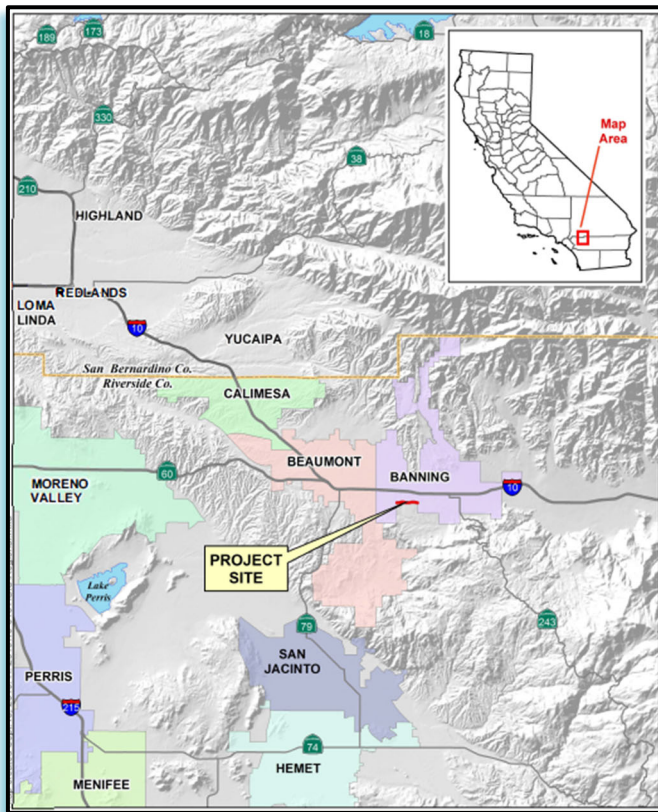




SUN LAKES BOULEVARD EXTENSION

SUMMARY

The Sun Lakes Boulevard Extension is critically needed to improve traffic circulation and emergency response capabilities on the Interstate 10 corridor and surrounding areas. The project is located in the City of Banning just south of the I-10 freeway and proposes to complete a gap closure resulting in a continuous parallel route from SR-79 in the City of Beaumont to the easterly City limits in Banning. Once the Extension is constructed, emergency vehicle access & response times will improve, connectivity to future regional job centers will be established, a new I-10 bypass segment will be created and traffic circulation will improve dramatically for the many residents, commuters and visitors to the San Geronio Pass region.



STATUS/SCHEDULE

With Environmental, Engineering & Design significantly underway, the project will be shovel ready by the end of 2022.

- Environmental analysis/documentation: **End of 2022**
- Final Engineering and Design: **Fall 2022**
- Right of Way Acquisition: **COMPLETED**
- Construction: **Early 2023**

REGIONAL BENEFITS

- The Sun Lakes Blvd Extension will create a **new bypass for a 2-mile segment of Interstate 10** from the City of Beaumont through a portion of the City of Banning, relieving significant traffic congestion at the Highland Springs Ave Interchange.
- The Project will provide **new emergency vehicle access to two Senior Living Communities (10,000+ residents) in the Cities of Banning and Beaumont (Sun Lakes Blvd at Highland Springs Ave), thereby reducing emergency response times dramatically.**
- The Sun Lakes Blvd Extension will provide **immediate local access from the I-10 freeway to the future Sunset Crossroads Commercial/Industrial Jobs Center (593 acres, 2,255 jobs).**
- The 2-mile Sun Lakes Blvd Extension segment will **create connectivity to the future I-10 Bypass Project sponsored by Caltrans and Riverside County: a 3.3-mile alternate route to improve public safety/emergency response and provide relief for motorists during closures on I-10 (FTIP RIV031202)**
- The Sun Lakes Blvd Extension will **dramatically improve East-West traffic circulation to accommodate the area's substantial current and future residential growth (2 developments/9,000 homes/5 years).**
- The Sun Lakes Blvd Extension will play a **critical role in reducing traffic congestion during the construction of the Highland Springs Avenue Interchange Improvement project.**



