully mitigated. Also see relevant portions of the Revised Draft EIR for an evaluation of the revised project description.

Impacts related to traffic are addressed and analyzed in the Draft EIR on pages 3.12-1 through 3.12-80. Mitigation measures are addressed and analyzed in the Draft EIR on pages 3.12-80 through 3.12-84. A detailed traffic analysis of the proposed project site was prepared by Urban Crossroads; a copy of the technical report is provided as Appendix I of the Draft EIR. It was the conclusion of Urban Crossroads that the proposed project would result in a significant and not mitigable impact to local and regional traffic patterns. Mitigation measures were identified to partially alleviate project-related traffic and circulation impacts, but impacts cannot be fully mitigated. Subsequently, the applicant revised the project description and the TIA was revised in December of 2006. Additional mitigation measures were identified and significant adverse impacts can now be mitigated to less than significant levels.

Response to Comment G-4 – As stated in Response to Comment G-3, the project site is not within a 100-year floodplain. Drainage and runoff impacts are adequately addressed in the Draft EIR. Additionally, a hydrology study was conducted by Van Dell and Associates (2005). Although the proposed project would result in a slight increase in runoff, impacts would be mitigated through the construction of drainage facilities in specific locations on the project site. Additionally, implementation of a SWPPP would alleviate impacts associated with runoff and water quality that could occur as a result of construction and operation of the proposed project. Also see Response to Comment E-1 addressing the Riverside County Flood Control District's concerns.

Response to Comment G-5 – The San Timoteo Canyon State Park is near the proposed project site but not within the project boundaries, the property has recently been acquired by the State and is not presently developed as a park site. The property is not currently available for public use and does not have any park-related facilities. The Mesa Verde Estates Specific Plan would provide 481.8 acres of natural open space, including 70 acres for public and private-park and recreation facilities, and an additional 19.8 acres of basins included in the Open Space calculation. The proposed open space on-site would complement future park facilities that may be developed at San Timoteo Canyon State Park. Since no park facilities exist at San Timoteo State Park, no impacts resulting from the project are anticipated.

Response to Comment G-6 –Mitigation Measure 9 in the Draft EIR states that, "... Vegetation and/or fencing that effectively reduces noise shall be placed along streets and parking lots in or adjacent to the MSHCP Conservation Area and natural open space areas. The applicant shall incorporate in CC &Rs a prohibition on the use of motorized equipment by homeowners in or adjacent to the MSHCP Conservation Area and natural open space areas."

Mitigation Measure 12 states that, "Prior to issuance of grading permits, the limits of the offsite Conservation Area, where it abuts the project boundary, shall be clearly marked with construction lath and a highly visible tape. Signs shall be placed at regular intervals along the boundary informing workers that the area is off limits."

Mitigation Measure 13 states that "The applicant shall place signs along the boundaries of the property abutting the off-site Conservation Area indicating that the area is potentially sensitive habitat and that trespassing is forbidden." These areas are expressly reserved for open space and habitat preservation purposes.

Response to Comment G-7 –Please see Response to Comment G-4 above for the reply to impacts to the 100-year floodplain and Response to Comment G-5 above for the reply related to impacts to the State Park.

Response to Comment G-8 – An Air Quality Assessment of the proposed project site was prepared by Urban Crossroads; a copy of the technical report is provided as Appendix B of the Draft EIR. It was the conclusion of Urban Crossroads that the proposed project would result in a significant and not mitigable impact to local and regional air quality. Mitigation measures were identified to partially alleviate project-related air quality impacts.

Response to Comment G-9 – The Riverside County area is classified as an "extreme" non-attainment area for both federal and state standards for ozone (smog). The production of ozone is not a project-specific impact but is instead a region-wide air quality issue. Table 3.2-1 in the

Draft EIR identified existing conditions related to ozone, including 5 successive year data relating to the number of days that ozone levels were above standards in the region. Table 3.2-2 identified regional thresholds for ozone in the vicinity of the proposed project. Table 3.2-3 stated that ozone levels are in non-attainment for state and federal standards. There will be no emissions of ozone from project-related construction equipment. However, the Draft EIR Section 4.5 Cumulative Impacts acknowledges that the proposed project, when combined with other related projects would have a cumulatively significant impact on Air Quality. The Calimesa City Council must adopt a Statement of Overriding Consideration stating that the benefits of the project outweigh the significant impact. The proposed Specific Plan is designed to provide opportunities for residents to live close to shopping, schools and recreational space which would reduce trip lengths. In addition, the Specific Plan is designed to encourage residents to leave their vehicles at home by providing a series of pedestrian and bicycle paths/trails, and multi-purpose trails.

Response to Comment G-10 –The Draft EIR identifies a number of mitigation measures that will assist in the reduction of air quality related impacts as a result of implementation of the proposed project. These measures will reduce, but not completely mitigate, air quality impacts that could occur as a result of the Proposed Project. Those that are directly related to the issues of global warming and “carbon footprint” include:

- Use of low emission, high energy efficient construction equipment;
- Regularly scheduled engine maintenance;
- Alternative fuels used where applicable or feasible; and
- Residences constructed with low emission water heaters, energy efficient appliances, light-colored roof tiles, and increased insulation.

The City of Calimesa must adopt a Statement of Overriding Considerations as allowed under the California Environmental Quality Act in order to approve the project as proposed.

Response to Comment G-11 –Impacts to sensitive plant and wildlife species are addressed in the Draft EIR and Revised Draft EIR in the Biological Resources Section (Section 3.3). A number of mitigation measures have been identified that would reduce these impacts to less than significant levels.

Response to Comment G-12 –The Thomas Leslie Corporation conducted the biological resource analysis of the proposed project supplemented with additional studies by Dudek and MBA. These are provided as Appendix C of the Draft EIR. Site-specific analysis was conducted in regard to on-site vegetation and wildlife, and specialized biological surveys were conducted by Leslie (or others) for the following species: burrowing owl; California gnatcatcher; and the Stephen’s kangaroo rat.

Response to Comment G-13 –The Western Riverside County MSHCP is a comprehensive, multi-jurisdictional region-wide plan that focuses on conserving species and their habitats in western Riverside County. The MSHCP and its associated EIR were adopted by the Riverside County Board of Supervisors on June 17, 2003, and by other jurisdictions in the region at varying times. The MSHCP Plan Area provides the framework for habitat planning of approximately 1.26 million acres and includes all unincorporated land in Riverside County west

of the San Jacinto Mountains, and the cities of Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, and San Jacinto. As such, it is accepted as the regional model for habitat planning and conservation purposes in this area.

The Center for Biological Diversity's argument that the MSHCP is fundamentally flawed is not based on any evidence presented in the record, nor is the comment relevant to the site-specific biological surveys that were conducted on the Mesa Verde Estates property. The site-specific surveys identify habitats and plant and animal species that were observed on the Proposed Project site, evaluate potential impacts, and offer appropriate mitigation measures to alleviate those impacts.

Response to Comment G-14 –No comments were made related to the biological impacts of the Mesa Verde Estates Specific Plan project. Please refer to Response G-13 above for information related to the MSHCP and associated EIR.

Response to Comment G-15 –Please refer to Responses G-13 and G-14 above.

Response to Comment G-16 –Please refer to Responses G-13 and G-14 above.

Response to Comment G-17 –Comments related to the MSHCP have been addressed in Responses G-13 and G-14 above. In regard to on-site evaluation of biological impacts of the Proposed Project, please refer to Response G-12 above.

Response to Comment G-18 –As summarized in the biological technical report (Appendix C of the Draft EIR), natural drainages are adequately protected, as illustrated on the project's Land Use Master Plan. Drainage buffers range from 206 feet in width to a maximum of 733 feet in width, with an average width of 339 feet.

Response to Comment G-19 –Impacts related to water quality are addressed and analyzed in the Draft EIR and Revised Draft EIR. Mitigation measures are addressed and analyzed in the Draft EIR on page 3.6-14. A hydrology study of the proposed project site was prepared by Van Dell and Associates; a copy of the technical report is provided as Appendix F of the Draft EIR. It was the conclusion of Van Dell and Associates that although the proposed project would result in a slight increase in runoff, impacts would be mitigated through the construction of drainage facilities at specific locations. Additionally, implementation of a Stormwater Pollution Prevention Plan would alleviate impacts associated with water quality that could occur as a result of construction and operation of the proposed project. Hydrology and water quality impacts were identified in the Draft EIR as significant but can be mitigated to less than significant levels.

Response to Comment G-20 –The following alternatives were evaluated in the Environmental Impact Report: No Project Alternative; No Project (Development under the Existing General Plan [adopted Specific Plan]) Alternative; Reduced Footprint/Increased Open Space Alternative; Revised Project Components/Reduced Environmental Impact Alternative, including: More Commercial/Less Residential Alternative; Less Hillside Grading Alternative; Preserving More Oak Trees Alternative; Noise Site Design Alternative; Relocate County Line Road Alternative. Of these alternatives, it was determined that the Relocate County Line Road Alternative did present an option that is feasible to implement and would have similar impacts as those of the Proposed Project.

Response to Comment G-21 –Growth inducing impacts were addressed in the Draft EIR on Section 4. The analysis included a summary of other regional development projects that are being processed by the City of Calimesa and by adjacent jurisdictions. It was the conclusion of the Draft EIR that growth inducing impacts resulting from the proposed project are associated with air quality, land use, population and housing, and traffic impacts, both on a short term and a long term basis. In order to approve the project as proposed, the decision-makers will need to make Findings and adopt a Statement of Overriding Considerations pursuant to the State CEQA Guidelines.

Response to Comment G-22 –Information on growth inducing impacts and a summary of other regional development projects currently being processed by the City of Calimesa and other nearby jurisdictions was presented in Section 4.0, Growth Inducement, Cumulative Impacts, and Other CEQA sections.

Response to Comment G-23 –Please refer to Response G-22 above.

Response to Comment G-24 –See Response G-22 above.

Response to Comment G-25 –Cumulative impacts were addressed in the Draft EIR in Section 4. The analysis included a summary of other regional development projects that are being processed by the City of Calimesa and by adjacent jurisdictions. Significant and unavoidable cumulative and growth inducing impacts resulting from the proposed project are associated with air quality, land use, population and housing, and traffic impacts, both on a short term and a long term basis. In order to approve the project as proposed, the decision-makers must make Findings and adopt a Statement of Overriding Considerations pursuant to the State CEQA Guidelines.

Response to Comment G-26 –Air quality impacts were addressed in the Draft EIR and Revised Draft EIR; cumulative air quality impacts were addressed in the Draft EIR. Cumulative air quality impacts include impacts on both ozone and PM₁₀. Emissions of these pollutants from motor vehicles are identified in the Draft EIR as significant and unavoidable with implementation of the proposed project.

Response to Comment G-27 –Please refer to Response G-25 above.

Response to Comment G-28 –Please refer to Response G-25 above.

Response to Comment G-29 –Impacts to all these issue areas are addressed in their respective sections in the Draft EIR – Section 3.3, 3.6, 3.2, and 4.0, respectively.

Response to Comment G-30 –The Draft EIR discusses project features and responses to City Goals 1-9 regarding vehicular, pedestrian, bicycle, and equestrian circulation in Section 3.12.3. The lack of transit service within the City of Calimesa is discussed in Section 3.12.1.2.3.

Response to Comment G-31 – Trip generation rates shown in the Draft EIR were revised based on the December 5, 2006 Urban Crossroads revised Traffic Impact Analysis entitled *Mesa Verde Estates Traffic Impact Analysis, City of Calimesa, California* and shown in Table 3.12-5 of the Revised Draft EIR.

Response to Comment G-32 –Pass-by rates are discussed in Section 3.12.3.1 in both the Draft EIR and Revised Draft EIR. Analysis of trip generation and project impacts was based on data and methodology developed by the Institute of Transportation Engineers and included in the revised *Mesa Verde Estates Traffic Impact Analysis, City of Calimesa, California* mentioned above.

