SCH NO. 2016031001

Addendum to the Canyon Springs Healthcare Campus Specific Plan and Amendment to the Canyon Springs Business Park Specific Plan Project
Certified Environmental Impact Report

Canyon Springs Land Swap Project

JANUARY 2026

Prepared for:

CITY OF RIVERSIDE
Community and Economic Development Department
Planning Division
3900 Main Street, Third Floor
Riverside, California 92522
Contact: Veronica Hernandez

Prepared by:

DUDEK

687 S. Coast Highway 101, Suite 110
Encinitas, California 92024
Contact: Cori Resha, J.D.

Table of Contents

SECTION **PAGE NO.**

APPENDIX

FIGURES

TABLES

1 Introduction

The Environmental Impact Report (EIR) for the Canyon Springs Healthcare Campus Specific Plan and Amendment to the Canyon Springs Business Park Specific Plan (Approved Project) (SCH # 2016031001) was certified by the City of Riverside (City) in November 2017. This Addendum to the EIR has been prepared for the proposed Canyon Springs Land Swap Project (Land Swap Project) in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines. This Addendum modifies the 2017 EIR and analyzes the effects of the proposed changes to the Approved Project in Section 3, Environmental Analysis. The City is the Lead Agency for the environmental review of the proposed Project. The 2017 EIR and supporting technical studies are available to the public for review at the offices of the City of Riverside Community and Economic Development Department, Planning Division, 3900 Main Street, Third Floor, Riverside, California 92522.

This section discusses the EIR and provides an overview about the use of an addendum when complying with CEQA. A detailed description of the proposed Land Swap Project is provided in Section 2, Project Description, and an analysis of potential environmental effects of the proposed Project due to the proposed changes to the Approved Project is provided in Section 3, Environmental Analysis. Section 4, Conclusion, summarizes the conclusions of this Addendum.

1.1 Background and Overview

The City released the Notice of Preparation (NOP) for the Canyon Springs Healthcare Campus Specific Plan and Amendment to the Canyon Springs Business Park Specific Plan Project (SCH #2016031001) on March 2, 2016. The Draft EIR was released on July 7, 2017, for a 45-day public review period, which ended on August 17, 2017. The Final EIR, which included all public comments received regarding the Draft EIR and responses to those comments, was released in November 2017. The City certified the EIR and approved the project that same month.

The project evaluated in the EIR and approved by the City included the Canyon Springs Healthcare Campus Specific Plan (CSHC SP), which would allow development of a hospital, medical office buildings (MOBs), two parking structures, senior housing, independent living, assisted living, and a skilled nursing facility. The proposed CSHC SP is located within the Canyon Springs Business Park Specific Plan (CSBP SP), which was originally approved by Riverside County in 1984 and has been amended multiple times since its annexation to the City. The intent of the CSBP SP was to represent a logical infill of development into an area where urban services and utilities were available or could be provided. As part of the entitlements to create the CSHC SP, the CSBP SP was amended to remove the 50.85 acres of the CSHC SP from the CSBP SP.

The proposed Land Swap Project seeks to remove one 3.91-acre parcel from the CSHC SP and transfer it back to the CSBP SP, and remove a different 3.91-acre parcel from the CSBP SP and transfer it into the CSHC SP. With the proposed land swap, both specific plans would maintain their current overall acreage and anticipated land usage.

1.2 Use of an Addendum

Pursuant to CEQA Guidelines Section 15164, an addendum to a certified Environmental Impact Report (EIR) or an adopted Negative Declaration may be prepared if only minor technical changes or additions are necessary and none of the conditions described in CEQA Guidelines Section 15162 that call for preparation of a subsequent EIR or Negative Declaration have occurred. Under CEQA Guidelines Section 15162(a), when an EIR has been certified

or a negative declaration for a project has been prepared, no subsequent EIR or negative declaration shall be prepared for that project unless the lead agency (the City) determines, on the basis of substantial evidence, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete or the negative declaration was adopted, shows any of the following:
    A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    B. Significant effects previously discussed will be substantially more severe than shown in the previous EIR or negative declaration;
    C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
    D. Mitigation or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

1.3 Incorporation by Reference

The CEQA Guidelines Section 15150 permits and encourages that an environmental document incorporate, by reference, other documents that provide relevant data. The Canyon Springs Healthcare Campus Specific Plan and Amendment to the Canyon Springs Business Park Specific Plan EIR is incorporated by reference pursuant to CEQA Guidelines Section 15150, and is available for review, at the following location:

City of Riverside
Community and Economic Development Department
Planning Division
3900 Main Street, Third Floor
Riverside, California 92522

1.4 Addendum Process and Availability

Per CEQA Guidelines, Section 15164(c), an Addendum need not be circulated for public review but can be included in or attached to the final EIR or [Mitigated] Negative Declaration. CEQA Guidelines Section 15164(d) states the decision-making body shall consider the addendum with the Final EIR or adopted [Mitigated] Negative Declaration prior to making a decision on the project. Once adopted, the addendum is placed in the City's Administrative Record, along with the original EIR or [Mitigated] Negative Declaration, thus completing the CEQA process.

2 Project Description

This section describes the Approved Canyon Springs Healthcare Campus Specific Plan and Amendment to the Canyon Springs Business Park Specific Plan (Approved Project) and the proposed Canyon Springs Land Swap Project (Land Swap Project).

2.1 Project Location

The 50.85-acre Canyon Springs Healthcare Campus Specific Plan (CSHC SP) site consists of three separate, non-contiguous, previously graded areas located within the Canyon Springs Business Park Specific Plan (CSBP SP) in Riverside, California, approximately 0.2 miles east of Interstate 215 (I-215) and approximately 0.3 miles south of State Route 60 (SR-60). The CSHC SP site is adjacent to the City of Moreno Valley and is generally located east of Day Street and south of Eucalyptus Avenue (Figure 2-1, Regional Map). The CSBP SP encompasses 221.93 acres. The parcels at issue in the proposed Land Swap Project are shown in Figure 2-2, Proposed Land Swap Project.

2.2 Project History

In November 2017, the City of Riverside (City) certified the Environmental Impact Report for the Canyon Springs Healthcare Campus Specific Plan and Amendment to the Canyon Springs Business Park Specific Plan Project (SCH #2016031001) and approved the project. That action included taking 50.85 acres from the CSBP SP and designating it as the CSHC SP, leaving the CSBP SP at 221.93 acres. Since certification of the EIR, development has continued to occur in both the CSHC SP and the CSBP SP. The present request of the City is for approval of the transfer of 3.91 acres from each specific plan to the other specific plan, as described in further detail below.

2.3 Approved Project Description

The Approved Project included establishment of the CSHC SP and revisions to the CSBP SP.

Canyon Springs Healthcare Campus Specific Plan

Site Description

The CSHC SP is composed of three separate “sites” as described below and shown in Figure 2-2.

Site A: The northwest 10.45-acre semi-rectangular shaped area (senior housing site) consisting of four Assessor’s Parcel Numbers (APNs) (291-450-047, 291-440-051, 291-450-052, and 291-450-053) is bounded by Corporate Centre Place and Campus Parkway to the north, Valley Springs Parkway to the west, vacant office zoned land to the east, and Riverside County Assessor office buildings and vacant office zoned land to the south.

Site B: The northeast 10.27-acre irregular-shaped area (independent living, assisted living, and skilled nursing facility site) consisting of four APNs (291-440-042, 291-440-043, 291-440-044, and 291-440-045) is bounded by two multistory office buildings to the north, Canyon Park Drive to the west, Day Street to the east, and Gateway Drive to the south. A 100-foot-wide Metropolitan Water District water pipeline easement diagonally traverses this site.

Site C: The main 30.13-acre irregular-shaped area (hospital, medical office buildings (MOBs), and parking structures site) consisting of 14 APNs (291-450-055, 291-450-056, 291-450-057, 291-090-038, 291-090-039, 291-090-040, 291-090-041, 291-450-054, 291-440-050, 291-440-049, 291-440-048, 291-440-018, 291-440-033, and 291-440-036) is bounded by Gateway Drive to the north, Valley Springs Parkway to the west, Day Street and a Riverside Medical Clinic building to the east, and the City of Moreno Valley limit, south of which are 10 single-family homes and Edgemont Elementary School, a Riverside County Flood Control detention basin, and a MOB to the south fronting Eucalyptus Avenue.

Project Design Features and Construction Measures

The Project applicant, Canyon Springs Marketplace Corporation, incorporated Project design features and construction measures into the Project to reduce the potential for environmental effects. Construction will be performed by qualified contractors, and contract documents, plans, and specifications will incorporate stipulations regarding standard legal requirements and acceptable construction practices, including traffic control during construction activities, noise, geologic conditions, drainage and water quality improvements, water quality protection and erosion and sedimentation control, construction-related solid waste, hazardous waste, hazardous materials during construction, control of petroleum products in storage tanks, and cultural resources. The Project will be designed in accordance with the State of California Building Code, California Office of Statewide Health Planning and Development, and Municipal Code requirements. These measures are included in Table 2-2 and referenced throughout the impact discussions of the Draft EIR. The Project design features and construction measures listed in Table 2-1 were incorporated into the CSHC SP and Draft EIR as design features of the Project. Where applicable, some of these items may be included as mitigation measures.

Table 2-1. Canyon Springs Healthcare Campus Specific Plan Project Design Features and Construction Measures

Subject Area	Design Feature or Construction Measure
Lighting	Project lighting will be required to comply with the City's Zoning Code. A condition of approval will require compliance with the "Standard Lighting Condition," which reads as follows: An exterior lighting plan shall be submitted for Planning Division staff review and approval. A photometric study with manufacturer's cut sheets of all exterior lighting on buildings, in landscaped areas, and in parking lots shall be submitted with the study. All on site lighting shall provide a minimum intensity of one-foot candle and a maximum of ten-foot candles at ground level throughout the areas serving the public and used for parking, with a ratio of average light to minimum light of four to one (4:1). Light poles shall not exceed 20 feet in height, including the height of any concrete or other base material. Light poles shall not exceed 14 feet in height, including the height of any concrete or other base material, within 50 feet of residential zones. Light sources shall be shielded to minimize off-site glare, shall not direct light skyward and shall be directed away from adjacent properties and public rights-of-ways. If lights are proposed to be mounted on buildings, down-lights shall be utilized. Additionally, the Canyon Springs Healthcare Campus Specific Plan will establish guidelines for lighting requirements to ensure that there is no light spillage onto adjacent properties.
Geologic conditions	Appropriate engineering design and construction measures that meet California Building Code and California Office of Statewide Health Planning and Development design parameters shall be incorporated into the Project designs.
Drainage and water quality improvements	The Project design includes the following water quality improvements/best management practices (BMPs) in accordance with Riverside County Flood Control

Table 2-1. Canyon Springs Healthcare Campus Specific Plan Project Design Features and Construction Measures

Subject Area	Design Feature or Construction Measure
	criteria and preferred treatment hierarchy to improve overall site permeability and reduce off-site drainage flow: ▪ Curbs and gutters will collect runoff and convey to bioretention units and/or detention basins and comply with Riverside Airport Land Use Commission requirements. ▪ Parking lots will be designed to minimum required pavement width, according to City guidelines. ▪ Vegetated bioswales will be used to the maximum extent possible to achieve filtration and natural treatment of the stormwater runoff from rooftops. ▪ Where bioswales cannot be used to treat runoff, stormwater runoff from proposed structure roofs and paved areas will be conveyed to bioretention units and/or detention basins (in compliance with the Riverside Airport Land Use Commission) to provide treatment before being discharged into the underground storm drain system. ▪ Stormwater drainage from loading dock areas will be collected and treated prior to discharge off site. ▪ On-site soils within landscaped areas will be scarified. ▪ The City's Landscape Regulations (Chapter 19.570) will be adhered to for landscaped areas. Additional native trees and large shrubs will be planted where needed. New trees will be planted according to the proposed Canyon Springs Healthcare Campus Specific Plan design guidelines. The landscaping will meet the City's approved landscape materials list as outlined in the Specific Plan. ▪ Drought-tolerant landscaping will also be required to ensure minimal irrigation water use, thus helping to conserve water resources. ▪ Rain shutoff devices to prevent irrigation during and after precipitation will be included in the design. The irrigation system will include control mechanisms to allow staff to adjust water supplies to areas based on need. ▪ Stormwater conveyance system inlets will include language indicating that water flows to the local water resource. ▪ Trash receptacles will be provided on site with signage. ▪ A fire sprinkler system will be designed to discharge into the sanitary sewer. ▪ Bioswales, bioretention units and/or detention basins, parking lots, and trash pickup will be maintained as part of the ongoing landscaping maintenance costs.
Water quality protection and erosion and sedimentation control	In compliance with the National Pollution Discharge Elimination System, the applicant will prepare a stormwater pollution prevention plan (SWPPP) that specifies BMPs to be implemented during Project construction to prevent pollutants from contacting stormwater and control erosion and sedimentation. The SWPPP will be prepared and submitted to the Regional Water Quality Control Board for review and approval before the start of construction.
Cultural resources	During any phase of construction, the Project proponent shall comply with Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and California Code of Regulations, Title 14, Section 15064.5 Subdivisions (d) and (e) (CEQA). State and local laws require that the county coroner be notified. California Public Resources Code, Section 5097.98, addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a Project; and establishes the NAHC to

Table 2-1. Canyon Springs Healthcare Campus Specific Plan Project Design Features and Construction Measures

Subject Area	Design Feature or Construction Measure
	resolve disputes regarding the disposition of such remains. The Project will be required to comply with California Public Resources Code, Section 5097.8, should any unknown human remains be discovered during site disturbance along with California Health and Safety Code, Section 7050.5, and California Code of Regulations, Title 14, Section 15064.5 Subdivisions (d) and (e).
Traffic control during construction activities	The applicant will prepare a traffic control plan that will specifically address construction traffic and possible lane closures within the City's public rights-of-way to be prepared and approved by the City prior to Project grading permit issuance. The traffic control plan will include provisions for construction times and control plans for allowance of motorists, bicyclists, pedestrians, and bus access throughout construction. This traffic control plan will also include provisions to ensure emergency vehicle passage at all times, and will include signage and flagmen when necessary. The traffic control plan will include provisions for coordinating with local school hours and emergency service providers regarding construction times.
Noise	Construction activities will generally occur Monday through Friday from 7:00 a.m. to 7:00 p.m. and on Saturdays from 8:00 a.m. to 5:00 p.m. (in compliance with the City's Municipal Code, Section 7.35).
Construction-related solid waste	The designated Canyon Springs Healthcare Campus operator on the Project site will designate a solid waste management coordinator who will execute the Project's City-approved waste management plan. The solid waste management coordinator will work with contractors to estimate quantities of each type of material that is to be salvaged, recycled, or disposed of as waste; oversee plans for separation of materials; and review procedures for periodic collection and transportation of materials.
Hazardous materials during construction	A hazardous materials spill kit should be maintained on site for small spills. Additionally, the future Canyon Springs Healthcare Campus operator should monitor all contractors for compliance with applicable regulations, including regulations regarding hazardous materials and hazardous wastes, including disposal. Hazardous materials should not be disposed of or released on the ground, in the underlying groundwater, or any surface water. Totally enclosed containment should be provided for all trash. All construction waste, including trash and litter, garbage, other solid waste, petroleum products, and other potentially hazardous materials, should be removed to a waste facility permitted to treat, store, or dispose of such materials.
Hazardous waste	Prior to receiving certificate of occupancy for each phase of the Project (Phase I – skilled nursing facility; Phases II–V – hospital and MOB uses), a medical waste management plan will be prepared, submitted, reviewed, and approved by the Riverside County Department of Environmental Health Hazardous Materials Management Division. The medical waste management plan will describe the types and amounts of medical waste generated and how the waste will be disposed. Prior to receiving certificate of occupancy for each phase of the Project (Phase I – skilled nursing facility; Phases II–V – hospital, MOB uses), a hazardous materials business plan will be prepared and submitted to the Riverside County Department of Environmental Health Hazardous Materials Management Division and City's Fire Department. The hazardous materials business plan will contain information on the location, type, quantity, and health risks of hazardous materials stored and used on the site. Within the hazardous materials business plan, the applicant will prepare a chemical inventory for all hazardous materials or waste stored in quantities greater than or equal to 500 pounds of a solid, 55 gallons of a liquid, 200 cubic feet of a

Table 2-1. Canyon Springs Healthcare Campus Specific Plan Project Design Features and Construction Measures

Subject Area	Design Feature or Construction Measure
	compressed gas, highly toxic gases of any amount, and extremely hazardous substances stored in quantities greater than threshold amounts. Prior to receiving certificate of occupancy for each phase of the Project (Phase I – skilled nursing facility; Phases II-V – hospital, MOBs), the Canyon Springs Healthcare Campus operator will be required to comply with the provisions of the City's Fire Code, the Riverside County Department of Environmental Health Hazardous Materials Management Division, and any additional element as required in the California Health and Safety Code, Article 1, Chapter 6.95 for the business emergency plan. Transportation of hazardous materials will comply with all U.S. Department of Transportation, California Department of Transportation, U.S. Environmental Protection Agency, Department of Toxic Substances Control, California Highway Patrol, and California State Fire Marshal regulations. The Project will comply with the City's Emergency Operations Plan (EOP) for both construction and operations of all phases of the Project. Construction activities during all phases of the Project that may temporarily restrict vehicular traffic will implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures in accordance with the City's EOP. Operation of the Project will not interfere with the City's EOP as driveways off Corporate Centre Place, Valley Springs Parkway, Canyon Park Drive, Campus Parkway, Day Street, and Gateway Drive will be made accessible for emergency vehicles.
Control of petroleum products in storage tanks	In accordance with the Code of Federal Regulations, Title 40, Part 112 (40 CFR, Part 112), prior to certificate of occupancy issuance for the hospital and MOB component of the Project, the designated Canyon Springs Healthcare Campus operator on the Project site will prepare a Spill Prevention Control and Countermeasures plan.