COSTS/NEED

Total Cost: \$26.8M

- \$600K Design & Engineering
- \$1.125M Permits/Admin/Insp.
- \$75K Right-of-way
- \$25M Construction

Funds Committed: \$6.8M

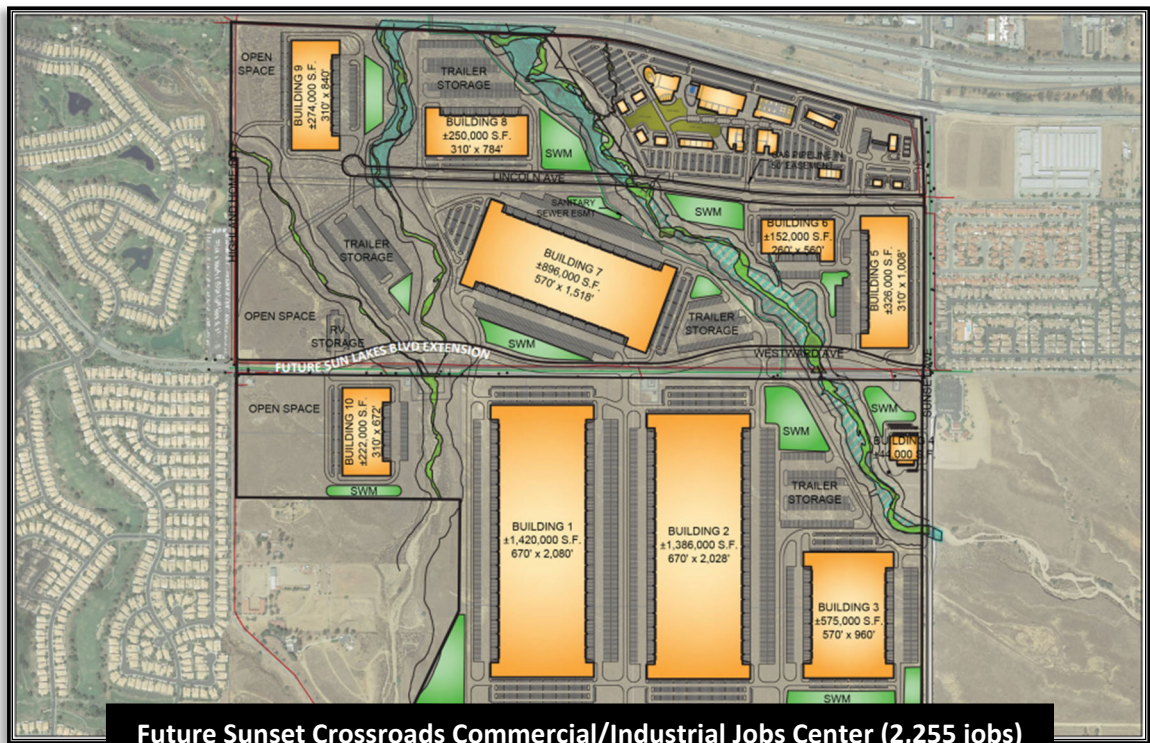
The City and Western Riverside Council of Governments (WRCOG) have committed funding to cover approx. 25% of project costs.

- \$5.8M Development Impact Fees (DIF) *local*
- \$1M Transportation Uniform Mitigation Fees (TUMF) *regional*

Local/Regional Plans:

- SCAG FTIP
- SCAG RTP/SCS
- TUMF Network
- City of Banning General Plan

Total Unfunded \$20M
The City is seeking \$20M for the remainder of construction funding needed for the project.





CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE CHALLENGES

Initial Submittal to CDFW:

- Regional Conservation Authority (RCA) Santa-San Jacinto Watersheds Pre-App Mtg #1 was on June 9, 2021, from 9:00-9:45 am. See Attachment #1 for material presented at this meeting.
- Screens were shared showing the proposed alignment (per the Project Description)
- At this meeting, the proposed drainage crossings discussed with the RCA and Wildlife Agencies were going to be arched culverts.