Response to Comment G-33 –See G-32 above


Response to Comment G-34 –See G-32 above

Response to Comment G-35 –Mitigation measures for traffic impacts associated with the proposed project and other cumulative projects are designed to alleviate congestion on existing and future roadways at the local and regional level. These measures are directly related to growth as discussed in the Traffic section of the Draft EIR and Revised Draft EIR as well as Section 4.0 Growth Inducement, Cumulative Impacts and Other CEQA Sections, and follow the guidelines established by the Riverside County Transportation Commission.

With regard to alternative transportation issues, the Specific Plan has been designed to create a community including residential uses, commercial uses, recreation and parks, as well as schools. Internal circulation between the planning areas is achieved through a loop road system that provides access to all of the planning areas. Within these planning areas are local streets that feed into the major roads. The Specific Plan includes a Trails Master Plan to be developed in conjunction with the Land Use and Circulation master plans that when implemented will provide a series of pedestrian and bicycle trails as well as multipurpose trails within public rights-of-way. This will allow local residents to move about the community using alternate modes of transportation.


Comment Letter H

SENT BY: CITY CALIMESA; 909 795 4399; NOV-1-05 9:52; PAGE 2/3



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

October 25, 2005


Mr. Gabriel Elliott
City of Calimesa
P.O. Box 1190
908 Park Avenue
Calimesa, CA 92320

Subject: Mesa Verde Estates EIR
SCH#: 2004071045

Dear Mr. Gabriel Elliott:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on October 21, 2005, and no state agencies submitted comments by that date. 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 call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

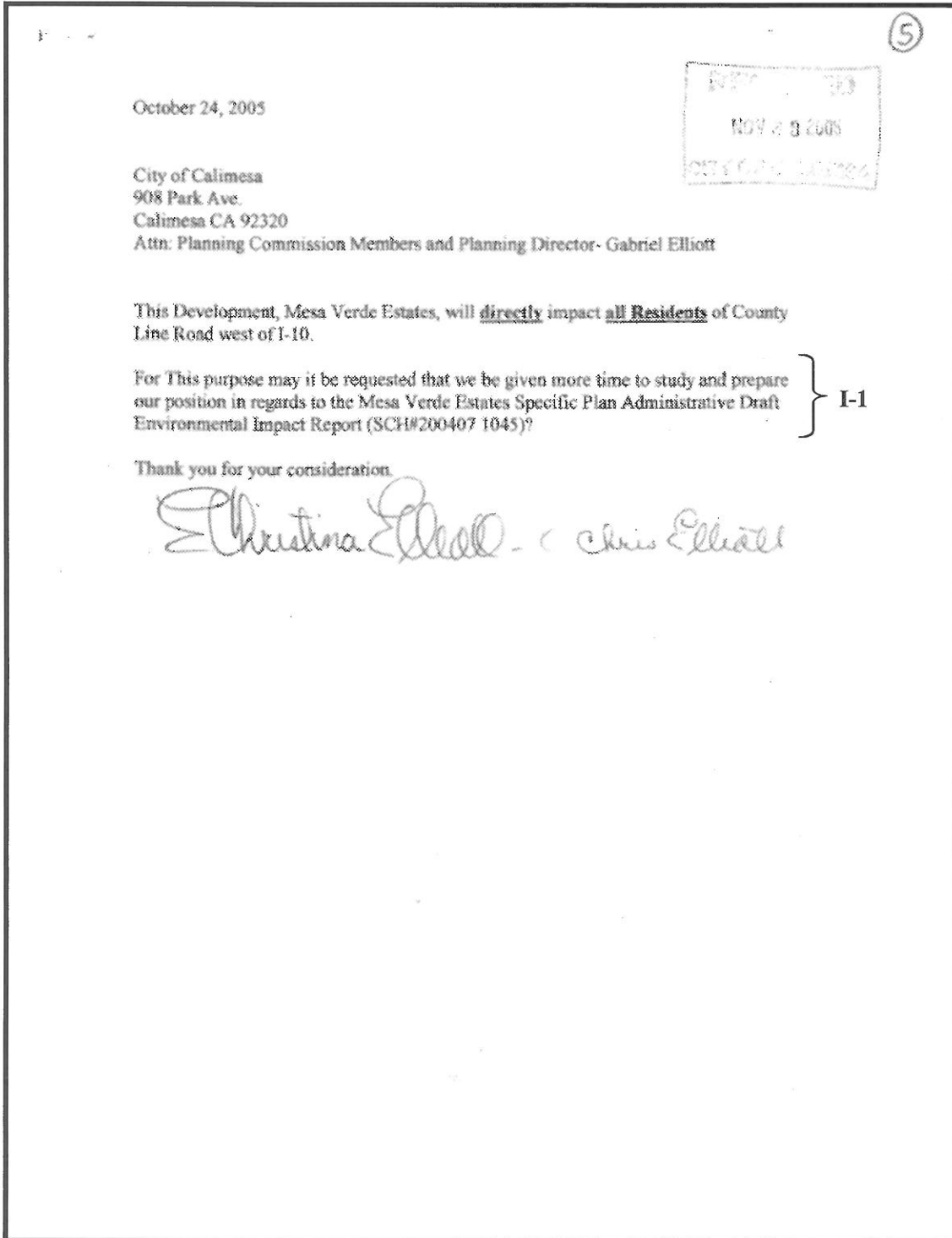
1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-8044
TEL (916) 446-0813 FAX (916) 223-3018 www.opr.ca.gov

SENT BY: CITY CALIMESA;		909 795 4399;		NOV-1-05 9:52;		PAGE 3/3	
Document Details Report State Clearinghouse Data Base							
SCH# 2004071045							
Project Title Mesa Verde Estates EIR							
Lead Agency Calimesa, City of							
Type EIR Draft EIR							
Description		The proposed project site is 1,493 acres in size. A total of 3,450 residential units are proposed, including 3,092 single-family residential and 358 multi-family residential units, 350,000 square feet of commercial space, provision of school sites, including one middle school and two elementary schools, 491.6 acres of open space, including 427 acres of public natural open space, pocket parks, private recreational space, and 21 miles of trails.					
Lead Agency Contact							
Name Mr. Gabriel Elliott							
Agency City of Calimesa							
Phone 909 795-9801		Fax 909 795-4399					
email							
Address P.O. Box 1190							
908 Park Avenue							
City Calimesa		State CA		Zip 92320			
Project Location							
County Riverside							
City							
Region							
Cross Streets							
Parcel No.							
Township		Range		Section		Base	
Proximity to:							
Highways I-10							
Airports							
Railways							
Waterways							
Schools							
Land Use Vacant / Specific Plan designation that was originally approved by the County of Riverside.							
Project Issues		Agricultural Land; Air Quality; Biological Resources; Archaeologic-Historic; Geologic/Seismic; Toxic/Hazardous; Water Quality; Landuse; Minerals; Noise; Population/Housing Balance; Recreation/Parks; Public Services; Traffic/Circulation					
Reviewing Agencies		Resources Agency; Department of Fish and Game, Region 6; Department of Conservation; Department of Parks and Recreation; Office of Historic Preservation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Department of Health Services; Native American Heritage Commission; State Lands Commission; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 8; State Water Resources Control Board, Division of Water Rights					
Date Received 09/06/2005		Start of Review 09/07/2005		End of Review 10/21/2005			
Note: Blanks in data fields result from insufficient information provided by lead agency.							

Response to Comment Letter H

This letter acknowledges that the City of Calimesa, as the CEQA Lead Agency has complied with State Clearinghouse review requirements for draft environmental documents. No response is required.

Comment Letter I



October 24, 2005

City of Calimesa
908 Park Ave.
Calimesa CA 92320
Attn: Planning Commission Members and Planning Director- Gabriel Elliott

NOV 23 2005

This Development, Mesa Verde Estates, will directly impact all Residents of County Line Road west of I-10.

For This purpose may it be requested that we be given more time to study and prepare our position in regards to the Mesa Verde Estates Specific Plan Administrative Draft Environmental Impact Report (SCH#200407 1045)?

} I-1

Thank you for your consideration.

Christina Elliott - Chris Elliott

Reasons for extension:

1. Changes to Countyline Rd by developers at meeting held with residents on Oct 19-2005 } I-2
2. Need to study and impact of these changes to Countyline Rd on residents and properties on north and south side of Countyline Rd. } I-3
3. Study the president this will be sitting in our Community as a whole. } I-4

Response to Comment Letter I

Response to Comment I-1- The public review period for the Draft EIR ran from September 7 through October 21, 2005. In addition, the City of Calimesa Planning Commission held two public informational workshops on the Proposed Project on October 24, 2005 and November 28, 2005. Therefore, the public review for the EIR period was extended to November 28, 2005. In addition, due to revisions to the Specific Plan, the City required that the Draft EIR be revised and recirculated for another 45-day review period, and will hold additional planning commission meetings on the project.

Response to Comment I-2 - Please refer to comment I-1 above.

Response to Comment I-3- Residents concerns about the use of Count Line Road by the proposed project were taken into consideration. The applicant has revised the Circulation Master Plan for the project which includes using County Line Road for emergency ingress and egress only. Please see the Revised Draft EIR Project Description and Revised Traffic Section.

Response to Comment I-4- Please refer to comment I-1 above.

Comment Letter J

⑥

November 16, 2005

**From: Brian and Beverly James
830 West County Line Road
Calimesa, CA**

Regarding: Mesa Verde Estates' Environmental Impact Report

There are three major issues that have not been resolved in Mesa Verde Estates' report. And they are:

- The traffic that this proposed development would generate
- The impact that it would have on an existing rural residential neighborhood
- The negative impact on the quality of the very air that we breathe

Anyone viewing the traffic computer simulation exhibited in Mesa Verde Estates' first workshop presentation to the Planning Commission was, surely, thoroughly dismayed by the number of vehicles that would be traveling in the area of County Line Road, Calimesa Blvd., and the I10 Freeway. It would be a traffic nightmare for all the citizens of our city as well as travelers passing through. Travelers would not be inclined to stop and frequent any of our businesses. Their goal would be to try to make their way to a less congested destination as quickly as possible. And, our many residents, who value our rural atmosphere and scenic vistas would be looking to move elsewhere...anywhere away from all that vehicular congestion.

We have made our home on West County Line Road for over 40 years. It is one of the last quiet, deadend streets in the city. The open space and our yards teem with wildlife. We can not tell you how many people have stopped us to inquire if any property on our street might be for sale. They always remark how very quiet it is and how very lucky we are to live here. If our road were to be used as an access and/or egress to the Mesa Verde

J-1

Estates' Development, we would never hear those words again. Any words spoken would be those of pity and sympathy for a wonderful lifestyle gone bad. We do not believe that new developments should impact an existing rural residential neighborhood. Our neighbors are fearful of losing that which they value so much...the peacefulness of their surroundings. We have talked to no one on our street who would invite these changes to their lifestyle.

We all need to breathe clean air. The air quality in the San Bernardino and Riverside areas is the worst in the nation. The impact that this development would have on the quality of the air that we breathe can not be mitigated. The quality of the lives of the people who reside in the City of Calimesa would be severely compromised. Life spans are already shorter in areas of poor air quality and they would become even shorter here if this development were to be approved.

Sincerely,




**Brian James
Beverly James**

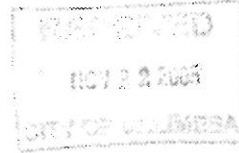
Response to Comment Letter J

Response to Comment J-1- In response to comments received on the Draft EIR as well as the applicant's desire to revise the Specific Plan to realign some of the proposed planning areas. The Draft EIR was revised and recirculated. Revisions to the Specific Plan included changing the proposed access to the site, to identify County Line Road as an emergency egress and ingress only road. In the revised Specific Plan, County Line Road is no longer designated as a major circulation route. This would reduce traffic, air quality and noise impacts associated with the project along County Line Road.