Canyon Springs Business Park Specific Plan

As a result of the 50.83 acres of the CSHC SP land being removed from CSBP SP, the original 10 planning areas of the CSBP SP were reduced to the acreages as shown below in Table 2-2. Note that Planning Area 7 was completely removed as all land within that area became part of the CSHC SP. The zones for each of the planning areas are also shown in Table 2-2.

Table 2-2. Existing Canyon Springs Business Park Specific Plan Acreages

Planning Area	Acreage	Zone
1	54.01	Commercial Retail
2	15.72	Commercial Retail
3	27.17	Commercial Retail
4	22.01	Commercial Retail
5	28.35	Commercial Retail
6	40.31	Commercial Retail
7	0.0	REMOVED FROM PLAN

Table 2-2. Existing Canyon Springs Business Park Specific Plan Acreages

Planning Area	Acreage	Zone
8	19.50	Office
9	6.93	Office
10	7.93	Office
Total	**221.93**	

2.4 Proposed Land Swap Project Description

The proposed Land Swap Project involves transferring approximately 3.91 acres of land each between the CSHC SP and the CSBP SP as shown in Figure 2-2. Specifically, 3.91 acres from Site B of the CSHC SP would be transferred into Planning Area 9 of the CSBP SP, and 3.91 acres from CSBP SP Planning Area 8 would be transferred into Site A of the CSHC SP. Figure 2-2 shows the land from the CSBP SP that would be transferred to the CSHC SP in pink, and the land from the CSHC SP that would be transferred to the CSBP SP in green.

Following completion of the proposed Land Swap Project, the total acreage in both specific plans will remain identical to what was considered in the certified EIR, as the CSHC SP will continue to have 50.85 acres of land and the CSBP SP will continue to have 221.93 acres of land. Tables 2-3 and 2-4 identify the acreage of each site and planning area of the two specific plans, the acreages, proposed change in acreages, and proposed total acreages.

Table 2-3. Canyon Springs Healthcare Campus Specific Plan Acreages

Site	Current Acreage	Proposed Change	Proposed Total Acreage
A	10.45	+3.91	14.35
B	10.27	-3.91	6.37
C	30.13	0	30.13
Total	**50.85**	**0**	**50.85**

Table 2-4. Canyon Springs Business Park Specific Plan Acreages

Site	Current Acreage	Proposed Change	Proposed Total Acreage
1	54.01	0	54.01
2	15.72	0	15.72
3	27.17	0	27.17
4	22.01	0	22.01
5	28.35	0	28.35
6	40.31	0	40.31
7	0	0	REMOVED FROM PLAN
8	19.50	-3.91	15.60
9	6.93	+3.91	10.83
10	7.93	0	7.93
Total	**221.93**	**0**	**221.93**

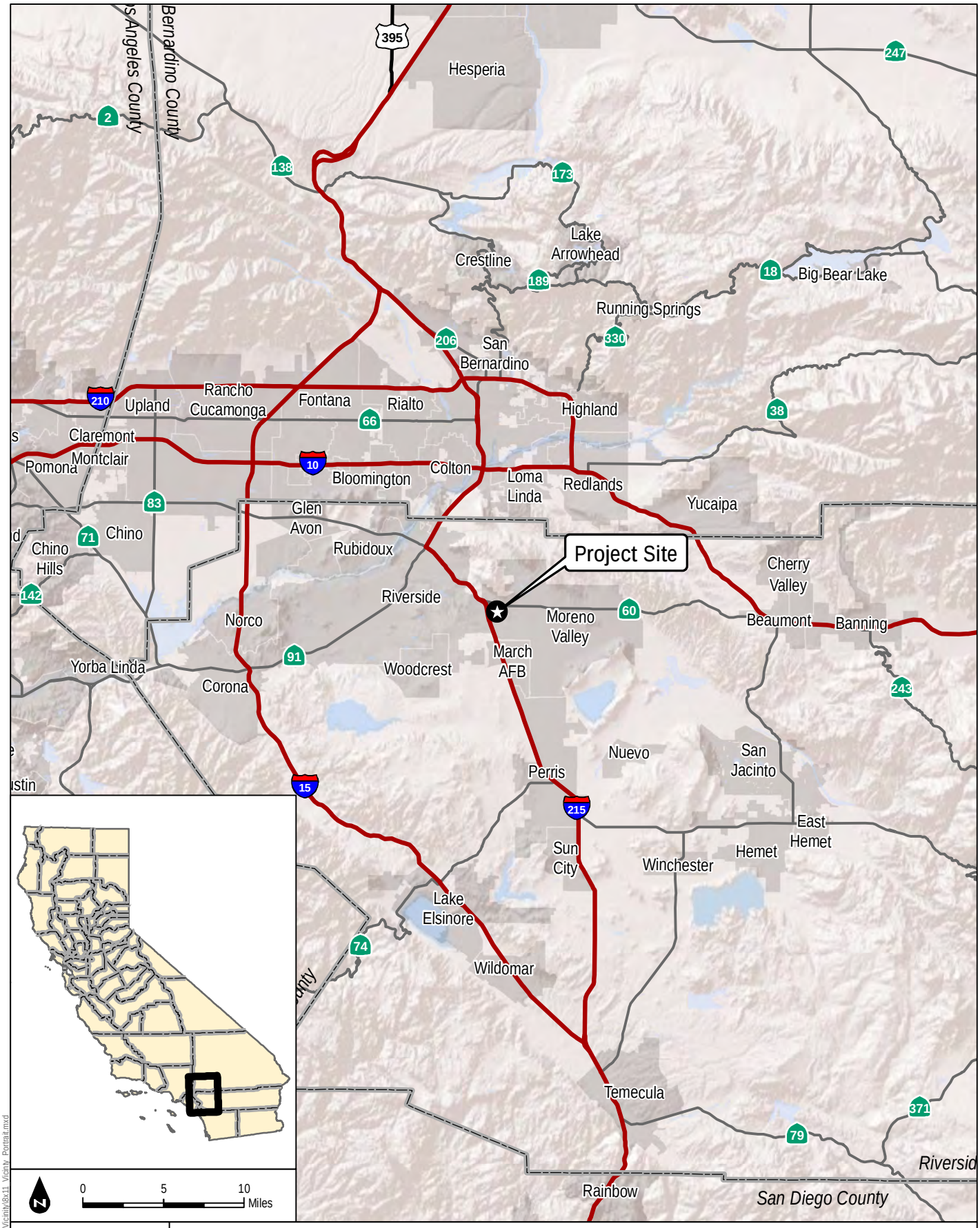
Figures 2-3a and 2-3b show the existing and proposed vicinity maps for the proposed Land Swap Project.

The proposed Land Swap Project requires a General Plan Amendment to redesignate the affected parcels.. The existing and proposed General Plan Designations are shown in Figures 2-4a and 2-4b, respectively.

The proposed Land Swap Project also requires that the affected parcels be rezoned in accordance with their new Specific Plans. The existing and proposed zoning are shown in Figures 2-5a and 2-5b, respectively.

While the proposed Land Swap Project does require a General Plan Amendment and Rezone, it is important to note that all affected parcels are designated for office use, which includes senior housing. Because there would be no effective changes in use through the proposed Land Swap Project, the development capacity for the Specific Plans remains unchanged. Under the existing CSBP SP, the affected parcels are in Planning Areas 8 and 9, which were envisioned for corporate office use as described in Section 1.1 of the CSBP SP. Under the existing CSHC SP, the affected parcels are within Sites A abd B, both of which assumed permitted uses such as senior housing, assisted living, indipendent living, and other uses detailed in Chapter 7 of the CSHC SP, Within the CSHC SP, the proposed Land Swap Project would remove 72 senior housing units from Site B and place them on Site A along the south side of Campus Parkway between Corporate Centre Place and Canyon Park Drive for the same overall number of beds for the CSHC SP. Site access for the new portion of Site A would be provided via Corporate Centre Place approximately 170 feet south of Campus Parkway (Project Driveway 1) and Campus Parkway approximately 315 feet east of Corporate Centre Place (Project Driveway 2). The previously approved driveway on Canyon Park Drive approximately 130 feet south of Campus Parkway (Project Driveway 3) will remain unchanged. The Project Driveways are shown in Figure 2-6.

INTENTIONALLY LEFT BLANK



SOURCE: ESRI, 2015

FIGURE 2-1

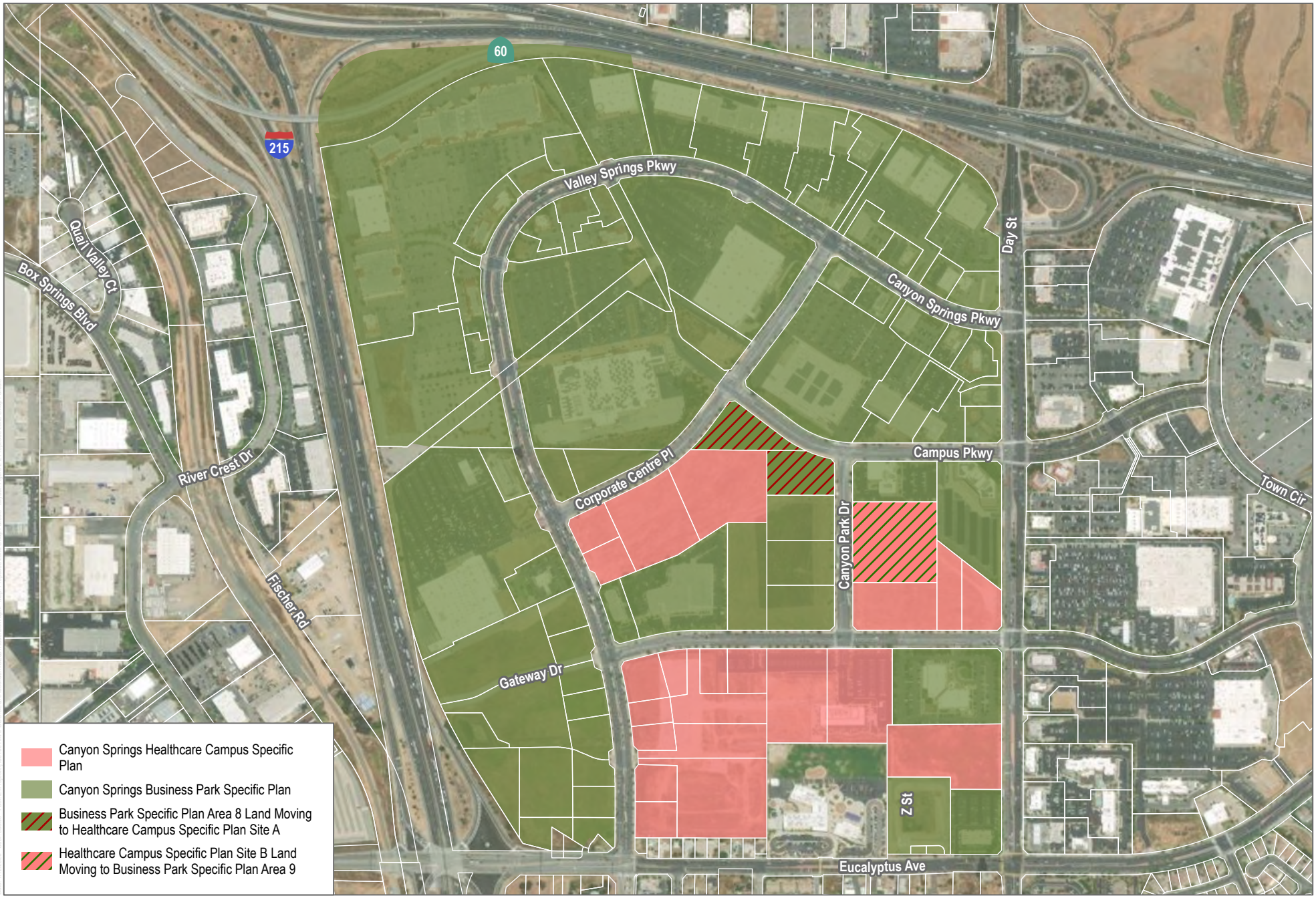
Regional Map

Canyon Springs Land Swap Project

DUDEK

Z:\Templates\Arcmap\Current\Vicinity\8x11 Vicinity Portrait.mxd

INTENTIONALLY LEFT BLANK



SOURCE:

DUDEK

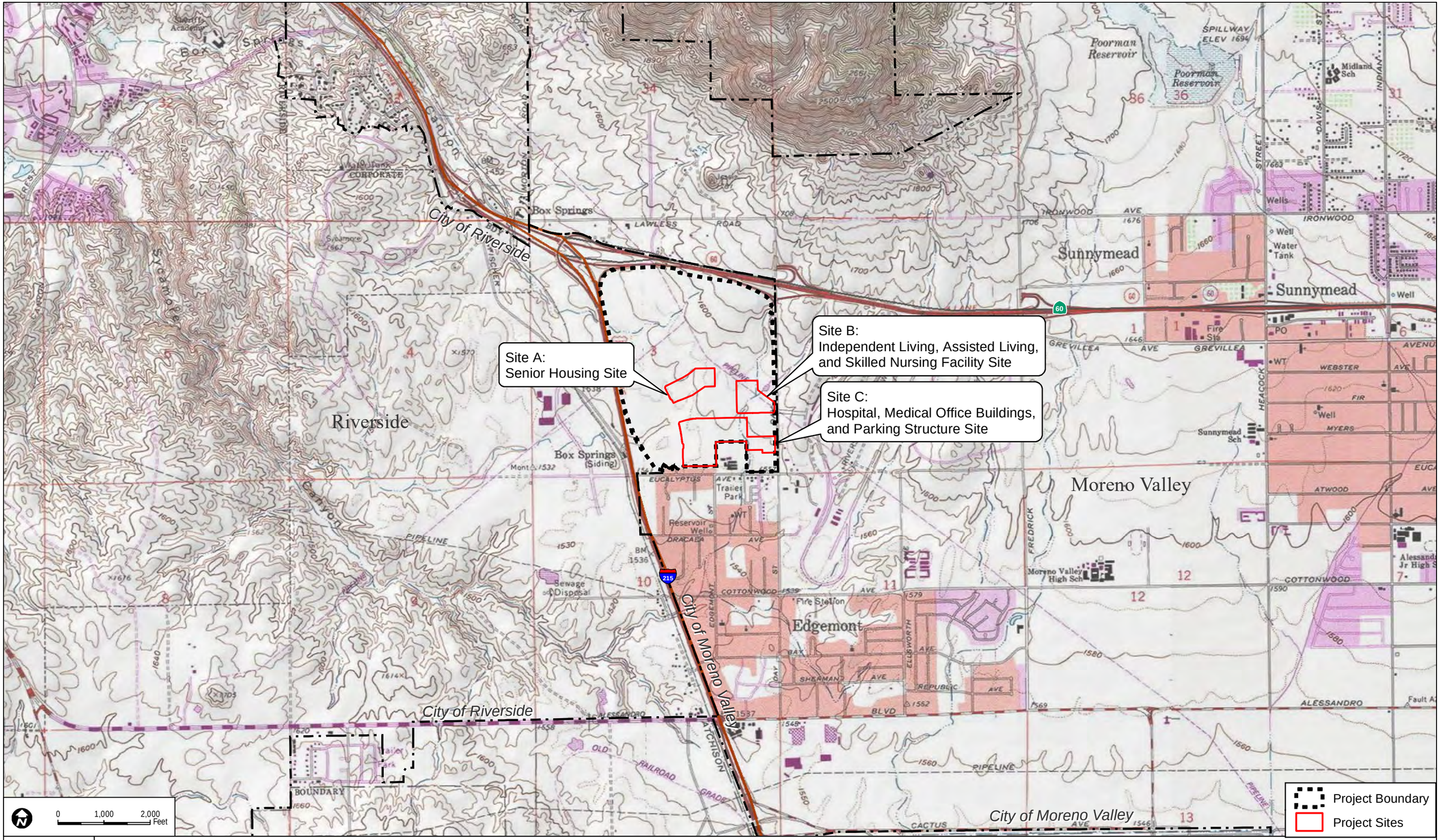
0 100 200 Feet

FIGURE 2-2

Proposed Land Swap Parcels

CEQA Addendum

INTENTIONALLY LEFT BLANK



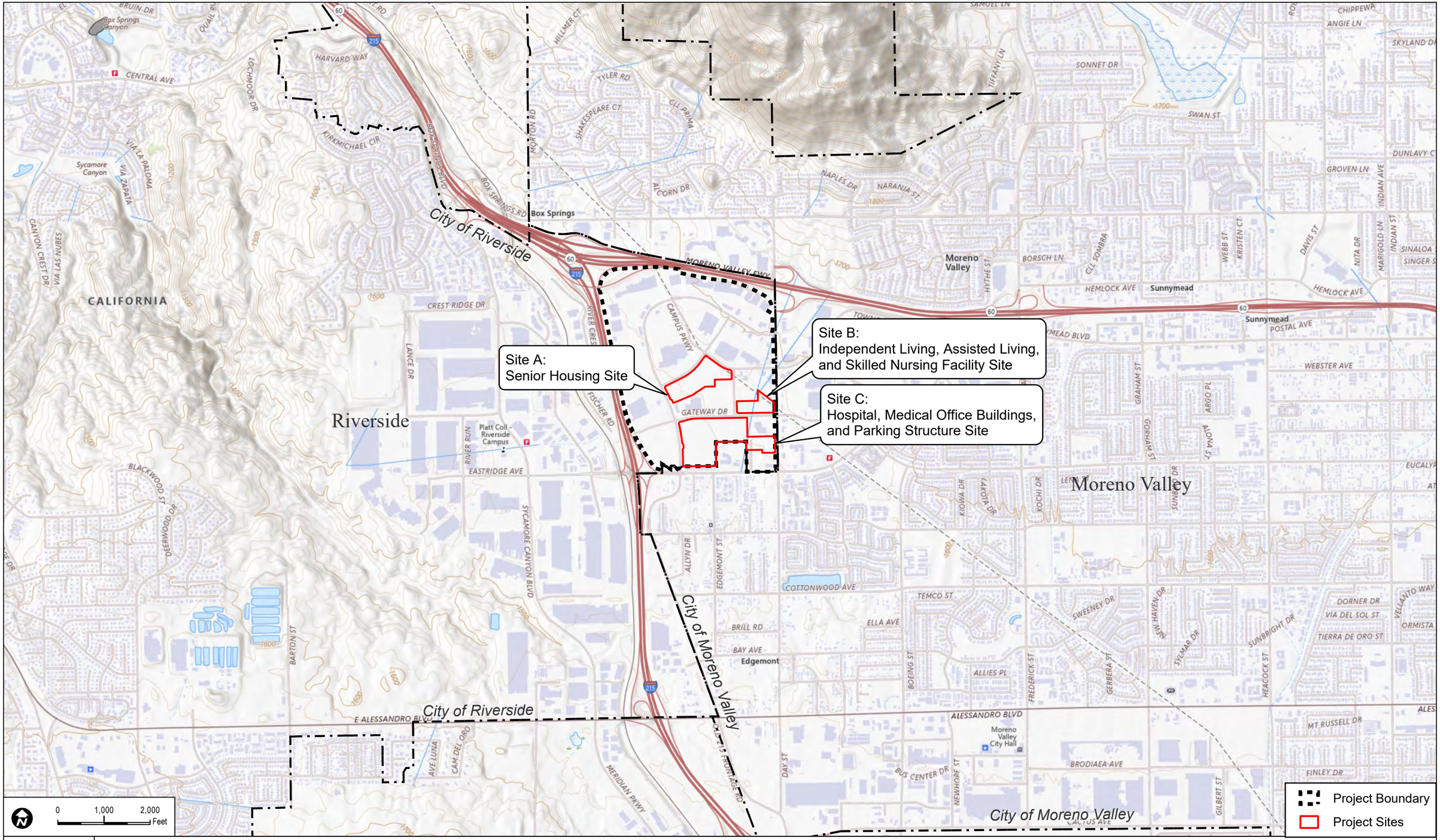
SOURCE: USGS 7.5-Minute Series Riverside East Quadrangle.

FIGURE 2-3a

Existing Vicinity Map

Canyon Springs Land Swap Project

INTENTIONALLY LEFT BLANK



DUDEK

SOURCE: USGS 7.5-Minute Series Riverside East Quadrangle.

FIGURE 2-3b

Proposed Vicinity Map

Canyon Springs Land Swap Project

INTENTIONALLY LEFT BLANK

Canyon Springs Business Park Specific Plan

Planning Areas

General Plan Land Use Description

Business/Office Park

Commercial

Canyon Springs Healthcare Campus Specific Plan (CSHCSP)

DUDEK

SOURCE: Bing, 2017; County of Riverside, 2017

Figure 2-4a: Existing General Plan Land Use

Canyon Springs Land Swap Project

INTENTIONALLY LEFT BLANK

Canyon Springs Business Park Specific Plan

Planning Areas

General Plan Land Use Description

Business/Office Park

Commercial

Canyon Springs Healthcare Campus Specific Plan (CSHCSP)

DUDEK

SOURCE: Bing 2025, 2017; County of Riverside, 2017

Figure 2-4b: Proposed General Plan Land Use

Canyon Springs Land Swap Project

INTENTIONALLY LEFT BLANK

Canyon Springs Business Park Specific Plan

Planning Areas

Zoning Description

- Business and Manufacturing Park Zone
- Commercial Retail Zone
- Office Zone
- Public Facilities Zone
- Canyon Springs Healthcare Campus Specific Plan (CSHCSP)

SOURCE: Bing, 2017; County of Riverside, 2017

DUDEK

Figure 2-5a: Existing Zoning

Canyon Springs Land Swap Project

INTENTIONALLY LEFT BLANK

Canyon Springs Business Park Specific Plan

Planning Areas

Zoning Description

Business and Manufacturing Park Zone

Commercial Retail Zone

Office Zone

Public Facilities Zone

Canyon Springs Healthcare Campus Specific Plan (CSHCSP)

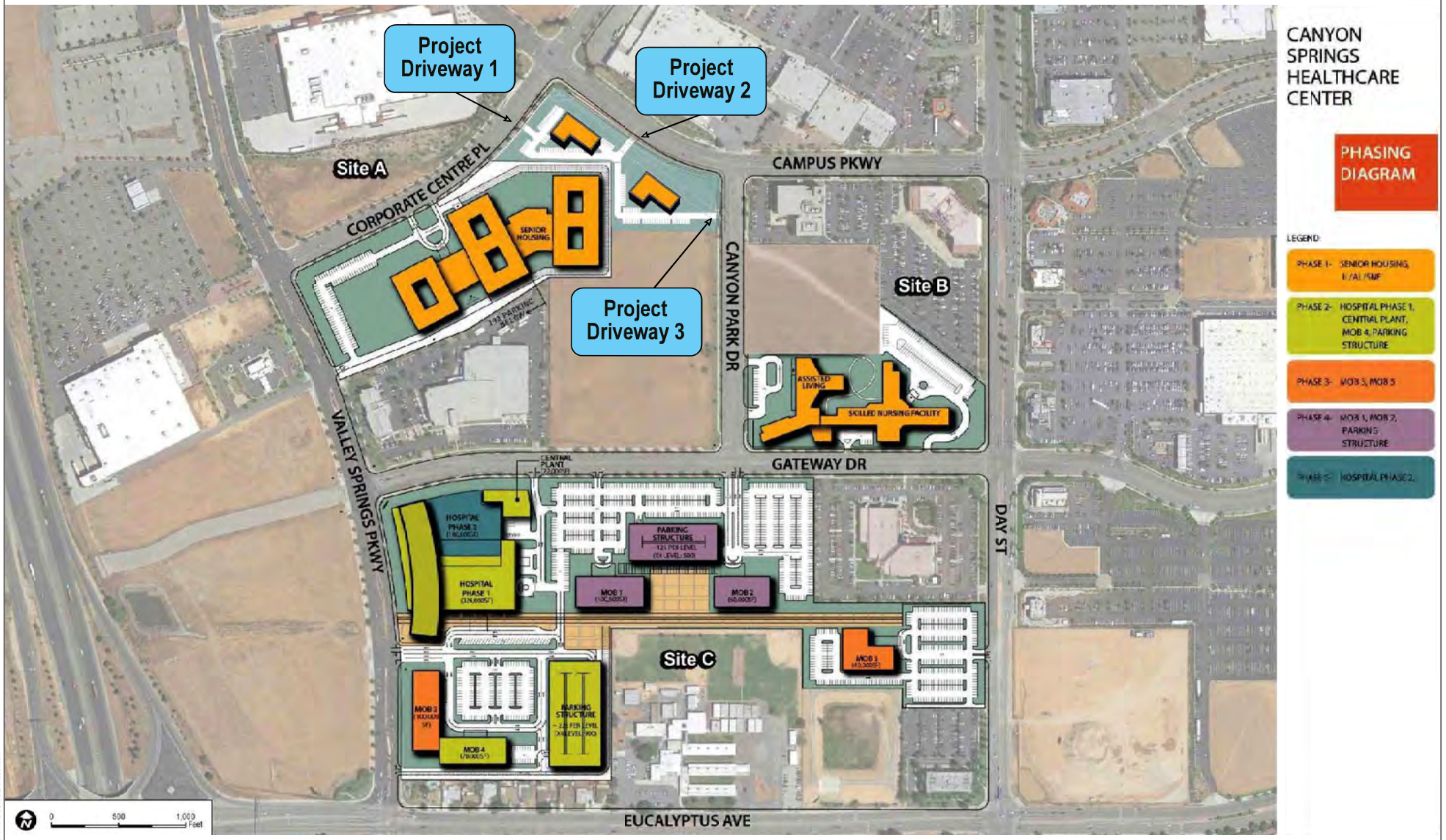
DUDEK

SOURCE: Bing 2025, 2017; County of Riverside, 2017

Figure 2-5b: Proposed Zoning

Canyon Springs Land Swap Project

INTENTIONALLY LEFT BLANK



SOURCE:

FIGURE 2-6

Project Driveways

Canyon Springs Healthcare Campus Specific Plan

DUDEK

INTENTIONALLY LEFT BLANK

3 Environmental Analysis

Evaluation of Environmental Impacts

Pursuant to Section 15162 of the CEQA Guidelines, the lead agency shall not prepare a subsequent or supplemental EIR or negative declaration unless the agency determines that one or more of the following conditions are met for the project:

1. Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the negative declaration was adopted shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b. Significant effects previously examined will be substantially more severe than identified in the previous EIR;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives; or
    d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Where none of the conditions specified in Section 15162 are present, the lead agency cannot prepare a subsequent or supplemental EIR (CEQA Guidelines Section 15162(a)), but may prepare a negative declaration, an addendum, or no further CEQA documentation. Section 15164 of the CEQA Guidelines states that an addendum to a mitigated negative declaration shall be prepared "if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred."

In accordance with the CEQA Guidelines, the City has determined that an Addendum to the Canyon Springs Healthcare Campus Specific Plan and Amendment to the Canyon Springs Business Park Specific Plan Project EIR is the appropriate environmental document for the proposed Land Swap Project. This Addendum reviews the changes proposed by the Land Swap Project and any pertinent changes to the circumstances under which the Land Swap Project is undertaken that have occurred since the EIR was certified. It also reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time that the EIR was certified. This examination includes an analysis of the provisions of Section 15162 of the CEQA Guidelines and their applicability to the Land Swap Project.

3.1 Aesthetics

CSHC SP EIR Analysis Summary

Potential impacts of the Approved Project related to aesthetics were analyzed in the Draft EIR on pages 4.1-38 through 4.1-50 and 5-5 through 5-11. The environmental impacts evaluated include impacts on scenic vistas and resources, degradation of the existing visual character or quality of the site, and sources of light and glare. The Draft EIR concluded that there would be no significant impacts related to aesthetics and no mitigation was required. The Draft EIR also concluded that cumulative impacts related to aesthetics would be less than significant.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels are zoned for office use and anticipated for use for senior housing, and there would not be any change to the allowed uses, development capacity, or development standards. For these reasons, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to aesthetic impacts to scenic vistas and resources, degradation of the existing visual character or quality of the site, and sources of light and glare, from those previously identified in the certified EIR. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

No mitigation was required.

3.2 Agriculture and Forestry Resources

CSHC SP EIR Analysis Summary

Potential impacts related to agricultural and forestry resources were analyzed in Section 3, *Environmental Effects Found Not to be Significant*, of the Draft EIR on pages 3-1 through 3-2. The analysis evaluated potential impacts including the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; conflicts with existing zoning for agricultural use or a Williamson Act contract; conflicts with existing zoning for, or causing the rezoning of, forest land, timberland, or land zoned Timberland Production; the loss of forest land or its conversion to non-forest use; and other changes in the existing environment that could result in the conversion of farmland to non-agricultural use or forest land to non-forest use. The EIR concluded that there would be no significant impacts related to agricultural and forestry resources and that no mitigation was required.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. None of the affected parcels are zoned or used for agricultural or forestry uses. For this reason, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to agricultural or forestry resources, from those previously identified in the certified EIR. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

No mitigation was required.

3.3 Air Quality

CSHC SP EIR Analysis Summary

Potential impacts related to air quality were analyzed in the Draft EIR on pages 4.2-24 through 4.2-40 and 5-11 through 5-12. The EIR concluded that the Approved Project would result in a significant and unavoidable impact related to air quality plan consistency, as construction oxides of nitrogen (NO_X) emissions would be reduced to less than significant levels with MM-AQ-1, but operational emissions of volatile organic compounds (VOC), NO_X, and carbon monoxide (CO) would continue to exceed South Coast Air Quality Management District (SCAQMD) thresholds despite implementation of MM-AQ-2 through MM-AQ-6. The EIR concluded that the Approved Project would also have a significant and unavoidable impact related to the potential to violate air quality standards or contribute substantially to existing violations, because construction emissions would be less than significant with MM-AQ-1, yet operational emissions of VOC, NO_X, and CO would remain above SCAQMD regional thresholds even after implementing MM-AQ-2 through MM-AQ-6. In addition, the Approved Project would result in a significant and unavoidable impact from a cumulatively considerable net increase of criteria pollutants in a non-attainment area, as VOC and NO_x (ozone precursors) and CO from operations would exceed SCAQMD significance thresholds despite mitigation. Finally, the Project would have a less than significant impact related to exposure of sensitive receptors to substantial pollutant concentrations, since construction and operational emissions, including localized CO and incremental cancer and noncancer risks, would remain below SCAQMD thresholds with incorporation of MM-AQ-1.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels are zoned for office use and anticipated for use for senior housing, and there would not be any change to the allowed uses, development capacity, or development standards. Therefore, the proposed Land Swap Project would not be expected to increase construction or operational air quality emissions beyond what was already evaluated in the certified EIR. Additionally, the certified EIR assumed construction and operational activities would occur earlier than has actually taken place. As it is generally understood that air quality emissions decrease the later construction or operation occurs because machinery and vehicles generally continue to be built to emit fewer pollutants, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to air quality, from those previously identified in the certified EIR. The mitigation measures identified below would continue to be implemented during all development within the CSHC SP. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

MM-AQ-1 During construction activity, all construction equipment (≥ 150 horsepower) shall be California Air Resources Board (CARB) Tier 3 Certified or better. Additionally, during grading activity, total horsepower-hours per day for all equipment shall not exceed 24,608 horsepower-hours per day, and the maximum disturbance (actively graded) area shall not exceed 6 acres per day.