Response from CDFW and comment highlights:

- Sediment transport was identified as a concern and the team was asked if any sediment transport analysis had been completed.

Changes made to the project design:

- After the June 2021 meeting, a high-level sediment transport study was prepared, (Northwest Hydraulics Consultants, August 2021). The results of this analysis indicated the proposed arched culverts resulted in a sediment transport issue. As a result of the high-level sediment transport study, the arched culverts were replaced with reinforced concrete boxes (RCB).
- The project went back to the RCA Santa-San Jacinto Watersheds Pre-App on Oct 13, 2021, the alignment was re-explained (i.e., why it can't be in Westward Avenue), and presented the results of the sediment transport tech memo and explained that the arched culverts were being replaced with RCBs to improve the sediment transport situation. CDFW requested copies of the sediment transport tech memo, and the HEC-RAS modeling data for the project.
- Nov 3, Stephanie Standerfer (WEBB), on behalf of the City Team, emailed a link to the RCA and Wildlife Agencies with the sediment transport tech memo, and the HEC-RAS modeling data. On Nov 5, Jacob Skaggs requested some information regarding the existing dip crossings and Stephanie and Art Vela, Director of Public Works responded on that same date. See Attachment 2 for email chain.

Latest response received:

- On Jan 31, 2022, Jacob Skaggs responded to the materials provided on Nov 3, 2021, see Attachment 3.
- The following comment from Jacob Skaggs is detrimental to the project: *"the Wildlife Agencies strongly recommend that the culverts associated with the existing dip crossings be re-constructed to be appropriately sized, and that the future road is constructed over the footprint of the existing road (rather than shifting north)."*
- To comply with this request the City would have delays and additional costs related to the environmental analysis and design. Additionally, the possible construction impact could be in the millions related to relocating/raising utilities (fiber optic, water, non-potable water, sewer force main, gravity sewer and high pressure oil) at the existing creek crossings.



ATTACHMENT 1

MATERIAL FROM 6/9/21 CDFW MEETING

PRE- APPLICATION MEETING FOR DBESP'S & 404/401/1600 PERMITS

Santa Ana/San Jacinto Watershed- GO TO MEETING VIDEO CONFERENCING ONLY

June 9, 2021

Time Slot	Project Name	Contact Name	Email	Phone #															
9:00 a.m.	Sunset Lakes Blvd Extension ¹	Stephanie Standerfer	stephanie.standerfer@webbassociates.com	951-248-4263															
Project Description: The Sun Lakes Boulevard Extension Project will improve the existing Sun Lakes Boulevard, an unpaved road running in an east-west direction between the intersections of South Highland Home Road to the west and Sunset Avenue to the east, in the City of Banning.																			
9:45 a.m.	Limonite Gap Closure Project ¹	Tyler Barns (Rincon)	tbarns@rinconconsultants.com	805-941-0430															
Project Description: Construct an approximately 6,180 feet (1.17 mile) long new segment of Limonite Avenue between Kimball Avenue and the existing Limonite Avenue east of Archibald Avenue across the Cucamonga Creek Channel. The new vehicular bridge across the Cucamonga Creek Channel (CCC) would be constructed across the CCC to allow continuation of Limonite Avenue. The bicycle/pedestrian bridge would be constructed across the CCC approximately 1,000 feet south of the proposed CCC Bridge.																			
10:30 a.m.	Murrieta Creek Trail Project	Karl Osmundson	KarlO@helixepi.com	760-519-5954															
Project Description: Construct an MSHCP covered trail that would link the Palomar Trail and the Levee Trail w/in the Back Basin of Lake Elsinore. Proposed trail alignment has been selected based on rigorous alternatives analysis using topography and biological resource issues. No impacts to vernal pools or seasonal depressions but proposed impacts to riparian/riverine resources/ Jurisdictional waters.																			
11:15 a.m.	NO APPLICANT																		
<p>Agency Attendees:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Tricia Campbell, RCA</td> <td style="width: 33%;">James Thiede, USFWS</td> <td style="width: 33%;">Carly Beck, CDFW</td> </tr> <tr> <td>Betsy Dionne, RCA</td> <td>John Taylor, USFWS</td> <td>Eric Chan, CDFW</td> </tr> <tr> <td>Wendy Worthey, RCA/Dudek</td> <td>James Mace, Army Corps of Engineers</td> <td>Trey Dempsey, CDFW</td> </tr> <tr> <td></td> <td>Sarvy Mahdavi, EPA</td> <td>Breanna Machuca, CDFW</td> </tr> <tr> <td></td> <td></td> <td>Jason Bill, Santa Ana RWQCB</td> </tr> </table>					Tricia Campbell, RCA	James Thiede, USFWS	Carly Beck, CDFW	Betsy Dionne, RCA	John Taylor, USFWS	Eric Chan, CDFW	Wendy Worthey, RCA/Dudek	James Mace, Army Corps of Engineers	Trey Dempsey, CDFW		Sarvy Mahdavi, EPA	Breanna Machuca, CDFW			Jason Bill, Santa Ana RWQCB
Tricia Campbell, RCA	James Thiede, USFWS	Carly Beck, CDFW																	
Betsy Dionne, RCA	John Taylor, USFWS	Eric Chan, CDFW																	
Wendy Worthey, RCA/Dudek	James Mace, Army Corps of Engineers	Trey Dempsey, CDFW																	
	Sarvy Mahdavi, EPA	Breanna Machuca, CDFW																	
		Jason Bill, Santa Ana RWQCB																	