With regard to traffic specifically, the proposed project is required through the Riverside County Transportation Commission (RCTC) to mitigate traffic impacts associated with development either by constructing the improvements or paying its fair share for the construction of traffic improvements. See Section 3.12 of the Revised Draft EIR for a summary of the updated Traffic Impact Analysis (TIA) and mitigation measures.

The Specific Plan has been designed to create a community including residential uses, commercial uses, recreation and parks, as well as schools. Internal circulation between the planning areas is achieved through a loop road system that provides access to all of the planning areas. Within these planning areas are local streets that feed into the internal major roads. The Specific Plan includes a Trails Master Plan to be developed in conjunction with the Land Use and Circulation master plans that when implemented will provide a series of pedestrian and bicycle trails as well as multipurpose trails within public rights-of-way. This will allow local residents to move about and within the community using alternate modes of transportation what would result in a reduction in local air emissions.

Comment Letter K



⑦

To: Mr. Gabriel Elliott

From: Beverly James and Chris Elliott

Re: The Fiesta Homes/Mesa Verde Estates Development

Please include the attached copies in the packet that is distributed to each member of the Planning Commission for their Monday, November 28, 2005 meeting.

A copy is to go to Commissioners' Draeger, Presley, Dixon, Pyle, and Hewitt.

Thank You

A handwritten signature in cursive script, appearing to read "Beverly James".

A handwritten signature in cursive script, appearing to read "Christina Elliott".

November 22, 2005

To members of the City of Calimesa Planning Commission
Regarding the Fiesta Homes/Mesa Verde Estates Project

Foreword: by Beverly James and Chris Elliott

This morning I stood out in front of my property on West County Line Rd. In the 20 minutes that I stood there, not one vehicle passed by. This is probably one of the last truly quiet and peaceful rural residential streets in Calimesa. Because it is a deadend street, we have little traffic. The residents love living here. Our area's wildlife love it too.

Can you imagine what will happen if the developers are allowed to use our street to access their project? Ultimately, we would have 50,000 cars (or more) whizzing past our homes each day! Such a change in our lifestyle would be devastating and not fair to the property owners who have supported the City of Calimesa...some for more than 40 years.

There would be a constant buzz from all the vehicular traffic. Exiting out of our driveways or on to a new road would be all but impossible. At most times of the year, the sun puts such a glare on the road that even sun glasses don't help. 50,000 cars barreling by at 40 to 50+ miles an hour with limited visibility would cause horrendous traffic accidents and back ups.

} K-1

And, who can forget the traffic simulation that Fiesta showed at the October 24, 2005 Planning Commission Meeting? ...Calimesa Blvd., County Line Road, and the I10 Freeway literally teeming with vehicles. Is that what we really want for our city...endless traffic congestion, no matter which way we turn?

The very quality of the air that we breath would be negatively impacted. We already live in one of the worst counties in the nation for air quality. It would be be further comprised if our air quality suffered another hit due to increased vehicular traffic.

} K-2

Many of my neighbors to the south are sick at heart (some have become even physically ill) about Fiesta's plan to destroy their homes. We are all confused by the mixed messages that we've heard. With all of the land that Fiesta owns, surely, the developers can find another way to and from their property.

Mixed messages from Fiesta Homes/Mesa Verde Estates to West County Line Road Residents

Initially, one neighbor was offered 60% above market value for her home. This offer was changed to, "We'll buy your house at fair market value plus \$2,000 for expenses incurred." Now, because this resident has refused to meet with the developers, they have said that "We will do anything for you."

At the first meeting with the developers at the Calimesa Country Club, residents on the South side of the street were told that when their homes were destroyed, they would be allowed to select a lot on the the developers' property. At a subsequent meeting, that offer was changed to "This piece of land overlooking Crow St. (and the Sewer Treatment Plant road) is the only piece of land that we have to offer you. It will be like what you have now. (Said piece of property sits on a hill with steep slopes and little level land and bares no resemblance to any South side property)

It was stated by the developers that if the resident chose to relocate, the new property would be comparable in size to what they now had. Actually, the piece of property that they have offered will not accomodate the 10 families and will be less than half an acre; probably smaller than that and much of it would be on a slope.

At the second meeting with Fiesta, residents were told, "If you purchase a home from us, your property taxes may increase. If you are under Proposition 13, you may not be able to take your taxes with you." What they meant was that the new home might cost the residents more than Fiesta would pay them for their present residence. Under Proposition 13, a homeowner is only allowed to take their taxes with them when the cost of their new home is equal to or less than the selling price of their current residence.

At one time, the residents were told, "if you don't want to sell to us, we will go away." (but it was implied that a new project owner would not be as likely to give them the opportunity to relocate) This sounds like a scare tactic to us.

At two meetings with the developers, residents asked for a tour of the "relocation property" and were promised that a tour would be organized. As of the last meeting with Fiesta developers, this tour still hadn't taken place.

From the very first, residents asked for a meeting with the Fire Chief and the Police Chief to hear first hand Fiesta's claim that West County Line Rd. couldn't be used as an Emergency Exit only. This meeting never took place. And, at the last Planning Commission Meeting, the Fire Chief, when asked to address this question, said that he wasn't prepared to do that. (To

those of us in attendance, it appeared that he was completely caught off guard)

The North side of the street was told that when all the road improvements are in place, their property values would go up. At the last meeting with Fiesta, these same residents were told, " We can't say that your properties will increase in value." (Can you see why residents are confused and at loose ends? None of us are "sophisticated" in dealing with this "double speak." We are often at a loss in knowing how to proceed so that we can protect our neighborhood and our homes.

Originally, the North side was told that the homes on the South side would be razed and a berm and a wall would separate the existing County Line Rd. from the new Fiesta Homes access road. Now, we're told that there will be no berm and no wall and, that new homes will be built in place of the 10 that will be destroyed. And Fiesta's access road will be built behind these new homes and adjacent to Calimesa Creek.

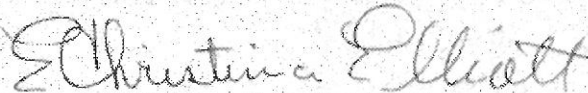
IS IT ANY WONDER THAT WE FEEL LIKE WE ARE BEING TOYED WITH??

What can we do to save our neighborhood and put a stop to Fiesta's plans?

Sincerely,

Beverly James


Chris Elliott



Response to Comment Letter K

Response to Comment K-1 - In response to comments received on the Draft EIR as well as the applicant's desire to revise the Specific Plan to realign some of the proposed planning areas. The Draft EIR was revised and recirculated. Revisions to the Specific Plan included changing the proposed access to the site, to identify County Line Road as an emergency access only road. In the revised Specific Plan, County Line Road is no longer designated as a major circulation route. This would reduce traffic, air quality and noise impacts associated with the project along County Line Road.

With regard to traffic specifically, the proposed project is required through the Riverside County Transportation Commission (RCTC) to mitigate traffic impacts associated development either by constructing the improvements or paying its fair share for the construction of traffic improvements. See Section 3.12 of the Revised Draft EIR for a summary of the updated Traffic Impact Analysis (TIA) and mitigation measures. Improvements required to be made for future conditions include widening streets, providing left and right turn lanes, and adding traffic signals at intersections. The result of these improvements will be a consistent flow of traffic in the vicinity of the Mesa Verde Estates Specific Plan project site.

Response to Comment K-2 - The Specific Plan has been designed to create a community including residential uses, commercial uses, recreation and parks, as well as schools. Internal circulation between the planning areas is achieved through a loop road system that provides access to all of the planning areas. Within these planning areas are local streets that feed into the internal major roads. The Specific Plan includes a Trails Master Plan to be developed in conjunction with the Land Use and Circulation master plans that when implemented will provide a series of pedestrian and bicycle trails as well as multipurpose trails within public rights-of-way. This will allow local residents to move about and within the community using alternate modes of transportation what would result in a reduction in local air emissions.

In addition, the Draft EIR and Revised Draft EIR identified a number of mitigation measures required to be implemented either during construction or long-term during operation that would reduce air emissions associated with the proposed project (see Section 3.2). These measures would not reduce emissions to less than significant levels, however the project's contribution to regional air emissions can be reduced. The City of Calimesa must adopt a Statement of Overriding Consideration that states that the benefits of the proposed project outweigh significant impacts to air quality. This is a standard requirement because all of southern California is located in an impacted air basin.

Response to Comment K-3 - The proposed project has been revised to obtain access from the Extension of Roberts Road to County Line Road and eliminate the access through the "County Line Road Neighborhood" which proposed to raze a number of homes.

Response to Comment K-4 - Subsequent to the circulation of the Draft EIR in 2005 and to appease the "County Line Road Neighborhood" residents, the applicant met with City staff and discussed the feasibility of limiting access to County Line Road for emergency egress and ingress only. As shown in the Revised Specific Plan and Revised Draft EIR, West County Line Road is now

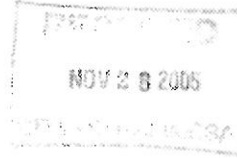
designated for emergency ingress and egress only, at the property boundary. Existing access to local residences would remain unchanged.

Response to Comment K-5 - Subsequent to the circulation of the Draft EIR in 2005 and to address comments by the “County Line Road Neighborhood” residents, the applicant met with City staff and discussed the feasibility of limiting access to County Line Road for emergency egress and ingress only. As shown in the Revised Specific Plan and Revised Draft EIR, West County Line Road is now designated for emergency egress and egress only, at the property boundary. Existing access to local residences would remain unchanged.

Response to Comment K-6 - The proposed project has been revised to obtain access from the Extension of Roberts Road to County Line Road and eliminated the access through the “County Line Road Neighborhood” which proposed to raze a number of homes.

Comment Letter L

From Chris Elliott
775 W. County Line Rd.
Calimesa, CA 92320



8

I would like to ask the following questions and make a few comments in regards to the proposed Fiesta Mesa Verde Estates development.

1. Is the secondary access, W. County Line RD., considered part of the project even though it is outside the project boundaries? } L-1
2. Is it possible that when Yucaipa comes up with their plans for the land just to the north of us, our land can become more valuable? }
3. Without knowing if the proposed development is acceptable to the City of Calimesa, would it not be poor judgment on our part to sign up or make a deal with Fiesta to sell our land at the present time? } L-2
4. Why would we want to move to planning area 27 when the lots there will not be as useable as our current properties? }
5. Why would we want to move to planning area 27 when we don't know what Yucaipa is going to do with the land to the north of planning area 27? }
6. Why don't EIR's address the "human Element"? How can you impact so many lives and properties (W. County Line Rd., Ave. "L", 7th Place, Archie Ct., 7th St.) without this element? "Human Element" could include personal stress to health, dividing the community, fear of property loss, displacement, loss of friendships, community unity; finding your community less valued and not worth protecting as a unit, to name a few. } L-3
7. Why must plants and animal life be on an endangered list to count? Is not the loss of any species of plant and animal in a community a great loss? We no longer hear the Meadow Larks sing, see the Mariposa lilies or get visits from quail. That is a loss. } L-4

8. How can the traffic, noise and pollution created by this proposed development really not be intrusive to the community as a whole?

} L-5

9. Is this proposed development creating a precedent in Calimesa as the developer tries to buy out the whole south side of County Line Road? It would seem so. From now on every neighborhood where there is some open land will wonder if they are expendable and will face the same threats and fears we face on County Line Road, west of I-10.

} L-6

Our neighborhood is an asset to our city; please do not abort us.

Christina Elliott

Response to Comment Letter L

Response to Comment L-1- West County Line Road is included as a part of the Mesa Verde Estates Specific Plan only for the purpose of providing an emergency ingress and egress to the site (see revised Specific Plan and Revised Draft EIR).

Response to Comment L-2: The value of a particular piece of property is not an environmental issue that needs to be addressed in an Environmental Impact Report per the State CEQA Guidelines.

Response to Comment L-3- The Draft EIR and Revised Draft EIR both address the potential for physical impacts on the environment, including impacts to people, as required by the State CEQA Guidelines.