MM-AQ-2 Prior to the issuance of building permits, the Project developer/applicant shall submit energy usage calculations to the Planning Division showing that the Project is designed to achieve 5% efficiency beyond the 2016 California Building Code Title 24 requirements. Example of measures that reduce energy consumption include, but are not limited to, the following (it being understood that the items

listed below are not all required and merely present examples; the list is not all-inclusive and other features that reduce energy consumption also are acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;
- Limit air leakage through the structure and/or within the heating and cooling distribution system;
- Use of energy-efficient space heating and cooling equipment;
- Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy-efficient windows;
- Use of interior and exterior energy-efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
- Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems;
- Installation of Energy Star-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

MM-AQ-3 To reduce water consumption and the associated energy-usage, the Project shall be designed to comply with the mandatory reductions in indoor water usage contained in the incumbent California Green Building Code and any mandated reduction in outdoor water usage contained in the City's water-efficient landscape requirements. Additionally, the Project shall implement the following:

- Landscaping palette emphasizing drought-tolerant plants;
- Use of water-efficient irrigation techniques;
- U.S. Environmental Protection Agency (EPA) Certified WaterSense labeled or equivalent faucets, high-efficiency toilets, and water-conserving shower heads.

MM-AQ-4 The Project shall reduce vehicle miles traveled and emissions by implementing the following measure:

- Pedestrian and bicycle connections shall be provided to surrounding areas consistent with the City's General Plan.

MM-AQ-5 The Project developer/applicant shall encourage its tenants to use water-based or low volatile organic compound cleaning products by providing publicly available information from the Southern California Air Quality Management District, CARB, and EPA on such cleaning products.

MM-AQ-6 Electric lawn equipment including but not limited to lawn mowers, leaf blowers and vacuums, shredders shall be used in lieu of conventional gas-powered equipment. This requirement shall be included in all Covenants, Conditions, and Restrictions for Project properties.

3.4 Biological Resources

CSHC SP EIR Analysis Summary

Potential impacts related to biological resources were analyzed in the Draft EIR on pages 4.3-14 through 4.3-21 and 5-13 through 5-14. The Draft EIR concluded that the Approved Project would result in a less than significant impact with mitigation incorporated for federally protected wetlands under the Clean Water Act (CWA) Section 404, as no jurisdictional wetlands occur on site and mitigation measure MM-BIO-1 would be implemented. The EIR also concluded that the Approved Project would result in less-than-significant impacts with mitigation incorporated for consistency with adopted Habitat Conservation Plans (HCPs) and Natural Community Conservation Plans, special-status species and sensitive habitats, and wildlife movement, nursery sites, and local biological resource policies, as the site is outside the Stephens' Kangaroo Rat HCP management areas, preconstruction surveys would be conducted, and mitigation measures MM-BIO-2 and MM-BIO-3 would be implemented. The EIR concluded that cumulative impacts to biological resources would be less than significant with mitigation incorporated.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels were assumed for full development as senior housing, whether under the CSHC SP or the CSBP SP. Therefore, the proposed Land Swap Project would not be expected to increase the amount and extent of land development beyond what was assumed in the certified EIR and there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to biological resources, from those previously identified in the certified EIR. The mitigation measures identified below would continue to be implemented during all development within the CSHC SP. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

MM-BIO-1 Prior to the issuance of grading permit on the Site B, the Project developer/applicant shall obtain a Clean Water Act Section 404 permit, obtain a Regional Water Quality Control Board Clean Water Act Section 401 Water Quality Certification, and comply with Section 1602 of the California Fish and Game Code, including execution of a Streambed Alteration Agreement, if requested by the California Department of Fish and Wildlife (CDFW). All conditions of approval by these regulatory permitting agencies shall be adhered to by the Project.

MM-BIO-2 In accordance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), potentially suitable habitat to support burrowing owl is present within the Project site. Prior to the initiation of construction activities, a qualified biologist shall conduct focused surveys for burrowing owl in accordance with the Burrowing Owl Survey Instructions for the MSHCP Area (dated March 29, 2006), which includes four site visits during the burrowing owl breeding season (March 1–August 31).

Preconstruction clearance surveys for burrowing owl shall be conducted within 30 days of the commencement of site disturbance to determine whether burrowing owl is present at the site. Preconstruction surveys shall include suitable burrowing owl habitat within the Project footprint and an appropriate buffer as required in the most recent guidelines and where legal access to conduct the survey exists. If burrowing owls are not detected during the clearance survey, no additional mitigation is required.

If burrowing owl is detected, occupied burrowing owl burrows shall not be disturbed during the nesting season (February 1–August 31) unless a qualified biologist approved by CDFW verifies through noninvasive methods that either the birds have not begun egg-laying and incubation or that juveniles from the occurred burrows are foraging independently and capable of independent survival. A 500-foot nondisturbance buffer (where no work activities may be conducted) will be maintained between Project activities and nesting burrowing owls during the nesting season, unless otherwise authorized by CDFW. If burrowing owl is detected during the nonbreeding season (September 1–January 31) or confirmed to not be nesting, a 160-foot nondisturbance buffer will be maintained between the Project activities and occupied burrow. If disturbance of burrowing owl cannot be avoided, passive or active relocation of burrowing owls will be implemented. Relocation will be conducted by a qualified biologist in accordance with procedures set forth by the MSHCP. Relocation of occupied burrows will be conducted outside the breeding season (February 1–August 31), pursuant to the California Fish and Game Code and the Migratory Bird Treaty Act.

MM-BIO-3 In order to avoid potential impacts to nesting birds in conformance with the Migratory Bird Treaty Act and California Fish and Game Code during all phases of the Project, a qualified biologist will conduct a nesting bird survey within 1 week prior to the commencement of any ground-disturbing activities from February 1 to August 31, which covers the breeding season for most birds that may occur in the Project area. If active nests are not observed, no further mitigation is required. However, if an active bird nest is found, the nest will be flagged and mapped on the construction plans along with an appropriate buffer, which will be determined by a qualified biologist based on the biology of the species. The nest area will be avoided until the nest is vacated and the juveniles have fledged or the nest is determined to be inactive (no eggs or young). The nest area will be demarcated in the field with flagging and stakes or construction fencing for avoidance.

3.5 Cultural Resources

CSHC SP EIR Analysis Summary

Potential impacts related to cultural resources were analyzed in the Draft EIR on pages 4.4-23 through 4.4-32 and 5-14 through 5-15. As noted on page 4-4.1 of the Draft EIR, the Initial Study/Notice of Preparation (IS/NOP) for the EIR concluded that potential impacts related to historical resources and human remains were found to either have no impact or less than significant impacts, and therefore, these issues are not discussed further in the Draft EIR. The EIR concluded that the Approved Project would result in a less than significant impact with mitigation incorporated for archaeological resources, as no archaeological resources were observed during intensive pedestrian surveys, the site is located in a low sensitivity area, and mitigation measures MM-CUL-1 through MM-CUL-4 would be implemented. The EIR also concluded that the Approved Project would result in a less than significant impact with mitigation incorporated for paleontological resources, as the site is underlain by geologic units with high paleontological sensitivity, with mitigation measures MM-CUL-1 through MM-CUL-4 incorporated. The EIR concluded that cumulative impacts to cultural resources would be less than significant with mitigation incorporated.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels were assumed for full development as senior housing, whether under the CSHC SP or the CSBP SP.

Therefore, the proposed Land Swap Project would not be expected to increase the amount and extent of land development beyond what was assumed in the certified EIR. Therefore, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to cultural resources, from those previously identified in the certified EIR. The mitigation measures identified below would continue to be implemented during all development within the CSHC SP. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

MM-CUL-1 Prior to grading permit issuance, if there are any changes to Project site design and/or proposed grades, the Applicant and the City shall contact interested tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City, developer/applicant, and interested tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the project site. The City and the developer/applicant shall make all attempts to avoid and/or preserve in place as many cultural and paleontological resources as possible that are located on the Project site if the site design and/or proposed grades should be revised.

MM-CUL-2 Archaeological and Paleontological Monitoring: At least 30 days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities take place, the developer/applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

1. The Project archaeologist, in consultation with interested tribes, the Developer, and the City, shall develop an Archaeological Monitoring Plan to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the plan shall include:
    a. Project grading and development scheduling;
    b. The development of a rotating or simultaneous schedule in coordination with the developer/applicant and the Project archaeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site, including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;
    c. The protocols and stipulations that the Applicant, tribes, and project archaeologist/paleontologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits, or nonrenewable paleontological resources that shall be subject to a cultural resources evaluation;
    d. Treatment and final disposition of any cultural and paleontological resources, sacred sites, and human remains if discovered on the project site; and
    e. The scheduling and timing of the Cultural Sensitivity Training noted in mitigation measure MM-CUL-4.

MM-CUL-3 Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, the following procedures will be carried out for treatment and disposition of the discoveries:

1. **Temporary Curation and Storage:** During the course of construction, all discovered resources shall be temporarily curated in a secure location on site or at the offices of the Project archaeologist. The removal of any artifacts from the Project site will need to be thoroughly inventoried with tribal monitor oversight of the process; and
2. **Treatment and Final Disposition:** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The Applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same:
    a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;
    b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;
    c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default; and
    d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the Project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Riverside, Eastern Information Center, and interested tribes.

MM-CUL-4 Cultural Sensitivity Training: The Secretary of Interior Standards County certified archaeologist and Native American monitors shall attend the pre-grading meeting with the developer/permit holder's contractors to provide Cultural Sensitivity Training for all construction personnel. This shall include the procedures to be followed during ground disturbance in sensitive areas and protocols that apply in the event that unanticipated resources are discovered. Only construction personnel who have

received this training can conduct construction and disturbance activities in sensitive areas. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.

3.6 Energy

CSHC SP EIR Analysis Summary

Potential impacts related to energy conservation were analyzed in the Draft EIR on pages 4.13-14 through 4.13-20 and 5-30. The EIR concluded that the Approved Project would result in a less than significant impact with mitigation incorporated for potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy during project construction or operation, as the Approved Project would incorporate mitigation measures MM-AQ-2, MM-AQ-3, and MM-AQ-4 to reduce electricity, natural gas, and petroleum use. The EIR also concluded that the Approved Project would also result in a less than significant impact for conflicts with or obstruction of state or local plans for renewable energy or energy efficiency, as the Approved Project would comply with existing energy standards and regulations and implement mitigation measure MM-AQ-2 to improve efficiency beyond Title 24 requirements. Finally, the EIR concluded that cumulative impacts to energy conservation would be less than significant with mitigation incorporated.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels are zoned for office use and anticipated for use for senior housing, and there would not be any change to the allowed uses, development capacity, or development standards. Therefore, the proposed Land Swap Project would not be expected to increase energy consumption or result in the wasteful or inefficient use of energy. Additionally, the certified EIR assumed construction and operation would occur earlier than has actually taken place. As it is generally understood that construction equipment, building appliances, and utilities become increasing efficient as time passes due to new technologies or updated building codes, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to energy, from those previously identified in the certified EIR. The mitigation measures identified below would continue to be implemented during all development within the CSHC SP. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

See Section 3.3, Air Quality, for the text of mitigation measures MM-AQ-2, MM-AQ-3, and MM-AQ-4.

3.7 Geology and Soils

CSHC SP EIR Analysis Summary

Potential impacts related to geology and soils were analyzed in the Draft EIR on pages 3-2 through 3-4. The EIR concluded that the Approved Project would result in less than significant impacts related to fault rupture, seismic ground shaking, liquefaction, landslides, expansive soils, and unstable geologic conditions, as the site is not located on or near a known fault, has low liquefaction and shrink-swell potential, and would be designed and constructed in accordance with the Project-specific geotechnical study, the California Building Code, and OSHPD standards. The Approved Project would also result in less than significant impacts related to soil erosion or loss of topsoil, as construction will comply with stormwater pollution prevention plans, best management practices, grading and

building permit requirements, and geotechnical recommendations. Because all impacts related to geology and soils were determined to be less than significant, the topic was not discussed further in the EIR.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels are zoned for office use and anticipated for use for senior housing, and there would not be any change to the allowed uses, development capacity, or development standards. Because all affected parcels have previously been identified for development, it is not expected that the proposed Land Swap Project would disturb any land beyond what has already been assumed for development. Because no additional land would be developed that has not already been planned for development, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to geology and soils, from those previously identified in the certified EIR. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

No mitigation was required.

3.8 Greenhouse Gas Emissions

CSHC SP EIR Analysis Summary

Potential impacts related to greenhouse gas emissions were analyzed in the Draft EIR on pages 4.5-29 through 4.5-36 and 5-15 through 5-16. The EIR concluded that the Approved Project would result in a less than significant impact with mitigation incorporated for greenhouse gas emissions, as construction and operation would generate GHG emissions that would be reduced by 28.38% from baseline levels with implementation of mitigation measures MM-AQ-1 through MM-AQ-6. The EIR also concluded that the Approved Project would result in a less than significant impact with mitigation incorporated for consistency with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions, as the Approved Project would comply with the City of Riverside Climate Action Plan, Assembly Bill 32, Senate Bill 375, and the Southern California Association of Governments' (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), with implementation of mitigation measures MM-AQ-1 through MM-AQ-6.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels are zoned for office use and anticipated for use for senior housing, and there would not be any change to the allowed uses, development capacity, or development standards. Therefore, the proposed Land Swap Project would not be expected to increase construction or operational greenhouse gas emissions beyond what was already evaluated in the certified EIR. Additionally, the certified EIR assumed construction and operational activities would occur earlier than has actually taken place. As it is generally understood that machinery and vehicles become "cleaner" as time passes due to new technology and emissions limitations, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to greenhouse gas emissions, from those previously identified in the certified EIR. The mitigation measures identified below would continue to be implemented during all development within the CSHC SP. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

See Section 3.3, Air Quality, for the text of mitigation measures MM-AQ-1 through MM-AQ-6.

3.9 Hazards and Hazardous Materials

CSHC SP EIR Analysis Summary

Potential impacts related to hazards and hazardous resources were analyzed in the Draft EIR on pages 4.6-15 through 4.6-19 and 5-16 through 5-17. As noted on page 4.6-1 of the Draft EIR, the IS/NOP concluded that potential impacts related to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; handling of hazardous materials within one-quarter mile of an existing or proposed school; being located on a hazardous materials list that could create a significant hazard to the public or the environment; being located within a private airstrip that would result in a safety hazard for people residing or working in the Approved Project area; impairing implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and potential for wildlife fires were found either to have no impact or less than significant impact and were therefore not discussed further in the Draft EIR.

The EIR concluded that the Approved Project would result in a less than significant impact with mitigation incorporated for safety hazards related to proximity to a public airport, as the site is within Zone D of the March Air Reserve Base (March ARB) Land Use Compatibility Plan (LUCP), the proposed helistop and building heights comply with FAA Part 77 and Riverside County Airport Land Use Commission (ALUC) review requirements, and mitigation measures MM-HAZ-1, MM-HAZ-2, and MM-HAZ-3 would be implemented to ensure the safety of patients, staff, visitors, and aircraft operations. The EIR also concluded that cumulative impacts to hazards and hazardous materials will be less than significant with mitigation incorporated.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels are zoned for office use and anticipated for use for senior housing, and there would not be any change to the allowed uses, development capacity, or development standards. Therefore, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to hazards and hazardous materials, from those previously identified in the certified EIR. The mitigation measures identified below would continue to be implemented during all development within the CSHC SP. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

MM HAZ-1 A minimum of 45 days prior to submittal of an application for a building permit, the Project developer/applicant shall inform the City of Riverside Planning Division and Building and Safety Division if any Project-related vertical structures or construction equipment will exceed 1,664 feet above mean sea level (AMSL). Prior to construction, if it is determined that any Project-related vertical structures or construction equipment will exceed 1,664 AMSL, then at the beginning of construction, the Project developer/applicant shall submit a Federal Aviation Administration (FAA) Form 7460-1 to the FAA to ensure compliance with the FAA standards and air space obstruction-clearance. If FAA Form 7460-1 is required to be filed, the City shall not

issue a building permit until the FAA issues a determination stating that the proposed construction will not be a hazard to air navigation.