¹ Outside of MSHCP Cells

Sun Lakes Extension – Project Description

June 1, 2020

Page 1 of 2

The proposed Project is the construction of the extension of Sun Lakes Boulevard from South Highland Home Road to Sunset Avenue consistent with the January 2020 amendment of the City's Circulation Element (GPA) 19-2502.

Specifically, the proposed Sun Lakes Boulevard Extension Project (herein after "Project" or "proposed Project") will improve the existing Sun Lakes Boulevard, an unpaved road running in an east-west direction between the intersections of South Highland Home Road to the west and Sunset Avenue to the east, in the City, County of Riverside, California, 92220 as shown below.



Project Location

The proposed Project site is approximately 5,390 feet long, 110-feet wide, and encompasses approximately 13.3 acres. Project staging and stockpile will occur within the City's unpaved right-of-way (ROW).

The proposed Project follows existing City ROW, which is why it includes the two gentle curves north of the existing dirt road. Sun Lakes Boulevard is designated in the City's Circulation Element as an

Sun Lakes Extension – Project Description

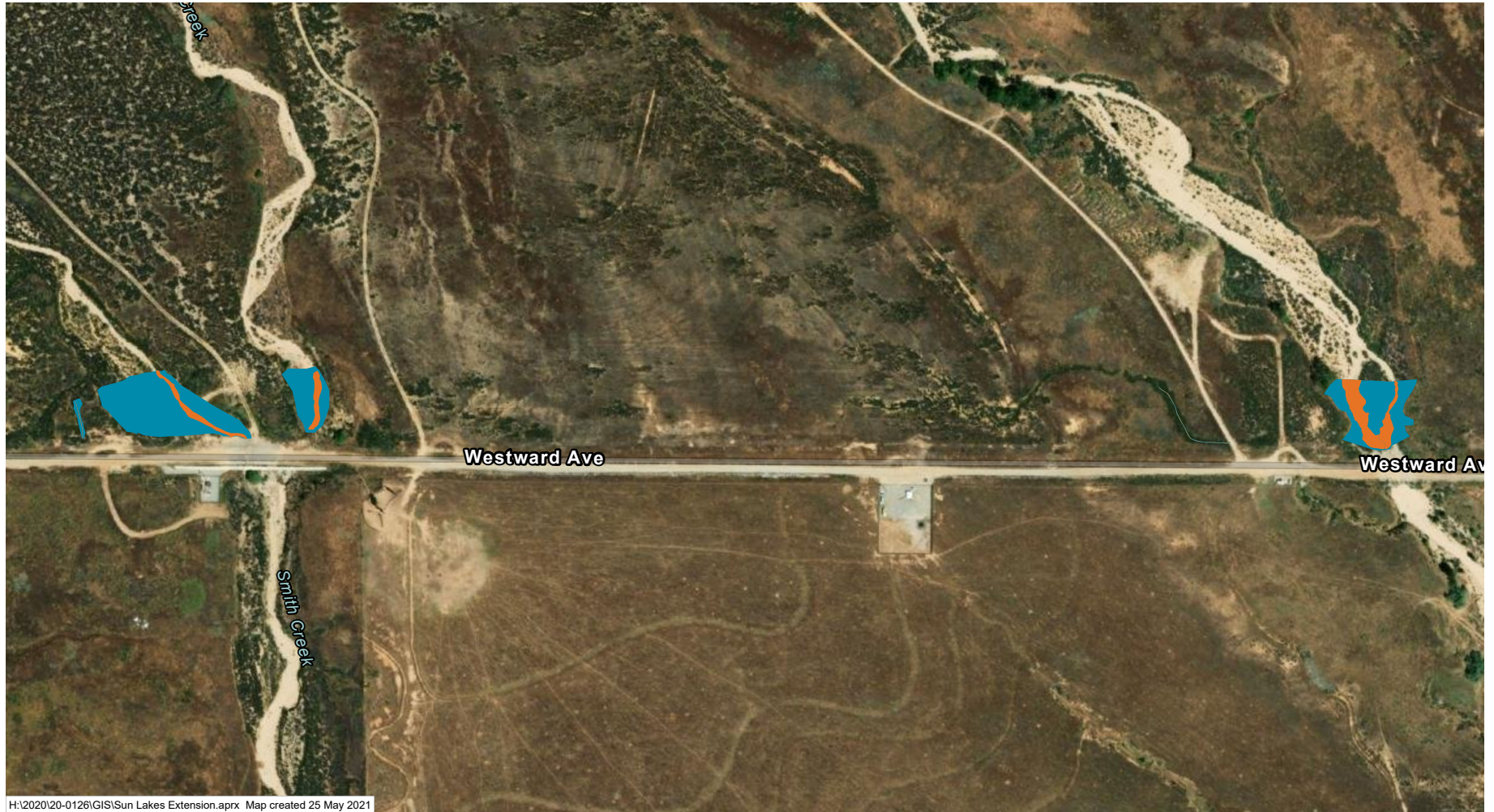
June 1, 2020

Page 2 of 2

Arterial Highway and will be constructed with two eastbound and two westbound lanes each containing a 12-foot wide lane and a 14-foot wide lane; a raised 18 foot wide median; eastbound and westbound 8-foot bike lane; 8-foot sidewalks; associated road stripping, street light improvements, drainage consistent with the City's Master Drainage Plan (MDP). Left turn pockets are proposed at the intersection of South Highland Homes Road, a future intersecting street, and at Sunset Avenue. Stop signals will be located at the intersection of South Highland Home Road and at Sunset Avenue. To minimize impacts to jurisdictional waters, the proposed Project includes arched culverts over Smith Creek and Pershing Creek.

Implementation of the proposed Project at its ultimate width will require the acquisition of approximately 1,390 square feet of ROW at the intersection of South Highland Homes Road/Sun Lakes Boulevard and Sunset Avenue/Sun Lakes Boulevard Project construction will require the relocation of approximately 13 Southern California Edison power poles along Sun Lakes Boulevard.