Response to Comment L-4- A detailed biological survey of the property was conducted by Thomas Leslie & Associates in 2004. Additional biological field work and a Habitat Evaluation and Acquisition Negotiation Strategy (HANS) application per the County of Riverside Multi-species Habitat Conservation Plan were undertaken in 2006. The reports/application all document plants and animals that were identified on the property, including species that are on Endangered Species lists and other species that are not on such lists.

Response to Comment L-5- Impacts related to traffic are addressed and analyzed in the Draft EIR and Revised Draft EIR in Section 3.12. A detailed traffic analysis of the proposed project site was prepared by Urban Crossroads (December 2006); a copy of the technical report was provided as Appendix I of the Revised Draft EIR. It was the conclusion of Urban Crossroads that mitigation measures identified in the Traffic Impact Analysis (TIA) would reduce project-related traffic impacts to less than significant levels.

In addition, the Specific Plan addresses traffic at a more local level and internally, which could result in a reduction in impacts on local traffic. The Specific Plan has been designed to create a community including residential uses, commercial uses, recreation and parks, as well as schools. Internal circulation between the planning areas is achieved through a loop road system that provides access to all of the planning areas. Within these planning areas are local streets that feed into the internal major roads. The Specific Plan includes a Trails Master Plan to be developed in conjunction with the Land Use and Circulation master plans that when implemented will provide a series of pedestrian and bicycle trails as well as multipurpose trails within public rights-of-way. This will allow local residents to move about and within the community using alternate modes of transportation.

Response to Comment L-6 - This EIR addresses the site-specific impacts of the Mesa Verde Estates development projects. Future development plans in the City of Calimesa will be addressed through the discretionary review process.

Comment Letter M

Bonnie J. Mitchell
811 W. County Line Rd
Calimesa, Ca 92320

November 28th, 2005

Attention City of Calimesa Planning Commission Members:

I am a resident of the Southside of County Line Rd. and have been for the past 6 years. I enjoy my scenic views of the mountains and open acreage around me. I live on a half acre in a modest 3 bedroom/1 bathroom home and I consider myself lucky to have such a retreat to come home to every evening as I drive into Calimesa.


~~My peaceful way of life I have made for myself. The proposed widening of County Line Rd. to 60' and possibly 88' can be taken by the City of Calimesa at any time and of course this is troubling and stressful to me. The multi-lane roadway would be approx. 6-10' away from my front door and possibly in my living room if the full 88' is used. Needless to say, I have some deep concerns about the recommendations and decisions that have been placed on your agendas and would like you to know my opinions at this time.~~

Fiesta Development has proposed a viable solution to the Southside Residents of relocating us to an alternative site, north of Crowe Street and West of County Line Rd. They have offered us a 1/2 acre piece of useable land as well as a new home comparable to the size of what I own now. I believe this is a fair and equitable solution to an extremely difficult problem. The alternative of widening the road and leaving my home 6-10' from the curb is not a solution. Frankly, I feel it is "being done to me", compared to working with all parties involved to find the best possible solution.

I am also concerned about the possibility of a decision being made by the City of Calimesa regarding my home and my way of life simply because there may be "hold outs" on the Southside of County Line. Fiesta Development has made it clear that they are willing to work with us individually and if there are families who do not want to participate in the relocation project, then that could be worked out between Fiesta and those property owners. I would encourage the Planning Commission and the City Council to support those efforts being made by Fiesta as I feel they have been patient and reasonable in all of the meetings I have attended.

I am requesting this evening that you allow the homeowners on the Southside of County Line Rd. to continue to work with Fiesta Development in finding the best possible solutions for *each family*. Fiesta Development has meet with us as a group several times. In particular, Richard Ashby and Saied Naaseh have come to my home to begin negotiating the best possibilities to the relocation project. I have found on each occasion I have talked with Fiesta, they have been reasonable, fair and forthright. I am comfortable and confident with our meetings thus far and I am in support of them continuing their efforts to work with us individually. I strongly believe the 8 homeowners on the South Side should meet with Fiesta individually to come to an agreement whereas deciding what should be done for us as a group is simply not feasible or more accurately not even fair.

Thank you for you time and consideration.
Bonnie J. Mitchell



9

M 1

Response to Comment Letter M

No response is required – this letter does not comment on environmental issues or the environmental document.

Comment Letter N

10

November 28, 2005

Planning Commission
City of Calimesa
908 Park Avenue
Calimesa, California 92320



To Whom It May Concern:

Re: Use of West County Line Road as a secondary access to Mesa Verde Estates

I have been a resident of West County Line Road since October 1999. I purchased the property because of its quiet rural setting and I have enjoyed the amazing view of mountains and open acreage surrounding my home.

I was heartsick to learn that the City Plan, approved in the 1970's earmarked County Line Road as a secondary arterial. It is my understanding that the existing 24' blacktop road could be widened to any where between 60-88 feet because of this designation. Sixty feet puts the road within 5-10 feet of my front door, eighty-eight feet puts it in my living room.

When first approached by Fiesta Development, I, like the other residents, had hoped that they could find another access to the Mesa Verde Estates project. Fiesta Development pursued this avenue and informed the residents that this was not a viable option. They did however offer an alternative plan to widening the existing road countering with one that "relocated" the existing West County Line Road reducing the impact to those who live on the north side of the road. Either option does not eliminate the loss to the south side residents. Either option is devastating to my current lifestyle.

I am however, a realist. I understand that Riverside County is one of the fastest growing in the nation and the Calimesa/Yucaipa/Beaumont area the fastest in that county. I know the growth is inevitable. I am also fully aware of the new school that sits vacant across the ravine behind my home. Although West County Line Road will not provide direct access to that school, the main road of the Mesa Verde Estates will and Mesa Verde Estates cannot build without proper access.

In my opinion, if West County Line Road becomes the "secondary arterial" it is "destined" to be, relocation is the only option. To purchase another home with the open, usable acreage and equitable square footage, I would need to double my existing debt and incur thousands of additional dollars in taxation. Fiesta Development has been open and fair in having a dialogue with the south side residents. They have listened to my concerns.

1. I currently live on a "not a through street" road. This limits the amount of traffic to the residents and the occasional water or delivery truck.
2. I have open acreage and usable land. I have an amazing view of the mountains.

N-1

3. If offered a home in a relocation, not only should the square footage be comparable, but so should the landscape and fencing, and acreage.
4. The existing homes have no Mello Roos or Home Owner's Association Dues.
5. I have a low tax assessment based on the purchase price of the home.
6. I no desire to increase my current indebtedness.
7. Any costs associated with the move should be the responsibility of Fiesta Development.
8. There should be some compensation for the stress and hassle caused by such a move.

I have had the opportunity to meet with the Fiesta Development, owners and representatives, on at least three occasions. Each time they have been open, honest, and expressed genuine concern for the frustration caused by the possibility of their project. They have maintained a "problem-solving" attitude and patiently listened to the concerns of the residents their project will impact. I believe, there are few development companies that would have responded in kind. It is for this reason, I am asking the Commission, provided the development of the west end of Calimesa is inevitable, to allow me to continue to work with Fiesta Development towards a proper resolution. Eventually, the land will be developed, if not now, soon enough. At least this way, I have some control over my existing and future living conditions.

N-1

Thank you for your consideration.

Sincerely,



Gale K. Gorge
811 W. County Line Road
Calimesa, CA 92320
(909)795-5780



Response to Comment Letter N

No response is required – this letter does not comment on environmental issues or the environmental document.

Comment Letter O

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZROGGER, Governor

DEPARTMENT OF TRANSPORTATION
 DISTRICT 8
 PLANNING AND LOCAL ASSISTANCE (MS 722)
 464 WEST 4TH STREET, 6TH FLOOR
 SAN BERNARDINO, CA 92401-1400
 PHONE (909) 383-4357
 FAX (909) 383-5936
 TTY (909) 383-6300

December 6, 2005

Ms. Karen Peterson
 City of Calimesa
 Planning Department
 908 Park Avenue
 Calimesa, CA, 92320

Dear Ms. Peterson:

Mesa Verde Estates Traffic Impact Analysis
 08-RIV-10-PM-0.020/2.072

The California Department of Transportation (Caltrans) has received the above referenced documents including an Initial Study/Environmental Checklist dated May 31, 2005, that summarizes expected impacts associated with the proposed development located west of Interstate 10 (I-10), west of existing residential and commercial uses between County Line Road and Sandalwood Drive in the City of Calimesa.

The proposed Mesa Verde Estates development area is divided into 16 traffic analysis zones (TAZs 1 through 16), and consists of 3,182 single-family detached residential dwelling units, 268 multi-family attached residential dwelling units, two elementary schools, a middle school, a 24-acre sports park, a recreation center, and commercial retail land uses.

We have completed an initial review of the information provided and offer the following comments for your consideration:

Traffic Impact Analysis/Electrical Plans

A revised traffic analysis needs to incorporate the following scenarios:

- AM and PM peak hour turning movement volumes at County Line Road and 7th Place intersection were not analyzed.

} O-1

"Caltrans improves mobility across California"

Ms. Karen Peterson
December 6, 2005
Page 2



- Traffic volumes do not balance. Please check and balance the turn movements at each intersection. } O-2

A revised electrical plan needs to incorporate the following scenarios:

- County Line Road: we recommend using loop ramp for the S/B and N/B on ramps.
A. For the E/B County Line Road traffic into I-10 N/B.
B. For the W/B County Line Road traffic into I-10 S/B.
- Use phase 4 or phase 8 for the off ramps.
- Sandalwood Drive, avoid using split phasing on Calimesa Boulevard at the I-10 N/B ramps.
- Use phase 4 or phase 8 for the off ramps. } O-3

Drainage Impacts:

- All existing tributary areas, area drainage patterns and runoff volumes having an impact to adjacent I-10 drainage facilities must be identified and analyzed in a project hydrology study. } O-4
- Existing capacity of affected State drainage systems cannot be exceeded. Should 100-year project runoff volumes be determined to exceed the maximum capacity of the existing State drainage facilities, construction of on-site detention basins, new drainage systems or other impact mitigation will be required. } O-5
- Future review of project drainage design will include an evaluation of runoff impacts to adjacent State right-of-way. Where applicable, compliance with pertinent National Pollutant Discharge Elimination System (NPDES)/water quality standards will be required. } O-6
- Please send copies of the drainage study and conceptual drainage plans to this office when it becomes available.

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Ms. Karen Peterson
 December 6, 2005
 Page 3



Site Grading:

- A one-meter distance between State R/W and any proposed retaining/sound wall or slope should be maintained to minimize construction impacts to highway facilities. Where this distance cannot be maintained, issuance of a Caltrans encroachment permit may be required. } O-7
- Design calculations for any "non-standard" retaining/sound wall proposed along I-10 R/W must be reviewed and approved by Caltrans structural engineers prior to issuance of wall construction permits } O-8
- Removal of existing State R/W fencing will require issuance of a Caltrans Encroachment Permit, regardless of placement of retaining/sound wall. } O-9
- Plans detailing slopes proposed for construction within or adjacent to existing State right-of-way should be submitted to Caltrans for review prior to grading permit issuance. } O-10
- Landscaping and irrigation of slopes may be required to provide adequate erosion control. Plant materials and irrigation devices selected for use may be subject to State standards. Preparation of landscape/irrigation plans for our review may also be required. } O-11

Encroachment Permits:

- Any proposed alterations to existing improvements within State right-of-way may only be performed upon issuance of a valid encroachment permit and must conform to current Caltrans design standards and construction practices. } O-12
- Review and approval of street, grading and drainage construction plans and related studies will be necessary prior to Caltrans permit issuance. } O-13

For more information regarding permit application and submittal requirements may be obtained by contacting:

Office of Encroachment Permits
 California Department of Transportation
 464 West 4th Street, 6th Floor, MS 619
 San Bernardino, CA. 92401-1406
 (909) 383-4526

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} O-14

Ms. Karen Peterson
December 6, 2005
Page 4



Or you may visit our web page at <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

A "fair share" contribution to a local fund designated for use in upgrading the area's regional transportation infrastructure may be used and could be an adequate mitigation alternative. Page 7-5 of the Traffic Impact Analysis seems to indicate that 100% of the collected TUMF revenue will be available to rebuild the four heavily impacted interchanges. It is our understanding that only a portion of the TUMF (roughly 48%) will be available for this purpose.