MM-HAZ-2 The Project developer/applicant shall submit applicable plans and forms for the proposed helipad/helistop to the March Air Reserve Base (March ARB), Riverside County Airport Land Use Commission (ALUC), Riverside City Council, and California Department of Transportation Division of Aeronautics for review and approval. All conditions of approval from FAA, March ARB, and Riverside County ALUC shall be adhered to by the Project.

MM-HAZ-3 The following additional March ARB-required risk-reduction Project design features shall be incorporated into Project design:

- Reduce bird attractants at the Project site. To avoid increasing the risk of bird-aircraft strikes for March ARB or other aircraft transiting the vicinity of the Project site, the following measures shall be taken:
- Project Design: When possible, the Project shall incorporate passive bird exclusion designs into the structural design. Windows, ledges, roof edges, air vents and other features shall be designed to prevent roosting if possible, by incorporating angles of 45 degrees or more. For problem areas such as flat roofs where it is difficult to create slopes, the Project developers shall install a physical barrier to perching such as bird spikes, bird netting, or bird wire. The Project operator shall maintain these physical barriers to remove accumulated debris and ensure they continue to function. Installation of bird exclusion devices shall be by an experienced specialist, and any installation shall comply with the Migratory Bird Treaty Act, Endangered Species Act, California Endangered Species Act, and any other applicable federal, state, or local regulations.
- The Project developer and operator shall ensure that stormwater drainage does not allow for ponding of water on site or adjacent to the Project site.
- Project Construction: During construction, all trash shall be disposed of in enclosed bins. Feeding of birds by workers on the Project site shall be prohibited. The prohibition of bird feeding shall be part of the construction personnel training directive as a requirement of daily working conditions. The construction contractor shall be responsible for monitoring and enforcing this requirement.
- Project Landscaping: The Project shall avoid the creation of large areas of turf grass or open water. When selecting landscaping trees, bushes, or other ornamental landscaping, the Project shall avoid planting any that produce fruit. Bird perching on Project landscaping shall be monitored by Project operators, and any landscaping that attracts substantial numbers of birds shall be removed and replaced with another variety.
- The take-off and landing patterns from the proposed helicopter operations shall be designed in a way to avoid conflicts with March ARB's flight operations.
- The helistop shall be designed per FAA criteria with dimensions of 65 feet x 65 feet to serve the larger Sikorsky UH-60 Blackhawk helicopter for response to mass casualty events, especially if and when the hospital achieves trauma center status.
- Proposed flight paths shall be to and from the southwest and to and from the northwest for noise-abatement reasons, as well as to minimize potential conflicts with March AIR/Inland Port fixed-wing traffic.

3.10 Hydrology and Water Quality

CSHC SP EIR Analysis Summary

Potential impacts related to hydrology and water quality were analyzed in the Draft EIR on pages 4.7-17 through 4.7-27 and 5-17 through 5-18. The EIR concluded that the Approved Project would result in less than significant impacts related to hydrology and water quality, as it would not violate any water quality standards or waste discharge requirements; would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge; would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation; would not substantially alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site; and would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The EIR also concluded that cumulative impacts to hydrology and water quality will be less than significant.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels are zoned for office use and anticipated for use for senior housing, and there would not be any change to the allowed uses, development capacity, or development standards. Additionally, all development is subject to City requirements regarding runoff volumes and construction best management practices to protect water quality. Therefore, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to hydrology and water quality, from those previously identified in the certified EIR. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

No mitigation was required.

3.11 Land Use and Planning

CSHC SP EIR Analysis Summary

Potential impacts related to land use and planning were analyzed in the Draft EIR on pages 4.8-12 through 4.8-32 and 5-18. The EIR concluded that the Approved Project would result in less than significant impacts with mitigation incorporated related to conflicts with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, as it would implement the Canyon Springs Healthcare Campus Specific Plan along with amendments to the General Plan and Zoning Map, comply with applicable encroachment permits and Municipal Code requirements, and incorporate mitigation measures for air quality (MM-AQ-1 through MM-AQ-6), cultural resources (MM-CUL-2 and MM-CUL-4), noise (MM-NOI-1), transportation/traffic (MM-TRAF-1 through MM-TRAF-13), and utilities and service systems (MM-UTL-2 and MM-UTL-3). The EIR also concluded that the Approved Project would result in less than significant impacts with mitigation incorporated related to conflicts with any applicable habitat conservation plan or natural community conservation plan, as it would comply with the Western Riverside MSHCP, implement MM-BIO-2 and MM-BIO-3 for burrowing owls and nesting birds, and participate in the Local Development Mitigation Fee program. Additionally, the EIR concluded that cumulative impacts to land use and planning will be less than significant with mitigation incorporated.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels are zoned for office use and anticipated for use for senior housing, and there would not be any change to the allowed uses, development capacity, or development standards. Therefore, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to land use and planning, from those previously identified in the certified EIR. The mitigation measures identified below would continue to be implemented during all development within the CSHC SP. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

See Sections 3.3 (Air Quality), 3.4 (Biological Resources), 3.5 (Cultural Resources), 3.13 (Noise), 3.17 (Transportation), and 3.19 (Utilities and Services Systems) for applicable mitigation measures.

3.12 Mineral Resources

CSHC SP EIR Analysis Summary

As stated on page 3-5 of the Draft EIR, the Approved Project would have no impact related to the loss of availability of a known mineral resource that would be of value to the region or the residents of the state, or the loss of availability of a locally important mineral resource recovery site, as the Project site is designated MRZ-3, has been previously graded, and is surrounded by existing development. Because the Approved Project would not have any impacts related to mineral resources, the topic was not discussed further in the EIR.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels are zoned for office use and anticipated for use for senior housing, and there would not be any change to the allowed uses, development capacity, or development standards. Therefore, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to mineral resources, from those previously identified in the certified EIR. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

No mitigation was required.

3.13 Noise

CSHC SP EIR Analysis Summary

Potential impacts related to noise were analyzed in the Draft EIR on pages 4.9-19 through 4.9-49 and 5-19 through 5-21. The EIR concluded that the Approved Project would result in less than significant impacts related to exposure of persons to or generation of noise levels in excess of applicable standards, groundborne vibration or groundborne noise, substantial permanent increases in ambient noise levels from traffic, and substantial temporary or periodic increases in ambient noise levels. The EIR also concluded that the Approved Project would result in less than significant impacts with mitigation related to operational stationary-source noise from trauma helicopter activities, which could exceed nighttime limits but would be reduced through implementation of MM-NOI-1. The EIR concluded

that construction noise would result in a cumulatively less than significant impact, while operational noise will result in a cumulatively less than significant impact with mitigation incorporated.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels are zoned for office use and anticipated for use for senior housing, and there would not be any change to the allowed uses, development capacity, or development standards. Therefore, the proposed Land Swap Project would not be expected to increase construction or operational noise beyond what was already evaluated in the certified EIR. For these reasons, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to noise, from those previously identified in the certified EIR. The mitigation measures identified below would continue to be implemented during all development within the CSHC SP. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

MM-NOI-1 Operational Noise Mitigation Measures

- Prior to certificate of occupancy for the proposed Hospital, Medical Office Building 3, Medical Office Building 4, or Parking Structure 1, whichever may be constructed first, the Project Applicant shall construct the proposed 8-foot-high perimeter wall (as shown on Figure 4.9-2) to reduce the operational noise levels at the adjacent sensitive receiver locations.
- Prior to certificate of occupancy for the proposed Hospital, the Project shall demonstrate compliance with the requirements of all federal, state, regional, and local agencies. At a minimum, such agencies include the Federal Aviation Administration, the Riverside County Airport Land Use Commission, the March Air Reserve Base/Inland Port Airport, the State of California Heliport Permitting process, and the City of Riverside Entitlement process.
- The proposed helipad shall be reviewed pursuant to the provisions of Riverside Municipal Code Title 19, Chapter 19.320.

3.14 Population and Housing

CSHC SP EIR Analysis Summary

Potential impacts related to population and housing were discussed on pages 3-5 and 3-6 of the Draft EIR. That discussion concluded that the Adopted Project would result in less than significant impacts related to the displacement of existing housing or people, would not necessitate the construction of replacement housing elsewhere, and would not induce substantial population growth. Because the Approved Project would have less than significant impacts related to population and housing, the topic was not discussed further in the EIR.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels are zoned for office use and anticipated for use for senior housing, and there would not be any change to the allowed uses, development capacity, or development standards. Therefore, there is no evidence that the

proposed Land Swap Project would result in any new or different impacts related to population and housing, from those previously identified in the certified EIR. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

No mitigation was required.

3.15 Public Services

CSHC SP EIR Analysis Summary

As discussed on page 4.10-1 of the Draft EIR, the IS/NOP concluded that the Approved Project would result in less than significant or no impacts to police services, schools, parks, and other public services such as libraries. Therefore, these services were not discussed further in the Draft EIR. Potential impacts related to fire protection services were analyzed in the Draft EIR on pages 4.10-5 through 4.10-7 and 5-21 through 5-22. The EIR concluded that the Adopted Project would result in less than significant impacts related to the need for new or physically altered fire protection facilities, as existing fire stations would accommodate the Approved Project. Also, the EIR noted that cumulative impacts to public services would be less than significant.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels are zoned for office use and anticipated for use for senior housing, and there would not be any change to the allowed uses, development capacity, or development standards. Therefore, there is no evidence that the proposed Land Swap Project would increase the need for fire protection services, or any other public services. For these reasons, the proposed Land Swap Project would not be expected to result in any new or different impacts related to public services, from those previously identified in the certified EIR. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

No mitigation was required.

3.16 Recreation

CSHC SP EIR Analysis Summary

As stated on page 3-6 of the Draft EIR, the Approved Project would have less than significant impacts related to the recreation because the Approved Project is not anticipated to substantially increase the use of existing parks or recreational facilities since there are proposed open space areas immediately adjacent to these facilities that will provide on-site recreational activities. Also, the Approved Project would not include residential type uses or businesses that will increase the use of existing parks or recreational facilities. For these reasons, impacts related to recreation were not discussed further in the EIR.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels are zoned for office use and anticipated for use for senior housing, and there would not be any change to

the allowed uses, development capacity, or development standards. Therefore, the proposed Land Swap Project would not be expected to increase demand for recreation facilities. For these reasons, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to recreation, from those previously identified in the certified EIR. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

No mitigation was required.

3.17 Transportation

CSHC SP EIR Analysis Summary

Potential impacts related to transportation were analyzed in the Draft EIR on pages 4.11-38 through 4.11-86 and 5-22 through 5-28. The EIR concluded that the Approved Project would result in less than significant impacts to circulation system performance including intersections, roadways, and pedestrian, bicycle, and transit facilities; air traffic patterns and hazards to flight; hazards due to design features, incompatible uses, or inadequate emergency access; and conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. The EIR also concluded that the Approved Project would result in less than significant impacts with mitigation incorporated to circulation system performance for intersections and roadways under cumulative and General Plan buildout conditions through implementation of mitigation measures MM-TRAF-1 through MM-TRAF-12. The EIR further concluded that the Approved Project would result in significant and unavoidable impacts to freeway operations and congestion management facilities because the I-215 southbound freeway mainline segment south of Eucalyptus Avenue would operate at unacceptable levels during peak hours, and mitigation is not feasible. The EIR concluded that the Approved Project would result in less than significant impacts with mitigation incorporated to hazards to flight through implementation of mitigation measures MM-TRAF-13 and MM-TRAF-14.

Also, the EIR concluded that cumulative impacts will be significant and unavoidable with regards to the I-215 southbound freeway mainline segment, south of Eucalyptus Avenue; that cumulative impacts on area intersections, site access, circulation, and air traffic will be less than significant with mitigation incorporated; and that there will be no cumulative impacts on bicycle, pedestrian and transit circulation.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels are zoned for office use and anticipated for use for senior housing, and there would not be any change to the allowed uses, development capacity, or development standards. To determine whether the proposed Land Swap Project could potentially result in new or different impacts related to transportation, a focused traffic analysis was performed by Wood Rodgers in 2025. The memorandum detailing the analysis is included as Appendix A to this document. The traffic analysis assumed that the proposed Land Swap Project would remove 72 senior housing units from CSHC SP Site B and place them on Site A along the south side of Campus Parkway between Corporate Centre Place and Canyon Park Drive. As such there is no net change in the trip generation for the CSHC SP.

The memorandum also evaluated site access. Site access for the new parcels within Site A would be provided via Corporate Centre Place approximately 170 feet south of Campus Parkway (Project Driveway 1) and Campus Parkway approximately 315 feet east of Corporate Centre Place (Project Driveway 2). The previously approved driveway on Canyon Park Drive approximately 130 feet south of Campus Parkway (Project Driveway 3) will remain

unchanged. Based on the trip generation and distribution for the proposed Land Swap Project, the Corporate Centre Place and Campus Parkway intersection and both new Project Driveways are expected to operate at acceptable level of service (LOS) (LOS B or better) conditions under AM and PM peak hour conditions with the proposed Land Swap Project in place.

When the CSHC SP EIR was certified, LOS was the key metric used for transportation analysis. Since that time, the CEQA Appendix G checklist has been revised, and LOS is no longer considered an environmental impact under CEQA. Because the CSHC SP EIR analyzed LOS, the discussion of LOS related to the proposed Land Swap Project is included. Currently, transportation environmental impacts are based on the concept of vehicle miles traveled (VMT). While a VMT analysis was not included in the CSHC SP EIR because that was not a metric used for analysis of transportation environmental impacts at that time, it is expected that the VMT generated by the CSHC SP would remain unchanged with the proposed Land Swap Project because there would not be an increase in acreage or any change in use from the project evaluated in the certified EIR.

For the reasons discussed above, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to transportation, from those previously identified in the certified EIR. The mitigation measures identified below would continue to be implemented during all development within the CSHC SP. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

MM-TRAF-1 Valley Springs Parkway/Eucalyptus Avenue (#4): Prior to opening the Project for operation, the Project developer/applicant shall pay for and install two five-section signal heads as well as modify the signal phasing such that there is an overlap phase for the existing dual right turn lanes on the southbound approach. The Project applicant will enter into an agreement with the City of Moreno Valley to complete these improvements.

MM-TRAF-2 I-215 Southbound Ramps/Eucalyptus Avenue (#3): Prior to opening the Project for operation, the Project developer shall pay the Project's fair share of the cost for the installation of a traffic signal, and construct the traffic signal, to serve the southbound right turn only off-ramp and westbound through traffic. This configuration will be similar to the existing I-215 northbound right turn only off-ramp / Eucalyptus Avenue intersection design.

MM-TRAF-3 Valley Springs Parkway/Eucalyptus Avenue (#4): Prior to opening the Project for operation, the Project developer shall pay the Project's fair share of the cost to modify striping to provide a second left turn lane, in addition to the existing two through lanes on the northbound approach. The Project applicant will enter into an agreement with the City of Moreno Valley to complete these improvements if required by the City.

MM-TRAF-4 Day Street/Cottonwood Avenue (#13): Prior to opening the Project for operation, the Project developer shall pay the Project's fair share of the cost to widen Day Street to provide a separate right turn lane, in addition to the existing left turn lane and one through lane on the northbound approach. The Project applicant will enter into an agreement with the City of Moreno Valley to complete these improvements if required by the City.

MM-TRAF-5 Day Street / Bay Avenue (#14): Prior to opening the Project for operation, the Project developer shall pay the Project's fair share of the cost to complete the following improvements:

- Northbound approach: Install a traffic signal and widen Day Street to provide a second through lane.
- Southbound approach: Widen Day Street to provide a second through lane.
- The Project applicant will enter into an agreement with the City of Moreno Valley to complete these improvements if required by the City.