FIGURE 1 JURISDICTIONAL RESOURCES



0 0.04 0.09
Mi



LEGEND

-  ACOE - RWQCB Jurisdiction
-  CDFW - MSHCP Jurisdiction



ATTACHMENT 2 EMAIL CHAIN 11/5/21

Arturo Vela

From: Skaggs, Jacob@Wildlife <Jacob.Skaggs@Wildlife.ca.gov>
Sent: Friday, November 5, 2021 2:55 PM
To: Arturo Vela; Stephanie Standerfer; Beck, Carly@Wildlife
Cc: Jim Mace; James Thiede; Tricia Campbell; Wendy Worthey; Patrick Safari; Eugene Abrego; Cheryl DeGano; Ranjit Singh; Joseph Caldwell
Subject: RE: Banning - Sun Lakes Blvd HEC-RAS Data

Hello Arturo and Stephanie,
Thank you for the additional information regarding the meandering alignment for Sun Lakes Blvd.
Best regards,
Jacob

*Jacob Skaggs, Environmental Scientist
Inland Deserts Region
California Department of Fish and Wildlife
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
(760) 218-0320 (cell)
jacob.skaggs@wildlife.ca.gov*

From: Arturo Vela <avela@banningca.gov>
Sent: Friday, November 5, 2021 12:00 PM
To: Stephanie Standerfer <stephanie.standerfer@webbassociates.com>; Skaggs, Jacob@Wildlife <Jacob.Skaggs@Wildlife.ca.gov>; Beck, Carly@Wildlife <Carly.Beck@wildlife.ca.gov>
Cc: Jim Mace <james.e.mace@usace.army.mil>; James Thiede <james_thiede@fws.gov>; Tricia Campbell <TCampbell@RCTC.org>; Wendy Worthey <wworthey@dudek.com>; Patrick Safari <psafari@banningca.gov>; Eugene Abrego <eugene.abrego@webbassociates.com>; Cheryl DeGano <cheryl.degano@webbassociates.com>; Ranjit Singh <ranjit.singh@webbassociates.com>; Joseph Caldwell <joseph.caldwell@webbassociates.com>
Subject: RE: Banning - Sun Lakes Blvd HEC-RAS Data

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Jacob,

Thank you for the question. Stephanie is correct in her response. The reason that the proposed road alignment meanders is to avoid the existing crossings which conceal several utilities (i.e. fiber optic, water, non-potable water, sewer force main, gravity sewer and 2-high pressure oil). For this same reason the existing crossings will remain in place.

Thank you,

Arturo Vela, P.E.
Director of Public Works/
City Engineer
Public Works Department
City of Banning
Direct Line: 951-922-3134
Direct Fax: 951-922-3141
avela@banningca.gov
99 E. Ramsey Street
Banning, CA 92220
www.banningca.gov



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From: Stephanie Standerfer <stephanie.standerfer@webbassociates.com>
Sent: Thursday, November 4, 2021 3:54 PM
To: Skaggs, Jacob@Wildlife <Jacob.Skaggs@Wildlife.ca.gov>; Beck, Carly@Wildlife <Carly.Beck@wildlife.ca.gov>
Cc: Jim Mace <james.e.mace@usace.army.mil>; James Thiede <james_thiede@fws.gov>; Tricia Campbell <TCampbell@RCTC.org>; Wendy Worthey <wworthey@dudek.com>; Arturo Vela <avela@banningca.gov>; Patrick Safari <psafari@banningca.gov>; Eugene Abrego <eugene.abrego@webbassociates.com>; Cheryl DeGano <cheryl.degano@webbassociates.com>; Ranjit Singh <ranjit.singh@webbassociates.com>; Joseph Caldwell <joseph.caldwell@webbassociates.com>
Subject: RE: Banning - Sun Lakes Blvd HEC-RAS Data

Hi Jacob - we did discuss this as I think it was your question. I will defer to the City and the WEBB engineers, but my understanding is that the existing "Arizona" crossings in the existing dirt road will not be in the project footprint and will therefore stay in place. This is mainly due to the location of numerous significant utility lines in the existing dirt road. The proposed extension alignment is offset from these Arizona crossings.

Anyone feel free to chime in and correct or add to this.

Thanks!

Stephanie N. Standerfer - Vice President
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.248.4263
e: stephanie.standerfer@webbassociates.com w: www.webbassociates.com
[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)

From: Skaggs, Jacob@Wildlife <Jacob.Skaggs@Wildlife.ca.gov>
Sent: Thursday, November 04, 2021 9:26 AM
To: Stephanie Standerfer <stephanie.standerfer@webbassociates.com>; Beck, Carly@Wildlife <Carly.Beck@wildlife.ca.gov>
Cc: Jim Mace <james.e.mace@usace.army.mil>; James Thiede <james_thiede@fws.gov>; Tricia Campbell <TCampbell@RCTC.org>; Wendy Worthey <wworthey@dudek.com>; Arturo Vela <avela@banningca.gov>; Patrick Safari <psafari@banningca.gov>; Eugene Abrego <eugene.abrego@webbassociates.com>; Cheryl DeGano <cheryl.degano@webbassociates.com>; Ranjit Singh <ranjit.singh@webbassociates.com>; Joseph Caldwell <joseph.caldwell@webbassociates.com>
Subject: RE: Banning - Sun Lakes Blvd HEC-RAS Data

Hello Stephanie,

Thank you for sending modeling data for the Sun Lakes Blvd Project. We will work with our engineers to review. Also, would you also please share any details on if the removal of the existing dip crossings and replacement with new crossings at their current locations was considered or if there are any challenges associated with this alternative? (Sorry if this was already discussed and I missed it.)

Best regards,

Jacob

*Jacob Skaggs, Environmental Scientist
Inland Deserts Region
California Department of Fish and Wildlife
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
(760) 218-0320 (cell)
jacob.skaggs@wildlife.ca.gov*

From: Stephanie Standerfer <stephanie.standerfer@webbassociates.com>
Sent: Wednesday, November 3, 2021 11:40 AM
To: Beck, Carly@Wildlife <Carly.Beck@wildlife.ca.gov>; Skaggs, Jacob@Wildlife <Jacob.Skaggs@Wildlife.ca.gov>
Cc: Jim Mace <james.e.mace@usace.army.mil>; James Thiede <james_thiede@fws.gov>; Tricia Campbell <TCampbell@RCTC.org>; Wendy Worthey <wworthey@dudek.com>; Arturo Vela <avela@banningca.gov>; Patrick Safari <psafari@banningca.gov>; Eugene Abrego <eugene.abrego@webbassociates.com>; Cheryl DeGano <cheryl.degano@webbassociates.com>; Ranjit Singh <ranjit.singh@webbassociates.com>; Joseph Caldwell <joseph.caldwell@webbassociates.com>
Subject: Banning - Sun Lakes Blvd HEC-RAS Data

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HI CDFW Folks - per the PreApp meeting back on October 13, our Team is providing the requested HEC-RAS modeling data for CDFW's Hydrologists to review. We have also provided the Sediment Transport Tech Memo prepared for the City. Please note, that a full Sediment Transport study was not conducted. The purpose of this Tech Memo was to get some high-level feedback on the previous design related to sediment transport. Based on the Tech Memo, the Engineers are moving ahead with more box culverts to open the crossings at these three drainages. The goal is to design roadway crossings that do no exacerbate the sediment transport issues. We hope this is helpful information. Please let us know if you have any questions.

Thank you.

 [HEC-RAS.zip](#)

Stephanie N. Standerfer - Vice President
Albert A. Webb Associates
3788 McCray Street, Riverside, CA 92506
t: 951.248.4263



JASON SKAGGS (CDFW) RESPONSE 1/31/22

Arturo Vela

From: Skaggs, Jacob@Wildlife <Jacob.Skaggs@Wildlife.ca.gov>
Sent: Monday, January 31, 2022 12:04 PM
To: Stephanie Standerfer
Cc: Jim Mace; James Thiede; Tricia Campbell; Wendy Worthey; Arturo Vela; Patrick Safari; Beck, Carly@Wildlife; Eugene Abrego; Cheryl DeGano; Ranjit Singh; Joseph Caldwell; Pert, Heather@Wildlife; Karin Cleary-Rose
Subject: RE: Banning - Sun Lakes Blvd HEC-RAS Data

Hello Stephanie,

Thank you for submitting a preliminary assessment of the anticipated impacts to sediment transport associated with the Sun Lakes Boulevard Improvement Project (Project). The California Department of Fish and Wildlife and the United States Fish and Wildlife Service, collectively the Wildlife Agencies, are providing input on this information based, in part, on discussions held with the Wildlife agencies during a Project Pre-application Meeting hosted by the Western Riverside County Regional Conservation Authority on October 13, 2021.