O-15

These comments are based upon a review of the materials provided for our evaluation. If this proposal is later revised in any way, please forward appropriate project information to this office so that updated recommendations for impact mitigation may be provided.

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Mark Roberts, IGR/CEQA Liaison at (909) 383-2515 for assistance

Sincerely,

A handwritten signature in black ink that reads "Daniel Kopulsky".

DANIEL KOPULSKY
Office Chief
Special Studies, IGR/CEQA Review

c: Mark Roberts
Saied Naaseh, Newport Planning
H. Tony Rahimian, P.E., RMC, Inc.

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Response to Comment Letter O

Response to Comment O-1- The traffic study has been revised to include the intersection of County Line Road and 7th place. Due to its close proximity to the eastbound ramps, the intersection of County Line Road and 7th place is recommended to be restricted to right-in/right-out access only, for phase 3 traffic condition.

Response to Comment O-2 - The traffic flow conservations between intersections are consistent and reasonable even though they are not exact. Since traffic counts are collected manually, slight discrepancies in the flow conservations are typical due to factors such as data recording time and other human factors. For instance, when a platoon of vehicles is counted in a 15-minute interval at one location and then counted in another 15-minute interval at another location, there may be calculation differences in the peak one-hour total.

For future traffic volumes, numerical rounding differences may also occur when ambient growth factors are applied to individual turning movements. For example, when a low ambient growth rate is applied to a low traffic volume there may be no change in vehicular volume whereas the same growth rate is applied to a high traffic volume there may be increase in the number of vehicles.

Even though there are slight discrepancies in the flow conservation, the differences are insignificant and will not affect the analysis results. For instance, the flow conservation differences between the closely spaced ramp intersections along County Line Road are within the range of one and 23 vehicles for existing traffic conditions. For Sandalwood Drive, flow conservation differences between the closely spaced ramp intersections are within the range of one and nine vehicle for the existing traffic conditions. Since the flow conservation differences are insignificant, it is not necessary to adjust the traffic volumes.

Response to Comment O-3 – Response to Caltrans comments on electrical requirements:

- (a) Conversion from a diamond interchange to a loop ramp configuration will create significant community and right-of-way impacts, including the possibility of right-of-way acquisition through the condemnation process.
- (b) A loop on-ramp design will require relocation of the I-10 WB off-ramp terminus to approximately 135 feet from the Calimesa Boulevard and County Line Road intersection. The preferred distance by Caltrans is 525 feet, HDM Section 504.3(2).
- (c) Similar right-of-way impacts and design issues will occur with providing a loop on-ramp from County Line Road to I-10 EB.
- (d) Providing the loop on-ramps will adversely impact the surrounding City circulation system. The proximity of the relocated I-10 WB off-ramp terminus to County Line Road would be anticipated to create significant operational deficiencies at this critical intersection. 7th Place would require a substantial realignment or elimination to accommodate a loop ramp to I-10 EB.

- (e) The magnitude of right-of-way acquisition, relocation costs, and realignment of existing roadway facilities to accommodate the loop ramps is considered to be cost prohibitive.

Based on these reasons the Project's traffic engineer believes that implementing loop ramps is not feasible and should not be considered as a viable option to the existing interchange configuration.

Response to Comment O-4 –All drainage comments will be addressed during the preparation of Final PS&E.

Response to Comment O-5 –All site grading comments will be addressed during the preparation of Final PS&E.

Response to Comment O-6 –Any construction of improvements within state right-of-way will comply with Caltrans requirements for issuance of an encroachment permit.

The developer is interested in acquiring a Caltrans parcel within their property for this project. Assistance in getting Caltrans right-of-way staff to start the de-certification process would be appreciated.

It is the intent to deliver this project under the encroachment permit process. Conceptual plans and preliminary cost estimates for the proposed improvements at County Line Road and I-10 IC were previously submitted to Caltrans on August 17, 2005. Interim improvements at Sandalwood/I-10 IC will also be delivered under the encroachment permit process. Plans and preliminary cost estimates for these interim improvements were previously submitted to Caltrans on August 17, 2005. The traffic engineer for the project will schedule a meeting to discuss this letter and the next steps required to successfully deliver this project under an encroachment permit process. It will be beneficial to invite a staff member from the right-of-way branch to attend the meeting.

SECTION 12.0 RESPONSES TO COMMENTS ON THE 2007 REVISED DRAFT EIR

12.1 INTRODUCTION

The City of Calimesa (City) has prepared the Draft Environmental Impact Report (EIR) to provide responsible agencies, interested agencies, and the public with information about the potential environmental effects associated with the proposed Mesa Verde Estates Specific Plan Amendment Project (Proposed Project), located in the City of Calimesa, California. The Proposed Project constitutes a “project” under the California Environmental Quality Act (CEQA) because it causes a direct physical change in the environment and requires discretionary approval by the City of Calimesa. The City of Calimesa is the Lead Agency under CEQA. This Revised and Recirculated Draft EIR addresses changes to the Proposed Project that potentially alter environmental impacts.

CEQA Guidelines Section 15088.5 discusses the requirements for the recirculation of an EIR prior to certification. Under subsection (a), “a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification.” After reviewing the proposed revisions to the Specific Plan (Land Use Master Plan and Circulation Master Plan) the City of Calimesa determined that these revisions represented significant new information that should be made public.

Section 15088.5(b) states that “recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR”. Some revisions to the Specific Plan represent clarification; however, the redistribution of planning areas to provide a more cohesive open space area within the project site, and the changes in proposed access to the project site, require additional environmental evaluation, the results of which do constitute significant new information.

Therefore, in accordance with CEQA Guidelines Section 15088.5(a) the City has recirculated the Draft EIR, as revised. CEQA Guidelines Section 15088.5(c) states that, “if the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.” In accordance with this section, the following issues are addressed in this recirculated Draft EIR: Aesthetics and Visual Resources; Biological Resources; Cultural/Paleontological Resources; Land Use; Noise; and Traffic and Circulation.

This Revised Draft EIR was prepared in compliance with the CEQA of 1970 (Public Resources Code §§ 21000 *et seq.*), and the State CEQA Guidelines (California Code of Regulations (CCR), Title 14, §§15000 *et seq.*). As described in the State CEQA Guidelines Section 15121(a), an EIR is a public information document that assesses potential environmental impacts of a proposed project and identifies mitigation measures and alternatives to the project that could reduce or avoid adverse environmental impacts. CEQA requires that state and local government agencies consider the environmental consequences of projects over which they have discretionary authority. It is not the purpose of the EIR to recommend approval or denial of a project. Rather,

an EIR serves to provide full disclosure of potential environmental impacts of a proposed project for review and consideration by the Lead Agency

12.2 LIST OF DRAFT EIR COMMENTORS

The eight (8) agencies, organizations, groups, and individuals listed below provided written comment letters on the Supplemental Draft EIR. Each comment letter was assigned a letter (Letter A, Letter B, Letter C, etc.) and each separate, specific comment made within a letter was given a specific identifying number (e.g., Comment A-1, Comment A-2, etc.). Specific comments have been bracketed. The comment numbers are provided on the right hand side of each letter. Responses to each comment are labeled with the corresponding comment number.

LETTER	AGENCY/ORGANIZATION/INDIVIDUAL
A	California Department of Conservation
B	Bowie, Arneson, Wiles and Giannone, Attorneys for the Yucaipa-Calimesa Joint Unified School District
C	T.P Miller, Local Resident
D	Beverly J. James, Brian N. James, E Christine Elliott, and Fred A. Elliot, Local Residents
E	Winefred Shutt, Local Resident
F	Native American Heritage Commission
G	Manuel Guzman, Local Resident
H	Riverside County Flood Control and Conservation District
I	Neighborhood Residents
J	Caltrans District 8
K	Governor's Office of Planning and Research, State Clearinghouse

Comment Letter A

STATE OF CALIFORNIA, RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, GOVERNOR



DEPARTMENT OF CONSERVATION

DIVISION OF OIL, GAS, AND GEOTHERMAL RESOURCES

5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731

PHONE 714/816-6847 • FAX 714/816-6853 • WEB SITE conservation.ca.gov

March 8, 2007

Mr. Gabriel Elliott
Community Development Director
City of Calimesa
908 Park Avenue
Calimesa, California 92320

Subject: Draft Environmental Impact Report for the Mesa Verde Estates Specific Plan,
SCH #2004071045

Dear Mr. Elliott:

The Department of Conservation's (Department) Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California.

The proposed project is located outside the administrative boundaries of any oil and gas field. However, there is one plugged and abandoned well within or in proximity of the project boundaries. The well is identified on Division map W 1-7 and in records as Midway Oil Syndicate 1. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

Building over or in the proximity of idle or plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If abandonment or reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well.

A-1

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

*The Department of Conservation's mission is to protect Californians and their environment by
Protecting lives and property from earthquakes and landslides; Ensuring safe mining and oil and gas drilling;
Conserving California's farmland; and Saving energy and resources through recycling.*

Mr. Gabriel Elliott, Community Development Director, City of Calimesa

March 8, 2007

Page 2

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction.

Thank you for the opportunity to comment on the Draft Environmental Impact Report. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,



Paul Frost
Associate Oil & Gas Engineer

Response to Comment Letter A

Response to Comment A-1 regarding on-site plugged and abandoned well. Section 3.10.3.2, Mitigation Measures of the EIR, identifies that there is an abandoned oil well and states that it will be closed or mitigated in accordance with the DOGGR construction site plan review process and requirements.

Comment Letter B

04-05-2007 03:46pm From:

T-406 P.002/003 F-447

BOWIE, ARNESON, WILES & GIANNONE A PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS ATTORNEYS AT LAW

ALEXANDER BOWIE*
JOAN C. ARNESON
WENDY R. WILES*
PATRICIA R. GIANNONE
ROBERT E. ANSLOW
BRIAN W. SMITH
JEFFREY A. HOSKINSON
MARJORIE S. SULLIVAN
MEGAN V. WATT
J. MATTHEW SAUNDERS
DANIELE SHERIDAN

4920 CAMPUS DRIVE
NEWPORT BEACH, CALIFORNIA 92660
(949) 851-1300

(800) 649-0997
FAX (949) 851-3014

REF OUR FILE
19042.Q1

*A PROFESSIONAL CORPORATION

April 5, 2007

VIA FACSIMILE (909) 795-4399
AND U.S. MAIL
Mr. Gabriel Elliott
Community Development Director
City of Calimesa
P.O. Box 1190
908 Park Avenue
Calimesa, CA 92320

re: Mesa Verde Estates Specific Plan Amendment
State Clearinghouse No. 2004071045

Dear Mr. Elliott:

The Yucaipa-Calimesa Joint Unified School District ("District") hereby submits the following comments relative to Draft Environmental Impact Report ("Original DEIR") and Revised Draft Environmental Impact Report ("Revised DEIR") prepared for the above-referenced project ("Project"). The District's comments specifically relate to the potential impacts of the Project on the District and its ability to serve the children who attend the District's schools.

1. School Facility Impacts

With respect to Project impacts on school facilities, we note that the Original DEIR indicates that the Project will increase the student population within the District. The Original DEIR, and the summary set forth in the Revised DEIR, proposes to mitigate such Project impacts through (1) the payment of school fees authorized by Education Code Section 17620(a)(1) and Chapter 4.9 (commencing with Section 65995) of Division 1 of Title 7 of the Government Code; and (2) the coordination with the District relative to school service needs resulting from the Project. Although the provision of school fees is statutorily authorized, such mitigation will not be sufficient to mitigate impacts on school facilities resulting from the Project. The District would request that the Project developer meet with the District for purposes of negotiating a mitigation agreement to fully mitigate project impacts.