MM-TRAF-6 Day Street/Alessandro Boulevard (#15): Prior to opening the Project for operation, the Project developer shall pay the Project's fair share of the cost to modify striping and the existing raised median to provide a second left turn lane, in addition to the existing three through lanes on the eastbound approach. The Project applicant will enter into an agreement with the City of Moreno Valley to complete these improvements if required by the City.

MM-TRAF-7 Memorial Way/Towngate Drive (#16): Prior to opening the Project for operation, the Project developer shall pay the Project's fair share of the cost to implement signal modifications for protected/permitted operations for both the north/south movements and the east/west movements as well as modify the intersection to include the following geometrics:

- Southbound approach: Convert the existing second through lane to provide a dedicated right turn late with overlap phasing, in addition to the existing left turn lane and one through lane.
- Eastbound approach: Retain existing two through lanes and defacto right turn lane.
- Westbound approach: Retain existing two through lanes and defacto right turn lane.

The Project applicant will enter into an agreement with the City of Moreno Valley to complete these improvements if required by the City.

MM-TRAF-8 Day Street/Eucalyptus Avenue (#12): Prior to opening the Project for operation, the Project developer shall pay fees for the TUMF program which includes modification of this intersection to provide a dedicated right turn lane with overlap phasing on the northbound approach. The Project applicant will enter into an agreement with the City of Moreno Valley to complete these improvements if required by the City.

MM-TRAF-9 Day Street/Cottonwood Avenue (#13): Prior to opening the Project for operation, the Project developer shall pay the Project's fair share of the cost to complete the following improvements:

- Eastbound approach: Widen Cottonwood Avenue to provide a separate right turn lane, in addition to the existing left turn lane and one through lane.
- Westbound approach: Provide overlap phasing for the existing right turn lane.
- The Project applicant will enter into an agreement with the City of Moreno Valley to complete these improvements if required by the City.

MM-TRAF-10 Day Street/Alessandro Boulevard (#15): Prior to opening the Project for operation, the Project developer shall pay the Project's fair share of the cost to complete the following improvements:

- Northbound approach: Modify striping to provide a second through lane, in addition to the existing left turn lane and through lane.
- Southbound approach: Widen Day Street to provide a dedicated right turn lane.
- Westbound approach: Modify striping and existing raised median to provide a second left turn lane and widen Alessandro Boulevard to provide a third receiving lane.
- The Project developer will enter into an agreement with the City of Moreno Valley to complete these improvements if required by the City.

MM-TRAF-11 Valley Springs Parkway/Driveway 5 (#23): Prior to opening the Project for operation, the Project developer shall pay for and install a traffic signal. Intersection geometries will be constructed as described in Section 4.11.5, Project Design Features that Will Reduce Impacts.

MM-TRAF-12 Canyon Park Drive – Driveway 7/Gateway Drive (#25): Prior to opening the Project for operation, the Project developer shall pay for and install a traffic signal. Intersection geometries will be constructed as described in Section 4.11.5, Project Design Features that Will Reduce Impacts.

MM-TRAF-13 Prior to design approval of the helistop by the City of Riverside Planning Department, the developer/applicant shall submit plans to the March ARB Air Traffic Control for review and approval of plans related to the proposed helistop location and proposed helicopter flight path alignments to ensure no conflicts occur between the proposed helicopter flight paths and March ARB flight operations. A copy of the approved plans from March ARB Air Traffic Control shall be submitted to the City of Riverside Planning Department. A letter of agreement shall be developed between March ARB Air Traffic Control and the Canyon Springs Healthcare Campus operator. The letter of agreement will define specific flight paths and communication procedures for helicopter operations to and from the hospital. The Canyon Springs Healthcare Campus operator will require all helicopter operators using the helistop to sign the letter of agreement.

MM-TRAF-14 Prior to helistop approval by the City of Riverside Planning Commission/City Council, the following agency actions will be required with regards to the design, construction, and operation of the helistop:

- An FAA Form 7460-1 will be submitted.
- An airspace study by FAA staff per Part 157, Notice of Landing Area Proposal, of the Federal Aviation Regulations (FARs). This study results in an "airspace determination letter."
- Project review and finding of consistency with the March ARB/Inland Port Airport Land Use Compatibility Plan by Riverside County Airport Land Use Commission as required by California Public Utilities Code.
- Application for and receipt of Heliport Site Approval Permit from Caltrans Division of Aeronautics authorizing heliport construction.
- After construction of the helipad a final inspection and approval of a Heliport Permit authorizing flight operations by Caltrans Division of Aeronautics.

3.18 Tribal Cultural Resources

CSHC SP EIR Analysis Summary

Potential impacts related to tribal cultural resources were discussed on pages 4.4-26 through 4.4-28 of the Draft EIR. Based on consultation with multiple tribes, mitigation measures MM-CUL-1 through MM-CUL-4 were included to ensure that impacts to tribal cultural resources would be less than significant with mitigation incorporated.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels were assumed for full development, whether under the CSHC SP or the CSBP SP. Therefore, the proposed Land Swap Project would not be expected to increase the amount or extent of land development beyond what was evaluated in the certified EIR. Therefore, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to tribal cultural resources, from those previously identified in the certified EIR. The mitigation measures identified below would continue to be implemented during all development within the CSHC SP. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

See Section 3.5, Cultural Resources, for the text of mitigation measures MM-CUL-1 through MM-CUL-4.

3.19 Utilities and Service Systems

CSHC SP EIR Analysis Summary

Potential impacts related to utilities and service systems were analyzed in the Draft EIR on pages 4.12-10 through 4.12-14 and 5-28 through 5-30. The EIR concluded that the Approved Project would result in less than significant impacts to the construction or expansion of water or wastewater treatment facilities, the construction or expansion of stormwater drainage facilities, wastewater treatment capacity, and compliance with federal, state, and local statutes and regulations related to solid waste. The EIR also concluded that the Approved Project would result in a less than significant impact with mitigation incorporated to water supply by implementing mitigation measures MM-UTL-1 and MM-AQ-3, and to solid waste by implementing mitigation measures MM-UTL-2 and MM-UTL-3. Finally, the EIR concluded that cumulative impacts to utilities and service systems will be less than significant with mitigation incorporated.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels were assumed for full development, whether under the CSHC SP or the CSBP SP. Therefore, the proposed Land Swap Project would not be expected to increase the amount and extent of land development beyond what was assumed in the certified EIR. Therefore, there is no evidence that the proposed Land Swap Project result in any new or different impacts related to utilities and service systems, from those previously identified in the certified EIR. The mitigation measures identified below would continue to be implemented during all development within the CSHC SP. No further analysis is required.

Applicable Mitigation Measures from CSHC SP EIR

See Section 3.3, Air Quality, for the text of mitigation measure MM-AQ-3.

MM-UTL-1 The developer/applicant of the Project shall be required to meet with Eastern Municipal Water District (EMWD) staff to develop a plan of service, which shall detail water, wastewater, and recycled water requirements to serve the Project.

MM-UTL-2 Prior to issuance of building permits, the developer/applicant shall complete a Construction Waste Recycling Plan and submit the plan to the Riverside County Waste Management Department (RCWMD) for approval. The plan shall identify and estimate the materials to be recycled during construction and demolition activities and shall specify where and how the recyclable materials will be stored on the Project site. Compliance with the plan shall be a requirement in all construction contracts. The RCWMD-approved plan shall be attached to all construction plans and distributed to all construction contractors. Once construction is complete, the developer/applicant shall be responsible for preparing a Waste Recycling Report that demonstrates that the Project recycled a minimum of 50% of its construction and demolition waste. The waste recycling report must be submitted to, and approved by, the RCWMD prior to issuance of occupancy permits.

MM-UTL-3 Prior to issuance of building permits, the developer/applicant shall submit building plans to the Riverside County Waste Management Department (RCWMD) and obtain approval from the RCWMD for compliance with the Riverside County Design Guidelines for Refuse and Recyclables Collection and Loading Areas, which include specifications for recyclable storage space, location and access, signage, protection and security, compatibility, and overall compliance with federal, state, and local laws.

3.20 Wildfire

CSHC SP EIR Analysis Summary

While wildfire was not a topic on the CEQA Appendix G checklist at the time the CSHC SP EIR was prepared and certified, it has since been added to the checklist. However, as noted on page 4.6-1 of the Draft EIR, the IS/NOP concluded that potential impacts related to the potential for wildland fires were found to have a less-than-significant impact and were therefore not discussed further in the Draft EIR. No mitigation was required.

Land Swap Project Analysis

The proposed Land Swap Project would transfer equal acreage between the CSHC SP and the CSBP SP. All affected parcels were assumed for full development, whether under the CSHC SP or the CSBP SP. Therefore, the proposed Land Swap Project would not be expected to increase the amount and extent of land development beyond what was assumed in the certified EIR. Therefore, there is no evidence that the proposed Land Swap Project would result in any new or different impacts related to wildfire, from those previously discussed in the certified EIR. A review of Riverside County Fire Department's proposed 2025 Local Responsibility Area Fire Hazard Severity Zone (FHSV) Map shows that the proposed Land Swap Project site is not within the Very High, High, or Moderate FHSZs (Riverside County Fire Department 2026). For the reasons discussed herein, no further analysis is required.

4 Conclusion

As demonstrated by the analysis and discussion above, impacts associated with the proposed Land Swap Project would be similar to or less than the impacts identified in the certified EIR for the Approved Project. The Land Swap Project would not create substantial changes that would require major revisions of the certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, no change in circumstances or new information of substantial importance has become available relative to any of the environmental topic categories that would result in new or more severe significant environmental impacts related to the Land Swap Project. Furthermore, the applicable mitigation measures incorporated into the certified EIR would continue to be implemented under the Land Swap Project. All Land Swap Project impacts would be within the significance determination disclosed in the certified EIR, and none of the conditions described in CEQA Guidelines Section 15164 requiring a subsequent or supplemental would occur. Therefore, the Land Swap Project would not create any potential adverse impacts beyond those evaluated within the certified EIR. As such, the preparation of this Addendum to modify the Approved Project would be appropriate and fully complies with the requirements of CEQA Guidelines Section 15164.

INTENTIONALLY LEFT BLANK

5 References and Preparers

5.1 References Cited

Riverside County Fire Department. 2026. 2025 Proposed LRA online mapping tool. Accessed January 2026. Available: https://www.rvcfire.org/our-departments/fire-marshal/FHSZ-map

Wood Rodgers. 2025. *Canyon Springs Healthcare Center Project Focused Traffic Analysis Memorandum*. Riverside, California. Memorandum from Pranesh Tarikere, TE, Wood Rodgers to Matt Reid, TDA Investment Group. October 29, 2025.

5.2 List of Preparers

City of Riverside

Veronica Hernandez, Senior Planner

TDA Investment Group (Applicant)

Matthew Reid, Chief Development Officer

Ware Malcomb (Figures)

Jinger Tapia, Architect, NCARB

Wood Rodgers (Transportation/Traffic)

Pranesh Tarikere, TE, Senior Engineer

Dudek (CEQA)

Corinne Resha, J.D., Project Manager
Jessica Booth, Environmental Planner
Curtis Battle, GIS Specialist
Darlene Alilain-Horn, Publications Specialist

INTENTIONALLY LEFT BLANK

Appendix A

Canyon Springs Healthcare Center Project Focused Traffic Analysis Memorandum

Memorandum

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

To: Matt Reid
Chief Development Office
TDA Investment Group
2025 Pioneer Court
San Mateo, CA 94403

From: Pranesh Tarikere, TE

Date: October 29, 2025

Subject: **Canyon Springs Healthcare Center Project Focused Traffic Analysis Memorandum, Riverside, CA**

INTRODUCTION

This memorandum has been prepared to present the results of a Focused Traffic Analysis Study for the proposed Canyon Springs Healthcare Center Project (Project) located in Riverside County, CA (County). The purpose of this Focused Traffic Analysis is to assess the potential traffic impacts from the proposed land swap of approximately 3.9 acres between Canyon Springs Healthcare Specific Plan (CSHC SP) and the Canyon Springs Business Park Specific Plan (CSBP SP). The land swap will be for similar land use and as such the traffic analysis is focused on the evaluation of the operations at the proposed access driveways for Senior Housing parcel located at the southern corner of the Campus Parkway & Corporate Centre Place intersection. The Project proposes to remove 72 senior housing units from Site B and place them on Site A along the south side of Campus Parkway between Corporate Centre Place and Canyon Park Drive. As such there is no net change in the trip generation for the campus.

Site access for the new Project location would be provided via Corporate Centre Place approximately 170 feet south of Campus Parkway (Project Driveway 1), Campus Parkway approximately 315 feet east of Corporate Centre Place (Project Driveway 2). Previously approved driveway on Canyon Park Drive approximately 130 feet south of Campus Parkway (Project Driveway 3) will remain unchanged. The Project site is identified in the site plan contained in **Attachment A**.

The purpose of this Focused Traffic Analysis Study is to provide an updated Project traffic analysis at the Corporate Center Place & Campus Parkway intersection and two (2) project driveways near the Corporate Centre Place & Campus Parkway intersection. This study includes the following:

- Project Trip Generation and Distribution
- Project Effects on Corporate Center Place & Campus Parkway and Project Driveways 1 and 2
- Conclusion

PROJECT TRIP GENERATION

The trip generation data contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition,* was used to approximate the number of trips generated by the Project. **Table 1** and **Table 2** show the Project trip generation rates and estimates, respectively.

The Senior Adult Housing Single-Family Detached Unit (SFU) ITE land use category code 251 for residential development was used to represent the project.

Table 1. Trip Generation Rates

Land Use	ITE Code	Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Rate	In	Out	Rate
Senior Adult Housing SFU	251	DU[2]	4.16	34%	66%	0.24	61%	39%	0.29

Notes:
[1]Trip rates are calculated based on ITE Trip Generation Manual (11th Edition) fitted curve equations or average rates.
[2]DU = Dwelling Unit

Table 2. Trip Generation Estimate - Site A Senior Housing Additional Units

Land Use	ITE Code	Quantity	Units	Daily[1]	AM Peak Hour[1]			PM Peak Hour[1]		
					In	Out	Total	In	Out	Total
Senior Adult Housing SFU	251	72	DU[2]	300	6	11	17	13	8	21

Notes:
[1]Trip rates are calculated based on ITE Trip Generation (12th Edition) average rate equations.
[2]DU = Dwelling Units

As shown in **Table 2**, the Project is estimated to generate a total of 300 daily trips, 17 AM Peak Hour Trips (6 Inbound, 11 Outbound), and 21 PM Peak Hour Trips (13 Inbound, 8 Outbound) under typical weekday traffic demand conditions.

PROJECT EFFECTS ON CORPORATE CENTRE PLACE & CAMPUS PARKWAY AND PROJECT DRIVEWAY 1 AND 2

Level of Service (LOS) was evaluated under Existing and Existing With Project conditions at the following intersections:

- Corporate Centre Place & Campus Parkway
- Corporate Centre Place & Project Driveway 1
- Project Driveway 2 & Campus Parkway

An estimated Project trip distribution was determined based on peak hour intersection traffic counts collected at the Corporate Centre Place & Campus Parkway intersection on October 7, 2025 (included in **Attachment B**), travel patterns, knowledge of the area, and engineering judgement. **Table 3** shows the estimated Project trip distribution at the intersection of Corporate Centre Place & Campus Parkway.

Table 3. Project Trip Distribution Percentage

Roadway	Segment	Distribution
Corporate Centre Place	North of Campus Parkway	35%
Campus Parkway	East of Canyon Park Drive	30%
	West of Corporate Centre Place	35%

Peak hour Level of Service (LOS) at the study intersections are summarized for Existing and Existing With Proposed Project conditions in **Table 4**.

