

Appendix A Notice of Preparation (NOP) and NOP Comments

Appendices

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**City of Yucaipa
Development Services Department**

CLERK OF THE
BOARD OF SUPERVISORS

**Recirculated Notice of Preparation and
Notice of Public Scoping Meeting**

2016 MAY -5 PM 3: 00

COUNTY OF SAN BERNARDINO
CALIFORNIA

DATE: May 6, 2016
TO: State Agencies, Responsible Agencies, Local and Public Agencies, Trustee Agencies, Interested Parties
PROJECT: Oak Glen Creek Specific Plan/Case No. 16-048/SP
LEAD AGENCY: City of Yucaipa
PROJECT SPONSOR: City of Yucaipa

REASON FOR RECIRCULATION

The City initially circulated a Notice of Preparation (NOP) for the Wilson Creek Business Park Specific Plan, for public comment on August 12, 2011 through September 12, 2011. The City also held a public scoping meeting on August 18, 2011. Since the initial circulation of the NOP, the proposed project has been substantially modified. The original Wilson Creek Business Park Specific Plan was a 90-acre site and would encompass two primary components: 1) flood control improvements to Wilson Creek and Oak Glen Creek and 2) up to 500,000 square feet of light manufacturing/office use in a campus business park setting.

The proposed project is now titled Oak Glen Creek Specific Plan and has an expanded project boundary and modified land uses. Based on these changes, and the time that has lapsed since initial release of the NOP in 2011, the City has determined that the NOP be recirculated with the modified project description detailed below.

NOTICE OF PREPARATION

The purpose of this notice is to (1) serve as the Notice of Preparation to potential "responsible agencies" as required by the California Environmental Quality Act (CEQA) Section 15062 and (2) advise and solicit comments and suggestions regarding the preparation of a Program Environmental Impact Report (EIR), environmental issues to be addressed in the EIR, and any related issues from interested parties, including interested or affected members of the public. The City of Yucaipa, as lead agency, requests that any responsible or trustee agency responding to this notice respond in a manner consistent with CEQA Guidelines Section 15082(b).

Pursuant to CEQA Section 21080.4, agencies and interested parties must submit any comments in response to this notice no later than 30 days after receipt. **Comments in response to this notice must be received no later than 5:00 PM, Monday, June 6, 2016.**

All comments or other responses to this notice should be submitted in writing to:

Joseph M. Lambert, Director of Development Services
34272 Yucaipa Boulevard
Yucaipa, CA 92399

CLERK OF THE BOARD

Tel: (909) 797-2489 ext. 231
Fax: (909) 790-9203
Email: jlambert@yucaipa.org

Received on: 5/05/2016

Remove on: 6/06/2016

Project Location: The project site is approximately 115.7 acres and located within the central-northern portion of the City of Yucaipa. The site is irregularly shaped and generally bounded by Oak Glen Road to the north, Bryant Street to the east, existing single family residences to the west, and an existing natural slope to the south, abutting single family residences.

Project Description: The Oak Glen Creek Specific Plan is a land use, policy, and regulatory document that would establish the development and design standards for the project area. As shown in the table, the Specific Plan would encompass three districts – Residential District, Innovation District, and Open Space District.

Proposed Land Use Summary

Land Use	Acres	Buildout (SF/Units)
Residential District	47.7	200 units
Innovation District	6.7	231,740 SF
Open Space District	56.2	NA
Roadways (Eucalyptus and 2nd Street)	5.1	NA
Total	115.7 acres	200 units and 231,470 SF

The Residential District would be developed at a density of 4.2 dwelling units per acre with a minimum net lot size of 7,200 square feet. The Innovation District would allow a variety of institutional, office, medical, and professional related uses.

The Open Space District would consist of flood control improvements, including a detention basin and realignment of Wilson Creek to greatly reduce or eliminate downstream flooding and channel erosion and facilitate groundwater recharge. These improvements would remove the site from the floodplain to facilitate development of the remaining project site.

Environmental Analysis: A Draft EIR will be prepared to evaluate the project's potential environmental impacts and analyze project alternatives. The topic areas to be analyzed in detail in the EIR are *Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation/Traffic, and Utilities and Service Systems*. Additionally, specific CEQA thresholds of significance determined to have a less than significant impact will be fully disclosed at the introduction of the Draft EIR.

NOTICE OF PUBLIC SCOPING MEETING

The City will hold a scoping meeting at **6:00 P.M. on May 19, 2016**, at Yucaipa City Hall, 34272 Yucaipa Boulevard, Yucaipa, CA 92399. The purpose of this meeting is to provide an opportunity for agency representatives and the public to assist the lead agency in determining the scope and content of the environmental analysis for the EIR.

May 23, 2016

From: Wendell Duke

To: Mr. Ray Casey

Subj: Oak Glen Creek Specific Plan/Case No. 16-048/SP

*Joe
Oak Glen
Creek Specific
Plan*

RECEIVED

MAY 23 2016

CITY
OF
YUCAIPA

As I did in my letter to the City Council dated September 9, 2011 (attached), I would again like to affirm each of you for the many thankless hours you put in serving our community.

The purpose of this letter is similar to my attached letter referring to the Wilson Creek Project back in 2011. I attended the recent information meeting on May 19, 2016 where we were informed of the most recent proposal for the same area. If I might inject some mild humor, if I would have known that the current proposal was going to replace the 2011 proposal, I would have never written the letter and embraced the 2011 project whole heartily. Please don't misunderstand, I still have my same concerns about the 2011 proposal, but they pale in comparison to my concerns over this proposal.

During the question and answer time at the May 19th meeting, I asked Mr. Ray Casey why they are planning on putting a road the complete distance and right down the middle of the canyon. His answer kind of stunned me when he said "because you folks don't want 2nd Street to go through" (or similar to that). I guarantee you that if you would have taken a survey of the large group of folks at the meeting in 2011 and told them if 2nd doesn't go through then we will put a road down the middle of the canyon, you would have had a totally different response. If this idea wasn't so tragic, it would almost seem like it was pay back for not agreeing with the previous proposal. Last night I stood in my backyard, (after my presences scared off the bunny) and looked out over the canyon and observed the various forms of wildlife moving around. I felt terrible thinking that someday my view would be a road, 50 or so yards from my backyard, running up and down the canyon with hundreds of cars and trucks passing every day. My wife and I sleep with our windows open at night and enjoy listening to the night sounds of the wildlife, which would not be possible if all we heard were road noise.

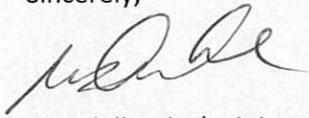
Had 2nd Street gone through it would have been an inconvenience to several people, if this idea goes ahead it will be heartbreaking for all the people living on Persimmon Avenue, including all the wildlife habitat that will be destroyed. I realize, as I believe most of those concerned, that we have no choice but to put in a retention basin. I have lived in Yucaipa for over 60 years and was here when the flood hit Dunlap over 50 years ago. Several friends homes as well as Dunlap elementary where I attended school as a youngster was severely damaged. So I know firsthand the need as well as the demand placed on you as representatives of our City to get it done. I also understand the need to keep the project's cost as low as possible. Mr. Casey explained that moving the dirt around that comes out of the basin is cheaper than moving it all together to another site, I agree! I would however suggest that the area for housing which fronts Oak Glen Road be reduced a little, leaving more open space. My other suggestion is to re-look at running 2nd Street through in light of the alternative that is being put forth in this proposal. I believe you will have the majority of the people cheering that decision and unless I am wrong, I believe the master plan still shows 2nd Street going through eventually. The cost of this would

be considerable less than building a road through the entire canyon and much less disruptive for all concerned, people and animals. If there needs to be a dam built to support the retention basin running between where 2nd Street currently ends on both sides, then go ahead and complete it and send it through instead of destroying the whole canyon. This would defiantly be the lessor of two evils.

As all of those concerned have stated in one way or another, all we request is that the least amount of impact on the canyon as possible be the motivating factor when planning for this project. Yes, trying to reduce the cost is one motivating factor, but once destroyed, we can never get back what will be lost.

In my previous 2011 letter, I asked that you consider my thoughts and request's, in this letter I am begging you to again relook at this proposal and stop it before the damage is done and it is too late.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wendell Duke', written in a cursive style.

Wendell Duke/wduker@aol.com

35234 Persimmon Avenue

909-289-7442

September 9, 2011

From: Wendell Duke

To: Mrs. Smith

Subj: Wilson Creek Project

First I would like to thank each of you for your service to our community; since rarely these days do our politicians get the credit they deserve for their personal sacrifice.

The purpose of this letter is to express my concern over the proposed Wilson Creek Project (WCP). I must say when I first heard about it, I thought it sounded good. But after much thought and research on the project, I now feel it is not the right approach in utilizing the only remaining open space in the center of our town. I have lived in Yucaipa for 57 out of my 62 years and even though I was brought here by my parents, I have chosen to stay because I love this valley and our quality of life here. Because of the WCP, I now feel that quality of life is threatened. I would like to lay out in bullet form, but not necessarily in order of priority, my concerns much of which came out of a meeting of the planning commission on September 6, 2011 at City Hall. The gentleman in charge of the meeting was Mr. Toomey.

1. It is my understanding that the property in which the manufacturing plants (MPS) are to be located is City owned property and as such should be used for the betterment of our community and its citizens. From what I was able to glean out of the meeting last Tuesday, it is hoped that the MPS will provide around 200 jobs. There is no guarantee that the people employed will be members of this community, but for the sake of argument, let's say that 100 of those jobs come from our local citizens. The net result is 55,000 people will be deprived of all future possibilities for that property for the sake of 100 jobs. Any MPS that would locate in Yucaipa would also consider locating in the surrounding areas creating jobs our citizens could apply for.
2. Mr. Toomey stated in the meeting that the City Council has had focus groups asking people of the community what services they would like to see in Yucaipa. He said that everybody agreed that they would like more restaurants and shopping available. If I would have been a member of the focus groups (FG), I would have said the same. According to Mr. Toomey, the way to get more services is to have more manufacturing which will bring people to Yucaipa and make Yucaipa more attractive to those service providers. This may be a true statement, but by his own admission, the project in question is to be located on some of the only remaining developable land available. If this is true, I do not believe that 200 jobs, of which 100 would possibly already live in Yucaipa will be very attractive to service providers. Bottom line is we just do not have enough land available in this community to meet the objective of getting new service providers based on a manufacturing base. Also, if we used all available land for manufacturing, where would the service providers locate? As I mentioned above, if I would have been a member of the FG, I would have said it would be nice to have more services, but the next question that should be asked is at what cost. How many of the people would be willing to give up their "quality of life" that they currently enjoy in our community for another restaurant or other service. I believe you would have gotten a very different answer.

3. As I referenced in point 1 above, this project involves some of the only remaining open space left in Yucaipa and the one piece that is located closest to the center of town. If this project moves forward, we will forever take away from future generations the possibilities for this land. Why not leave something for the next generation or if we are going to do something now, then do something that will serve all our citizens now and in the future not 100 or 200 people.
4. I gleaned from Mr. Toomey's remarks that the WCP will only impact the few people that live on Persimmon, 2nd Street and a little bit of Chapman Heights. One of the people in the audience spoke up and said that he thought it would impact 10,000 people. Mr. Toomey felt that was quite an exaggeration as did I when I first heard it. After further thought about this comment, I have changed my mind. The WCP will affect all of the people in Yucaipa for the reasons I mentioned in my points above and for the following additional reasons:
 - A. Everybody that travels down Oak Glen Road for work or for any other reason will be affected by the increase traffic, including big rigs. Since there is no guarantee what type of business/s will locate there, we cannot determine the amount of trucks.
 - B. Our citizens that live on the south side of Oak Glen Road, including the bluff, that has children that must navigate across Oak Glen Road to get to the parks or schools will face additional risks.
 - C. Even though Mr. Toomey stated that we can put all the restrictions that the community desires on any MPS that would go into this project, we all realize that future City Counsels could change those restrictions based on the future needs of the companies, especially if the threat of moving out of the community and taking the jobs with them were made. If future City Council Members stayed true to the original desires of the community, we risk having abandoned buildings and we have enough of those already.
 - D. The lighting for the MPS will be an issue for many of the people in the surrounding areas. When this was mentioned at the meeting, Mr. Toomey said if a hospital was put on that location, that it would run 24/7 with lights, so what is the difference. To me the answer is simple; a hospital benefits everyone in the community especially if a loved one's life is saved because it is there. I am sure that not only I, but most others would be willing to put up with the light issue for a service that serves us all. Stater Brothers Market is a prime example; they have lighting, but most agree it is a reasonable trade off to have local shopping available. Again, the MPS only serves the people employed there and does nothing for the citizens at large, but has a direct effect on our quality of life.
 - E. On a side note and with a little tongue in cheek and not in any way desiring to be little Mr. Toomey, I would like to state the following: Mr. Toomey commented that City Planning has changed over the years and the idea of incorporating manufacturing where people live is looked upon more favorably. I sure hope the people of New York City do not get wind of this and turn Central Park into Central Industrial Park. OK, that is a stretch, but we just do not have enough open space in our community to be giving up what little we have to benefit a few.
 - F. Noise pollution is another concern and yes it would affect fewer people, maybe only 2000 or so, but I feel that is significant number.

In conclusion, I feel there are numerous reasons as I have listed above, including others that I have not thought of as to why the citizens of Yucaipa would not want the WCP approved. I see very few if any why it should be approved, when considering the effect on quality of life issues that all are citizens enjoy in this great community. I am sorry that my letter has gone on and on, but I can only assume that if you are reading this final comment that you also took the time to read the rest and I appreciate that and all the work you do for the citizens of Yucaipa.

I would very much appreciate your thoughts and response to my letter at your earliest convenience.

Sincerely,

Wendell Duke

909-289-7442

wduker@aol.com

35234 Persimmon Avenue

May 27, 2016
35242 Persimmon Avenue
Yucaipa, CA 92399

Dear Mr. Lambert:

In regard to the EIR for the Oak Glen Specific Plan, I would like to voice the following concerns:

1. The sacrifice of existing flora and fauna due to road construction and proposed grading between the catch basin and Bryant Street

A city official, speaking at the May 19, 2016 scoping meeting, stated that it was too costly to truck out the soil extracted from the catch basin. Heavy equipment, therefore, would have to grade all the way to Bryant, effectively destroying plants, wildlife, and habitats in that area. The ecological impact of this denudement would affect the entire city because it destroys one of the richly diverse open spaces within our community, a factor that has made Yucaipa uniquely attractive.

2. The need for a roadway, roughly from 2nd Street to Bryant through the middle of "the wash"

The size and purpose of the proposed road—Eucalyptus—seem unclear. Any roadway through this area would be aesthetically intrusive and create additional traffic in an area bordered by the high-volume Bryant Street, Date Street, and Oak Glen Boulevard.

3. The lack of representation from the San Bernardino Flood Control District at the Scoping Meeting

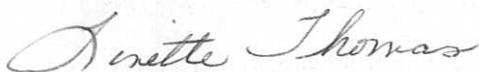
Several attendees at the meeting questioned data regarding the flow of water from Wilson Creek and Oak Glen Creek, suggesting that the greatest flow of water does not come from the southern creek, but the northern one. Questions were also raised about the need for such a major flood control project, given that Bryant St. and 2nd St. both act as water barriers. It would be helpful to hear from the flood control staff regarding the size, direction, and intent of this project. No one wants to see the Dunlap area flooded, but is this project--which negatively impacts the entire city-- the only way to prevent future water damage?

4. The need for new housing to offset the cost of the Oak Creek plan

Attendees at the Scoping Meeting were told that the hydrology projects would be financed by the development of two new residential parcels. Is it possible that the city is motivated more by future revenue from these new homes, than just the immediate offset of the Oak Creek plan?

I'm sure you're aware of Both/And Leadership which creates a win for both sides. Hopefully we can revisit this plan and work together to design a project that preserves "the wash" and downstream homes.

Sincerely,



Linette Thomas, Ed.D

35242 Persimmon Ave.
Yucaipa CA 92399
May 22, 2016

Joseph M. Lambert, Director
City of Yucaipa, Developmental Services
34272 Yucaipa Blvd.
Yucaipa CA 92399

Dear Mr. Lambert:

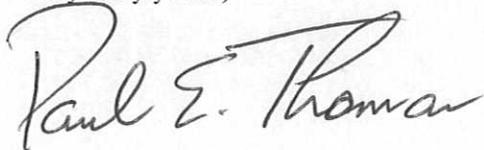
I am writing in opposition to Oak Glen Creek Specific Plan/Case No. 16-048/SP as it currently stands. Please consider my comments for the Draft EIR as it is prepared.

Here are my comments:

1. The native flora and fauna habitat in the wash does not need to be destroyed to provide a flood control catch basin.
2. Grading the whole area is not necessary. Dust, snakes, coyotes, bobcats, and other displaced critters will go to the only place they can, our back yards.
3. The construction of a fill for an "innovation" project on Bryant St. is not necessary.
4. A roadway through the wash from Bryant to 2nd St. is not necessary when 2nd St. could be put through from Persimmon to Oak Glen Road.
5. Construction of new homes as part of the project is not necessary. Light Industrial is how the property is zoned now. It should remain that way.

If a catch basin is built in the wash, it should be a lake and not a dry bed like the one installed east of Bryant. Thank you for your service to our city and attention to this matter.

Very truly yours,

A handwritten signature in cursive script that reads "Paul E. Thomas". The signature is written in dark ink and is positioned below the typed name.

Paul E. Thomas, Ed.D.

From: [Joseph Lambert](mailto:Joseph.Lambert@yucaipa.org)
To: [Jim Morrissey](mailto:Jim.Morrissey@yucaipa.org)
Subject: FW: Response to Oak Glen Creek Specific Plan/Case No. 16-048/SP
Date: Monday, June 06, 2016 3:40:54 PM

For Oak Glen Creek SP file

Joe Lambert
Director of Development Services
City of Yucaipa
(909) 797-2489 ext. 231
jlambert@yucaipa.org

-----Original Message-----

From: John [<mailto:e5-ret@verizon.net>]
Sent: Wednesday, June 01, 2016 7:25 PM
To: Joseph Lambert
Cc: Ray Casey
Subject: Response to Oak Glen Creek Specific Plan/Case No. 16-048/SP

Response to Oak Glen Creek Specific Plan/Case No. 16-048/SP

We strongly oppose any road going through the San Bernardino County Flood Control "Wilson Creek" Basin. We were told, by the City clerk's office before we purchased our house that the basin is a natural wildlife corridor. The lady took out maps and a General Plan to show us the area would not be developed. (So much for the integrity of the City.) A service road from 2nd Street to the catch basin like on the East side of Bryant should be sufficient. Put 2nd Street through, if you must, but don't take away the home of the coyotes, roadrunners, quail, bobcats and rabbits. The rodent population will get even worse than it currently is if you destroy the coyotes' habitat. A road would undoubtedly increase the risk of contaminating the city's water. A water department employee has told us that the largest underground water supply for Yucaipa is under the Wilson Creek and Oak Glen Creek Flood Control Basins. As far as all the planned houses, don't the planners realize we are in a drought that will never go away with such increased population. Added noise as a result of this new housing development a major concern to us. Take care of the current residents and save Yucaipa. Leave the natural vegetation that is in the basin alone, which will teach our children to respect wildlife in their natural habitat. Dig your hole if you must; however, remember that natural vegetation stops erosion and helps prevent flooding better than hard barren ground.

Instead of having a hard bottom "hole" in the ground, put in plants that can take both water and dry conditions and look inviting. Around the top of this hole, not on just one side, the surrounding area should be filled with trees, similar to the north side of the Oak Glen Creek. This will go a long way to make up for the loss of vegetation and return the project site to a pleasant looking area. The properties adjacent to the flood basin east of Bryant are higher above the project site than we are west of Bryant. They lost 20 feet of the depth of the natural basin yet still look out OVER what was done. An item not covered (amongst others) is how much depth of the basin will we lose. Moving the dirt from the hole to the slope West of Bryant is worse than having the basin denuded and the animals driven off. Putting structures on this build-up is adding injury to the insult given the residents of the area by the City. It is very clear that the "planners" of this project do not live anywhere in the vicinity of the destruction and have no apathy for those who do.

In-so-far as street lighting, DO NOT use the brightest white light you can find, like the kind you installed at the Community Park. Some of us in the City would like to look at the night sky and actually see stars, which is currently becoming more and more difficult to accomplish. Use of yellow lights, sparingly used should be sufficient to guide people at night.

Apparently the City yard is to be relocated, possibly adjacent to the rear of the church property. When designing the new City yard, perhaps you can locate the source of the night spotlights so the buildings get illuminated against

thieves without lighting up the entire basin and inside the houses to the south of the yard. Install lighting that faces away from the homes that overlook the basin.

It is common knowledge that the powers that be in the City of Yucaipa do what they want no matter what the public opinion. Hopefully, some of the suggestions/comments described in this letter will be put to good use.

John & Elaine Lane

35202 Persimmon Ave.

COMMENT CARD
Oak Glen Creek Specific Plan Scoping Meeting – May 19, 2016

Please provide your comments regarding the Oak Glen Creek Specific Plan EIR (please print):

PLEASE SEE ATTACHED SHEET

Name: SUSANNE MARCO

Address: 35162 PERSIMMON AVE - YUCAIPA

Please do one of the following:

- 1) Return this card to a City staff person at the end of the Scoping Meeting
- 2) Email your comments to jlambert@yucaipa.org
- 3) Mail this comment card to:

City of Yucaipa
Attn: Joe Lambert, Director of Development Services
34272 Yucaipa Boulevard
Yucaipa, CA 92399

RECEIVED

JUN 06 2016

CITY
OF
YUCAIPA

**Comment Card Addendum for
Oak Glen Creek Specific Plan Scoping Meeting 5/19/16**

Property under consideration: Bryant Street to 2nd Street and Persimmon Avenue to Oak Glen Road, particularly the "wash" area.

Please very carefully consider your plans for the above project, keeping in mind the following:

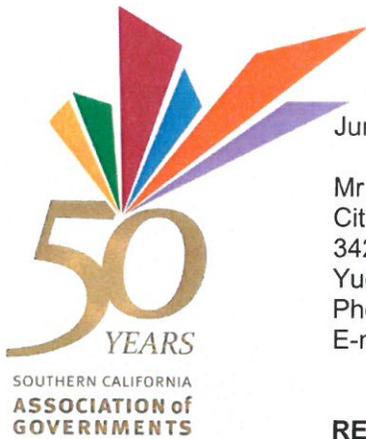
ONCE A CHANGE IS MADE, IT CANNOT BE REVERSED.

- The above property has always been designated and used as a wildlife corridor, connecting the Crafton Hills to the Oak Glen area.
- Twice each year, the north banks of the wash area are used by the coyotes as whelping dens.
- It's one of the few remaining parcels of "raw" land within the city limits that has the original "rural" atmosphere, which has attracted so many of our residents.
- Would not a "natural" setting be more consistent with Yucaipa's "home town" reputation?
- There are many possibilities for the land use that would not require major changes and would retain its natural flavor, remain a wildlife corridor and still fulfill its need to be used as a water retention area.
- A "**Park**" designation would allow many future generations to enjoy that which was envisioned by today's community leaders.
- The lowest elevation section could be utilized as the holding pond, with 2nd Street serving as the retaining wall and with designated walking trails or paths around it.
- The upper section could also have designated walking trails around it, but the middle area should be left intact to remain "wild," allowing continued use as a wildlife corridor and an unspoiled natural habitat.
- Does the bottom of the holding pond need to be scrapped and remain barren?
- Would not the captured ground water be able to percolate back into the underground water table with a green or natural base?

Respectfully submitted,

Susanne Marco

Your actions of today are your legacy of tomorrow.



June 6, 2016

Mr. Joseph M. Lambert, Director
City of Yucaipa, Development Services Department
34272 Yucaipa Boulevard
Yucaipa, California 92399
Phone: (909) 797-2489 ext. 231
E-mail: jlambert@yucaipa.org

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Oak Glen Creek Specific Plan [SCAG NO. IGR8866]

Main Office
818 West 7th Street
12th Floor
Los Angeles, California
90017-3435
t (213) 236-1800
f (213) 236-1825
www.scag.ca.gov

Dear Mr. Lambert,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Oak Glen Creek Specific Plan ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ Guidance provided by these reviews is intended to assist local agencies such as local jurisdictions and project proponents to take actions that help contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Oak Glen Creek Specific Plan in San Bernardino County. The proposed project includes a Specific Plan, encompassing 115.7 acres, with three districts: (1) the Residential District with 200 residential units; (2) the Innovation District with 231,740 square feet of institutional, office, medical, and professional related uses; and (3) the Open Space District that consists of flood control improvements on 56.2 acres of land.

When available, please send environmental documentation to SCAG's office in Los Angeles or by email to sunl@scag.ca.gov providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Lijin Sun, Senior Regional Planner, at (213) 236-1882 or sunl@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Acting Manager, Compliance and Performance Monitoring

¹ Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

**COMMENTS ON THE NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
OAK GLEN CREEK SPECIFIC PLAN [SCAG NO. IGR8866]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see <http://scagrtpscsc.net/Pages/FINAL2016RTPSCS.aspx>). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and active transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*</i>
<small>*SCAG does not yet have an agreed-upon security performance measure.</small>	

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region</i>	<i>Consistent: Statement as to why; Not-Consistent: Statement as to why; Or Not Applicable: Statement as to why; DEIR page number reference</i>
etc.	etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit <http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf>. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Yucaipa Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	58,100	68,900	72,500
Households	6,458,000	7,325,000	7,412,300	21,300	26,600	28,200
Employment	8,414,000	9,441,000	9,871,500	10,600	14,400	15,000

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG’s Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: <http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx>). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.



South Coast

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Recirculated Notice of Preparation of a CEQA Document for the Oak Glen Creek Specific Plan Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a Draft CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended

that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment (“*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*”) can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board’s *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB’s Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD’s CEQA web pages at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- CAPCOA’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD’s Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf>.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD’s Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD’s webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact Gordon Mize, Air Quality Specialist by e-mail at gmize@aqmd.gov or by phone at (909) 396-3302.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

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