B-1

BAW&G/TAH/18875

04-05-2007 03:46pm From-

T-408 P.003/003 F-447

BOWIE, ARNESON, WILES & GIANNONE

Mr. Gabriel Elliott
City of Calimesa
April 5, 2007
Page 2

2. Traffic Impacts

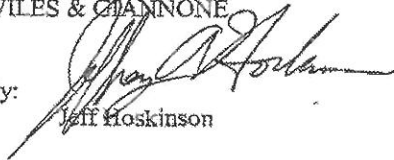
There is an additional concern regarding the amount of residential development associated with the Project that is anticipated to generate a significant amount of traffic at the Sandalwood and Interstate-10 ("I-10") interchange. Though both the eastbound and westbound I-10 off-ramps will operate at an acceptable level of service during Phase 1 and 2 of the Project, the Revised DEIR does not address the potential for vehicle queues developing at the westbound left turn from Sandalwood Drive onto the eastbound I-10, or the eastbound left-turn from Sandalwood Drive onto the westbound I-10. The Phase 1 and 2 roadway improvements call for construction of "back-to-back" left turns. The Revised DEIR should demonstrate that sufficient left turn storage capacity exists with this lane configuration to accommodate the forecast left-turn traffic volumes, and that the left-turn configuration will not interfere with through traffic on Sandalwood Drive at the I-10. As Sandalwood Drive is anticipated by the DEIR to be the access route to Mesa View School, traffic flow in that area is critical to traffic entering that site.

B-2

We have provided these comments on behalf of the District in the hope that they will be considered and, as appropriate, incorporated into the Final EIR. Please let us know when the Final EIR will be available for review by the public, and when the City will consider certification of the same.

Very truly yours,

BOWIE, ARNESON,
WILES & GIANNONE

By: 
Jeff Hoskinson

JAH:ad

cc: Ted Alejandre
David Stevenson

9AW&G/JAH/118875

Response to Comment Letter B

Response to Comment B-1. School Facility Impacts: In response to the comment letter from the Beaumont Unified School District on the 2005 Draft EIR (see Section 12, Letter A), it was stated that the developer of this project will set aside three planning areas for future use as potential school sites and will enter into an agreement with the Yucaipa-Calimesa Joint Unified School District (YCJUSD) to transfer ownership of these sites.. This response also stated, as recommended in the mitigation measures, that the developer would pay school impact fees and/or would provide land improvements pursuant to the requirements of SB 50 and will coordinate all school services resulting from the development with the YCJUSD. In response to a letter from the YCJUSD regarding the Draft EIR, it is stated that the District has been in ongoing negotiations with the developer and will enter into an agreement with the applicant at a later stage of project development regarding the three proposed school sites identified in the Specific Plan. The timing and detailed topics of coordination/negotiation is not within the sphere of the EIR.

Response to Comment B-2. Traffic Impacts: The information presented in the report entitled *Mesa Verde Estates Traffic Impact Analysis, City of Calimesa, California*, prepared by Urban Crossroads, and revised on December 5, 2006 is summarized in the EIR and was used to determine mitigation measures for project induced traffic. The calculations and proposed mitigation measures included traffic projected to be generated by the schools.

As shown on the Phase 2 conditions intersection operations analysis worksheets for the I-10 ramp intersections on Sandalwood Drive (presented in the December 5, 2006 Traffic Impact Analysis Report), the expected vehicular queuing in the back-to-back left turn lanes between the ramps on the bridge is as follows:

- Westbound left turn from Sandalwood Drive onto the I-10 Eastbound On-Ramp – 8 vehicles during the AM peak hour and 11 vehicles during the PM peak hour
- Eastbound left turn from Sandalwood Drive onto the I-10 Westbound On-Ramp – 3 vehicles during the AM peak hour and 2 vehicles during the PM peak hour

Therefore, the maximum expected back-to-back queue lengths are 11 vehicles (8+3) during the AM peak hour and 13 vehicles (11+2) during the PM peak hour. Based on a typical vehicle length of 20 feet per car, the expected vehicular queue lengths during the PM peak hour are approximately 220 feet for westbound left turn and 40 feet for the eastbound left turn.

Since the existing distance on the bridge between the I-10 Westbound ramps and the I-10 Eastbound ramps is approximately 450 feet, there appears to be adequate storage to accommodate the expected vehicular queue with the following recommended dimensions for the back-to-back left turn lanes:

- Westbound Left Turn Lane – 240 feet
- Pocket Transition – 90 feet
- Eastbound Left Turn Lane – 120 feet

Comment Letter C

March 14, 2007

Mr. Gabriel Elliott,
Community Development Director
908 Park Avenue
Calimesa
CA 92320

726 West Ave. L
Calimesa
CA 92320

Dear Mr. Elliott Mesa Verde EIR Sch 2004071045

I write with regard to the above noted project. I have examined the plans for the project and wish to express my concerns over certain features envisioned by the land developers. My first relates to the question of noise and air pollution for the residents of 7th Place.


When the school finally opens, whether in the medium or long-term future, the flow of traffic on 7th Place will also inevitably increase as will the noise and pollution associated with traffic. This factor, along with the proposed four lane highway at the rear of their homes, will have a negative impact on the quality of life of the residents and a depressing affect on the values of their homes.

C-1

The plans show the proposed highway going through my property. The developers have approached me with a proposal to purchase my land and I have indicated to them that the land is not for sale. I wish to indicate respectfully to the City Administration that this is still my position and, unless Eminent Domain is invoked, which I will fight, I will not sell the property or grant an easement over it.

C-2

I trust the City will take this into account before making any decision.
Yours sincerely



T.P. Miller

CC Residents - 7th Place

Response to Comment Letter C

Response to comment C-1, regarding school traffic on 7th Place. This project does not use 7th Place as access; therefore traffic associated with the school along 7th Place is not an issue for this EIR. The proposed project is required through the Riverside County Transportation Commission (RCTC) to mitigate traffic impacts associated with development either by constructing the improvements or paying its fair share for the construction of traffic improvements. See Section 3.12 of the Revised Draft EIR for a summary of the updated Traffic Impact Analysis (TIA) and mitigation measures. The cumulative impacts of traffic from all sources on streets associated with the project is discussed in the EIR and appropriate mitigation measures such as noise abatement and turn lanes and traffic are identified in Sections 3.8 Noise and 3.12 Transportation and Circulation.

The revised Specific Plan does provide a new main entrance to the school via streets F and G and Roberts Road.

Response to comment C-2, regarding purchase of right-of-way. Eminent domain and land purchase offers and refusals are not environmental issues and therefore are not addressed in the EIR.

Comment Letter D

April 3, 2007
Attention: Gabriel Elliott, Community Development Director

RECEIVED

APR 04 2007

Per _____

Comments on the Revised Draft environmental Impact Report for the Mesa Verde Estates Specific Plan:

We are in disagreement with the possible use of West County Line Rd. for construction traffic to the Mesa Verde Estates Development. West County Line Rd. was recently repaved and already the heavily laden trucks traveling to the Sewer Treatment Plant are resulting in the asphalt cracking. Any additional traffic would have a further adverse impact on our road. There are so many sewer, water, and gas lines buried beneath the street that heavy construction traffic could do extensive damage not only to the pavement, but to the lines beneath. The sewer and water lines serve much of the Yucaipa Valley and the damage that might result would have widespread repercussions. We, therefore, propose that Sandalwood be the route for all construction traffic.

D-1

Because of the size of the project and the distance that many of the homes will be from our present Calimesa Fire station, we feel that a second fire station located somewhere in the middle of Mesa Verde Estates is mandatory. Fire is always a danger and must be addressed quickly. Emergency services for residents having health issues also need to be prompt and immediate.

D-2

In regard to the Robert's Rd. Extension to County Line Rd., we believe that a berm, at least 4 or more feet in height with a textured brownish toned block wall atop should be built to separate affected homes from some of the additional noise that will occur because of this project. The entire length should be lushly landscaped to make the edifice more aesthetically tolerable.

D-3

Sincerely,

Beverly J. James
Brian R. James
Christina Elliott
Arvid K. Elliott

Response to Comment Letter D

Response to comment D-1 regarding use of County Line Road for construction traffic. The EIR contains mitigation measures (N-1 and N-14) that specifically restrict the use of County Line Road for construction traffic. Other mitigation features for noise limit the hours, days, speeds and types of traffic for all construction activity.

Response to comment D-2 regarding fire protection. Fire protection is discussed in EIR Section 3.11.2.3.1.1 Public Services. It is recognized that additional fire protection will be needed as the project and surrounding area is developed. Mitigation measure PS-3 requires the payment of impact fees to the City of Calimesa to cover costs associated with the projected two new Riverside County Fire Department fire stations to service the area. The requirement of a new fire station on the project site is up to the Fire Department and its Master Plan to serve the project area and vicinity. The developer of the project will work closely with the Fire Department and other service providers during implementation of the Specific Plan to ensure that the Fire Department's Master Plan for the area is successfully implemented.

Response to comment D-3 regarding a berm along Roberts Road Extension. Mitigation measure N-18 requires a site-specific noise study for the Roberts Road Extension to determine noise barrier recommendations needed to comply with the City of Calimesa 65 dBA CNEL standard for exterior areas. The barriers will be constructed as recommended by the study.

Comment Letter E

P.O. Box 194
Calimesa, CA 92520
February 27, 2007

CITY OF CALIMESA
Gabriel Elliott, head of development For
The City Of Calimesa
City Hall
908 Park Avenue
Calimesa, CA 92520

Dear Mr. Gabriel Elliott,

Concerning The Subject Of: COUNTY LINE ROAD .

County Line Road should stay as it is.

And regarding The Proposed Alternate Route
For County Line Road : This would "divide" my
property, And it would result in the inflicting
of MAJOR DAMAGE TO my property.

} F-1

Therefore : as a Tax-payer of property in
Calimesa, and having resided in Calimesa for many
years, I STRONGLY OPPOSE The Proposed Alternate
Route For County Line Road.

Respectfully,

Wilfred Shutt

copy to: Mr. Philip M. Savage, IV, attorney

Response to Comment Letter E

Response to comment E-1 regarding relocation of County Line Road. County Line Road is not proposed to be relocated. It is proposed to be extended from its current terminus into the project as a gated emergency egress and ingress to the project site.

Comment Letter F

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net



March 14, 2007

Mr. Gabriel Elliott, Community Development Director

CITY OF CALIMESA

908 Park Avenue
Calimesa, CA 92310

Re: SCH#2004071045; CEQA Notice of Completion and Tribal Consultation Request Pursuant to California Government Code 65352.3, draft Environmental Impact Report (DEIR), Specific Plan Amendment; General Plan Amendment for Mesa Verde Estates Project, City of Calimesa, Riverside County, California

Dear Mr. Elliott:

This letter meets the requirements of BOTH the California Environmental Quality Act (CEQA) Guidelines Section 15064.5 and SB 18 Tribal Consultation requirements of California Government Code Section 65352.3. No additional request for the latter is necessary.

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278) / <http://www.chp.parks.ca.gov/1068/files/IC%20Roster.pdf>. The record search will determine:

- * If a part or the entire APE has been previously surveyed for cultural resources.
- * If any known cultural resources have already been recorded in or adjacent to the APE.
- * If the probability is low, moderate, or high that cultural resources are located in the APE.
- * If a survey is required to determine whether previously unrecorded cultural resources are present.

F-1

✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

* The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.

F-2

* The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.

✓ Contact the Native American Heritage Commission (NAHC) for:

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section.

F-3

* The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE).

✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

* Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.

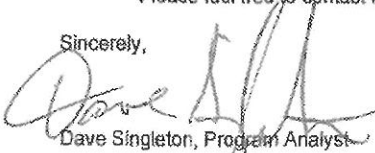
F-4

Native American Tribal Consultation List

- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans. } F-4
- √ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans. } F-5
 - * CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.
- √ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. } F-6
- √ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning. } F-7

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton, Program Analyst

Cc: State Clearinghouse

Attachment: List of Tribal Consultation Contacts

Response to Comment Letter F

Response to comment F-1 regarding cultural resources record search and field survey. It is stated in the EIR that the results of the record check, literature search and field survey of the property (February, 2005) identified no prehistoric cultural resources within the Proposed Project area.

Response to comment F-2 regarding submittal of findings and confidentiality. Identifying information regarding cultural sites has been excluded from the EIR and its Appendices to protect confidentiality as requested.

Response to comment F-3 regarding Sacred Lands File search and use of Native American Monitors. A Sacred Lands File search was conducted for the proposed project lands, and no matches were made to the site. Native American Monitors may survey the site during project activities. Certified Archeologist is required for the project in mitigation measures CR-1, CR-2, and CR-4.

Response to comment F-4 regarding mitigation measures to protect subsurface archeological resources. Mitigation Measures CR-1 and CR-2 will be implemented to address the possible discovery of subsurface archeological resources. The measures basically state that if unexpected resources or remains are discovered during activities, all activity will cease until the find can be evaluated by the on-call archeologist and/or the tribe and /or the Coroner, whichever is appropriate.

Response to comment F-5 regarding mitigation measures to protect unmarked graves. Mitigation Measures CR-1, CR-2, and CR-3 are standard for projects involving ground disturbance, and will be implemented to protect any unforeseen Native American human remains. CR-3 states that if human remains are encountered during construction all work in the vicinity shall stop and the County Coroner will be contacted.

Response to comment F-6 regarding inclusion of language in mitigation measures procedures if human remains are accidentally discovered. Mitigation Measure CR-3 contains standard language which addresses the incidental discovery of human remains.

Response to comment F-7 regarding avoidance of known cultural resources. There are no known Native American cultural resources on the proposed project site. If any are discovered, they will be appropriately reported and avoided. This is supported by mitigation measures CR-1 through CR-4.

Comment Letter G

RECEIVED

APR 12 2007

Per.....

April 10, 2007

As provided on the Environmental Impact Report, Mesa Verde estates (SCH #2004071045) February 20, 2007

Overview of the proposed project:

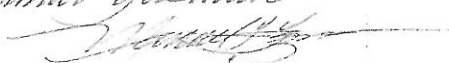
- The extension of Roberts Road between County Line Road and 7th Street
1. Roberts Road is to be constructed 10 feet from our property line for the entire length of our property line which is approximately 700-800 feet in length.
 - a. Which is fine, except for what was said at the Planning Commission, April 3, 2007 by an individual directing the Planning Commission.
 - b. I, Manuel Guzman, brought up a very simple but important concern regarding the Roberts Road being a little too close to our fence property line (10 feet) which would impact with great stress:
 - i. Air Quality – the use of about 10,000 automobiles, creating exhaust fumes
 - ii. Noise – 24/7 sound of automobiles, trucks, school buses, fast cars plus accidents, etc

G-1

2. The City of Calimesa has prepared the draft, The Environmental Impact Report (EIR), which is under the California Environmental Quality Act. (CEQA) Because it causes a direct physical change in the environment and requires discretionary approval. In accordance with the above section, issues, which need to be addressed, in our case, 741 West County Line Road, in that the Roberts Road will be constructed within 10 feet of our property line and 25 feet from our home. We feel the need has become relevant, due to the impact of noise, air pollution and circulation.
 - a. The proposed Roberts Road extension does impact existing development through the entire area of our home and property which is more than 700 feet.
 - b. We feel a required 8 foot barrier would be sufficient enough to decrease noise levels and exhaust levels...provided a berm 4 feet high and 20 feet wide with a 4 foot high block wall with a 2 feet of wrought iron fencing on top of the block wall and landscaping would effectively beautify the entire area of our 2.4 acres.
 - c. The berm should begin about ten (10) feet from our property line.

G-2

We thank you very much for your attention to our requests that would certainly help make our City of Calimesa a more beautiful place and environment.

Manuel Guzman


Response to Comment Letter G

Response to comment G-1 regarding the location of the proposed Roberts Road, including roadway proximity to commenter's property line, air quality impacts and noise impacts.

City of Calimesa street standards include standards for all classes of streets. Included in the rights-of-way for these streets are adequate lanes, sidewalks and set-backs for the amount of traffic proposed for the street. Roberts Road is proposed as a secondary circulation street with a 96-foot right-of-way, which includes a 13-foot set-back from the curb of the actual street/travel lanes to the edge of the right-of way/property line and a 3-foot setback from the sidewalk to the nearest property line. Issues and mitigation measures related to Air Quality, Noise and Traffic are discussed in detail in Sections 3.2 and Appendix B, 3.8 and Appendix D, and 3.12 and Appendix I, respectively. Although the contribution of increased traffic in the area is recognized as an immitigable impact on ambient air quality, there are several mitigation features for noise and air impacts related to construction activity. For planning purposes, 25 feet is considered an adequate setback from the property line to a residential structure for a side or rear yard in all residential zones and is an adequate front yard setback in an RL (Residential Low-density) zone.

Response to comment G-2 regarding noise impacts of the proposed Roberts Road extension. Mitigation measure N-18 requires a site-specific noise study for the Roberts Road Extension to determine noise barrier recommendations needed to comply with the City of Calimesa 65 dBA CNEL standard for exterior areas. The barriers will be constructed as recommended by the study.

Comment Letter H

WARREN D. WILLIAMS
General Manager-Chief Engineer



1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
951.788.9965 FAX
www.floodcontrol.co.riverside.ca.us

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

March 13, 2007

Mr. Gabriel Elliot
Community Development Director
City of Calimesa
908 Park Avenue
Calimesa, CA 92320

Dear Mr. Elliot:

Re: Notice of Availability of a Revised Draft
Environmental Impact Report for the
Mesa Verde Estates Specific Plan

This letter is written in response to the Notice of Availability of a Revised Draft Environmental Impact Report (RDEIR) for the Mesa Verde Estates Specific Plan (SP). The City of Calimesa is revising the SP Environmental Impact Report in order to address the following changes: the redistribution of some planning areas to provide a more cohesive open space area; changes in the proposed access to the project site; the addition of 400 dwelling units; and the reduction in commercial uses. The proposed project is located immediately west of Interstate 10, in the northwestern portion of the city of Calimesa, Riverside County.

The Riverside County Flood Control and Water Conservation District (District) has the following comment/concern that should be addressed in the RDEIR:

Page 2-20 of the RDEIR indicates that District approval may be required for regional storm drainage and flood control improvements. It should be noted that the District does not normally plan check or recommend conditions for land use cases in incorporated cities. The District will only assume an advisory role and comment on items of specific interest to the District, including MDP facilities or other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, upon written request from the cities.

H-1

Thank you for the opportunity to review the RDEIR. 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 Jason Swenson at 951.955.8082 or me at 951.955.1233.

Very truly yours,

Handwritten signature of Teresa Tung in cursive script.
TERESA TUNG
Senior Civil Engineer

c: TLMA
Attn: David Mares

JDS:mcv
P8\112694

Response to Comment Letter H

Response to comment G-1 from Riverside County Flood Control and Water Conservation District. Comment noted. Concur.

Comment Letter I

April 19, 2007

RECEIVED

The Council
City of Calimesa
908 Park Avenue
Calimesa
CA 92320

APR 23 2007

716 West Avenue L
Calimesa
CA 92320

The signatories to this communication wish to express their opposition to the proposal to construct a four lane highway, which will run parallel to 7th Place and will be to the rear of many of the residences on 7th Place.

We already have to contend with the increasing noise of Interstate 10. When the new school, recently built on Avenue L West, is opened we will undoubtedly have an increase in traffic flow along 7th Place with the increase in noise and air pollution caused by the vehicles.

We understand that a plan has been presented to the City which involves the extension of Roberts Road. This will obviously have a negative impact on our quality of life because of the growth of air and noise pollution associated with increased traffic along with a significant decrease in the value of our homes.

We request that the City reject this proposal.

Gregory King 716 W. Ave L
SP King 716 W. Ave L
John P. King 726 W Ave L
Tom Debuty 704 W Ave L
Tom Debuty 1020 7th Place
Jason M. Berg 1018 7th Pl
Michael Berg 1018 7th Place

Mike Berg 1618 7th Pl
Robert Berg 910 7th Pl
Richard Berg 910 7th Pl
James Berg 910 7th Pl
James Berg 1021 7th Pl
Randy G. Medrano 1021 7th Pl
Eitel J. Jerez 1016 7th Pl

I-1
I-2

Response to Comment Letter I

Response to Comment I-1 from Gregory King et.al.:

The project does not use 7th Place as access; therefore traffic associated with the school along 7th Place is not an issue for the Specific Plan EIR. The proposed project is required through the Riverside County Transportation Commission (RCTC) to mitigate traffic impacts associated with development either by constructing the improvements or paying its fair share for the construction of traffic improvements. See Section 3.12 of the Revised Draft EIR for a summary of the updated Traffic Impact Analysis (TIA) and mitigation measures. A summary of these measures is also included in the Introduction of the Final EIR. The cumulative impacts of traffic from all sources on streets associated with the project is discussed in the EIR and appropriate mitigation measures such as noise abatement and turn lanes and traffic are identified in Sections 3.8 Noise and 3.12 Transportation and Circulation.

The revised Specific Plan does provide a new main entrance to the school via streets F and G and Roberts Road.

Mitigation measure N-18 requires a site-specific noise study for the Roberts Road Extension to determine noise barrier recommendations needed to comply with the City of Calimesa 65 dBA CNEL standard for exterior areas. The barriers will be constructed as recommended by the study.

Response to Comment I-2 from Gregory King et.al.:

The proposed project is required through the Riverside County Transportation Commission (RCTC) to mitigate traffic impacts associated with development either by constructing the improvements or paying its fair share for the construction of traffic improvements. See Section 3.12 of the Revised Draft EIR for a summary of the updated Traffic Impact Analysis (TIA) and mitigation measures. The cumulative impacts of traffic from all sources on streets associated with the project is discussed in the EIR and appropriate mitigation measures such as noise abatement and turn lanes and traffic are identified in Sections 3.8 Noise and 3.12 Transportation and Circulation.

Comment Letter J

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
PLANNING AND LOCAL ASSISTANCE (MS 723)
464 WEST 4th STREET, 6th FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-4557
FAX (909) 383-5936
TTY (909) 383-6300



*Flex your power!
Be energy efficient!*

May 1, 2007

Mr. Gabriel Elliott
Planning Department
City of Calimesa
908 Park Avenue
Calimesa, CA 92320

Dear Mr. Gabriel Elliott:

Mesa Verde Estates Specific Plan Amendment – Revised Draft Environmental Report
State Clearinghouse #2004071045
RIV I-10 PM 1.078

The California Department of Transportation (Caltrans), appreciates the opportunity to review the, above-proposed project located generally southwest of Interstate 10 (I-10) within city limits of Calimesa. The project proposes approximately 3,858 units of single and multi-dwelling housing. We are also concerned with additional traffic of Summerwind Ranch Specific Plan, if that will be given approval by the Planning Commission of Calimesa. Summerwind Ranch proposes approximately 3,680 dwelling units.

This project development will impact existing highway facilities and other transportation facilities, particularly with regard to increased traffic to I-10 mainline (freeway) and various interchanges within city limits of Calimesa, due to jobs/housing imbalance and recent growth of housing in areas east of Calimesa. We have the following comments for your consideration:

Future interchange improvements:

Please consult with Caltrans for interchange improvements to Sandalwood and Singleton Road Interchanges & Interstate 10. Caltrans has plans for County Line Road Interchange. Agreed upon improvements to the interchanges should be in place before residents occupy the dwelling units if they are constructed. City of Calimesa Condition of Approvals, of both specific plans should contain language that will provide mitigation on all three interchanges, if the original scope of proposed projects is given approval, which would amount to over 7,500 new dwelling units.

} J-1

"Caltrans improves mobility across California"

Mr. Gabriel Elliott
May 1, 2007
Page 2

Caltrans recommends implementation of policies incorporated in the Riverside County Transportation Commission, Congestion Management Program, by including appropriate traffic impact mitigation measures with the required project conditions of approval. Implementation of pertinent mitigation measures should include a "fair share" contribution to a local fund designated for use in upgrading the area's regional transportation infrastructure, such as the Transportation Uniform Mitigation Fee (TUMF). The majority of or one-hundred percent of interchange improvement funds should be available from developer mitigation fees, which will be used for local/regional arterial roadways and traffic signals as well. If improvements are not constructed mobility of vehicles will decrease if continuing travel patterns prevail.

J-2

Please contact Riverside Transit Agency for information and opportunities for implementing and placing transit stops and/or transit centers within the various specific plans within the planned Mesa Estates. This will encourage transit use when transit stops are located within one-quarter mile of each specific plan. Their web site is <http://www.riversidetransit.com/Home/index.html>.

J-3

Caltrans also encourages non-motorized travel, by developing and implementing plans for bike lanes and constructing multi-use trails that are linked to neighboring Tentative Tracts and activity centers to provide an alternative to motorized travel. Thus, a park passero system or Class One bike/multi-use paths result in fewer conflicts with vehicles than Class Two bike lanes.

J-4

We appreciate the opportunity to offer comments concerning this project and would like to collaboratively share ideas with regional transportation partners on a continuing basis to plan for a transportation system, which can reduce congestion in this area through non-motorized, transit and roadway improvements. If you have any questions regarding this letter, please contact me at (909) 383-4557 for assistance.

Sincerely,



DANIEL KOPUTSKY
Office Chief
Community Planning/IGR-CEQA

..Caltrans improves mobility across California..

Response to Comment Letter J

Response to Comment J-1 from Department of Transportation District 8:

Improvements to the Sandalwood Road and County Line Road Interchanges are included as mitigation measures in the Final EIR. The City and the Developer will cooperate and coordinate with Caltrans in the design and development of these improvements. The developer will comply with the conditions of approval to construct these improvements in each phase of the project.

As shown on the Phase 2 conditions intersection operations analysis worksheets for the I-10 ramp intersections on Sandalwood Drive (presented in the December 5, 2006 Traffic Impact Analysis Report), the expected vehicular queuing in the back-to-back left turn lanes between the ramps on the bridge is as follows:

- Westbound left turn from Sandalwood Drive onto the I-10 Eastbound On-Ramp – 8 vehicles during the AM peak hour and 11 vehicles during the PM peak hour
- Eastbound left turn from Sandalwood Drive onto the I-10 Westbound On-Ramp – 3 vehicles during the AM peak hour and 2 vehicles during the PM peak hour

Therefore, the maximum expected back-to-back queue lengths are 11 vehicles (8+3) during the AM peak hour and 13 vehicles (11+2) during the PM peak hour. Based on a typical vehicle length of 20 feet per car, the expected vehicular queue lengths during the PM peak hour are approximately 220 feet for westbound left turn and 40 feet for the eastbound left turn.

Since the existing distance on the bridge between the I-10 Westbound ramps and the I-10 Eastbound ramps is approximately 450 feet, there appears to be adequate storage to accommodate the expected vehicular queue with the following recommended dimensions for the back-to-back left turn lanes:

- Westbound Left Turn Lane – 240 feet
- Pocket Transition – 90 feet
- Eastbound Left Turn Lane – 120 feet

Response to Comment J-2 from Department of Transportation District 8:

Mitigation for traffic improvements includes TUMF per the RCTC-CMP. The fees are shown on Table 3.12-15 of the EIR.

Response to Comment J-3 from Department of Transportation District 8:

RTA issues were briefly discussed in the original DEIR. The City plans to continue monitoring transit service planning and programming to ensure the City receives its fair share of transit services when they become available.

Response to Comment J-4 from Department of Transportation District 8:

As discussed in the original EIR, the proposed project includes bikeways, walkways, paseos and trails which connect the various residential areas with schools, parks, and shopping areas of the project.

Comment Letter K



CYNTHIA BRYANT
DIRECTOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



ARKOUD SCHWABERGER
GOVERNOR

April 6, 2007

Mr. Gabriel Elliott

City of Calimesa

P.O. Box 1190

908 Park Avenue

Calimesa, CA 92320

Subject: Mesa Verde Estates Specific Plan Amendment
SCH#: 2004071045

Dear Mr. Gabriel Elliott:

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 held the state agencies that reviewed your document. The review period closed on April 5, 2007, and the comments from the 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 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 10th Street, P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.oprr.ca.gov

12-28

Mesa Verde Estates Specific Plan Final EIR
City of Calimesa

Michael Brandman Associates
July 5, 2007

Document Details Report
State Clearinghouse Data Base

SCH#	Project Title	EIR Type	Description	Lead Agency Contact	Project Location	Proximity to:	Project Issues	Agencies	Date Received	Start of Review	End of Review
2004071045	Mesa Verde Estates Specific Plan Amendment Calimesa, City of	EIR Draft EIR	Specific Plan for the development of a mixed-use residential and commercial project on 1.493 acres with 571.5 acres in open space. Revisions to the project description that required revision and recirculation of the Draft EIR were modifications to planning areas to provide more cohesive open space areas, modification to the access to the site, and an additional 400 dwelling units with a commensurate reduction in Commercial uses from 350,000 to 200,000 square feet.	Name Mr. Gabriel Elliott Agency City of Calimesa Phone (909) 795-9801 Fax Address P.O. Box 1190 908 Park Avenue City Calimesa	County Riverside City Calimesa Region Calimesa Boulevard and Sandlewood Parcel No. Portions of sections Township 2S Range 2W Section 14,15, Base SB	Highways I-10 Airports UFR Railways Garden Air Wash Schools Yucapa Calimesa HS Land Use Oak Valley Specific Plan Amendment SPA 04-02	Aesthetic/Visual; Air Quality; Archaeological-historic; Biological Resources; Noise; Traffic/Circulation; Vegetation; Wildlife	Resources Agency; Regional Water Quality Control Board, Region 8; Department of Parks and Recreation; Native American Heritage Commission; Public Utilities Commission; Department of Housing and Community Development; Department of Health Services; Office of Emergency Services; Department of Fish and Game, Region 8; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 8; Department of Toxic Substances Control	02/20/2007	02/20/2007	04/05/2007

Note: Blanks in data fields result from insufficient information provided by lead agency.

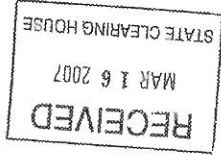
STATE OF CALIFORNIA

NATIVE AMERICAN HERITAGE COMMISSION

916 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
Fax (916) 657-5390
Web Site www.nahc.org
e-mail: dc.nahc@pacbell.net

March 14, 2007

Clear
4/5/07
e



Mr. Gabriel Elliott, Community Development Director

CITY OF CALIFORNIA
908 Park Avenue
Colton, CA 92310

Re: SCT#2004071045; CEQA Notice of Completion and Tribal Consultation Request Pursuant to California
Amendment for Mesa Verde Estates Project, City of Colton, Riverside County, California

Dear Mr. Elliott:

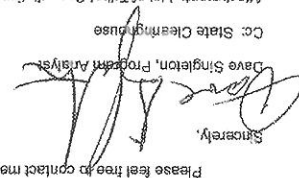
This letter meets the requirements of BOTH the California Environmental Quality Act (CEQA) Guidelines
Section 15094.5 and SB 18 Tribal Consultation requirements of California Government Code Section 65562.3. No
additional request for the latter is necessary.

Thank you for the opportunity to comment on the above-referenced document. The Native American
Heritage Commission is the state's Trustee Agency for Native American Cultural Resources. The California
Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the
significance of an historical resource, that includes archaeological resources, is a "significant effect" requiring the
preparation of an Environmental Impact Report (EIR) per CEQA guidelines § 15064.5(b)(3)(c). In order to comply with
this provision, the lead agency is required to assess whether the project will have an adverse impact on these
project-related impacts on historical resources, the Commission recommends the following action:
✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the
Information Center nearest you is available from the State Office of Historic Preservation (916/853-7278)
<http://www.oahp.ca.gov/11988/index.cfm?2080101.cfm>. The record search will determine:
• If any known cultural resources have already been recorded in or adjacent to the APE.
• If the probability is low, moderate, or high that cultural resources are located in the APE.
• If a survey is required to determine, or higher that previously unrecorded cultural resources are present.
• The final report containing site forms, site significance, and mitigation measures should be submitted
immediately to the planning department. All information regarding site locations, Native American human
remains, and associated funerary objects should be in a separate confidential addendum, and not be made
available for public disclosure.
• The final written report should be submitted within 3 months after work has been completed to the appropriate
regional archaeological information center.
✓ Contact the Native American Heritage Commission (NAHC) for:
• A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project
vicinity that may have additional cultural resource information. Please provide the office with the following
information to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation
with name, township, range and section.
• The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural
resources that may be discovered. The NAHC recommends that contact be made with Native American
contacts on the attached list to get their input on potential project impact (APE).
• Lack of surface evidence of archaeological resources does not preclude their subsurface existence.
• Lead agencies should include in their mitigation plan provisions for the identification and evaluation of
accidentally discovered archaeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f).
• In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native
American, with knowledge in cultural resources, should monitor all ground-disturbing activities.

- * Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- ✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.
- * CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave items.
- ✓ Health and Safety Code §7050.5, Public Resources Code §5097.9b and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.
- ✓ Lead agencies should consider avoidance, as defined in § 15379 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 853-6251 if you have any questions.

Sincerely,



Dave Singleton, Program Analyst

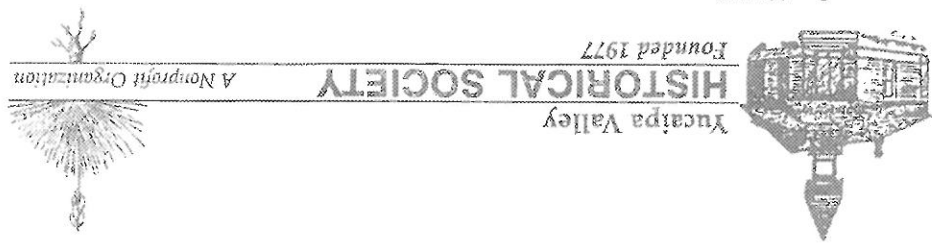
CC: State Clearinghouse

Attachment List of Tribal Consultation Contacts

Response to Comment Letter K

The State Clearinghouse provided the City with a letter indicating that the public review period for the review of the Mesa Verde Estates Draft EIR had ended and included one letter from the Native American Heritage Commission (NAHC). This letter was sent directly to the city by the NAHC and has been included in this section as Comment Letter F. No further response is required.

Comment Letter L



June 20, 2007
RECEIVED JUN 29 2007
City of Calimesa
908 Park Ave.
Calimesa, CA 92320
Per: [Signature]
RECEIVED JUN 21 2007
Per: [Signature]

RE: Historical preservation of sites within the Fiesta project

Dear Sirs:

The Yucipa Valley Historical Society wishes to be on record that there are several sites within the proposed Fiesta development that have historical significance. We are requesting the preservation of the remains of Grape Hill Ranch from early 20th century, the remains of the 1920s oil rig, items from the Shurt and Burns Ranches, the remains of the roads noted on 1850s map - including "the Old Poy Road" and the section of thoroughfare by West Avenue L.

While we are deeply concerned for the preservation of the Palomares Adobe, we do not believe it is included in this particular development, but we wish to bring attention to it as ancillary uses related to it may be.

We have not had access to the property to be able to give specific locations, but would welcome the opportunity.

We also wish to submit historic names to be considered for the streets of the project.

If you have any questions, please feel free to contact us.

Sincerely,

Clare Marie Teeters

Clare Marie Teeters
President of Operations

Harry Birkbeck

Harry Birkbeck
President of Administration

Post Office Box 297 • Yucalpa, California 92399

Response to Comment Letter L

Comments noted. Mitigation Measure CR-4 states that a qualified archaeologist/historian must be present onsite during grading activities in the vicinity of the historic sites.