Table 4. Existing With Proposed Project Intersection Operations

#	Intersection	Control Type	LOS Criteria	Peak Hour	Existing Conditions			Existing Plus Project Conditions		
					Delay (sec/veh)[2]	LOS	Wrnt Met?[3]	Delay (sec/veh)[2]	LOS	Wrnt Met?[3]
1	Corporate Centre Place & Campus Parkway	AWSC[1]	D	AM	8.7	A	No	8.8	A	No
				PM	10.5	B	No	11.4	B	No
2	Corporate Centre Place & Project Driveway 1	OWSC[1]	D	AM	-	-	-	8.9	A	No
				PM	-	-	-	9.3	A	No
3	Project Driveway 2 & Campus Parkway	OWSC[1]	D	AM	-	-	-	9.9	A	No
				PM	-	-	-	12.2	B	No

*Notes: **Bold** values indicate unacceptable LOS.*
[1] AWSC = All-Way Stop-Controlled, OWSC = One-Way Stop-Controlled
[2] For AWSC intersections, average intersection delay is reported. For OWSC, the worst approach/movement delay and LOS is reported.
[3] Wrnt Met? = Peak Hour Signal Warrant #3

As shown in **Table 4**, all study intersections operate at acceptable LOS (LOS B or better) conditions under AM and PM peak hour conditions with the Project in place. Signal warrants are shown to be unmet at all unsignalized intersections. Synchro software intersection LOS output reports and CAMUTCD Signal Warrants are included in **Attachment C**.

CONCLUSION

The Project consists of moving 72 units from its previous Site B to Site A located south of the Corporate Centre Place & Campus Parkway intersection. The Project is estimated to generate a total of 300 daily trips, 17 AM Peak Hour Trips (6 Inbound, 11 Outbound), and 21 PM Peak Hour Trips (13 Inbound, 8 Outbound) under typical weekday traffic demand conditions

Based on the trip generation and distribution for the Project, the Corporate Centre Place & Campus Parkway intersection and both new Project Driveways are expected to operate at acceptable LOS (LOS B or better) conditions under AM and PM peak hour conditions with the Project in place.

ATTACHMENT A

PROJECT SITE MAP

DUDEK

SOURCE: HGA, 2017

FIGURE 4-2
Project Phasing

ATTACHMENT B

TRAFFIC COUNTS

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: Corporate Center Place
E/W: Campus Parkway
Weather: Clear

File Name : RIV_CC_Cam AM
Site Code : 24025967
Start Date : 10/7/2025
Page No : 1

Groups Printed- Total Volume

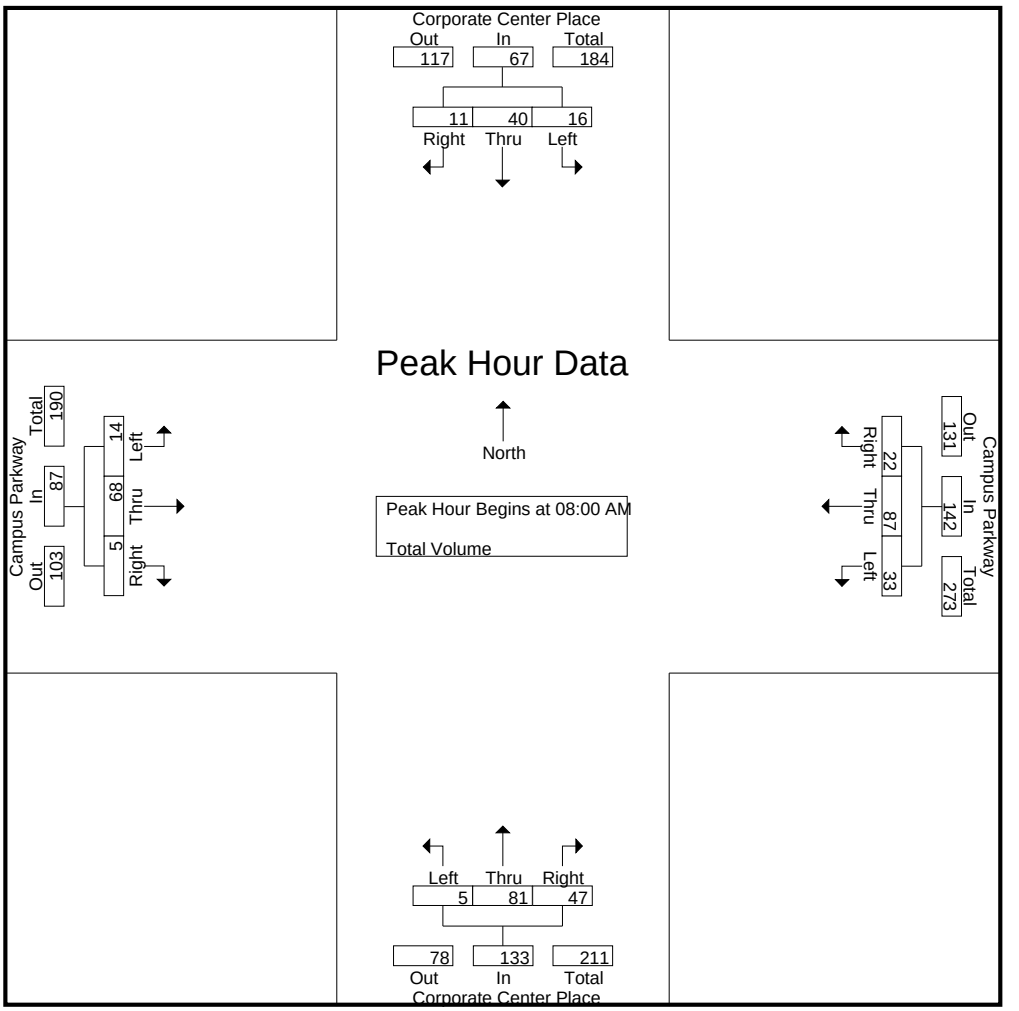
	Corporate Center Place Southbound				Campus Parkway Westbound				Corporate Center Place Northbound				Campus Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	4	9	4	17	0	15	1	16	3	7	2	12	47
07:15 AM	2	1	3	6	2	13	5	20	0	14	1	15	1	20	1	22	63
07:30 AM	3	5	2	10	6	18	5	29	1	9	3	13	1	12	4	17	69
07:45 AM	5	4	1	10	5	20	7	32	0	15	4	19	4	8	0	12	73
Total	10	11	7	28	17	60	21	98	1	53	9	63	9	47	7	63	252
08:00 AM	2	7	1	10	10	18	3	31	1	16	9	26	2	11	0	13	80
08:15 AM	4	14	3	21	6	22	6	34	3	19	7	29	2	15	4	21	105
08:30 AM	4	8	4	16	10	20	4	34	0	22	12	34	8	19	0	27	111
08:45 AM	6	11	3	20	7	27	9	43	1	24	19	44	2	23	1	26	133
Total	16	40	11	67	33	87	22	142	5	81	47	133	14	68	5	87	429
Grand Total	26	51	18	95	50	147	43	240	6	134	56	196	23	115	12	150	681
Apprch %	27.4	53.7	18.9		20.8	61.2	17.9		3.1	68.4	28.6		15.3	76.7	8		
Total %	3.8	7.5	2.6	14	7.3	21.6	6.3	35.2	0.9	19.7	8.2	28.8	3.4	16.9	1.8	22	

	Corporate Center Place Southbound				Campus Parkway Westbound				Corporate Center Place Northbound				Campus Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	7	1	10	**10**	18	3	31	1	16	9	26	2	11	0	13	80
08:15 AM	4	**14**	3	**21**	6	22	6	34	**3**	19	7	29	2	15	**4**	21	105
08:30 AM	4	8	**4**	16	10	20	4	34	0	22	12	34	**8**	19	0	**27**	111
08:45 AM	**6**	11	3	20	7	**27**	**9**	**43**	1	**24**	**19**	**44**	2	**23**	1	26	**133**
Total Volume	16	40	11	67	33	87	22	142	5	81	47	133	14	68	5	87	429
% App. Total	23.9	59.7	16.4		23.2	61.3	15.5		3.8	60.9	35.3		16.1	78.2	5.7		
PHF	.667	.714	.688	.798	.825	.806	.611	.826	.417	.844	.618	.756	.438	.739	.313	.806	.806

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: Corporate Center Place
E/W: Campus Parkway
Weather: Clear

File Name : RIV_CC_Cam AM
Site Code : 24025967
Start Date : 10/7/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	2	7	1	10	**10**	18	3	31	1	16	9	26	2	11	0	13
+15 mins.	4	**14**	3	**21**	6	22	6	34	**3**	19	7	29	2	15	**4**	21
+30 mins.	4	8	**4**	16	10	20	4	34	0	22	12	34	**8**	19	0	**27**
+45 mins.	**6**	11	3	20	7	**27**	**9**	**43**	1	**24**	**19**	**44**	2	**23**	1	26
Total Volume	16	40	11	67	33	87	22	142	5	81	47	133	14	68	5	87
% App. Total	23.9	59.7	16.4		23.2	61.3	15.5		3.8	60.9	35.3		16.1	78.2	5.7	
PHF	.667	.714	.688	.798	.825	.806	.611	.826	.417	.844	.618	.756	.438	.739	.313	.806

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: Corporate Center Place
E/W: Campus Parkway
Weather: Clear

File Name : RIV_CC_Cam PM
Site Code : 24025967
Start Date : 10/7/2025
Page No : 1

Groups Printed- Total Volume

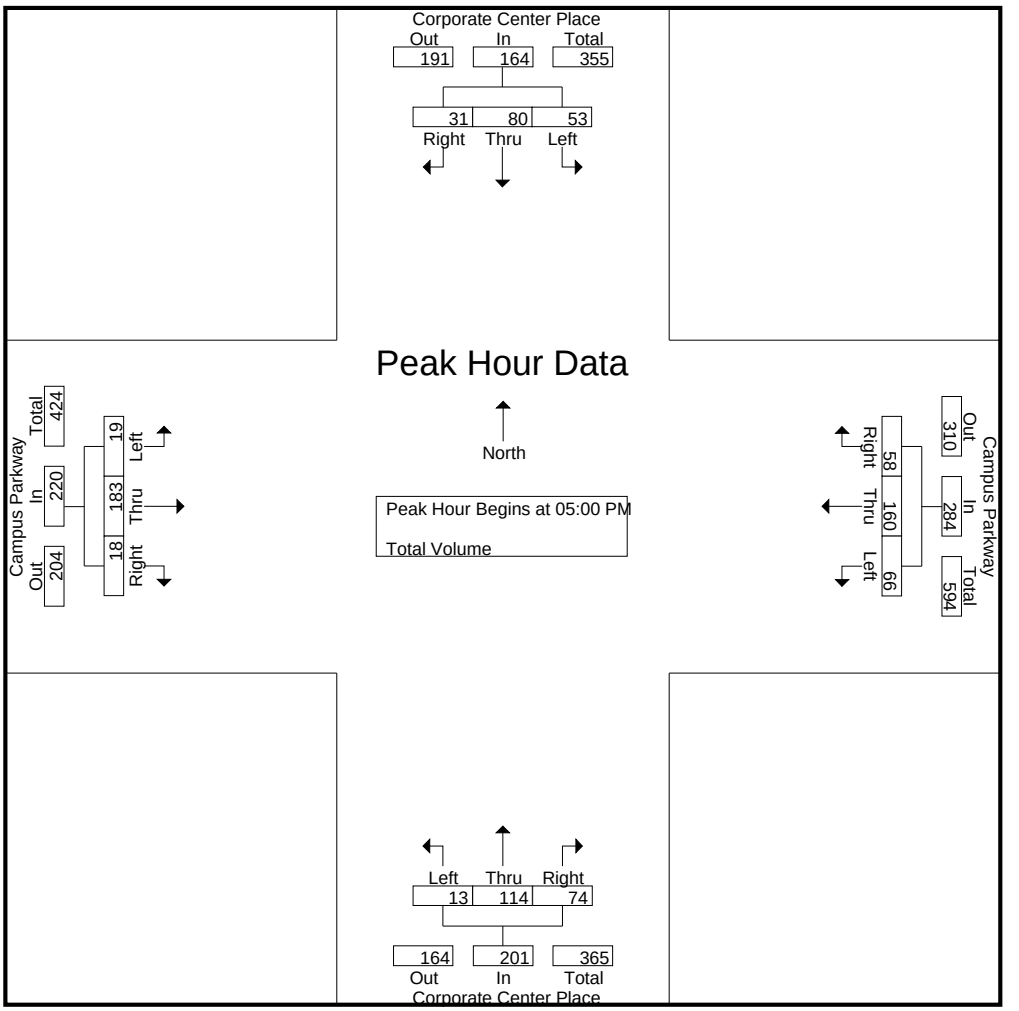
	Corporate Center Place Southbound				Campus Parkway Westbound				Corporate Center Place Northbound				Campus Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	20	8	37	10	32	13	55	6	33	24	63	2	43	5	50	205
04:15 PM	19	15	11	45	16	39	19	74	3	32	19	54	2	35	2	39	212
04:30 PM	15	21	5	41	11	48	15	74	7	30	15	52	7	45	10	62	229
04:45 PM	22	11	5	38	13	33	10	56	4	22	15	41	13	43	3	59	194
Total	65	67	29	161	50	152	57	259	20	117	73	210	24	166	20	210	840
05:00 PM	13	20	5	38	19	47	12	78	2	25	22	49	4	39	6	49	214
05:15 PM	14	22	9	45	12	42	11	65	5	17	24	46	5	47	5	57	213
05:30 PM	9	16	8	33	23	33	11	67	4	35	12	51	5	44	5	54	205
05:45 PM	17	22	9	48	12	38	24	74	2	37	16	55	5	53	2	60	237
Total	53	80	31	164	66	160	58	284	13	114	74	201	19	183	18	220	869
Grand Total	118	147	60	325	116	312	115	543	33	231	147	411	43	349	38	430	1709
Apprch %	36.3	45.2	18.5		21.4	57.5	21.2		8	56.2	35.8		10	81.2	8.8		
Total %	6.9	8.6	3.5	19	6.8	18.3	6.7	31.8	1.9	13.5	8.6	24	2.5	20.4	2.2	25.2	

	Corporate Center Place Southbound				Campus Parkway Westbound				Corporate Center Place Northbound				Campus Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	13	20	5	38	19	**47**	12	**78**	2	25	22	49	4	39	**6**	49	214
05:15 PM	14	**22**	**9**	45	12	42	11	65	**5**	17	**24**	46	**5**	47	5	57	213
05:30 PM	9	16	8	33	**23**	33	11	67	4	35	12	51	5	44	5	54	205
05:45 PM	**17**	22	9	**48**	12	38	**24**	74	2	**37**	16	**55**	5	**53**	2	**60**	**237**
Total Volume	53	80	31	164	66	160	58	284	13	114	74	201	19	183	18	220	869
% App. Total	32.3	48.8	18.9		23.2	56.3	20.4		6.5	56.7	36.8		8.6	83.2	8.2		
PHF	.779	.909	.861	.854	.717	.851	.604	.910	.650	.770	.771	.914	.950	.863	.750	.917	.917

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Riverside
N/S: Corporate Center Place
E/W: Campus Parkway
Weather: Clear

File Name : RIV_CC_Cam PM
Site Code : 24025967
Start Date : 10/7/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:00 PM				04:30 PM			
+0 mins.	13	20	5	38	19	**47**	12	**78**	6	**33**	**24**	**63**	7	45	**10**	**62**
+15 mins.	14	**22**	**9**	45	12	42	11	65	3	32	19	54	**13**	43	3	59
+30 mins.	9	16	8	33	**23**	33	11	67	**7**	30	15	52	4	39	6	49
+45 mins.	**17**	22	9	**48**	12	38	**24**	74	4	22	15	41	5	**47**	5	57
Total Volume	53	80	31	164	66	160	58	284	20	117	73	210	29	174	24	227
% App. Total	32.3	48.8	18.9		23.2	56.3	20.4		9.5	55.7	34.8		12.8	76.7	10.6	
PHF	.779	.909	.861	.854	.717	.851	.604	.910	.714	.886	.760	.833	.558	.926	.600	.915