The Project's Technical Memo dated August 9, 2021, indicates that the proposed road design would result in additional impacts to sediment transport and likely necessitate the increased armoring of the existing dip crossings. Aerial imagery of Sun Lakes Boulevard show erosion and channel incising just downstream of the existing dip crossings, which indicate that the existing culverts are already undersized and sediment transport is being negatively impacted. As an alternative to the proposed road design, the Wildlife Agencies strongly recommend that the culverts associated with the existing dip crossings be re-constructed to be appropriately sized, and that the future road is constructed over the footprint of the existing road (rather than shifting north). The road design proposed in the Technical Memo would further exacerbate issues associated with sediment transport under Sun Lakes Boulevard and result in additional impacts to riverine areas and associated wildlife.

As discussed during the Pre-application Meeting, maintaining sediment transport and overall habitat function through the proposed Project area is of critical importance in maintaining the health of habitats downstream both within the Western Riverside MSHCP as well as the Coachella Valley Multiple Species Habitat Conservation Plan. Sediment originating in the San Gorgonio Mountains moves through the riparian/riverine areas onsite and contributes to increasingly depleted blow-sand habitat in the Coachella Valley, which supports a number of highly specialized sand-dependent species that are protected under the Coachella Valley Multiple Species Habitat Conservation Plan. Sediment transport through the Project area also replenishes and supports 20+ miles of ephemeral wash habitat downstream. Sun Lakes Boulevard should be constructed in a way that alleviates issues associated with sediment transport and minimizes impacts on riverine areas and associated wildlife.

Thank you for the opportunity for the Wildlife Agencies to provide the City of Banning with impact-minimization guidance during the Pre-application phase of this Project. Please let us know if you have any questions.

Best regards,

Jacob Skaggs, Environmental Scientist
Inland Deserts Region
California Department of Fish and Wildlife
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
(760) 218-0320 (cell)
jacob.skaggs@wildlife.ca.gov

and

James Thiede
Senior Biologist
U.S. Fish & Wildlife Service
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, CA 92262

I am currently working from home indefinitely. Please contact me via email.

<http://www.fws.gov/carlsbad/>

From: Stephanie Standerfer <stephanie.standerfer@webbassociates.com>
Sent: Wednesday, November 3, 2021 11:40 AM
To: Beck, Carly@Wildlife <Carly.Beck@wildlife.ca.gov>; Skaggs, Jacob@Wildlife <Jacob.Skaggs@Wildlife.ca.gov>
Cc: Jim Mace <james.e.mace@usace.army.mil>; James Thiede <james_thiede@fws.gov>; Tricia Campbell <TCampbell@RCTC.org>; Wendy Worthey <wworthey@dudek.com>; Arturo Vela <avela@banningca.gov>; Patrick Safari <psafari@banningca.gov>; Eugene Abrego <eugene.abrego@webbassociates.com>; Cheryl DeGano <cheryl.degano@webbassociates.com>; Ranjit Singh <ranjit.singh@webbassociates.com>; Joseph Caldwell <joseph.caldwell@webbassociates.com>
Subject: Banning - Sun Lakes Blvd HEC-RAS Data

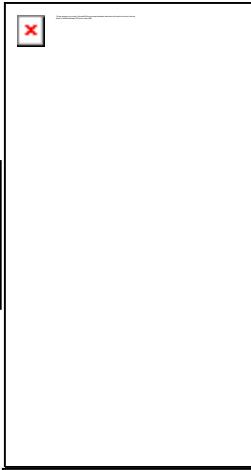
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Thank you.

 [HEC-RAS.zip](#)

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