ATTACHMENT C

SYNCHRO HCM 7 LEVEL OF SERVICE REPORTS AND CAMUTCD SIGNAL WARRANTS

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	68	5	33	87	22	5	81	47	16	40	11
Future Vol, veh/h	14	68	5	33	87	22	5	81	47	16	40	11
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	84	6	41	107	27	6	100	58	20	49	14
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay, s/veh	8.7	8.7	8.6	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	36%	0%	100%	82%	0%	100%	57%	0%	100%
Vol Right, %	0%	0%	64%	0%	0%	18%	0%	0%	43%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	54	74	14	45	28	33	58	51	16	27
LT Vol	5	0	0	14	0	0	33	0	0	16	0
Through Vol	0	54	27	0	45	23	0	58	29	0	27
RT Vol	0	0	47	0	0	5	0	0	22	0	0
Lane Flow Rate	6	67	91	17	56	34	41	72	63	20	33
Geometry Grp	6	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.01	0.101	0.127	0.029	0.086	0.051	0.067	0.108	0.089	0.034	0.051
Departure Headway (Hd)	5.968	5.468	5.023	6.039	5.539	5.412	5.915	5.415	5.113	6.111	5.611
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	598	653	710	590	644	658	604	659	698	583	635
Service Time	3.725	3.225	2.781	3.801	3.301	3.174	3.67	3.17	2.868	3.875	3.375
HCM Lane V/C Ratio	0.01	0.103	0.128	0.029	0.087	0.052	0.068	0.109	0.09	0.034	0.052
HCM Control Delay, s/veh	8.8	8.8	8.5	9	8.8	8.5	9.1	8.8	8.4	9.1	8.7
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.3	0.4	0.1	0.3	0.2	0.2	0.4	0.3	0.1	0.2

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	183	18	66	160	58	13	114	74	53	80	31
Future Vol, veh/h	19	183	18	66	160	58	13	114	74	53	80	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	199	20	72	174	63	14	124	80	58	87	34
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay, s/veh	10.8	10.5	10.5	10.3
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	34%	0%	100%	77%	0%	100%	48%	0%	100%
Vol Right, %	0%	0%	66%	0%	0%	23%	0%	0%	52%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	76	112	19	122	79	66	107	111	53	53
LT Vol	13	0	0	19	0	0	66	0	0	53	0
Through Vol	0	76	38	0	122	61	0	107	53	0	53
RT Vol	0	0	74	0	0	18	0	0	58	0	0
Lane Flow Rate	14	83	122	21	133	86	72	116	121	58	58
Geometry Grp	6	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.028	0.151	0.207	0.04	0.239	0.151	0.137	0.205	0.201	0.115	0.107
Departure Headway (Hd)	7.098	6.598	6.136	6.982	6.482	6.322	6.851	6.351	5.986	7.172	6.672
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	503	542	583	512	553	566	522	563	598	499	536
Service Time	4.858	4.358	3.895	4.737	4.237	4.078	4.604	4.104	3.739	4.932	4.432
HCM Lane V/C Ratio	0.028	0.153	0.209	0.041	0.241	0.152	0.138	0.206	0.202	0.116	0.108
HCM Control Delay, s/veh	10.1	10.5	10.5	10	11.3	10.2	10.7	10.7	10.3	10.9	10.2
HCM Lane LOS	B	B	B	A	B	B	B	B	B	B	B
HCM 95th-tile Q	0.1	0.5	0.8	0.1	0.9	0.5	0.5	0.8	0.7	0.4	0.4

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	69	6	33	90	24	6	84	47	18	41	11
Future Vol, veh/h	14	69	6	33	90	24	6	84	47	18	41	11
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	85	7	41	111	30	7	104	58	22	51	14
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay, s/veh	8.8	8.8	8.7	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	37%	0%	100%	79%	0%	100%	56%	0%	100%
Vol Right, %	0%	0%	63%	0%	0%	21%	0%	0%	44%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	56	75	14	46	29	33	60	54	18	27
LT Vol	6	0	0	14	0	0	33	0	0	18	0
Through Vol	0	56	28	0	46	23	0	60	30	0	27
RT Vol	0	0	47	0	0	6	0	0	24	0	0
Lane Flow Rate	7	69	93	17	57	36	41	74	67	22	34
Geometry Grp	6	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.012	0.106	0.13	0.029	0.088	0.054	0.067	0.112	0.095	0.038	0.053
Departure Headway (Hd)	5.999	5.499	5.06	6.077	5.577	5.432	5.944	5.444	5.133	6.144	5.644
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	594	648	705	586	639	655	600	655	694	580	631
Service Time	3.761	3.261	2.822	3.844	3.344	3.199	3.706	3.206	2.895	3.914	3.414
HCM Lane V/C Ratio	0.012	0.106	0.132	0.029	0.089	0.055	0.068	0.113	0.097	0.038	0.054
HCM Control Delay, s/veh	8.8	8.9	8.6	9	8.9	8.5	9.1	8.9	8.4	9.2	8.7
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.4	0.4	0.1	0.3	0.2	0.2	0.4	0.3	0.1	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	4	133	0	2	78
Future Vol, veh/h	1	4	133	0	2	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	4	145	0	2	85

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	191	72	0	0	145	0
Stage 1	145	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	780	975	-	-	1435	-
Stage 1	867	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	778	975	-	-	1435	-
Mov Cap-2 Maneuver	778	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	968	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.9	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	928	90	-
HCM Lane V/C Ratio	-	-	0.006	0.002	-
HCM Ctrl Dly (s/v)	-	-	8.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	131	3	1	142	5	0
Future Vol, veh/h	131	3	1	142	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	142	3	1	154	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	146	0	223	73
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	79	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1434	-	745	974
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	935	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1434	-	744	974
Mov Cap-2 Maneuver	-	-	-	-	744	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	934	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.06	9.87
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	744	-	-	25	-
HCM Lane V/C Ratio	0.007	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	185	19	66	162	60	14	116	74	56	84	31
Future Vol, veh/h	19	185	19	66	162	60	14	116	74	56	84	31
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	228	23	81	200	74	17	143	91	69	104	38
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay, s/veh	11.7	11.4	11.4	11
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	34%	0%	100%	76%	0%	100%	47%	0%	100%
Vol Right, %	0%	0%	66%	0%	0%	24%	0%	0%	53%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	77	113	19	123	81	66	108	114	56	56
LT Vol	14	0	0	19	0	0	66	0	0	56	0
Through Vol	0	77	39	0	123	62	0	108	54	0	56
RT Vol	0	0	74	0	0	19	0	0	60	0	0
Lane Flow Rate	17	95	139	23	152	100	81	133	141	69	69
Geometry Grp	6	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.036	0.185	0.252	0.048	0.29	0.185	0.163	0.248	0.248	0.145	0.135
Departure Headway (Hd)	7.48	6.98	6.52	7.357	6.857	6.692	7.206	6.706	6.337	7.554	7.054
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	476	511	548	484	521	533	495	533	563	472	505
Service Time	5.262	4.762	4.302	5.138	4.638	4.473	4.982	4.482	4.114	5.341	4.841
HCM Lane V/C Ratio	0.036	0.186	0.254	0.048	0.292	0.188	0.164	0.25	0.25	0.146	0.137
HCM Control Delay, s/veh	10.5	11.4	11.5	10.5	12.4	11	11.4	11.7	11.2	11.6	11
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	0.1	0.7	1	0.2	1.2	0.7	0.6	1	1	0.5	0.5

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	201	0	5	164
Future Vol, veh/h	1	3	201	0	5	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	218	0	5	178

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	318	109	0	0	218	0
Stage 1	218	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	650	923	-	-	1348	-
Stage 1	797	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	647	923	-	-	1348	-
Mov Cap-2 Maneuver	647	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.34	0	0.26
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	834	107	-
HCM Lane V/C Ratio	-	-	0.005	0.004	-
HCM Ctrl Dly (s/v)	-	-	9.3	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	310	5	1	285	3	0
Future Vol, veh/h	310	5	1	285	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	337	5	1	310	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	342	0	497	171
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	157	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1213	-	502	843
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1213	-	502	843
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	854	-

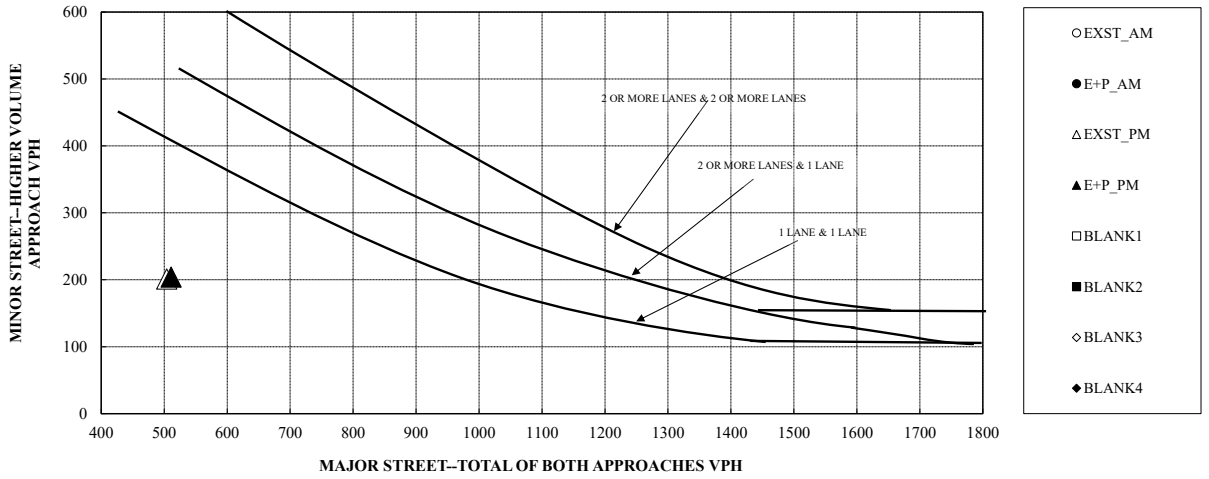
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.04	12.22
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	502	-	-	13	-
HCM Lane V/C Ratio	0.006	-	-	0.001	-
HCM Ctrl Dly (s/v)	12.2	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

CA SIGNAL WARRANT 3 ANALYSIS

SCENARIOS: "AM/PM PEAK HOUR" CONDITIONS

FIGURE 4C-3 WARRANT 3 PEAK HOUR VOLUME (CALIFORNIA MUTCD)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

SCENARIO	APPROACH(ES)		WARRANT MET?
	MAJOR	MINOR	
EXST_AM	229	133	NO
E+P_AM	236	137	NO
EXST_PM	504	201	NO
E+P_PM	511	204	NO
BLANK1	0	0	NO
BLANK2	0	0	NO
BLANK3	0	0	NO
BLANK4	0	0	NO

Note: Major approach is the total of both approaches. Minor approach is the highest of both approaches.

Date: **October 23, 2025** Intersection No.: **1**

Intersection: **Corporate Centre Pl & Campus Pkwy**

Number of lanes on MAJOR street: **2**

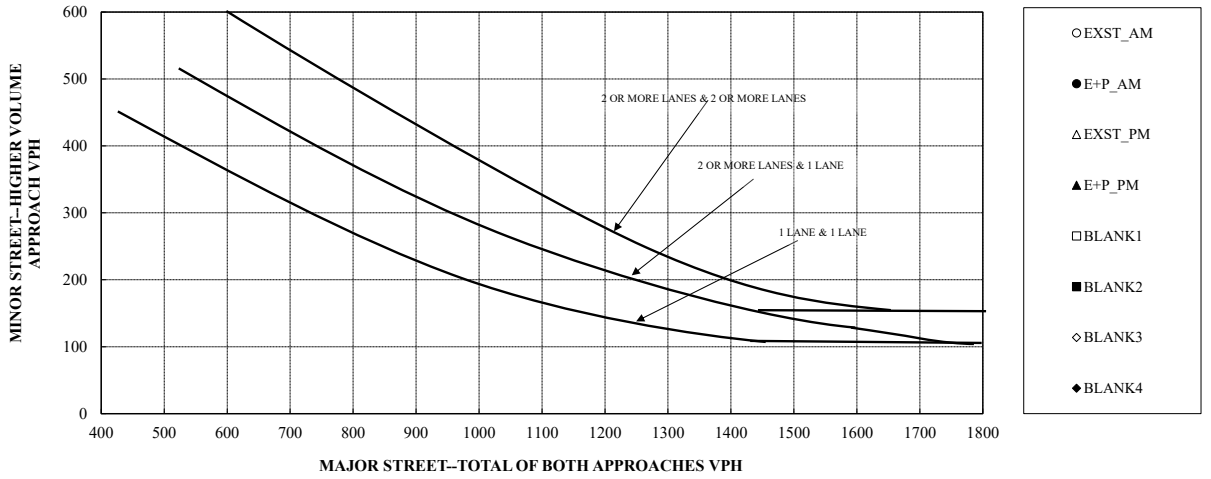
Number of lanes on MINOR street: **2**

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

CA SIGNAL WARRANT 3 ANALYSIS

SCENARIOS: "AM/PM PEAK HOUR" CONDITIONS

FIGURE 4C-3 WARRANT 3 PEAK HOUR VOLUME (CALIFORNIA MUTCD)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

SCENARIO	APPROACH(ES)		WARRANT MET?
	MAJOR	MINOR	
EXST_AM	211	0	NO
E+P_AM	213	4	NO
EXST_PM	365	0	NO
E+P_PM	370	3	NO
BLANK1	0	0	NO
BLANK2	0	0	NO
BLANK3	0	0	NO
BLANK4	0	0	NO

Note: Major approach is the total of both approaches. Minor approach is the highest of both approaches.

Date: **October 23, 2025** Intersection No.: **2**

Intersection: **Corporate Centre Pl & Driveway 1**

Number of lanes on MAJOR street: **2**

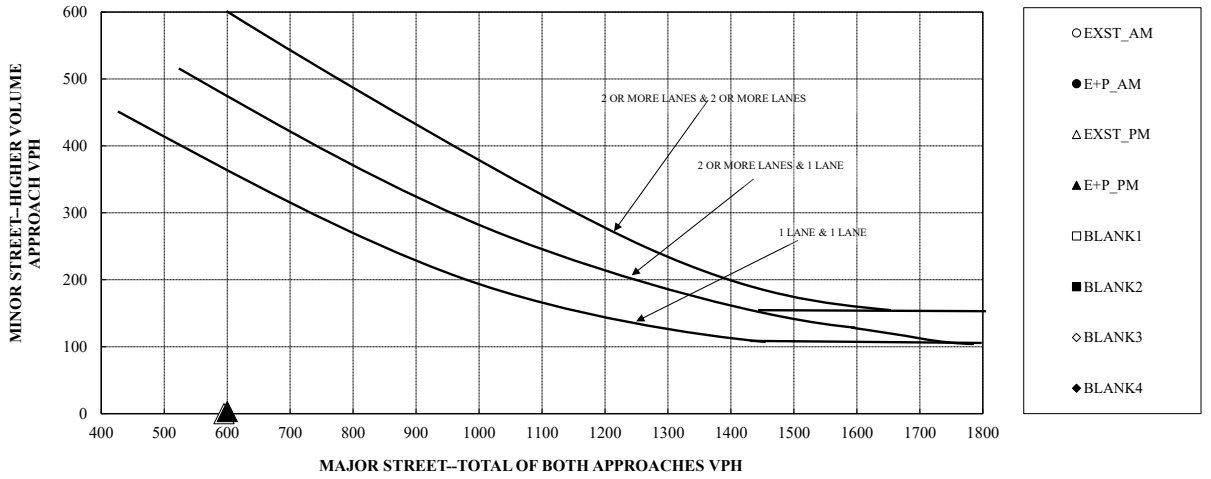
Number of lanes on MINOR street: **2**

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

CA SIGNAL WARRANT 3 ANALYSIS

SCENARIOS: "AM/PM PEAK HOUR" CONDITIONS

FIGURE 4C-3 WARRANT 3 PEAK HOUR VOLUME (CALIFORNIA MUTCD)



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

SCENARIO	APPROACH(ES)		WARRANT MET?
	MAJOR	MINOR	
EXST_AM	273	0	NO
E+P_AM	276	5	NO
EXST_PM	595	0	NO
E+P_PM	600	3	NO
BLANK1	0	0	NO
BLANK2	0	0	NO
BLANK3	0	0	NO
BLANK4	0	0	NO

Note: Major approach is the total of both approaches. Minor approach is the highest of both approaches.

Date: **October 23, 2025** Intersection No.: **3**

Intersection: **Driveway 2 & Campus Parkway**

Number of lanes on MAJOR street: **2**

Number of lanes on MINOR street: **2**

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS