



Draft Environmental
Impact Report
Oak Hills Marketplace
City of Yucaipa
San Bernardino County, CA

State Clearinghouse # 2006061065



Prepared for



City of Yucaipa



Prepared by



Michael Brandman Associates



February 26, 2007

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SECTION 1: INTRODUCTION AND PROJECT SUMMARY

1.1 - Introduction

Approval of a private development project requires discretionary action by the governing land use authority (i.e., a City or County). According to the California Environmental Quality Act (CEQA), any discretionary action or project must be reviewed by the Lead Agency to determine its potential effects on the environment. This Environmental Impact Report (EIR) is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the proposed project.

This EIR was prepared according to the requirements of the State CEQA Guidelines and is intended to assess the potential environmental impacts associated with the construction and long-term operation of the proposed project. The project site totals 63.67-acres on the southeast corner of Interstate 10 (I-10) and Live Oak Canyon Road in the City of Yucaipa. The physical project consists of the approximate 61.33-acre Oak Hills Marketplace (OHM) commercial development Preliminary Development Plan (05-245 PDP), and 2.34 acres of road dedication. The proposed shopping center includes, but is not limited to, two retail anchor tenants (Target and another large-scale retailer), additional retail and miscellaneous commercial uses, restaurants and a cinema complex. The project will include a City of Yucaipa General Plan Amendment to clarify and define the specific land uses for the project site. The project will also require annexing a portion of the site into the Yucaipa Valley Water District.

The OHM project is adjacent to and surrounded by the Freeway Corridor Specific Plan (FCSP). Note that the OHM and FCSP projects are independent and not related to each other; however, because of the spatial connectivity between the two, the City of Yucaipa will make every effort to integrate the two projects into one cohesive development. For example, the City prefers to use similar design guidelines for both developments.

This EIR considers a series of actions that are needed to achieve the implementation of the proposed commercial development and the general plan amendment, and has been prepared in accordance with the *California Environmental Quality Act of 1970* (Public Resources Code, Section 21000 et seq.), the *Guidelines for Implementation of the California Environmental Quality Act* published by the Resources Agency of the State of California (California Administrative Regulations Section 15000 et seq.), and the City of Yucaipa's local CEQA Guidelines. This EIR was prepared by Michael Brandman Associates (MBA), a private environmental consulting firm. As mandated by the CEQA Guidelines, this EIR reflects the independent judgment of the City of Yucaipa (herein referred to as "City") regarding the proposed project (CEQA Guidelines Section 15084(e)). A flow chart of the general CEQA process for this project is shown in Exhibit 1 – 1.

1.1.1 - Authority

According to CEQA:

“The purpose of an EIR is to identify the significant effects of a project on the environment, to identify alternatives to the project, and to indicate the manner in which such significant effects can be mitigated or avoided.” (Public Resources Code 21002.1(a)).

This EIR does not set forth City policy about the desirability of the potential project, but is an informational document to be used by decision-makers, public agencies, and the general public. During the development review process, the City must consider implementation of all feasible mitigation measures and alternatives developed in the EIR to substantially lessen anticipated environmental impacts of the project.

1.1.2 - Determination of the Lead Agency and Responsible Agencies

CEQA requires that the agency with the broadest land use authority over a private project should act as the Lead Agency in processing the EIR. The OHM area is proposed within the boundaries of the City of Yucaipa. Therefore, the City is the most appropriate authority to act as lead agency for this project. In addition, the San Bernardino County Local Agency Formation Commission (LAFCO) is the agency responsible for annexing the property into the Yucaipa Valley Water District (YVWD). Additionally, other agencies may have authority over resources that may be affected by the project, or may be required to issue permits or give other input on implementation of a project. These are called “responsible agencies” and include the California Department of Fish and Game (CDFG), U.S. Fish and Wildlife Service (USFWS), Regional Water Quality Control Board (RWQCB), South Coast Air Quality Management District (SCAQMD), CalTrans, etc.

1.2 - CEQA Process

The purpose of this EIR is to evaluate the potential environmental effects of the proposed OHM and all actions related for the approval of the general plan amendment. A Notice of Preparation (NOP) was issued by the City on June 13, 2006 pursuant to State CEQA Guidelines, Sections 15082 (a), 15103, and 15375 (State Clearinghouse # 2006061065). The City circulated the NOP to responsible and trustee state agencies, local organizations, and interested individuals to identify issues to be addressed in the EIR. The 30-day circulation period required by CEQA ran from June 14, 2006 to July 13, 2006. Comments that were received on the NOP have been addressed during the preparation of the EIR, and copies of the comment letters are included in Appendix A.

1.2.1 - Scope of the EIR

The City prepared an Initial Study prior to circulation of the NOP. The NOP, NOP comment letters, and preliminary analysis conducted by the City determined that the following potential environmental issues should be analyzed in this EIR:

- Aesthetics;
- Agriculture;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Noise;
- Population, Housing, and Economics;
- Public Services;
- Recreation;
- Traffic and Circulation; and
- Utilities.

The Initial Study is contained in Appendix A and the NOP and NOP comment letters are compiled in Appendix B.

1.3 - Organization of the EIR

This section contains an introduction and executive summary for the EIR, including a table of the proposed mitigation measures. Section 2 describes the proposed project. Section 3 outlines the existing environmental conditions of the project area, while Section 4 explains the organization and evaluation process used in determining the environmental impacts. Sections 4.1 through 4.16 evaluate each of the specific environmental issues outlined above. Section 5 examines the cumulative impacts of the project, while Section 6 describes any growth-inducing impacts of the project. Section 7 presents alternatives to the proposed project, and Section 8 outlines all of the resources used in preparation of the EIR. This document also contains a compact disk (CD) at the back of the document that contains the technical studies (EIR technical appendices) that were relied upon for environmental analysis and to prepare this document.

1.3.1 - Incorporation by Reference

No previous environmental documents have been prepared for specific development projects proposed on the OHM site. However, several environmental review documents have been prepared for the City as a whole, such as the City's *General Plan Environmental Impact Report*, as well as a number of County documents that generally apply to the project area. The City's General Plan designates the land use for the subject property as Planned Development (Table II-2) and the project has already been analyzed according to CEQA at a program level in the General Plan EIR (Table 1). These documents will be cited and/or incorporated by reference as appropriate.

1.4 - Project Sponsors and Contact Persons

The City of Yucaipa is the lead agency directing the environmental review of the proposed project. MBA, a private consulting firm, has compiled the EIR. Preparers and contributors to this EIR are listed in Section 8, *Report Preparation Sources*. Key contact persons are as follows:

Project Applicant:	Target Stores 1000 Nicollet Mall Mall Station TPN-12F Minneapolis, MN 55403 Eric Padget 612.761.1508
Development Consultant:	Regency Centers 915 Wilshire Boulevard, Suite 2200 Los Angeles, CA 90017 Stephen LaBonge 213.553.2259
Property Owner:	Palmer General Corporation 32335 Live Oak Canyon Road Redlands, CA 92373 David Palmer 909.446.8888
Lead Agency:	City of Yucaipa Planning Division Community Development Department 34272 Yucaipa Boulevard Yucaipa, CA 92399 Paul Toomey, Associate Planner 909.797.2489 ext. 247
Environmental Consultant:	Michael Brandman Associates 621 Carnegie Drive, Suite 100 San Bernardino, CA 92408 Mark Latour, Project Manager 909.884.2255

1.5 - Review of the Draft EIR

During the NOP period, the City received letters from the following two agencies: Department of Toxic Substance Control and the San Bernardino County Department of Public Works. Comments from these agencies have been summarized and addressed in appropriate sections of the EIR. The City held a scoping meeting on July 11, 2006 at the City Council Chambers; however, there were no respondents. The EIR consultant also met and/or contacted various departments within the City and other local agencies to identify potential issues to be addressed in the EIR.

Responsible or other public agencies should make substantive comments on this Draft EIR that are within the agency’s area of expertise and supported by specific documentation. Following a 45-day period for circulation and public review, the City will incorporate all comments and responses on the Draft EIR from agencies and the public into a Final EIR prior to any decision on the document or project.

1.6 - Executive Summary

The purpose of this EIR is to evaluate the potential environmental effects of the proposed OHM commercial development, the amendment to the City of Yucaipa General Plan to incorporate the OHM; and to provide a foundation for precise design plans and other City approvals. The project area is located south of the I-10 Freeway immediately east of Live Oak Canyon Road the City of Yucaipa, California in the County of San Bernardino. The project site is currently used for agricultural activities and seasonal commercial sales (Christmas trees and a pumpkin patch).

The site contains several structures related to agricultural use (none of which have been determined to be historic in nature), chain link fencing, an active water well currently used for onsite irrigation, and related farming equipment. The site also contains an assortment of farm animals (petting zoo), dirt roads, and a small paved area for parking. The site is comprised of gently rolling terrain sloping northeast to southeast. Wildwood Creek traverses the southeasterly portion of the site. The project developer will realign and divert a portion of this creek to run along the base of the hills south of the project site.

The City of Yucaipa prepared an Initial Study (IS) for the OHM and determined that the following environmental issues may have significant impacts:

- Aesthetics;
- Agricultural Resources;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise;
- Transportation and Traffic; and
- Mandatory Findings of Significance

Additionally, the following issues influence the OHM development plan:

- Hydrologic patterns
- Biological resources
- Geotechnical and soil conditions
- Traffic and site access
- I-10 freeway improvements; and
- Scenic assets and views.

Pursuant to State CEQA requirements, a NOP was issued by the City on June 13, 2006 indicating that an EIR would be prepared for these proposed actions. This EIR has been prepared in accordance with the CEQA of 1970 (Public Resources Code, Section 21000 et seq.), the *Guidelines for Implementation of the California Environmental Quality Act* published by the Resources Agency of the State of California (California Administrative Regulations Section 15000 et seq.), and the City of

Yucaipa’s local CEQA Guidelines. The Draft EIR will be circulated to the State Clearinghouse, the public, and responsible agencies for a 45-day review period.

1.6.1 - Project Impacts

Table 1-1 summarizes the potential environmental impacts evaluated in Sections 4.1 through 4.16 of the EIR and Table 1-2 summarizes the proposed mitigation measures. The Draft EIR identified the following impacts from the project that remain significant even after implementation of all feasible Mitigation Measures: 1) short-term air quality from construction; 2) long-term air quality from project occupancy; 3) loss of agriculture land; and 4) aesthetics because of a fundamental change in views. A Statement of Overriding Considerations must be prepared and adopted for these impacts.

The Draft EIR identified cumulative air quality impacts from anticipated growth in the Yucaipa area, and the proposed project will make significant contributions to cumulatively considerable impacts to air quality, aesthetics, and loss of agricultural land. The OHM will not have direct growth-inducing impacts on the City of Yucaipa; however, the project may indirectly facilitate growth by laying infrastructure that may serve future development. The project is also consistent with SCAG’s growth management policies regarding population, housing, employment, traffic, and air quality.

The Draft EIR identified and evaluated the following alternatives to the proposed project: No Project-No Development (no development on the project site); Reduced Site Plan – Increased Density (less acreage, same building square footage); Reduced Development (reduced acreage and reduced building square footage); and Mixed Use Site Plan (agricultural and commercial use). A more detailed explanation of alternatives is included in Section 7 *Alternatives to the Proposed Project*.

Table 1-1: Summary of Environmental Impacts

Environmental Issue/Existing Conditions	Level of Impact Prior to Mitigation	Level Of Impact After Mitigation
<p>AESTHETICS</p> <p>The project site currently contains areas of open space related to farming activities. The site also contains a variety of trees such as pepper, oak, and pine. The site contains a few structures related to the active agricultural business. The hills located immediately south of the project site, create a natural backdrop and skyline for the project area, and portions of Wildwood Creek are visible from offsite.</p>	<p>SIGNIFICANT</p> <p>The site will permanently change the views of the area from natural open space to a regional shopping center. Although the shopping center will be of high quality and the City will require strict design guidelines that facilitate a rural and rustic character, the fundamental character of the site will be permanently altered. Additionally, the realignment of Wildwood Creek will create permanent changes in the views of the creek and the adjacent hillside. The OHM will substantially alter the existing visual character of the site and its surroundings.</p>	<p>SIGNIFICANT</p> <p>Even with implementation of the City development standards and design guidelines, the emphasis on the rural design standards of the Freeway Corridor Specific Plan, and the mitigation listed throughout this DEIR, the impacts to aesthetics would be reduced but not to less than significant levels. Therefore, a Statement of Overriding Considerations for this impact will have to be adopted prior to approving the project.</p>
<p>AGRICULTURAL RESOURCES</p> <p>The project site is currently used for seasonal agricultural products (pumpkins and Christmas trees), and contains a small petting zoo. The farm has been family owned and operated since the 1950s. The project site contains Prime Farmland, Unique Farmland, and Farmland of Statewide Importance and the site has significant agricultural resources according to the State’s LESA Model. The City General Plan designates the site for Planned Development (commercial use) because of the proximity to the I-10 freeway.</p>	<p>SIGNIFICANT</p> <p>The proposed project would directly convert farmland onsite to non-agricultural uses. According to the State’s LESA model, the proposed project would have a potentially significant impact on Statewide agricultural resources. It should be noted that the General Plan designates the site for Planned Development and that agriculture is only an interim land use for the project site. In addition, any development onsite would generate this impact.</p>	<p>SIGNIFICANT</p> <p>There are no measures that can mitigate the permanent loss of agricultural land. Therefore the impact in this regard is considered significant and unavoidable, and a Statement of Overriding Considerations for this impact will have to be adopted prior to approving the project.</p>

Table 1-1 (Cont'd): Summary of Impacts

Environmental Issue/Existing Conditions	Level of Impact Prior to Mitigation	Level Of Impact After Mitigation
AIR QUALITY	SIGNIFICANT	SIGNIFICANT
<p>The project area is in the South Coast Air Basin (SCAB). The SCAB has relatively poor air quality is in non-attainment, and therefore almost any development would be considered significant. Air quality is monitored and regulated by the South Coast Air Quality Management District (SCAQMD).</p>	<p>With mitigation, the project is consistent with the City of Yucaipa General Plan. However, even with implementation of all feasible mitigation, the proposed project will create significant regional short-term air quality impacts during construction and long-term impacts during project occupancy, mainly from project vehicular trips. The project is not consistent with the AQMP.</p>	<p>Even with implementation of the proposed mitigation, the project will create short-and long-term significant and unavoidable impacts to air quality. A Statement of Overriding Considerations will therefore be required for these impacts prior to project approval.</p>
BIOLOGICAL RESOURCES	POTENTIALLY SIGNIFICANT	LESS THAN SIGNIFICANT
<p>The project site has been heavily disturbed by dirt roads and agricultural activities, and little natural habitat remains onsite. The northern two-thirds of the site have been developed for agriculture and contain crop fields. The southern third of the site contains non-native grassland with low species diversity, and has been degraded by cattle and horse grazing. The southern portion of the project site contains trees and riparian habitat along Wildwood Creek that provide seasonal habitat for migrating waterfowl and habitat for raptors and nesting birds, and local wildlife. The chaparral vegetation and oaks that are present occur in isolated stands along the steep hills.</p>	<p>No sensitive wildlife species are present onsite, but the site does contain suitable habitat for burrowing owl and provide seasonal habitat for migrating waterfowl, raptors, and nesting birds. The project site contains 3.5 acres of “waters of the U.S.” and 11.5 acres of jurisdictional streambed subject to regulation of the U.S. Army Corps of Engineers and by the State Department of Fish and Game. As designed, the project may have a substantial adverse effect on federally regulated wetlands as defined by Section 404 of the Clean Water Act.</p>	<p>With implementation of the recommended mitigation measures, potential impacts to biological resources from construction and operation of the proposed project will be reduced to less than significant levels.</p>
CULTURAL RESOURCE	POTENTIALLY SIGNIFICANT	LESS THAN SIGNIFICANT
<p>There are no known paleontological, historic or archeological sites within the project site. paleontologic resources. The property has been used for agriculture for years and has been regularly plowed. Therefore, it is likely that the upper few feet of soil are probably devoid of artifacts that might have been present prior to tilling.</p>	<p>There are no recorded paleontological sites on the project site or within a one mile radius of the site, however the site overlies sediments of the San Timoteo Formation, and therefore has a high potential to contain significant paleontological resources. There is also a potential for uncovering archaeological artifacts during grading.</p>	<p>With implementation of the recommended mitigation measures, potential impacts to cultural resources will be reduced to less than significant levels.</p>

Table 1-1 (Cont'd): Summary of Impacts

Environmental Issue/Existing Conditions	Level of Impact Prior to Mitigation	Level Of Impact After Mitigation
GEOLOGY AND SOILS	POTENTIALLY SIGNIFICANT	LESS THAN SIGNIFICANT WITH MITIGATION
The topography of the project site is characterized by a gently sloping plane with steeply ascending hills just south of the site. The southern portion of the site includes a drainage feature with sharp slopes (Wildwood Creek) and just south of the project site are hills that with steep slopes. The Chicken Hill Fault traverses the northwestern portion of the site. For the purpose to this analysis, this fault is considered to be active.	The site has the potential to sustain the effects of an earthquake, including surface rupture, ground shaking, liquefaction, subsidence, and differential settling. The project will involve major cut and fill activity in order to realign the creek, and slopes will temporarily be exposed and subject to erosion.	Subsequent geotechnical study will determine the precise seismic hazards present onsite (faults, soils, etc.), and the geotechnical engineer will make site specific building requirements necessary to mitigate the impacts. State and local building code will also mitigate these impacts. Ultimately site design (placement of structures, setbacks, engineered fills, etc.) will mitigate the impacts, even if an active fault is found onsite.
HAZARDS AND HAZARDOUS MATERIALS	POTENTIALLY SIGNIFICANT	LESS THAN SIGNIFICANT
Previous agricultural uses onsite may have contributed to soil contamination. The site is in a high fire hazard area, and is subject to flooding. The site is not near any airport or private airstrip.	Development of the project will involve certain hazards such as wildfire, hazmat removal, and the location of a new gas station on the project site.	With implementation of State and local guidelines for handling hazardous materials and the recommended mitigation measures, the impacts in this regard are considered less than significant.
HYDROLOGY AND WATER QUALITY	POTENTIALLY SIGNIFICANT	LESS THAN SIGNIFICANT
Two large drainage features, Wildwood Creek and Yucaipa Creek, are present on or near the site. Both are natural washes/creeks that are currently unimproved. Yucaipa Creek is a tributary of Wildwood Creek, and the combined flows are conveyed within Wildwood Creek. The creek exits the property through an existing culvert under Live Oak Canyon Road.	The primary impacts in regard to hydrology stem from the realignment of Wildwood Creek. however, the proposed relocation is consistent with the City of Yucaipa’s Master Plan for Drainage. Onsite CDS units and other BMPs will prevent impacts to water quality.	Potential hydrology and water quality impacts would be reduced to less than significant levels with implementation of standard regulatory processes, Best Management Practices (BMPs), and the proposed mitigation measures.
LAND USE AND PLANNING	LESS THAN SIGNIFICANT	LESS THAN SIGNIFICANT
Although the site is currently in use for agriculture, the General Plan designates the site for planned development (PD), and the site is specifically designated for commercial uses.	The proposed project is consistent with the General Plan and surrounding lands are largely vacant, so the project would not have significant impacts on land use.	The impacts on land use as a result of the OHM project are less than significant and no mitigation is required.

Table 1-1 (Cont'd): Summary of Impacts

Environmental Issue/Existing Conditions	Level of Impact Prior to Mitigation	Level Of Impact After Mitigation
MINERALS	LESS THAN SIGNIFICANT	LESS THAN SIGNIFICANT
The entire City of Yucaipa lies within an MRZ-3 classification area (unproven mineral resources). However, data from the State indicates there are no recorded significant mineral resources onsite, although there are significant aggregate resources in the surrounding region.	Although mining activities are an important economic activity in southern California, these activities do not take place in Yucaipa or on the project site, and are not a part of the plan for the City's growth.	The proposed commercial development will not have a significant impact on mineral resources at the site or in the surrounding area.
NOISE	LESS THAN SIGNIFICANT	LESS THAN SIGNIFICANT
The project area experiences elevated noise levels from traffic from the I-10 freeway and Live Oak Canyon Road. The major source of noise on the project site is mainly motor vehicle activity visiting the site. The nearest sensitive receptor to the project site, is a single residence that is roughly 1,000 feet from the site.	The project-related traffic will increase ambient noise levels, but will not expose persons to noise levels in excess of standards established in the City General Plan. Construction could cause a substantial temporary increase in levels in the project vicinity, however because of the 1,000 foot separation to the nearest sensitive receptor, this impact is considered less than significant.	With implementation of the City's standards and the mitigation measures as proposed, potential noise impacts of the proposed project will be less than significant.
POPULATION, HOUSING, AND ECONOMICS	LESS THAN SIGNIFICANT	LESS THAN SIGNIFICANT
The City of Yucaipa is located in an area with rapid population growth. The City currently has a jobs to housing imbalance, and many Yucaipa residents work in other cities. The City has a strong retail demand and much of the retail sales leak to neighboring regional shopping centers.	The project is consistent with the General Plan. Although the project does not directly create housing units or add to the City's population, it will create jobs and will help improve the jobs/housing balance. The urban decay analysis shows that the economy and retail demand for the City is high, and the project will not cause economic impacts or initiate urban decay.	The proposed project's impacts in relation to population, housing and employment will be less than significant, even without mitigation.

Table 1-1 (Cont'd): Summary of Impacts

Environmental Issue/Existing Conditions	Level of Impact Prior to Mitigation	Level Of Impact After Mitigation
PUBLIC SERVICES	LESS THAN SIGNIFICANT	LESS THAN SIGNIFICANT
<p>The Yucaipa Fire Department provides complete fire protection, including fire, public service and emergency medical aid response. The City of Yucaipa contracts with the San Bernardino County Sheriff’s Department to form the Yucaipa Police Department. The Yucaipa-Calimesa Joint Unified School District provides school facilities for the City of Yucaipa.</p>	<p>Commercial uses do not generate the same level of police and fire service calls compared to residences. The project will incrementally increase the demand for these services, but would not require the need for new or physically altered facilities. However, the project may increase the need for more personnel and associated equipment. The project will not directly impact school services, since it does not include residential uses. The developer will pay impact fees to help offset the need for increased public services, and the project will generate substantial recurring revenue (sales tax) for the City, which in turn will have a positive effect on public services.</p>	<p>With implementation of the design features and development impact fees, potential impacts to public services as a result of the proposed project would be less than significant.</p>
RECREATION	LESS THAN SIGNIFICANT	LESS THAN SIGNIFICANT
<p>City parks provide a total of nearly 200-acres of parkland, which represents roughly 3.9-acres per 1,000 residents. The City also hosts the County of San Bernardino Yucaipa Regional Park, an 885-acre facility that offers camping, fishing, boating and swimming, in addition to traditional park amenities. The City does not have a recreational facility deficit.</p>	<p>The City is currently exceeding their goal of 3.5-acres per thousand residents. The project would serve as a regional commercial center, and is not growth inducing. The City does not require commercial development to include open space and/or parkland into the site design. The project will not displace any existing recreational facilities and will not generate greater use of expansion of existing parks.</p>	<p>The impacts to recreation caused by the development of the proposed project will be less than significant.</p>
TRAFFIC AND CIRCULATION	POTENTIALLY SIGNIFICANT	LESS THAN SIGNIFICANT
<p>Current traffic along the Live Oak Canyon Road and I-10 Freeway on/off ramps is congested, however Caltrans has improvements planned for this interchange that are scheduled to be completed prior to the start of construction of the project.</p>	<p>The project will create short-term impacts due to construction related traffic and soil import. The project will also create long-term traffic impacts during operation as a result of trips generated by the planned commercial establishments.</p>	<p>With planned improvements (i.e. Live Oak Canyon and Wildwood interchanges at I-10), local guidelines, and the recommended mitigation measures, traffic impacts will be less than significant. In addition, other mitigation (i.e., noise, air quality) will also help reduce the impact to traffic caused by short-term construction- related activities.</p>

Table 1-1 (Cont'd): Summary of Impacts

Environmental Issue/Existing Conditions	Level of Impact Prior to Mitigation	Level Of Impact After Mitigation
UTILITIES	LESS THAN SIGNIFICANT	LESS THAN SIGNIFICANT
<p>Relative to its size, the site currently utilizes minimal utilities, with the exception of water used to irrigate the crops. The existing farming operation receives water from an onsite well that is located on the northeastern corner of the property.</p>	<p>The proposed project will have sufficient water supplies, and will not exceed wastewater treatment requirements. The project will not require construction of new water or wastewater treatment facilities. However, the project will tie into the master sewer system and the master water system for the Freeway Corridor Specific Plan., which includes a 2 million gallon offsite storage facility. The existing landfill can accommodate the solid waste generated by the OHM.</p>	<p>Implementation of the standard conditions and compliance with system requirements of the City and other utility providers, along with execution of the recommended mitigation measures, the project will have less than significant impacts on utilities and utility systems.</p>

1.7 - Summary of Mitigation Measures

Table 1-2: Summary of Mitigation Measures

Aesthetics	
AE-1	In order to restore the hillside to a natural-looking state, the developer shall regrade and revegetate the hillside within 60 days of soil removal. The hillside shall be replanted with similar plants to those destroyed for grading purposes. This measure will also help stabilize the hillside from erosion and landslides, and will also benefit the area wildlife. Building permits shall not be issued until a qualified professional verifies that the hillside has been revegetated as required. This measure shall be implemented to the satisfaction of the City Community Development Director.
AE-2	In order to reduce the lighting impacts, all lighting within the project site, including outdoors, entrances, commercial buildings, marquees, streets, and parking lot lights shall be shielded, directed downward, and shall use the minimum wattage required to properly illuminate the project site. No flashing, pulsating, or otherwise distracting lights will be allowed. Incandescent lights rather than fluorescent lights shall be used throughout the property. Exterior lighting from the retail operation and cinemas shall be reduced each night upon the closing of store operations to allow only that lighting required for safety purposes. Note that interior lighting shall not be used in any way as signage or to advertise the business operations (i.e. interior lighted signs shall not be visible through windows). This measure shall be implemented to the satisfaction of the Community Development Director.
AE-3	For all architectural and design related issues, the OHM shall abide by the development standards and guidelines set forth in the final Freeway Corridor Specific Plan Design Guidelines. Note that in areas where these guidelines conflict with City design standards, the Freeway Corridor Specific Plan guidelines shall prevail. This measure shall be implemented to the satisfaction of the City Community Development Director.
AE-4	Prior to issuance of an occupancy permit, all utilities, including transformers, shall be placed underground wherever practical. Prior to issuance of a building permit, the developer shall coordinate with the City Public Works and Community Development Departments in this regard. No building permits shall be issued until the Public Works Director has approved the utility plans. This measure shall be implemented to the satisfaction of the City Public Works Director.
AE-5	Prior to the issuance of grading permits, the developer shall submit plans and obtain approval for all project-related earthwork and grading in accordance with the City’s Hillside/Ridgeline Preservation Ordinance.
AE-6	Prior to issuance of building permits, the developer shall prepare a landscaping plan that includes sufficient landscaping in and around the parking areas of the proposed development to meet the requirements of the Freeway Corridor Specific Plan. Landscaping shall be implemented to the satisfaction of the Community Development Director.
Agricultural Resources	
	No feasible mitigation.
Air Quality	
AQ-1	Prior to the issuance of a grading permit, the project proponent will provide a Fugitive Dust Control Plan that will describe the application of standard best management practices to control dust during construction consistent with the South Coast Air Quality Management District guidelines. BMPs will include application of water on disturbed soils a minimum of two times per day, covering haul vehicles, replanting disturbed areas as soon as practical, and restricting vehicle speeds on unpaved roads to 15 mph, and other measures, as deemed appropriate to the site, to control fugitive dust. The Fugitive Dust Control Plan shall be submitted to the City for approval and approved prior to construction. This measure shall be implemented to the satisfaction of the City Community Development Director.

Table 1-2: Summary of Mitigation Measures (Cont'd)

<p>AQ-2</p>	<p>During all construction of the proposed improvements, construction equipment will be properly maintained at an offsite location and includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. This measure shall be implemented to the satisfaction of the Community Development Director.</p>
<p>AQ-3</p>	<p>During all construction of the project, the developer shall require painting contractors to use only zero-VOC paints (assumes no more than 100 grams/liter of VOC; for samples see www.aqmd.gov/prdas/brochures/paintguide.html) and coatings. All paints shall be applied using either high-volume low-pressure (HVLP) spray equipment or by hand application. This measure shall be implemented to the satisfaction of the City Community Development Director.</p>
<p>AQ-4</p>	<p>To achieve a minimum NOx reduction of 20 percent during the grading and building/construction phases, off-road construction vehicles will utilize lean NOx catalysts. Equipment inspections shall be implemented to the satisfaction of the City Community Development Director.</p>
<p>AQ-5</p>	<p>During all construction of the project, the developer shall require all contractors not to idle construction equipment on site for more than 5 minutes in any one hour. This measure shall be implemented to the satisfaction of the Community Development Director.</p>
<p>AQ-6</p>	<p>Prior to the issuance of a grading permit, the project proponent will provide a traffic control plan that will describe in detail safe detours around the project construction site and provide temporary traffic control (i.e., flag person) during demolition debris transport and other construction related truck hauling activities. This measure shall be implemented to the satisfaction of the City Community Development Director.</p>
<p>AQ-7</p>	<p>Prior to the issuance of a grading permit, the developer will provide documentation to the City indicating that workers will carpool to the greatest extent practical. Workers will be informed in writing and a letter placed on file at the City documenting the extent of carpooling anticipated. This measure shall be implemented to the satisfaction of the City Community Development Director.</p>
<p>AQ-8</p>	<p>During construction of the proposed improvements, on-site electrical hook ups shall be provided for electric construction tools including saws, drills and compressors, to eliminate the need for diesel powered electric generators. This measure shall be implemented to the satisfaction of the City Community Development Director.</p>
<p>AQ-9</p>	<p>During construction of the proposed improvements, asphalt paving and building/finishing shall not occur on the same days. This will decrease the quantity of emissions on any one day. This measure shall be implemented to the satisfaction of the City Community Development Director.</p>
<p>AQ-10</p>	<p>Prior to approving the final site plan, the developer shall contact Omnitrans in writing to determine if any bus stops are required within the OHM or along Live Oak Canyon Road. The developer shall install/fund a minimum of one bus stop along Live Oak Canyon Road or within the project footprint, if requested to do so by Omnitrans. This measure shall be implemented to the satisfaction of the City Public Works Director.</p>
<p>AQ-11</p>	<p>The onsite buildings shall be linked with direct pedestrian connections. Proper pedestrian signalization and signage shall be installed to improve pedestrian safety. Bicycle racks shall be installed at a minimum of five visible locations on the project site. This measure shall be implemented to the satisfaction of the City Community Development Director.</p>
<p>AQ-12</p>	<p>To reduce trips from future residences located south of the project site and to increase recreational opportunities, future pedestrian trails located in the hills south of the project site shall be connected to the project site via a pedestrian bridge that crosses Wildwood Creek. This measure shall be implemented to the satisfaction of the City Community Development Director.</p>

Table 1-2: Summary of Mitigation Measures (Cont'd)

AQ-13	Prior to the issuance of occupancy permits, the developer shall demonstrate that all buildings are built in such a way as to exceed the minimum statewide energy Title 24 construction requirements.
Biological Resources	
BIO-1	Prior to the start of grading, the applicant shall obtain a 1602 Streambed Alteration Agreement from the CDFG. Copies of the approved agreement shall be provided to the City Engineer prior to issuance of a grading permit. This measure shall be implemented to the satisfaction of the City Director of Public Works.
BIO-2	Prior to the start of grading, clearance surveys for the burrowing owl shall be conducted by a qualified biologist according to CDFG protocol. If initiation of grading is scheduled during the breeding season and active burrows are found, grading activities shall commence only at such a time that a qualified biologist has determined that the nest has successfully fledged young. If initiation of grading is scheduled outside the breeding season and active burrows are found, passive relocation of the owls shall be conducted by a qualified biologist. Grading and associated activities shall commence only at such time that the biologist has determined that the burrows are no longer active. This measure shall be implemented to the satisfaction of the City Community Development Director.
BIO-3	The project shall mitigate the loss of all trees in accordance with the Plant Protection and Management requirements of Division 9 of the Yucaipa Development Code. This requirement shall not apply to scrub oak (<i>Quercus berberidifolia</i>) or other large shrub species, but shall apply to coast live oak (<i>Quercus agrifolia</i>) and other oaks. Live oak trees may be planted onsite as mitigation, but may not be replaced by other trees. The applicant shall relocate the existing coast live oaks whenever possible, prior to replacing the existing coast live oaks. A planting plan for the mitigation trees shall be completed by a qualified landscape architect and approved by a licensed arborist. The planting plan shall address the planting specifications as well as maintenance requirements, including irrigation. This measure shall be implemented to the satisfaction of the Community Development Director.
BIO-4	The removal of any trees, shrubs, or any other potential nesting habitat shall be conducted outside the avian nesting season wherever practicable. The avian nesting season extends approximately from February through August. If ground-disturbing activities are scheduled during the breeding season (approximately February through August), a survey for nesting birds shall be conducted by a qualified biologist prior to any ground disturbing activities. If active nests are found within 500 feet of the planned impact area, the area of the nest shall be flagged, including an adequate buffer as determined by a qualified biologist, and the flagged area shall be avoided until a qualified biologist has determined that the nest is no longer active. If ground-disturbing activities are scheduled during the breeding season, a qualified biological monitor shall be present during construction. If active nests are discovered within 500 feet of the impact area, the area of the nest(s) shall be flagged, including an adequate buffer as determined by a qualified biologist. Construction shall be postponed from the flagged area until it is determined by a qualified biologist that the nest is no longer active. This measure shall be implemented to the satisfaction of the Community Development Director.
Cultural Resources	
C-1	Prior to issuance of a grading permit, the developer shall retain a qualified Project Archaeologist to prepare an Archaeological Management Plan that establish procedures for archaeological monitoring during project grading. These monitoring procedures must be reviewed and discussed by the Project Archaeologist with the general contractor onsite before construction begins. Construction-related disturbances in virgin soil should be monitored on a full-time basis by a professional archaeologist and one qualified Native American monitor. Once 50 percent of the earth to be moved during grading has been examined, the Project Archaeologist, may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected. If buried cultural resource sites or isolated artifacts are detected during monitoring, no matter whether such resources are significant or not,

Table 1-2: Summary of Mitigation Measures (Cont'd)

	monitoring must continue until 100 percent of virgin earth within the project has been disturbed and inspected by the monitor(s). If sites are exposed during construction, they should be plotted and avoided following guidelines established in the Archaeological Management Plan. If the discovered sites cannot be avoided, Mitigation Measures C-2 and C-3 shall be implemented. This measure shall be implemented to the satisfaction of the Community Development Director.
C-2	During grading and any land disturbing activity of the project, the developer must avoid or mitigate for all significant cultural and historical resources in the project boundaries if cultural resource sites are unearthed during grading. Isolated artifacts are excluded from this restriction as they are not considered significant resources by California State Office of Historic Preservation (OHP). If cultural resource sites are uncovered during earthmoving or grading, subsurface testing (Phase 2 testing) of the individual resource discovery(s) must take place. A research design associated with such work must be written before any subsurface fieldwork begins. The mitigation plan document must contain a description of how and where artifacts will be curated if found during the fieldwork, and contingency plans associated with Native American tribal efforts if the recovered artifacts are considered sacred items by one or more Native American tribes. This measure shall be implemented to the satisfaction of the Community Development Director.
C-3	If any sites are determined to be significant through the testing process outlined in C-2, these resources must be either preserved in place (i.e., avoided) or surveyed by a Phase 3 excavation. This measure shall be implemented to the satisfaction of the Community Development Director.
C-4	During all grading activities, the developer shall allow access to the site by up to two representatives of the appropriate Native American group (the Morongo Band of Mission Indians) to monitor grading activities. This measure shall be implemented to the satisfaction of the Community Development Director.
C-5	Prior to issuance of a grading permit, the developer shall retain a qualified Project Paleontologist to prepare a Paleontological Monitoring Plan. Monitoring of grading or trenching by a qualified paleontological monitor should take place once any excavation reaches five feet below the modern ground surface. Based upon the results of the review, areas of concern include all previously undisturbed sediments of San Timoteo Formation within the boundaries of the Project Area. The Project Paleontologist shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The Project Paleontologist shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units described herein are not present, or if present are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. This measure shall be implemented to the satisfaction of the Community Development Director.
Geology and Soils	
GEO-1	Prior to approving the final site plan, a more specific geotechnical analysis shall be conducted by a certified geotechnical engineer, and appropriate recommendations shall be made related to settlement, expansion and compression of soils as well as lateral spreading, liquefaction, landslides, and surface rupture. Appropriate recommendations must be incorporated into the final project design features. This analysis shall be reviewed and approved of by the City of Yucaipa geologist and engineer.
GEO-2	In order to determine appropriate setbacks, prior to approving the final site plan, a detailed fault investigation shall be completed to determine if any active faults are known or expected to traverse the site. If so, any faults must be delineated and appropriate setbacks and recommendations made that will reduce the impacts to less than significant. Appropriate recommendations must be incorporated in to the project design. This measure shall be implemented to the satisfaction of the City geologist and engineer.

Table 1-2: Summary of Mitigation Measures (Cont'd)

GEO-3	All mitigation measures included in the 2007 seismic study shall be incorporated into this EIR and shall be considered as required conditions that must be met prior to final project approval by the City. This measure shall be implemented to the satisfaction of the City Geologist and City Engineer.
GEO-4	Prior to approving the final site plan, the results of the detailed seismic study conducted by Leighton & Associates in 2007 shall be incorporated into the final project design features as appropriate. This measure shall be implemented to the satisfaction of the County Geologist and City Engineer as appropriate.
GEO-5	Prior to the issuance of a grading permit, the project proponent shall submit to the City Public Works Director and City Geologist an erosion control plan that addresses revegetation of the exposed soils on the hills. The plan will need to discuss the extent and locations of terracing involved (if any), and the methods that will be used to protect graded and cut slopes from potential erosion. The plan must meet the approval of the City public works director as well as the City Geologist.
GEO-6	Prior to the issuance of a grading permit, the applicant will need to receive approval from the City Public Works Director, the City Geologist, and of the San Bernardino County Flood Control District, for the realignment and improvements to Wildwood Creek. The improvements shall take into account the Earthwork Exhibit of Engineer Lawrence Mitchell Gates dated December 31, 2005. This measure shall be implemented to the satisfaction of the City Engineer.
Hazards	
HAZ-1	Prior to grading, the developer shall enter prepare a Voluntary Work Plan (VWP) in consultation with the State Department of Toxic Substances Control (DTSC) to test soils in areas of the site likely to contain potential contaminants from previous agricultural activities. The VWP shall identify the number, location, and type of testing appropriate to characterize the extent of soil contamination, if any, and to identify the most appropriate methods of remediation (Phase 3 or removal and disposal) of any contamination found on the site. The VWP shall be reviewed and approved by DTSC, including the number, location, and type of laboratory testing, prior to the start of grading. All testing shall also be conducted and the results reviewed by DTSC prior to the start of grading. Under the direction of the DTSC, areas of identified contamination shall be effectively remediated and contaminated soil shall be disposed of in an approved manner and at an approved facility. Soil with contaminants that do not exceed “action levels” may be reused for fill onsite, at the discretion of DTSC. The VWP shall be prepared by a qualified hazmat consultant and weekly or monthly reports on remediation plans/activities shall be provided to the City Planning Director. The hazmat consultant shall file a final report to the City upon completion of remediation activities. This measure shall be implemented to the satisfaction of the Community Development Director.
HAZ-2	Soil shall be sampled prior to its import onto the site, and any contaminated soil shall be properly disposed of. This measure shall be implemented to the satisfaction of the Community Development Director.
HAZ-3	When demolition of the existing onsite structures occurs, an investigation shall be conducted for the presence of lead-based products, mercury, and asbestos containing materials. The same shall occur if asphalt or concrete are found in the soil. If any of those substances are identified, proper precautions shall be taken during demolition activities and the contaminants should be remediated in compliance with California environmental regulations and policies. This measure shall be implemented to the satisfaction of the Community Development Director.
Hydrology and Water	
HY-1	Prior to issuance of building permits, the developer shall coordinate the design and obtain approval of all flood control and storm drain structures from the City of Yucaipa Public Works Department and the San Bernardino County Flood Control District as identified in the project hydrology study (Fusco 2006). A more detailed drainage study shall be provided by the

Table 1-2: Summary of Mitigation Measures (Cont'd)

	applicant and will need to receive the approval of the County and the City of Yucaipa. This measure shall be implemented to the satisfaction of the City Public Works Director and San Bernardino County Flood Control District Director. These improvements shall also be consistent with the City of Yucaipa Master Plan of Drainage approved by the County.
HY-2	Prior to issuing grading permits, the developer shall obtain the following permits or approvals relative to modifications to onsite drainage channels: 1) Clean Water Act 404 permit from the U.S. Army Corps of Engineers; 2) Clean Water Act 401 Certification from the SARWQCB; and 3) Streambed Alteration Agreement from the California Department of Fish and Game, as needed. The project shall provide a minimum of 1:1 replacement for jurisdictional resources lost from development as a performance standard for this measure. This measure shall be implemented to the satisfaction of the Public Works Director.
HY-3	Onsite detention basins shall include a desilting (flow through) fore basin at the upstream end. This measure shall be implemented to the satisfaction of the Public Works Director.
HY-4	Prior to issuance of a grading permit, the developer shall obtain a General Permit for Storm Water Discharge Associated with Construction Activity (Construction Activity General Permit). This measure shall be implemented to the satisfaction of the Public Works Director.
HY-5	<p>Prior to the issuance of a grading permit for each phase, the developer shall prepare a WQMP and an Erosion and Sediment Control Plan (ESCP) to implement the most appropriate BMPs and to prevent any significant removal and/or downstream deposition of soil from the project site during construction. The WQMP and ESCP shall contain provisions requiring that all erosion control measures and structures shall be maintained and repaired as needed for the life of the project. Prior to the issuance of a grading permit, the City Public Works Department shall approve the WQMP and ESCP based on review and input by the RWQCB. At the request of the developer, the City Public Works Department may approve a Storm Water Pollution Prevention Plan (SWPPP) as a substitute for the ESCP as long as it fulfills the intent of this measure to an equivalent degree. The SWPPP or ESCP shall be prepared to the satisfaction of the City Public Works Director. The WQMP and ESCP or SWPPP shall include, but is not limited to, the following:</p> <ul style="list-style-type: none"> a) Specify the timing of grading and construction to minimize soil exposure to winter rain period experienced in Southern California; b) The natural vegetation shall be retained on all areas that will not be disturbed for grading, except areas that must be cleared and revegetated as part of a fuel modification program; c) All slopes greater than five (5) feet in height shall be evaluated to define the optimum length and steepness to minimize flow velocity and erosion potential. Lateral drainage collection systems shall be incorporated at the base of slopes, when determined appropriate, to transport flows in a controlled, non-erodible channel; d) Indicate where flows on the site can be diverted from denuded areas and carried in the natural channels on the site; e) Construct man-made channels to minimize runoff velocities; f) Disturbed areas shall be vegetated and mulched immediately after final grades have been established; g) Sediment traps, technical filters, basins, or barriers (silt fences, hay bales, etc.) shall be established on the property to prevent the release of “first flush” urban pollutants, including sediment, from developed areas, including any emergency access roads. The design and location of these improvements shall be identified in the plan subject to review and approval by the City; h) Drainage facilities designed to transport flows shall be described and the adequacy of the channel shall be verified by City approval of a detailed drainage analysis; i) An inspection and maintenance program shall be included to ensure that any erosion,

Table 1-2: Summary of Mitigation Measures (Cont'd)

	<p>which does occur either on- or off-site as a result of the project, will be corrected through a remediation or restoration program within a time frame specified by the City;</p> <p>j) Confirmed observations by the City of uncontrolled runoff being carried onsite will be grounds for suspension or revocation of any grading or building permit in process, or any discretionary permit subsequently applied for until the problem is resolved to the satisfaction of the City Public Works Department. This will prevent runoff that could contain sediment or urban pollutants from being carried onsite; and</p> <p>k) Compliance with Section 402, the Storm Water Pollution Prevention Plan) of the Clean Water Act will be required as administered by the Santa Ana River Water Quality Control Board.</p> <p>This measure shall be implemented to the satisfaction of the Public Works Director.</p>
HY-6	Prior to the issuance of grading permits, all grading procedures shall be in compliance with City Grading Standards, including requirements for erosion control during rainy months. This measure shall be implemented to the satisfaction of the Public Works Director.
HY-7	Prior to the issuance of building permits, graded but undeveloped land shall be maintained in a relatively weed-free condition and/or planted with interim landscaping within ninety days of completion of grading, unless building permits are obtained. This measure shall be implemented to the satisfaction of the Public Works Director.
HY-8	Prior to the issuance of occupancy permits, planting of developed land shall comply with the National Pollutant Discharge Elimination System (NPDES) Best Management Practices Construction Handbook Section 6.2. This measure shall be implemented to the satisfaction of the Public Works Director.
HY-9	Prior to the issuance of a grading permit, the City shall identify a bond amount for implementing the erosion control program and the developer shall provide the City with a bond for this amount. This measure shall be implemented to the satisfaction of the Public Works Director.
HY-10	Prior to issuance of a building permit, the developer shall obtain a Clean Water Act 401 Certification from the RWQCB relative to modifications to onsite drainage channel. Compliance with the RWQCB’s current Certification standards and adopted MS4 program standards will ensure pollutants associated with commercial runoff are removed prior to discharge. This measure shall be implemented to the satisfaction of the Public Works Director.
HY-11	Prior to issuance of the first occupancy permit, the developer shall provide proof to the Public Works Department that the onsite drainage and water quality management facilities will be maintained by the County, City, Property Owner Association (POA), Landscape Maintenance District (LMD), or equivalent. The developer must demonstrate that these facilities will be adequately maintained by an appropriate mechanism or organization, to the satisfaction of the City Public Works Director.
HY-12	Impacts to jurisdictional waters shall be mitigated through the re-creation of 2.5 acres of waters of the United States and 7.4 acres of jurisdictional streambed. The creation area shall consist of riparian plant species. This measure shall be implemented to the satisfaction of the Public Works Director.
Land Use and Planning	
	None Required
Minerals	
	None Required

Table 1-2: Summary of Mitigation Measures (Cont'd)

Noise	
N-1	During all project site excavation and grading onsite, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufacturers' standards. This measure shall be implemented to the satisfaction of the City Community Development Director.
N-2	The construction contractor shall stage all construction-related activities as far away from nearby residences to the greatest extent practical, and all stationary construction equipment shall be placed so that emitted noise is directed away from the sensitive receptors (residences) nearest the project site. This measure shall be implemented to the satisfaction of the City Community Development Director.
Population, Housing, and Employment	
	None Required
Public Services	
	None Required
Recreation	
	None Required
Transportation, Circulation and Parking	
T-1	<p>By 2009 or prior to issuance of building permits, whichever comes first, in the event such improvements are not completed by others, the developer shall complete the following improvements:</p> <ul style="list-style-type: none"> a) Outer Highway 10 South at 16th Street - The intersection will retain its T-shape and shall be converted to an all-way stop (in this case, a three-way stop); the roadway east and west of the intersection shall be widened and striped to provide one dedicated left and one through lane eastbound, and the roadway shall be re-striped to provide one left turn lane and one through lane eastbound, one right turn lane, and one westbound through lane; at the south approach, the roadway shall be widened and striped for 200 feet north of the intersection to provide one right turn lane and one left turn lane; b) Live Oak Canyon Road at Outer Highway 10 South - At the eastbound approach, the roadway will be realigned southward and widened and re-striped to provide one left turn lane, two through lanes, and one right-turn lane. The through lanes would provide access to the future Oak Hills Parkway. At the westbound approach, Oak Hills Parkway shall be constructed to a major arterial width and shall provide one left-turn lane, two through lanes, and one right-turn lane. This will transform the intersection from a T-intersection to a four-way intersection and serve the commercial development. In addition, the intersection control shall be upgraded from a stop sign to a full traffic signal with protected left turn phasing. c) Live Oak Canyon/ Oak Glen Road at the I-10 Eastbound and I-10 Westbound Ramps, both eastbound and westbound ramps shall be realigned and widened to provide one dedicated left and one right turn lane with a middle shared left-through-right lane. For northbound and southbound approaches, Live Oak Canyon Road and Oak Glen Road shall be widened and striped with one left turn lane and two through lanes from each approach to the interchange. This will require modification of the I-10 Freeway Bridge. Traffic signals shall be installed at each on/off ramp. d) Oak Glen Road at Colorado Street (2008): At the westbound approach, the roadway shall be re-striped to provide one dedicated left turn lane and one right-turn lane. In addition, the intersection shall be signalized when a traffic signal becomes warranted. e) Oak Glen Road at 14th Street and Calimesa Boulevard (2008): At the east and west approaches, Oak Glen Road shall be re-striped to provide two through lanes, one left turn lane, and one right turn lane. At the north and south approaches, this intersection shall be widened to General Plan width to provide two through lanes northbound and

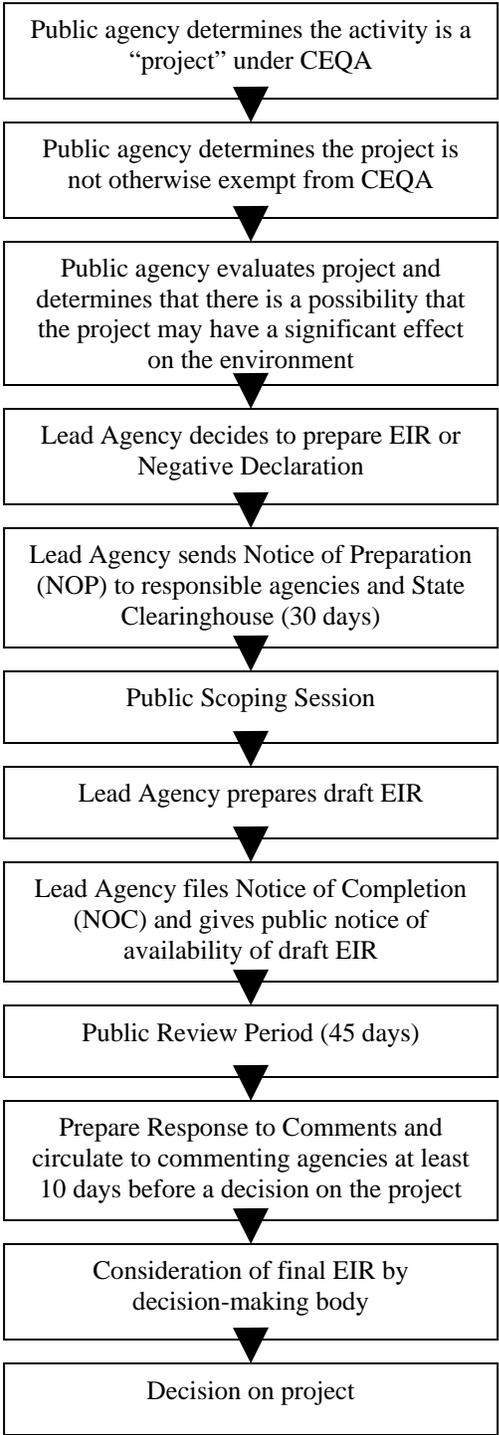
Table 1-2: Summary of Mitigation Measures (Cont'd)

	<p>two through lanes southbound.</p> <p>f) Live Oak Canyon Road adjacent to the project area should be widened to four lanes per the Circulation Element of the General Plan.</p> <p>This measure shall be implemented to the satisfaction of the City Public Works Director.</p>
T-2	<p>Prior to issuance of the first occupancy permit, the developer shall participate in the phased construction of the following roadway improvements through payment of an established City of Yucaipa impact fee and participation in the County’s transportation mitigation fee program, as appropriate, or construction of offsite facilities under appropriate fee credit agreements for improvements deemed appropriate by the City. This measure shall be implemented to the satisfaction of the City Public Works Director.</p>
T-3	<p>Prior to issuing occupancy permits, the developer shall submit plans that show non-vehicular transportation improvements (i.e. bicycle racks) for the proposed project to Omnitrans for review and recommendations. The developer shall install these and other reasonable improvements, to the satisfaction of the City Public Works Director.</p>
T-4	<p>In order to preserve the existing bike path along Live Oak Canyon Road, the project related roadway improvements along Live Oak Canyon Road shall be constructed in such a way as to include and delineate the bike path adjacent to the project site. The bike path delineation shall be continued 500 feet along Live Oak Canyon Road on either side of OHM. This measure shall be implemented to the satisfaction of the Public Works Director.</p>
T-5	<p>Prior to approving the final site plan, the developer shall demonstrate that any unloading areas are located so they do not impede traffic (i.e., behind the buildings). This measure shall be implemented to the satisfaction of the Community Development Director.</p>
Utilities	
U-1	<p>The developer shall submit plans for water and sewer service systems to the Yucaipa Valley Water District (YVWD). These plans shall include the YVWD requirements as outlined in the February 2007 Water Supply Assessment and must be approved by the City Public Works Director and the YVWD Director, prior to issuing building permits. This measure shall be implemented to the satisfaction of the Community Development Director.</p>
U-2	<p>Prior to the issuance of building permits, the applicant shall submit landscape plans to and receive approval from the City Public Works Department. These plans shall demonstrate the project will have state-of-the-art water conservation devices in all project parkways and buildings, including, but not limited to, ultra-low-flow toilets. These plans shall also include state-of-the-art water conservation devices for landscape irrigation, including electronic sprinkler systems controlled by hygrometers installed in planter areas to deliver water when actually needed by the plants. These systems shall be maintained on a regular basis, to the satisfaction of the City Public Works Department.</p>
U-3	<p>Prior to issuing the first building permit, the developer must provide landscaping plans that demonstrate that wherever practicable, the landscaping will incorporate drought resistant plants in place of turf and/or higher water-consuming vegetation (i.e. use low-lying drought resistant shrubs in place of turf for long narrow parking lot islands). This measure shall be implemented to the satisfaction of the Public Works Director.</p>
U-4	<p>In order to reduce the amount of solid waste, each tenant of the OHM shall recycle to the maximum extent practicable. The developer shall consult with the Yucaipa Disposal Company to determine the appropriate number of recycle bins that shall be placed onsite. This measure shall be done early in the design process, prior to issuing grading permits, as to facilitate proper site design and adequate space for the necessary recycle bins. This measure shall be implemented to the satisfaction of the Planning Director.</p>

Table 1-2: Summary of Mitigation Measures (Cont'd)

U-5	Prior to the issuance of building permits, development plans shall be provided to Southern California Edison, the Southern California Gas Company, and other local utilities as they become available in order to facilitate engineering, design and construction of improvements necessary to provide electrical, natural gas, and telephone service to the project site. In addition, the applicant shall coordinate planned construction activities with local utility agencies and companies in regard to easement restrictions, construction guidelines, protection of pipeline easements, and potential amendments to right-of-way in the areas of any existing easements of these companies to prevent impacts from construction on existing utility lines. This measure shall be implemented to the satisfaction of the Public Works Director.
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Oak Hills Marketplace EIR



Early in 2006

June 2006 – July 2006

July 2006

July 2006-January 2007

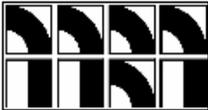
February 2007

February 2007 – April 2007

April 2007

May 2007

June 2007



Michael Brandman Associates

Exhibit 1-1 California Environmental Quality Act Process Flow Chart

SECTION 2: PROJECT DESCRIPTION

2.1 - Project Applicant and Land Owner

The proposed “OHM” project consists of several related actions, including a Preliminary Development Plan (05-245 PDP), a General Plan Amendment for the plan area, and portions of the site will require annexing into the Yucaipa Valley Water District. The site consists of the following assessor parcels within San Bernardino County: 0301-201-15, 0301-201-16, 0301-211-05, and 0301-211-09. Several parties are involved with the development process and ultimate buildout of the OHM, as follows:

Applicant/Developer	Target Stores 1000 Nicollet Mall Mail Station TPN-12F Minneapolis, MN, 55403 Contact: Eric Padget 612.761.1508
Development Consultant	Regency Centers 915 Wilshire Boulevard, Suite 2200 Los Angeles, CA 90017 Contact: Stephen LaBonge 213.553.2259
Property Owner	Palmer General Corporation 32335 Live Oak Canyon Road Redlands, CA 92373 Contact: David Palmer 909.446.8888 Ext. 23
Lead Agency	City of Yucaipa Community Development Department 34272 Yucaipa Boulevard Yucaipa, CA 92339 Contact: Paul Toomey 909.797.2489 Ext. 247
Environmental Consultant	Michael Brandman Associates 621 Carnegie Drive, Suite 100 San Bernardino, CA 92408 Contact: Mark Latour 909.884.2255

2.2 - Project Location

Yucaipa is located in the southern portion of San Bernardino County, California, in the eastern portion of the San Bernardino Valley area, at the foot of the San Bernardino Mountains, between the Cities of Redlands and Calimesa. The City is bounded on the northwest by the Crafton Hills, on the south by the City of Calimesa and on the north and east by mountainous terrain.

The OHM property occupies approximately 63.66-acres located in southern Yucaipa. The site is located adjacent to the I-10 immediately east of Live Oak Canyon Road. Wildwood Creek traverses the project site and several unnamed hills are located along the southern border of the property. The OHM site is located on the Yucaipa California 7.5-minute series quadrangle United States Geological Survey (USGS) topographic map, Section 9, Range 2 West, Township 2 South, San Bernardino Base and Meridian. It is also found on Page 649, grids C6, D6 and E6 of the 2006 Thomas Brothers Map Book for San Bernardino County. The City of Redlands is approximately 0.3 mile west of Live Oak Canyon Road and the City of Calimesa (Riverside County) is roughly 0.5 mile south of the project site. The OHM site has regional access from the I-10. Live Oak Canyon Road is used to travel to San Timoteo Canyon and Riverside County. Local access to the site is by way of Live Oak Canyon Road. Exhibit 2-1 shows the regional location of the site, while Exhibit 2-2 shows the local context of the site.

2.3 - Project History

The OHM site is in a rural portion of the City. The site has traditionally been used for agricultural use and seasonal commercial sales (pumpkin patch and Christmas trees). The Palmer family has owned the property for 54 years. Target Corporation has proposed to develop a commercial center with two major anchor tenants (Target and another large-scale retailer), multiple supporting retail and commercial businesses, and several entertainment-based establishments (cinema, restaurants, etc.).

The site is currently designated for Planned Development (PD) in the 2004 City of Yucaipa General Plan (GP). According to the GP:

The land use plan provides for Planned Development land use along the I-10 corridor which will promote major commercial opportunities and employment centers in order to enhance the economic viability of the City and capture the potential of the freeway corridor opportunities.

2.4 - Surrounding Land Uses

The existing land uses on the site is retail entertainment farming and uncultivated grazing lands are located in the immediate area of the site. Commercial uses occur to the north and west of the

site along the I-10 and Live Oak Canyon Road. Lands immediately to the north on the opposite side of the freeway are undeveloped. Residential use occurs to the north of the undeveloped area. Areas adjacent to the west along Live Oak Canyon Road are in agricultural use.

2.5 - Project Objectives

A clear statement of project objectives will assist the City in developing a reasonable range of alternatives, and aids the decision-makers in their consideration of the project. According to the OHM Preliminary Development Plan, the proposed project achieves to provide the following:

- A regional shopping destination;
- New gathering spaces, including dining and browsing activities with a focus on providing services, shopping opportunities, and leisure activities to the community;
- A place to shop, gather and interact on a daily basis; and
- Approximately 1,000 new jobs to area residents.

2.6 - Project Characteristics

2.6.1 - Commercial Development

The OHM commercial development consists of up to 613,304 square feet of building space on approximately 61.33-acres of land, and includes an additional 2.34 acres of right-of-way (ROW) for the road dedication of Oak Hills Parkway. The commercial development includes, but is not limited to, two nationally known retail anchor tenants, a cinema complex, restaurants, onsite parking, retail establishments and miscellaneous commercial uses. One of the anchor tenants may include a multiple bay gas station.

The project site is divided into two segments (West District and East District), which are separated by the proposed extension of Oak Hills Parkway across the property. The Eastern District (49.4 acres) will be characterized by a variety of retail and commercial use, and the West District (10.2 acres) will contain entertainment oriented commercial use. See Exhibit 2-3 for the OHM *Conceptual Land Use Plan*.

Parking for the OHM will utilize the City's parking space configurations; however, the project will provide more spaces than the required four per one thousand square feet of development. The project will provide a total of 3,356 spaces, which is roughly eight percent more than is required of proposed development. Table 2-1 defines the overall land use plan.

Table 2-1: Proposed Land Use Summary

Land use	Area in Acres	Percent of Gross Area
Gross Land	63.66	100
ROW Dedication	2.34	3.7
Net Land	61.33	96.3
Building/Structures	14.08	22
Parking/Circulation	35.48*	55.7
Open Space – Improved	10.57	16.6
Source: Preliminary Development Plan (Greenberg Farrow 2006) and Nadel Architects * Includes 3,356 parking spaces		

2.6.2 - Roadway Improvements

The OHM project will have three access points from Live Oak Canyon Road. Primary access will be via a signalized, full movement intersection at Live Oak Canyon Road and Oak Hills Parkway. Interim traffic lane improvements will require roughly three months of construction.

Oak Hills Parkway will be a dedicated public roadway and will traverse the two OHM districts. The landscaped roadway will be roughly 885 feet long from the centerline of Live Oak Canyon Road to the northern boundary of Wildwood Creek, and will serve as a connector road for future developments south of the project site.

Live Oak Canyon Road will be improved to the standards of a secondary highway as planned by the City. As the proposed project is adjacent to Live Oak Canyon Road (a Scenic Corridor), all improvements and buildings located within two hundred feet of the right-of-way will be designed and landscaped to preserve and enhance the scenic qualities of Live Oak Canyon Road.

CalTrans is planning to make improvements to the I-10 interchange at Live Oak Canyon Road. Outer Highway 10 South will be relocated to the south of its present location, and the roadway will be extended into the project as Oak Hills Drive. Additionally, the on and off ramps for the I-10 eastbound lanes are planned to be relocated to the north. See Section 4.15, *Transportation, Circulation and Parking*, for more information with this regard.

2.6.3 - Wildwood Creek

Wildwood Creek is a major tributary to the Yucaipa Watershed, which encompasses approximately 40 square miles and drains Yucaipa Creek and Wildwood Creek to Live Oak Canyon Road. The portions of Wildwood and Yucaipa Creeks within the project area are uncontrolled flood control channels incised by vertical sides to depths of 35 feet and widths to 150 feet. Within the project area, Wildwood Creek trends in an easterly-westerly direction across the property in proximity to its southern boundary, and Yucaipa Creek joins Wildwood Creek

through a concrete rip-rap spillway at the northeast corner of the property. See Exhibit 2-2 for the location of Wildwood Creek.

The project includes the realignment of over 700-linear-feet Wildwood Creek to run along the base of the hills south of OHM. The improved creek will form the southern boundary of OHM. The construction materials for the creek improvements will include a soft-bottom, rock riprap, vegetated sides, and concrete and rock grade control/drop structures. The creek/channel improvements will be designed to blend in with the natural setting of the hills to the south.

Wildwood Creek is subject to jurisdiction of the USACE pursuant to Section 404 of the Federal Clean Water Act. The creek is also subject to the jurisdiction of the California Department of Fish and Game pursuant to Section 1600 of the State Fish and Game Code. Disturbance to this drainage will require a Federal 404 permit and a Streambed Alteration Agreement. More information on the creek improvement is presented in Section 4.8, *Hydrology and Water Quality*.

2.6.4 - Improved Open Space

Although there is no requirement for the provision of open space on commercial sites in the City of Yucaipa General Plan or development code, however, the project will include roughly 10.59-acres of improved open space in the form of passive landscaped areas including, but not limited to, turf, trees and park benches.

2.6.5 - Utility Improvements

The OHM will use the Yucaipa Valley Water District (YVWD) for both water service and sanitary sewer service. The YVWD does not currently extend these services to the project site, and a portion of the site will require annexation into the YVWD for both water and sewer services. For water service, the project would require offsite facility improvements, including a network of waterlines that are designed to serve the OHM and similar pressure zones within the proposed Freeway Corridor Specific Plan area. The project may also include an offsite water storage reservoir, new water mains, and other storage facilities. The construction of the aforementioned water system improvements will take roughly 9 months. Sewer services will connect to an existing 21-inch gravity main that runs in a northerly-southerly direction near Live Oak Canyon Road. The construction for sewer improvements will take roughly 2 months. See Exhibits 4.16-1 and 4.16-2 in the *Utilities* section for the water and sewer master plans.

The San Bernardino County Flood Control District (SBCFCD) is the primary agency in regards to storm water drainage. The improvements to the Wildwood Creek flood control channel will be coordinated through the City and the SBCFCD. The improvements will be consistent with the City's Master Plan for Drainage, and will take about 6 months to complete.

Natural gas services will require connecting to an existing ten inch high pressure main on Calimesa Boulevard north of the I-10. Connection to the existing line will take roughly 2 months to complete.

Existing lines for telephone and electric services currently reach the OHM site, however their capacity will require onsite enhancements in order to adequately serve the project. As the project is developed, “dry” utilities such as electricity, natural gas, telephone, etc. will be provided within street ROWs, and easements will be appropriated. See Section 4.16, *Utilities*, for more information with this regard.

2.6.6 - Grading

The site topography is characterized by a gently sloping plain with steeply ascending hills as a backdrop to the south. Grading is expected to be balanced onsite, but realignment of the creek will require excavation of approximately 600,000 cubic yards of soil from portions of the lower slopes along the base of the hills immediately south of the project site, and up to 65,000 cubic feet of soil may have to be exported from the site if it is found to be unsuitable for recompaction onsite. The project will utilize contour grading methods where soil has been removed from the hills to blend the improved slopes into the natural hillsides. All grading will be in accordance with the City’s Hillside Development and Ridgeline Preservation Guidelines and Grading Manual. More information on slopes and slope heights is presented and analyzed in Section 4.6, *Geology and Soils*.

2.6.7 - Offsite Improvements

The project will require construction and widening along Live Oak Canyon Road adjacent to the project site. Live Oak Canyon Road will be improved to the standards of a secondary highway as planned by the City. Traffic lane widening improvements will require roughly one month of construction. According to the traffic study, the OHM will be required to install and/or pay their fair share contributions for a number of offsite improvements to local roads and intersections, including the I-10 Live Oak Canyon/Oak Glen Road ramps. Section 4.15, *Transportation, Circulation, and Parking*, contains the complete list of signal and other road related improvements.

Utility connections will be installed in local roadways adjacent to and within the project site, and the project will require offsite construction to install underground pipes for water, sewer, drainage and natural gas. The offsite water and sewer lines improvements are shown in Exhibit 4.16-1 *Water Master Plan* and Exhibit 4.16-2 *Sewer Master Plan* in Section 4.16 *Utilities*.

2.6.8 - Construction Schedule and Phasing

Construction activities, including the creek realignment, are scheduled to commence in 2007, and the project will not be phased. The project will coordinate construction with the proposed

I-10/Live Oak Canyon Road interchange improvements. Additionally, the new road (Oak Hills Parkway) should be completed and operational by late 2008.

2.7 - Intended Uses of This EIR

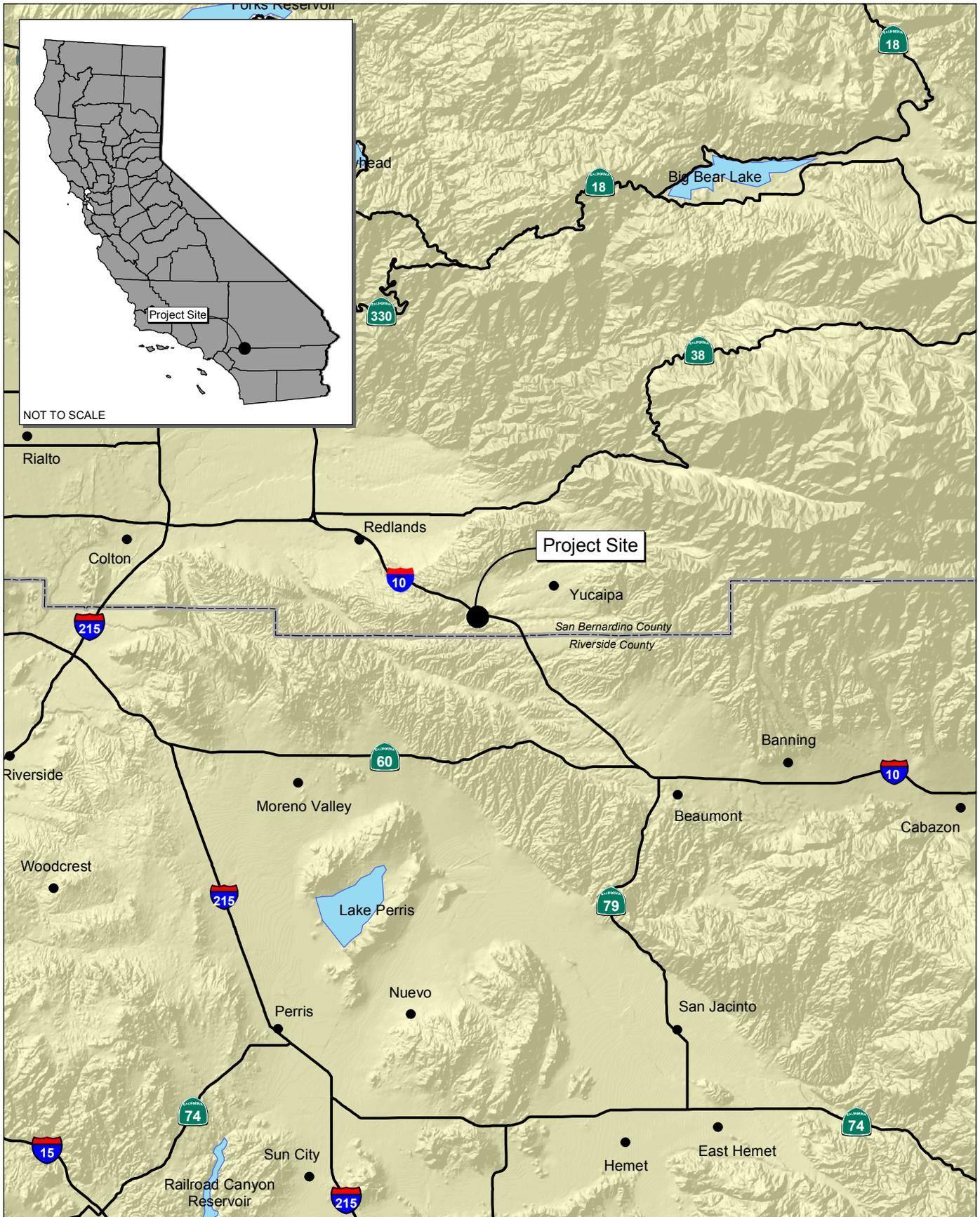
2.7.1 - Approvals

The proposed project will require the following actions: approval of the OHM Preliminary Development Plan, a General Plan Amendment to clarify and define the OHM Preliminary Development Plan, annexation into the Yucaipa Valley Water District, design standards, and other City approvals (i.e., lot line adjustments).

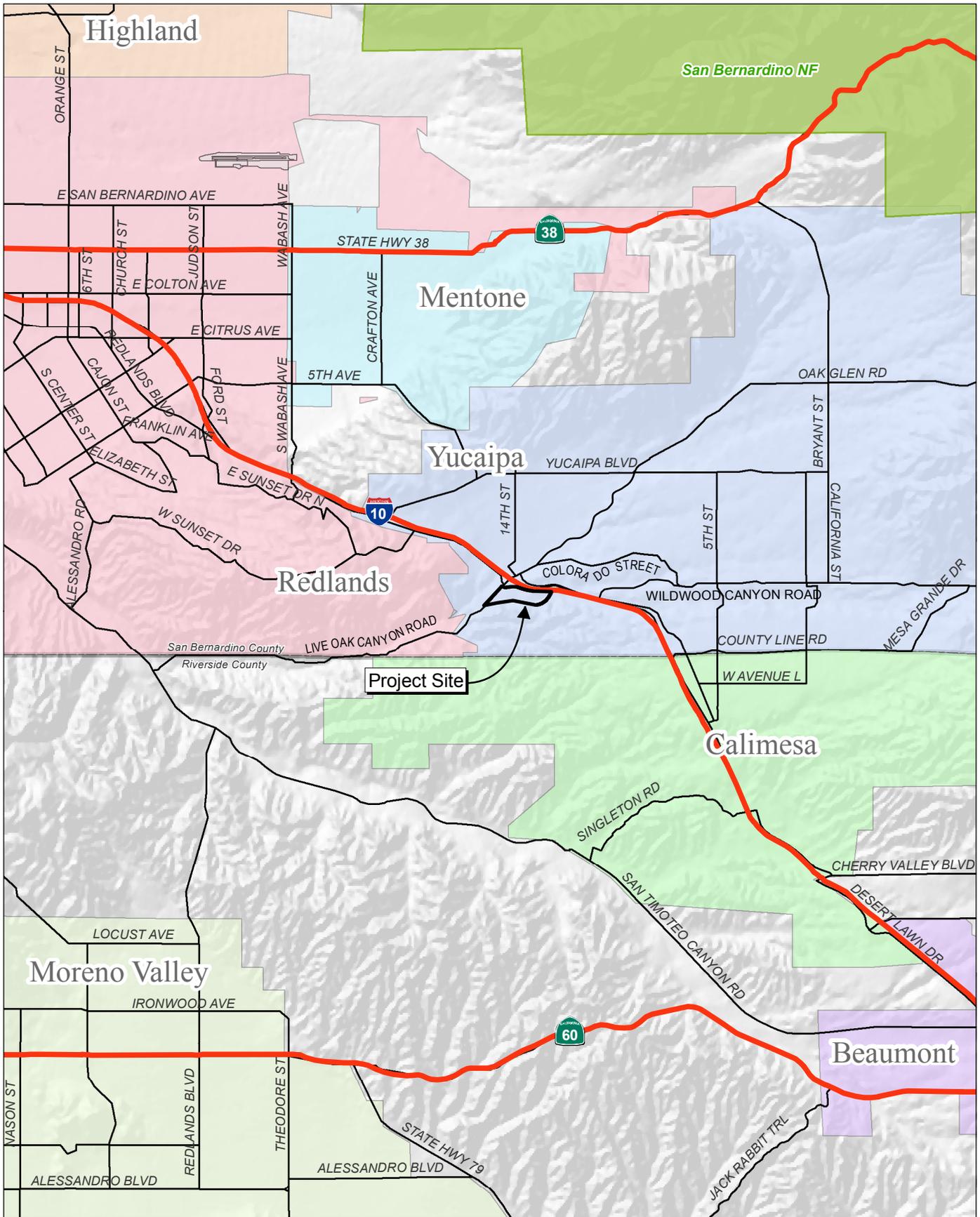
2.7.2 - Lead Agency and Responsible Agencies

The City of Yucaipa is the Lead Agency for the OHM project since the project site is located within the City boundaries. The San Bernardino County LAFCO is the responsible agency for the YVWD boundary change. In addition, the following agencies are considered responsible or potentially affected agencies relative to the proposed Preliminary Development Plan and related actions. Other agencies whose approval is required are as follows:

Agency		Contact	
SCAQMD	South Coast Air Quality Management District	Steve Smith	909.396.3054
RWQCB	Regional Water Quality Control Board	Adam Fischer	951.320.6363
SBCFCD	San Bernardino County Flood Control District	Naresh Varma	909.387.8110
CDFG	California Department of Fish and Game	Jeff Brandt	909.987.7161
USACE	US Army Corps of Engineers	Jason Lambert	213.452.3361
USFWS	US Fish and Wildlife Service	Nancy Ferguson	760.431.9440



Source: Census 2000 Data, The CaSIL, MBA GIS 2005.



Source: Census 2000 Data, The CaSIL, MBA GIS 2007.



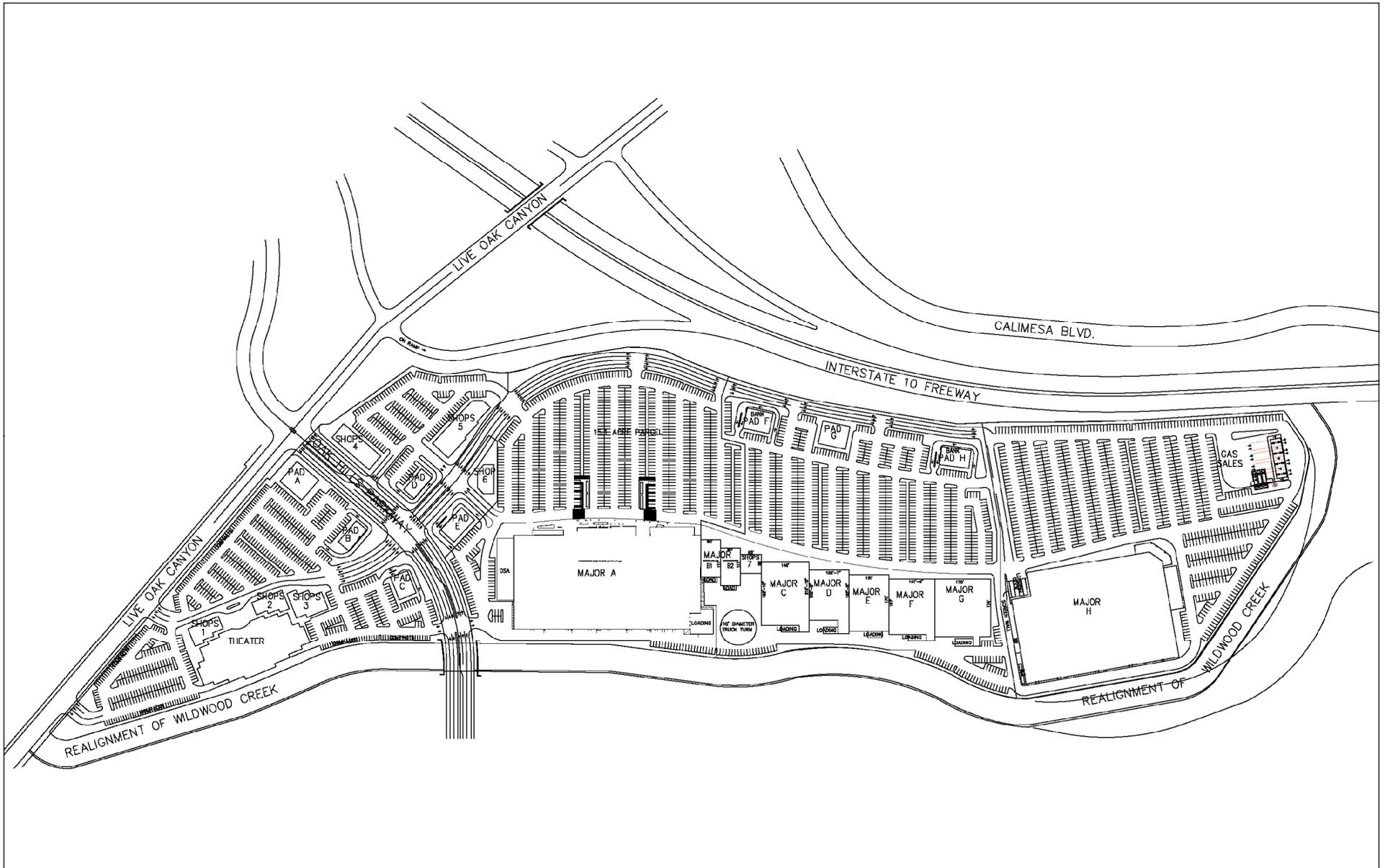
Michael Brandman Associates

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Exhibit 2-2 Vicinity Location Map

OAK HILLS MARKETPLACE • CITY OF YUCAIPA



Source: Nadel Retail Architects, LLP.

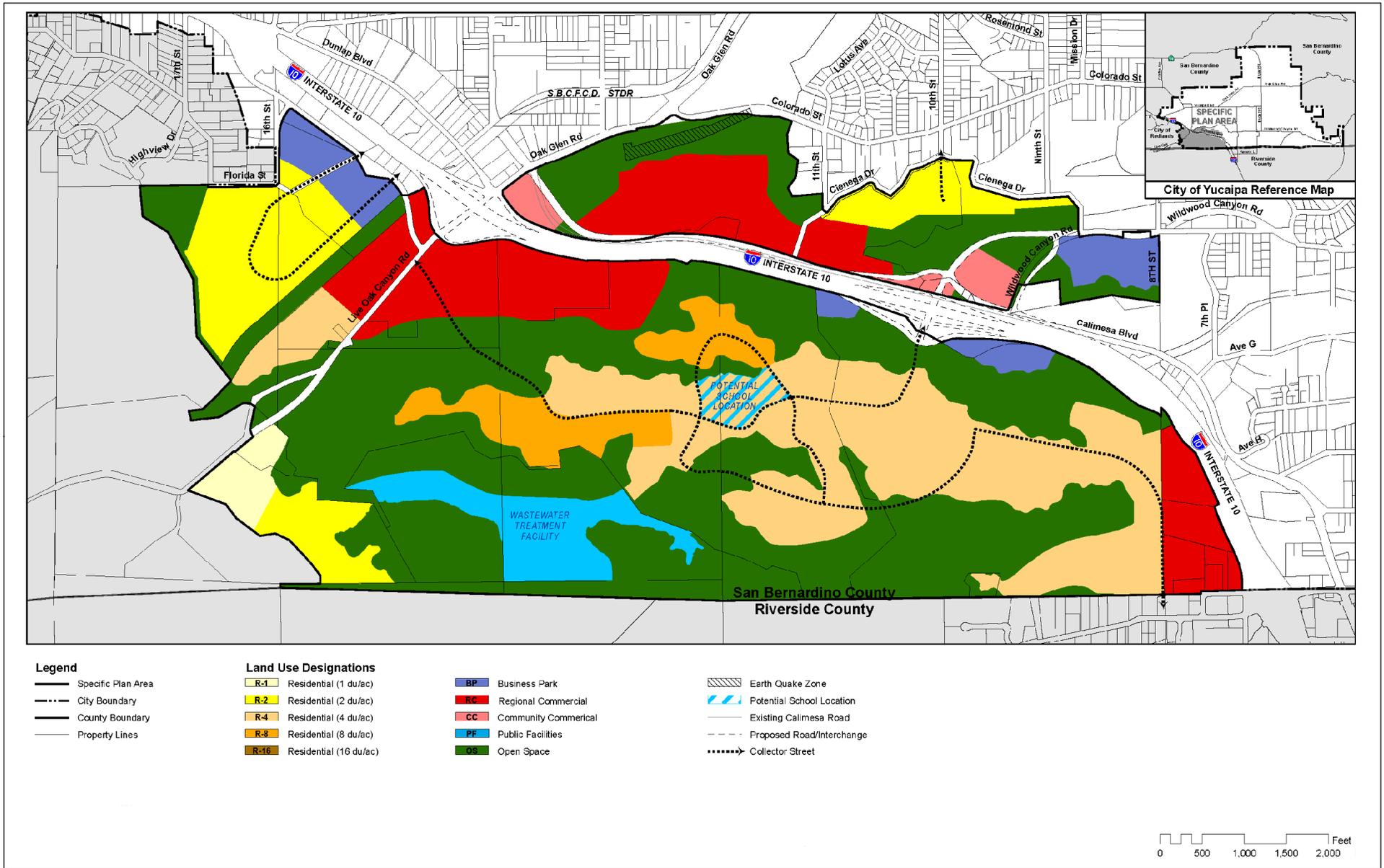


Michael Brandman Associates

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Exhibit 2-3 Conceptual Site Plan

OAK HILLS MARKETPLACE • CITY OF YUCAIPA



Source: City of Yucaipa, GIS (2005), EDAW (last updated 1/31/2007).

SECTION 3: ENVIRONMENTAL SETTING

The proposed project is located in the County of San Bernardino south of I-10 within the City of Yucaipa. Yucaipa is located in the eastern portion of the San Bernardino Valley area, at the foot of the San Bernardino Mountains, between the Cities of Redlands and Calimesa. The City is bounded on the northwest by Crafton Hills, on the south by the City of Calimesa and on the north and east by mountainous terrain. The Yucaipa is located within the Upper Santa Ana River Valley.

3.1 - Existing Site Characteristics

The OHM site is comprised of 63.66 gross acres immediately southeast of I-10 and the Live Oak Canyon Road freeway exit. The site is bound by I-10 to the north, Live Oak Canyon Road to the west and northwest, Wildwood Creek and the adjacent hillsides to the south, and the confluence of Wildwood Creek and Yucaipa Creek to the east. The majority of the site is flat, sloping gently from the northeast to southwest at an approximate average rate of two percent. The topography ranges from approximately 2000 to 2,060 feet above mean sea level, and elevations increase towards the base of the hills immediately south of the project site. A range of steep hills, some of which are adjacent to Wildwood Creek, are located along the property's southern boundary. Exhibit 3-1 shows an aerial view of the existing area, Exhibit 3-2 shows the site topography, and Exhibit 3-1 illustrates the current onsite conditions.

The site is a part of an agricultural plane located at the southwestern gateway to the City of Yucaipa. According to the City of Yucaipa General Plan, the site is identified as Prime Farmland and Grazing Land. The site is currently used for agriculture and seasonal commercial sales. The western third of the site is used as a Christmas tree farm and, a petting zoo and pumpkin patch are located on a portion of the area adjacent to Live Oak Canyon Road. The eastern two thirds of the site is used for agriculture/grazing land. The site has access from Live Oak Canyon Road. With the exception of a short driveway that leads to the onsite office, there are no improved roads currently onsite.

Wildwood Creek trends northeast to southeast and currently bisects the eastern portion of the site. At the easterly end, the creek is a deeply incised channel with widths that vary from roughly 15 to 60 feet; however, the channel depth decreases dramatically in the lower half of the site. As the creek leaves the project site it is conveyed to an existing culvert that crosses beneath Live Oak Canyon Road and continues on to converge with the Wilson and Live Oak Creeks. A large culvert and concrete rip-rap stem from underneath the I-10 at the northeast corner of the site. This culvert conveys flows from Yucaipa Creek onto the site to where it converges with Wildwood Creek. A portion of the site in and around Wildwood Creek is within the 100-year flood plain.

3.2 - Surrounding Land Uses

The existing land uses on and around the immediate area of the site are farmlands. Lands immediately to the north on the opposite side of the freeway are undeveloped. Residential use occurs to the north of the undeveloped area. Areas adjacent to the west along Live Oak Canyon Road are in agricultural use.

3.3 - Land Use and Zoning

The site is currently designated as PD according to the City of Yucaipa General Plan. The land use plan provides for PD land uses along the I-10 corridor and promotes major commercial opportunities and employment centers in order to enhance the economic viability of the City and capture the commercial potential of the freeway corridor. Since the land is already designated for PD, the General Plan Amendment will not change the designation; it will just establish and define the specific uses and development standards within the planning area.



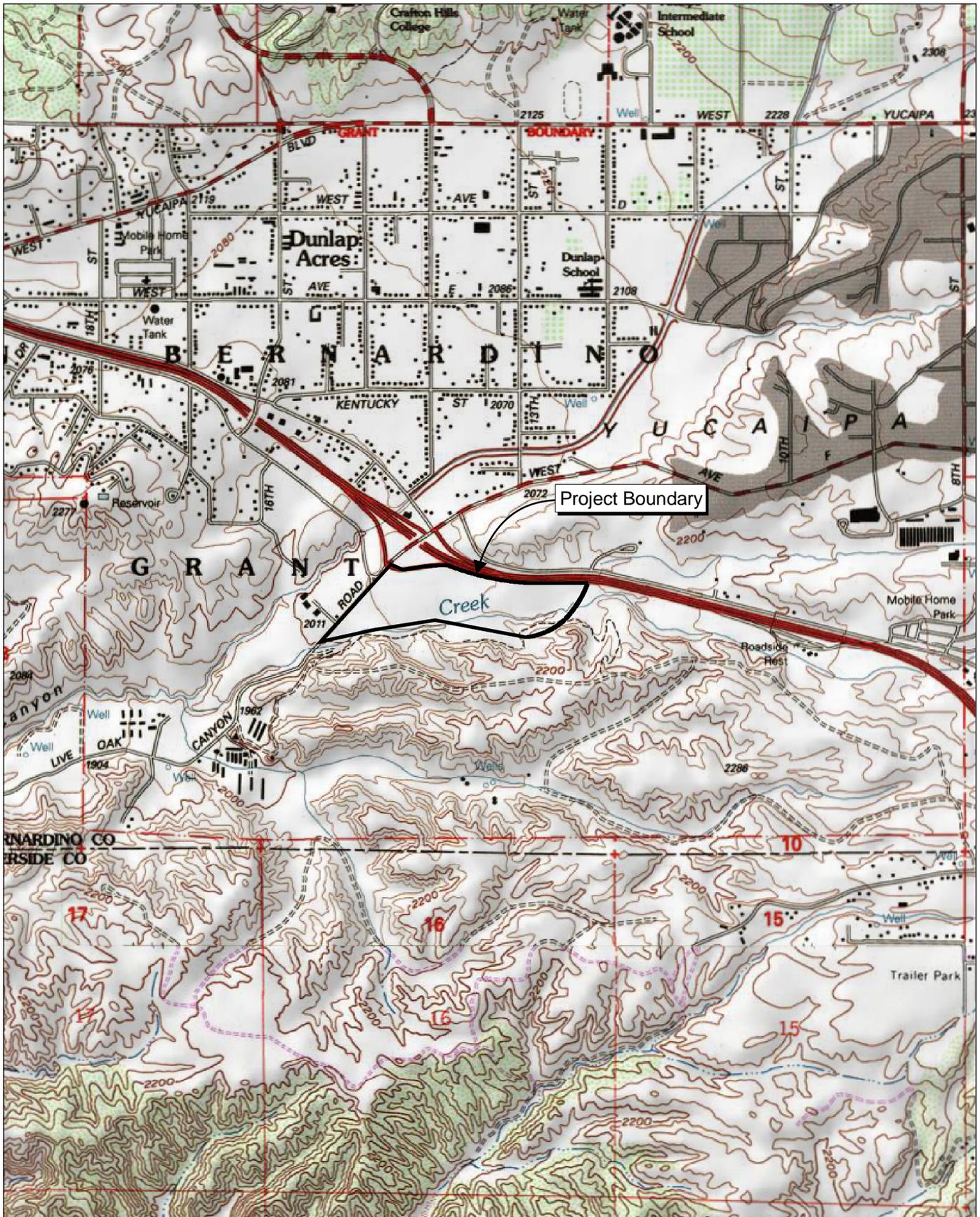
Source: Google Earth Pro.



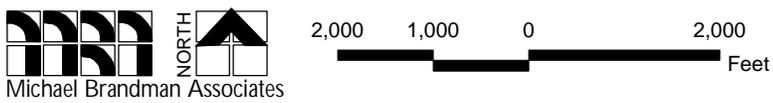
Michael Brandman Associates



Exhibit 3-1 Aerial Map



Source: TOPO! USGS Yucaipa (1996) 7.5' DRG.



Michael Brandman Associates

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Exhibit 3-2 Topography Map

OAK HILLS MARKETPLACE • CITY OF YUCAIPA

SECTION 4: PROJECT IMPACTS

The purpose of this EIR is to evaluate the potential environmental effects of the proposed OHM commercial center. Sections 4.1 through 4.16 of the EIR examine the potential environmental impacts associated with implementation of the proposed project. This analysis focuses on the following specific issues:

- Aesthetics;
- Agriculture;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Noise;
- Population, Housing and Economics;
- Public Services;
- Recreation;
- Traffic and Circulation; and
- Utilities

Under each area of analysis, the following subjects will be addressed:

Existing Conditions: Contains a discussion of the existing conditions, services, and physical environment of the project site and vicinity. Specific references to literature or persons consulted in the course of EIR preparation are indicated by their last name or firm acronym with specific pages referenced to Section 8.0, *Report Preparation Sources*. The *Existing Conditions* section will also indicate if or what comments were received from agencies or the public during circulation of the NOP.

Thresholds of Significance: Provides the environmental thresholds against which project impacts can be compared to determine whether or not an impact may be considered significant. If locally established standards are not available, these criteria will be based on information from the State CEQA Checklist, State CEQA Guidelines, or other generally accepted standards or requirements.

Project Impacts: Provides discussion of the impacts of the proposed project in qualitative and quantitative terms. The environmental analysis contained in this EIR uses the words “adverse” and “significant” in the discussion of potential environmental impacts. This section will also evaluate the project’s consistency with applicable General Plan goals and/or policies. The following adjectives are used specifically to define the degree of impact.

An “**adverse**” impact is any negative result of the project; however, small. As a disclosure document, the finding of an impact as “adverse” merely indicates that the project will cause an impact to increase by some less than significant level compared to existing conditions. For example, removal of healthy, non-native trees from a vacant site might be considered

adverse (i.e., “negative”) but it may not exceed a local threshold such as loss of native trees. Therefore, an impact may be adverse but it may not necessarily be significant (see below).

A “**significant**” impact is considered a substantial negative effect, one that exceeds some critical and accepted threshold for negative environmental effects. CEQA defines a significant effect on the environment as “...a substantial, or potentially substantial, adverse (i.e., negative) change in any of the physical conditions within the area by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic or aesthetic significance” (CEQA Guidelines, §15382). As recommended in the new CEQA Guidelines, impacts are also identified as “**potentially significant**” prior to mitigation.

Standard Conditions and Uniform Codes: The proposed project will incorporate, where necessary or required, the standard conditions and uniform codes as required by the City and/or other responsible agency, except for those identified by separate agreement(s). For analytical purposes, compliance with these regulatory requirements is not considered mitigation. Where an otherwise significant impact is avoided, in whole or in part, due to the application of standard regulatory requirements or project features, the text will note that an issue of environmental concern exists and that it is addressed by a standard regulatory requirement. This precludes the use of mitigation measures that are a mere repetition of common practice, City planning/approval procedures, or laws that are applicable to the proposed project regardless of the CEQA process. This allows the document to focus on substantive mitigation measures.

Project Design Features: Through the evolutionary process of developing the project’s land use plan, certain measures to avoid or minimize environmental impacts have been incorporated into the project; these are referred to as “project design features.”

Under each environmental issue area addressed in the EIR, all project design features, which relate to the potential effects are clearly identified. To ensure implementation of project design features, these measures will be made conditions of project approval by the City. The City shall ensure compliance with all project design features through its standard procedures for the approval of permits and applications.

Mitigation Measures: These are measures to mitigate, avoid, or substantially lessen impacts identified as significant or potentially significant. For some impacts that have been identified as less than significant, mitigation measures may be recommended to further lessen potential project impacts. As required by CEQA, this section will address all reasonably feasible mitigation measures that can reduce adverse impacts to below a level of significance. According to CEQA, the term “mitigation measures” refers to those items that are in addition to standard conditions, uniform codes, or project design features that may also reduce potential impacts. This section will also indicate if any of the proposed mitigation measures also have significant impacts.

Summary of Impact after Mitigation: An indication of whether or not any significant impacts remain following implementation of all reasonable and feasible mitigation measures.

Note that the cumulative impacts for each environmental topic are discussed in Section 5, *Cumulative Impacts*.

4.1 - Aesthetics

This section evaluates the potential impacts of the project on scenic vistas or views, on any nearby scenic highways or corridors, or if the project would create a significant amount of light or glare in an area. Several photos were taken of the site. Exhibit 4.1-1 is a *Photo Index Map* that shows where the photos were taken. Various views of the site and surrounding area are provided in Exhibit 4.1-2a-b, *Site Photographs*, while Section 3.0, *Environmental Setting*, provides an aerial photo of the site (see Exhibit 3-1). Additional photos can be found in Appendix C, *Site Photos*.

4.1.1 - Existing Conditions

The project site currently contains vast areas of open space related to farming activities. The site also contains a variety of trees such as pepper, oak, and pine. The site contains a few structures (none of which were determined to be historical in nature) related to the active agricultural business. The hills located immediately south of the project site create a natural backdrop and skyline for the project area. The project site is clearly visible from I-10 and Live Oak Canyon Road. There are several residences in the area that have direct views onto the site. Immediately south of the site is a high grouping of hills that eliminate views of the site from any residences south of the site and south of these hills. Portions of Wildwood Creek are visible from offsite. Views in the area of project site are relatively clear, and the property currently generates minimal light onsite. It should be noted that the project site is currently zoned for Planned Development and the General Plan considers agriculture an interim use of the site.

NOP Comments

Although no letters regarding views and aesthetics were received during the scoping period, the general consensus amongst citizens (per a City survey), as well as various City boards and committees indicate that the rustic, rural, agrarian nature of Yucaipa is to be preserved through the planning process and through future developments in the City, especially along the I-10 corridor. All NOP comment letters are assembled in Appendix B.

4.1.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts on aesthetics were derived from Appendix G of the State CEQA guidelines. Potentially significant impacts to aesthetics may occur if a project:

- a) Has a substantial adverse effect on a scenic vista;
 - b) Substantially damages scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
 - c) Substantially degrades the existing visual character or quality of the site and its surroundings;
- or

- d) Creates a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.3 - Project Impact Analysis

Views

The proposed commercial development is scheduled to be built in an area that is currently used for farming. It would place over 600,000 square feet of new commercial structures in a 60+-acre property that is now largely without buildings. The project site will be graded, and implementation of the proposed project will convert the agricultural site to commercial buildings and paved surfaces. The OHM project will cover almost 25 percent of the project area with buildings including big box retail, restaurants, a cinema, and a gas station. In addition, nearly half of the site will be covered with paved for parking. Thus, views onto the site will change substantially. This substantial change in views would be considered a potentially significant impact. However, virtually any development project would fundamentally change the views of the site and generate this aesthetic impact. In this case, the overall look of OHM, as well as the look of the individual structures within it, will be compatible with the rustic or Craftsman design that the City of Yucaipa has selected for both the OHM and the Freeway Corridor Specific Plan design guidelines. These design guidelines will reduce the impacts caused by the change in views, but not to less than significant levels. Furthermore, construction of the project buildings may obscure the views of the adjacent hills. This again, is an impact that would be generated with any type of development on the site, and is considered unavoidable.

In order to effectively position land uses on the site, a portion of Wildwood Creek will be realigned and the creek will be moved southerly to run along the base of the adjacent hills. The realignment includes the filling in of a 2,500 foot stretch of Wildwood Creek with over 600,000 cubic yards of soil taken from the north face of the adjacent hills. Much of this soil will be used as fill, primarily for the creek realignment. Where grading does occur, contour grading methods will be utilized to help blend the improved slope areas into the natural hillsides. This grading method is preferred over traditional grading practices, as it reflects a more natural transition between the engineered slopes and existing slopes. The developer has indicated that all of the proposed grading will be in accordance with the standards of the City's Hillside Development and Ridgeline Guidelines and Grading Manual, and the impact in this regard is considered less than significant.

The creek realignment will create aesthetic issues, as the creek will be changed from a natural waterway to a channelized waterway. However, the rerouted creek will have a soft bottom and river rock rip rap wherever possible to maximize the riparian habitat and to minimize the velocity of flowing water. These features will somewhat mimic the natural look of the creek, and reduce this impact to less than significant levels. The OHM property does not contain notable rock outcroppings or historic buildings. It does contain mature oak and pine trees. The City would have to approve the removal of such trees or the trees must remain in place. Where feasible, those trees that are

salvageable will be reused. The impact to onsite trees can be mitigated to less than significant levels. See Section 4.4, *Biological Resources*, for more in this regard.

Scenic Highways

Figure VII-6, *Scenic Highways Map*, of the City's General Plan identifies Live Oak Canyon Road immediately east of the OHM site as being a designated scenic highway, but does not identify I-10 as being a scenic highway. Live Oak Canyon Road is located along the western edge of the proposed development and all entryways into OHM will be from Live Oak Canyon Road. The City of Yucaipa lists Live Oak Canyon Road as a scenic vista. Impacts of those buildings in the development that are viewed most prominently from this scenic vista will be particularly important. The shopping center will be clearly visible from Live Oak Canyon Road. The scenic views onto the project site will be permanently changed from natural terrain and open space to a regional shopping center. This fundamental change in scenic views is considered significant. The rural and rustic design for the shopping center will reduce this impact, but not to less than significant levels.

Lighting

Over 613,000 square feet of new commercial buildings will be constructed for the OHM project. These new buildings will change views of the area and will introduce new sources of light and glare. The proposed project will result in new light sources for the area during night hours, and the windows of the structures (including the highly articulated multiplex) may create a glare during the day which is currently not present on the site. The parking lot will be illuminated during shopping hours, and the cinema will be illuminated until approximately midnight each night. In addition, the entryway into the Marketplace from Live Oak Canyon Road will also be illuminated during operating hours.

The City has lighting standards that are designed to minimize lighting impacts such as directing lights downward, prohibiting excessive lighting, and preventing overspill beyond the boundaries of the property. Nevertheless, a certain amount of light and glare will reach motorists on I-10, motorists on Live Oak Canyon Road, and residents located north of I-10 who are higher in elevation than the subject site. In addition to the City's standard requirements to moderate the intensity of light, the Freeway Corridor Specific Plan includes strict guidelines that will lessen the impacts in this regard. Virtually any development project would fundamentally change the views of the site, and add new sources of light and glare. The impacts in this regard are considered less than significant.

Hillside/Ridgeline Preservation Ordinance

The City's Hillside/Ridgeline Preservation Ordinance stipulates that grading and cut and fill operations shall be minimized to reduce soil loss and vegetation loss. This ordinance requires project proponents to submit and obtain approval for plans to the City Engineering Division which incorporate industry standard erosion control methods, including but not limited to landscaping, sandbagging, benching of slopes, debris basins, sediment basins, and other methods deemed necessary by the Engineering Division prior to the issuance of permits for the proposed work.

Although the OHM site is not located on a hillside or ridgeline, it will alter the current state of the hillside with soil cut to realign the Yucaipa Creek. However, the project is not in violation of the City's Hillside Development Ordinance, as the project includes restoration of the affected slopes.

Temporary Impacts

Construction of the project will create short-term impacts in the form of isolated views of the site with heavy construction equipment and machinery preparing the land (i.e., grading and excavation). This is a common view in southern California and would not be a particularly unique offense to travelers driving in either direction along I-10. Dust will also obscure or interfere with views of the area during grading, although fugitive dust will settle and disperse quickly after the end of construction. Furthermore, water trucks will traverse the site throughout the day to minimize fugitive dust. Mitigation listed in other sections (i.e., Air Quality) will help reduce the impacts caused by construction. The impacts in this regard would be temporary and are considered less than significant.

Summary of Impacts

The project will produce long-term aesthetic impacts on the site that will substantially change the visual character of the area, transforming the existing natural terrain into a developed and a planned commercial complex. Therefore, the aesthetic impacts of the project are considered significant because the OHM project will fundamentally change the views of the site (**threshold a**). Furthermore, the views of the adjacent hills will be somewhat blocked by the structures of the new shopping center. Live Oak Canyon Road is considered a scenic highway by the City's General Plan. The views along this road will be substantially altered for perpetuity (**threshold b**). This is considered a significant impact.

The site will permanently change the views of the area from natural open space (used for farming) to a regional shopping center. Although the shopping center will be of high quality and the City will require strict design guidelines that facilitate a rural and rustic character, the fundamental character of the site will be permanently altered. Additionally, the realignment of Wildwood Creek will create permanent changes in the views of the creek and the adjacent hillside. The OHM will substantially alter the existing visual character of the site and its surroundings (**threshold c**), and the impacts in this regard are considered significant. However, any development on the site would generate this impact and the site is designated for Planned Development. Therefore, development on the site is expected.

The project will substantially change the dark night skies with lighting from the stores and parking lots (**threshold d**). Additionally, new traffic signals and intersections will add to the nighttime illumination. This change in views will be permanent; however, the lighting design standards will reduce this impact to less than significant levels.

4.1.4 - Standard Conditions and Uniform Codes

The Planning Commission will review and recommend changes to the proposed design features of the OHM. The project will not be approved without the Planning Commission’s final approval. This City’s development review process will assure that the proposed OHM development will be implemented in a way that ensures compliance with the City’s development code, the City’s General Plan policies, and Freeway Corridor Specific Plan design guidelines.

General Plan Urban Design Goals, Policies, and Actions

The City’s General Plan lists a number of Urban Design Goals, Policies, and Actions. Those which pertain to OHM and that will be incorporated into the development plan for the project include:

- Requiring a Master Sign Plan to ensure that all signs within the development are consistent with one another;
- Requiring the Planning Commission to determine the consistency of the design theme (including architecture and landscaping) for OHM;
- Requiring the Planning Commission to review and approve the hillside and ridgeline grading work for the project once the work is complete, and once it meets City standards;
- Requiring City Staff to “aggressively” enforce outdoor storage prohibitions; to aggressively enforce the City’s weed abatement program; and to aggressively enforce the City’s requirements regarding abandoned advertising structures;
- Developing and implementing landscaping standards for the portions of the proposed development that can be seen from Live Oak Canyon Road;
- Establishing landscaping standards that discourage vandalism and graffiti;
- Coordinating the conversion of overhead utility lines to underground lines;
- Promoting design guidelines that are sensitive to the environmental features of the City, respecting major ridgelines, natural drainage and bench areas, steep hillsides, and oak woodlands;
- Developing and implementing a Heritage Tree Preservation Ordinance, and in conjunction with the City Beautification Committee, establishing specific tree preservation priorities; and
- Requiring the use of “soft bottom” channels wherever practical, providing distinctive treatment of these.

Gateway Treatments

Special landscape treatments and architectural features at these locations can strengthen the status of these gateways and enhance the appearance of the City. Gateways that are located in commercial land use districts are important to the City’s overall economic development efforts, and should include entry monumentation.

Landscaping Guidelines

The citizens of Yucaipa have expressed a strong desire to improve the appearance of future commercial projects and to avoid landscape deficiencies in future developments. The following guidelines are laid out in Section III-5 of the City’s General Plan, and have been adopted for the landscape installation in new development projects:

- Setback areas should include landscape installations;
- All parking lots should be provided with pockets for trees;
- Landscape plans should be designed to provide shade for the parking lot;
- Buildings should be provided with proper landscape screening;
- Landscape cutouts and pockets should generally be provided along building walls, at building corners, and other highly visible locations around buildings;
- Plant and tree materials should be appropriate for Yucaipa climate and soil conditions as specified in Zone #18 of the Sunset Western Garden Guide. Drought resistance, water requirements, adaptability to wind, longevity, and ease of maintenance should all be taken into consideration;
- Only those plant palettes that promote energy conservation will be utilized;
- Irrigation systems should utilize underground drip or bubbler systems rather than spray methods of irrigation;
- Onsite native vegetation should be incorporated into site or landscape plans whenever feasible and natural vegetation should be allowed to re-establish itself;
- Parking lots should be screened from public viewsheds by using berming in conjunction with low walls and or shrub massing; and
- Developers should extend landscaping beyond the property lines, and in addition to the construction of perimeter walls, dead space between walls and sidewalks should be landscaped and irrigated.

4.1.5 - Project Design Features

The OHM is designed to have Craftsman style architecture. The rural and rustic architecture and project design features (i.e., river rock, wood, etc.) will lessen the aesthetic impacts of altering the scenery from agricultural to commercial development. Furthermore, the project design will mimic the rural character of the Freeway Corridor Specific Plan so that the entire area reflects one cohesive theme. The Freeway Corridor Specific Plan requirements include, but are not limited to, the design guidelines listed below.

Freeway Corridor Specific Plan Design Guidelines

Lighting

Project lighting is not allowed to spill over to adjacent neighborhoods and must be contained to the commercial site. Lighting levels should be sufficient for the safety of employees and visitors. Lighting shall be shielded to minimize glare upon neighboring residential properties and the shield must be painted to match the surface to which it is attached. The design of parking lot fixtures must be compatible with the architecture used in the development and not be on poles over 40 feet high.

Project Entry

Project entry features must reflect the overall rural identity and rural character of the community, and should consist of authentic materials such as rock, stone, wood, iron, etc. Pole signs and other type of freestanding signs are not be allowed anywhere in the Specific Plan area.

Signage

The Specific Plan area encompasses the full range of land use types and is bisected by I-10. Commercial uses adjacent to I-10 have sign design requirements that differ dramatically from the neighborhood commercial and other commercial uses located away from the Interstate. Signs including shopping center monument signs will be designed in the Craftsman style. This will help establish and reinforce the area's commitment to its rural, agricultural past, and will distinguish the area from adjacent neighboring towns and commercial shopping districts. Monument signs will ensure that the skyline remains uncluttered. Within the public landscape easement area, only monument-type signs designed in the Craftsman style shall be allowed. Larger scale monument signs appropriate for view from the interstate will employ Craftsman style as well. Monument style signs shall have a solid architectural base that supports the sign and is comprised of traditional Craftsman style materials such as stone and brick. Weathered wood and metals are encouraged, whereas plastic and acrylic materials are not appropriate.

Sign Colors

Natural materials and colors appropriate to the Craftsman style are neither bright nor jewel tones, and reflect colors found in nature. Bright fluorescent colors are not appropriate in the Yucaipa Freeway Corridor area as they will not blend in will with other background colors and are not complementary

to Craftsman style. Fluorescent paints and bright colors should not be used, and accent and trim colors on main structures should be mirrored on signage to create an integrated look.

Sign Illumination

Signs should be illuminated by a direct source of light and should not be internally illuminated. The use of internally illuminated cabinet-type signs with translucent panels or panels with reflective surfaces including but not limited to acrylic, fiberglass, plastic, or metal, are not allowed.

Incandescent lights should be used rather than fluorescent lights. Light for signs should be contained and should not spillover onto the right-of-way, or into adjacent residential properties. Sign copy background should be opaque with a non-reflective non-glossy matte finish.

The City's development review process will assure that the proposed OHM development will be implemented in a way that ensures compliance with the City's development code, the City's General Plan policies, and Freeway Corridor Specific Plan design guidelines.

4.1.6 - Mitigation Measures

The project will cause a fundamental change to views of the area, and will create significant aesthetic impacts related to views, scenic vistas, and lighting. The City's architectural design and landscaping guidelines addressing building heights, setbacks, lighting standards, signage, and other design and aesthetic elements will help to reduce the visual impacts of the proposed project and mitigation measures listed in other sections (i.e., dust control measures in the *Air Quality* section, and construction traffic control measures in the *Transportation, Circulation and Parking* section) will also reduce the visual impacts. However, the following mitigation measures are recommended to ensure an aesthetically pleasing shopping center that is cohesive and similar in character to the Freeway Corridor Specific Plan.

AE-1 In order to restore the hillside to a natural-looking state, the developer shall regrade and revegetate the hillside within 60 days of soil removal. The hillside shall be replanted with similar plants to those destroyed for grading purposes. This measure will also help stabilize the hillside from erosion and landslides, and will also benefit the area wildlife. Building permits shall not be issued until a qualified professional verifies that the hillside has been revegetated as required. This measure shall be implemented to the satisfaction of the City Community Development Director.

AE-2 In order to reduce the lighting impacts, all lighting within the project site, including outdoors, entrances, commercial buildings, marquees, streets, and parking lot lights shall be shielded, directed downward, and shall use the minimum wattage required to properly illuminate the project site. No flashing, pulsating, or otherwise distracting lights will be allowed. Incandescent lights rather than fluorescent lights shall be used throughout the property. Exterior lighting from the retail operation and cinemas shall be reduced each

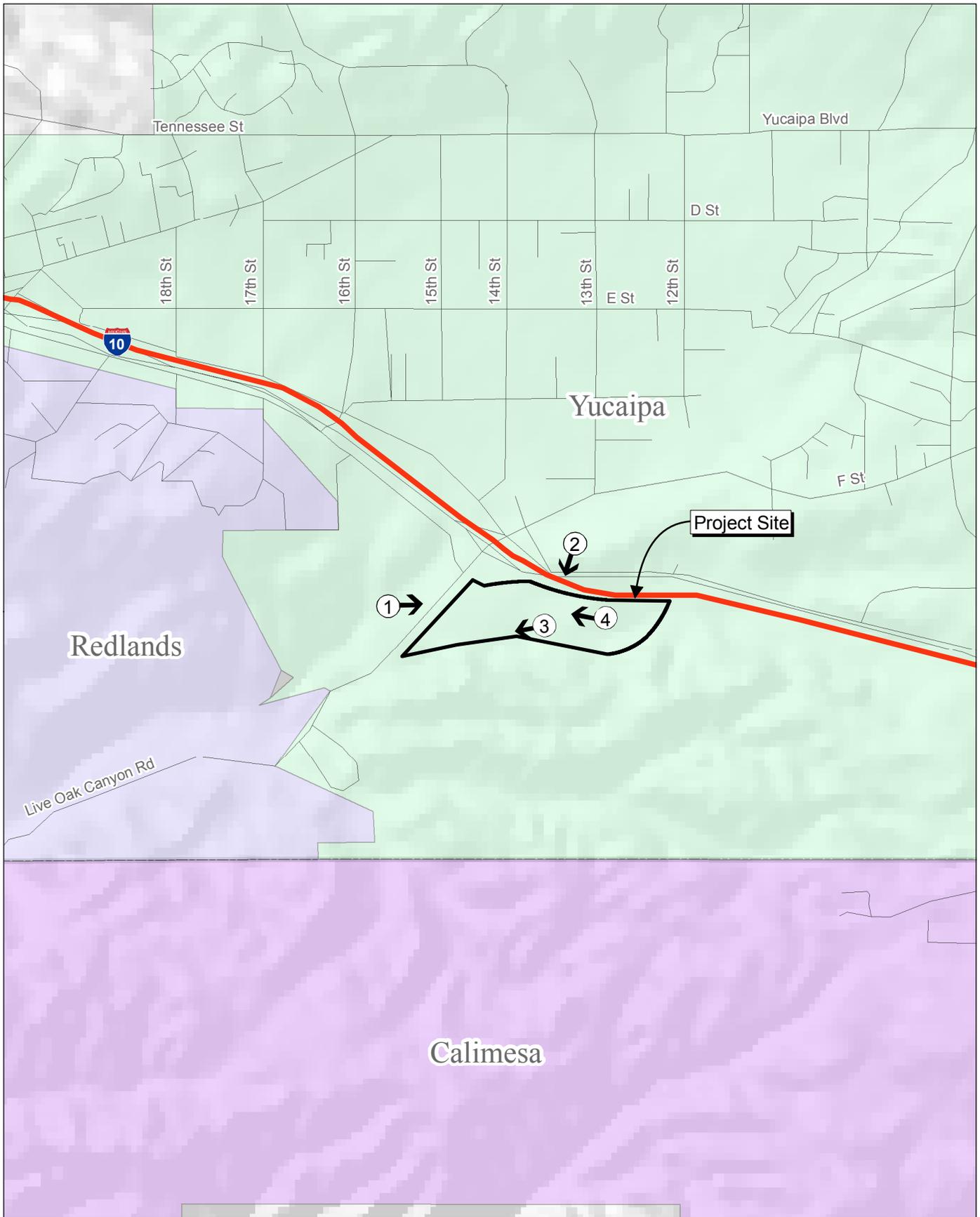
night upon the closing of store operations to allow only that lighting required for safety purposes. Note that interior lighting shall not be used in any way as signage or to advertise the business operations (i.e., interior lighted signs shall not be visible through windows). This measure shall be implemented to the satisfaction of the Community Development Director.

- AE-3** For all architectural and design related issues, the OHM shall abide by the development standards and guidelines set forth in the final Freeway Corridor Specific Plan Design Guidelines. Note that in areas where these guidelines conflict with City design standards, the Freeway Corridor Specific Plan guidelines shall prevail. This measure shall be implemented to the satisfaction of the City Community Development Director.
- AE-4** Prior to issuance of an occupancy permit, all utilities, including transformers, shall be placed underground wherever practical. Prior to issuance of a building permit, the developer shall coordinate with the City Public Works and Community Development Departments in this regard. No building permits shall be issued until the Public Works Director has approved the utility plans. This measure shall be implemented to the satisfaction of the City Public Works Director.
- AE-5** Prior to the issuance of grading permits, the developer shall submit plans and obtain approval for all project-related earthwork and grading in accordance with the City’s Hillside/Ridgeline Preservation Ordinance.
- AE-6** Prior to issuance of building permits, the developer shall prepare a landscaping plan that includes sufficient landscaping in and around the parking areas of the proposed development to meet the requirements of the Freeway Corridor Specific Plan. Landscaping shall be implemented to the satisfaction of the Community Development Director.

4.1.7 - Level of Significance after Mitigation

The proposed project will produce a fundamental change to the visual character of the area, and will create significant impacts related to views and scenic vistas. Implementation of the City’s development standards, design guidelines, the rural design standards of the Freeway Corridor Specific Plan, the City’s Hillside/Ridgeline Preservation Ordinance, the aforementioned mitigation measures, and other mitigation listed throughout this Draft EIR will reduce these impacts, but they will not be reduced to less than significant levels. A Statement of Overriding Considerations will therefore be required if this project is to be approved.

It should be noted that a Final Development Plan will include more detailed schematics and architectural design that may diminish some of the project’s expected adverse visual impacts. At this time; however, – in order to assume a worse-case scenario, the impacts in this regard are considered significant.



Source: Census 2000 Data, The CaSIL, MBA GIS 2007.



Exhibit 4.1-1 Photo Index Map



Photograph 1: View from Live Oak Canyon Road.



Photograph 2: View onto the site from north of I-10 freeway.

Source: Michael Brandman Associates, 2006.



Michael Brandman Associates

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Exhibit 4.1-2a
Site Photographs 1 and 2

OAK HILLS MARKETPLACE • CITY OF YUCAIPA



Photograph 3: Wildwood Creek with hills in background.



Photograph 4: Onsite view, looking from southeast to northwest.

Source: Michael Brandman Associates, 2006.



Michael Brandman Associates

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Exhibit 4.1-2b
Site Photographs 3 and 4

OAK HILLS MARKETPLACE • CITY OF YUCAIPA

4.2 - Agricultural Resources

The impact of converting farmland and/or farmland soils to non-agricultural use is evaluated in this section using the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP), the California Agricultural Land Evaluation and Site Assessment (LESA) Model developed by the California Department of Conservation (1997), and the State CEQA Guidelines. The project specific LESA Modeling worksheets are contained in Appendix D.

4.2.1 - Existing Conditions

The project site is currently used for seasonal agricultural products (pumpkins and Christmas trees), and contains a small petting zoo. The farm has been family owned and operated since the 1950s. According to the Phase I Cultural Report (MBA), historical aerial photographs for this project showed that the property exhibited no structures of any kind as of 1938, and that the property was used for grazing and the flat areas may have been plowed. A 1978 photograph shows a single small building complex in the far southwest corner of the project area; however, this area was inspected during the survey and no historic structure was observed. The 1978 aerial photograph shows that the property had clearly been plowed north of the arroyo, while that area south of the arroyo had not been plowed recently.

The soils onsite are mapped by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). The project includes approximately 9.2 acres of Hanford coarse sandy loam (HaC), 14.7 acres of psamments and fluvents (Ps), 4.2 acres of San Emigdio sandy loam (SaD), 30.8 acres of acres of San Emigdio fine sandy loam (ScC), and 2.1 acres of Saugus sandy loam (ShF) (see Exhibit 4.6-1 in Section 4.6, *Geology and Soils*).

With adoption of the 1992 Yucaipa GP, the project site land use designation was changed from agricultural use to PD. Note that the GP specifically addresses the Palmer property, and includes 60 acres for commercial use under the PD land use designation (Table 1, *Project Map Statistical Chart*, of the Yucaipa General Plan EIR).

State Farmland Mapping Program

The California Department of Conservation established the FMMP in 1982. The FMMP is a non-regulatory program and provides a consistent and impartial analysis of agricultural land use and land use changes throughout California. The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland with additional categories, including Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. The maps are updated every two years with the use of aerial photographs, a computer mapping system, public review, and field reconnaissance.

Based on the FMMP, the project site contains approximately 31.6 acres of Prime Farmland, 8.2 of Unique Farmland, 8.9 acres of Farmland of Statewide Importance, 12.2 acres of Grazing Land and 0.1 acres of Urban and Built up Land. See Exhibit 4.2-1 for an FMMP Map of the project site. The FMMP Important Farmland categories are defined as follows:

- **Prime Farmland** is defined by the FMMP as farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time in the four years prior to the mapping date.
- **Unique Farmland** is defined as farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time in the four years prior to the mapping date.
- **Farmland of Statewide Importance** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for agricultural production at some time during the four years prior to the mapping date.
- **Grazing Land** is defined as land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for grazing land is 40 acres. Due to variations in soil quality, smaller Grazing Land may appear within larger pastures.
- **Urban and Built-up Land** is defined as land use consisting of residential (six or more units per 10 acres), industrial, commercial, institutional purposes, golf courses, landfills, airports, sewage treatment plants, and water control structures.

NOP Comments

No comments were received during the NOP period regarding agricultural resources.

4.2.2 - Thresholds of Significance

Based on the EIR scoping process described in Section 1, no potentially significant impacts were identified with respect to the proposed conversion of agricultural land to the proposed commercial use. The following criteria for establishing the significance of potential impacts on agriculture were derived from the Appendix G of the State CEQA guidelines:

- a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use? If so, would this result in a substantial loss of existing or potential agricultural productivity;
- b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract; and
- c) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

According to Appendix G of the State CEQA Guidelines, “in determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural LESA model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.” Evaluation of project level impacts from conversion of past agricultural use into non agricultural uses and the impact on farmland is based on the LESA guidebook and model.

4.2.3 - Project Impact Analysis

No portion of the project site or project vicinity is designated as Protected Resource Land, and no portion of the project site is under Williamson Act contract, and therefore the project would not create a significant impact by conflicting with a Williamson Act contract. Additionally, the project area is designated for Planned Development in the City of Yucaipa GP. The project site was specifically identified in the GP for development with commercial land uses; therefore, the proposed project would be consistent with the zoning for the site.

Based on the FMMP, the project site contains 31.6 acres of Prime Farmland, 8.2 acres of Unique Farmland, and 8.9 acres of Farmland of Statewide Importance which will be converted to non-agricultural uses with implementation of the proposed project. The LESA Model is used to determine if these impacts are significant.

Utilizing the LESA Model, a project will result in a significant impact on agricultural resources if it meets the criteria specified in Table 4.2-1. The criterion includes a Land Evaluation (LE) scoring threshold and a Site Assessment (SA) scoring threshold. The LESA Model worksheets completed to assess this project’s impacts are provided in Appendix D of this document.

Table 4.2-1: California LESA Model Scoring Thresholds

Total LESA Score	Scoring Decision
0 to 39 points	Not considered significant
40 to 59 points	Considered significant only if LE and SA sub-scores are each greater than or equal to 20 points
60 to 79 points	Considered significant unless either LE or SA sub-scores are each less than to 20 points
80 to 100 points	Considered Significant
Source: CDC 1997	

Land Evaluation and Site Assessment (LESA)

The LESA criterion includes a LE scoring threshold and a SA scoring threshold:

Land Evaluation

There are two Land Evaluation factors used in the LESA Model to determine whether a project would have significant impacts on agricultural resources as follows:

- The Land Capability Classification; and
- The Storie Index Rating.

Land Capability Classification (LCC)

The type of soils on a site is one indicator of how valuable the site is as an agricultural resource and is a measure of the capacity of a parcel of land to produce agricultural products. As such, a parcel with highly valued agricultural soils will rate higher in terms of land capability than a parcel with poorly valued agricultural soils. The LCC rating is based on the suitability of soils for growing crops. The LCC includes eight classes of land designations I through VIII, with soils designated I having the fewest limitations and VIII being the least suitable for cropland. Classes I through IV are generally considered suitable for cropland (though class IV have severe limitations on the choice of plants that can be grown), and V through VIII are generally not considered to be suitable for cropland, but may have uses for pasture, range, woodland, or grazing. The criteria used to determine a particular class is based on landscape location, slope of field, and depth, texture and reaction of the soil.

Subclasses designated with a lower case letter e, w, s, or c are often used in conjunction with the roman numerals to further describe soil limitations. The letter e is used to show that the main limitation is erosion; w shows that water in or on the soil caused limitation in plant growth; s is used to show that the soil is shallow, droughty, or stony; and c shows that the limitation is a climate that is generally too cold or hot for many plants. Note that there are no subclasses in class I because class I is considered to have few limitations. Soil descriptions are further broken down to capability units that are shown with a number zero through nine. These are related to the actual soil content (i.e., limitation caused by gravelly soil, erosive soils, flooded soil, slow permeability, salt or alkali

soil, low fertility, or other issues that limit effective rooting depth). The project area has the soils shown in Table 4.2-2:

Table 4.2-2: Project Soils

Soil Map Unit	Acreage	LCC	LCC Rating ¹
Hanford coarse sandy loam (HaC)	9.2	II e-1	90
San Emigdio sandy loam (SaD)	4.2	III e-1	70
San Emigdio fine sandy loam (ScC)	30.8	II e-1	90
Saugus sandy loam (ShF)	2.1	VIIe-1	10
Psamments and fluvents (Ps)	14.7	VIII w-1	0
Source: Soil Survey of San Bernardino County Southwestern Part (USDA 1980)			
¹ The LCC Rating is derived from data in the Soil Survey of San Bernardino County Southwestern Part (USDA 1980) and Table 2 of the LESA Model Instructions			

The data in Table 4.2-1 was used to derive an LCC score based on the LCC Rating and the proportion of the project site covered by each soil (calculated by multiplying the LCC Rating by the proportion of the project area covered by a particular soil). The results of these calculations are found in Table 1A of the LESA worksheets in Appendix D.

According to Table 1A of the LESA worksheet, the 9.2 acres of HaC received an LCC score of 13.6, the 4.2 acres of SaD received a score of 4.8, the 30.8 acres of ScS received a score of 45.4, the 2.1 acres of ShF received a score of 0, and the 14.7 acres of Ps received a score of 0. The overall LCC score for the project site is 63.8.

Storie Index

The Storie Index expresses the relative degree of suitability of a soil for general intensive farming numerically. The Storie Index uses soil characteristics such as soil depth, texture of the surface soil, density of the subsoil, drainage, salts and alkali, and relief. The Storie Index is based on a 100-point scale. As part of the LESA Model, the Storie Index is used to determine a Storie Index Score (calculated by multiplying the Storie Index by the proportion of the project area covered by a particular soil). As shown in Table 1A of the LESA worksheet, it was determined that the project site received a total Storie Index score of 68.55.

Site Assessment

There are four Site Assessment factors in the LESA Model that are used to determine whether a project would have significant impacts on agricultural resources as follows:

- The Project Size Rating;
- The Water Resources Availability Rating;

- The Surrounding Agricultural Land Rating; and
- The Surrounding Protected Resource Land Rating.

Project Size Rating

The Project Size rating is based on the LCC acreage figures tabulated under the Land Evaluation portion of the model and then determining which grouping generates the highest Project Size Score. This score is a function of the quality of soil for potential agricultural production on the project site. According to the LESA modeling, the site receives a Project Size Score of “80” for the 40 acres of soils in the LCC Class II.

Water Resources Availability Rating

The water resource availability rating is based upon identifying the various water sources that may supply a given property, and then determining whether different restrictions in supply are likely to take place in years that are characterized as being periods of drought and non-drought.

The current farming operation utilizes an onsite well and water supply is readily available to continue agricultural use. It was determined that irrigated production is considered feasible during both drought and non-drought conditions, although there may be economic restrictions to agricultural production during drought years. The overall resulting water resource availability score is 95. This score is determined from Table 5 of the LESA Instruction Manual.

Surrounding Agricultural Land Rating

Determination of this rating is based upon identifying the project’s Zone of Influence (ZOI), which is defined as that land near a given project that is likely to influence, and be influenced by, the agricultural land use of the subject project site. The ZOI is determined by creating the smallest rectangle that will completely contain the project site, then creating a one-quarter mile buffer around that rectangle, and includes each parcel that is completely or partially within the one-quarter mile buffer. The percentage of total land within this area (minus the subject property) that is under agricultural production is then determined. Exhibit D-1 in Appendix D illustrates the project’s ZOI.

In the case of the project site, it was determined that there is a total of 697.4 acres of land within the project’s ZOI. None of the land in the ZOI is currently in use for agriculture. This results in a score of “zero” since it is less than 40 percent of the overall ZOI as defined in Table 6 in the LESA Manual.

Surrounding Protected Resource Land Rating

This rating is scored in a similar manner as the surrounding agricultural land rating. “Protected Resource Lands” are those lands with long-term use restrictions that are compatible with or supportive of agricultural uses of land and include the following: a) Williamson Act contracted lands; b) publicly-owned lands maintained as park, forest, watershed resources; and c) lands with agricultural, wildlife habitat, open space, or other natural resource easements that restrict the conversion of such lands to urban or industrial uses. A review of the San Bernardino Williamson Act

Lands indicated that no Williamson Act Lands are located on the site or within the ZOI (DC 2004). This proportion of Protected Resource Lands receives a rating of “zero” according to Table 7 in The LESA Manual.

Final LESA Score

A single LESA score is generated for a given project after all of the individual Land Evaluation and Site Assessment factors have been scored and weighted. Scores are based on a scale of a maximum 100 points, and the criterion includes a LE scoring threshold and a SA scoring threshold. A project will result in a significant impact on agricultural resources if it meets the criteria specified in Table 4.2-1 above.

The LESA model worksheets completed to assess the project’s impacts are provided in Appendix D. The final LESA score for the proposed project is 59.35 with both LE factors and SA factors individually totaling more than 20; therefore, project-related impacts on farmland would be significant.

The proposed project will result in the conversion of Prime Farmland, Unique Farmland and Farmland of Statewide Importance to non-agricultural uses. Using the LESA Model, the impacts of this conversion was quantified and determined to be potentially significant.

The proposed project will directly result in the conversion of farmland to non-agricultural uses and would cause a potentially significant impact.

Summary of Impacts

The proposed project would convert Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to non-agricultural uses. Using the LESA Model to quantify these impacts, it was determined that the proposed project would have a potentially significant impact (**threshold a**).

The proposed project would not conflict with existing zoning or with a Williamson Act contract; therefore, would not have a significant impact in this regard (**threshold b**).

The proposed project would directly convert farmland onsite to non-agricultural uses. This impact is considered potentially significant (**threshold c**).

It should be noted that agricultural use was an interim use for the project site. The City’s General Plan (Table II-2) and the General Plan EIR (Table 1) account for the conversion of 60 acres of the Palmer property (project site) from agricultural use to Planned Development (commercial use). This indicates that it is the City’s intension to forfeit the agricultural characteristics of the project site in order to support commercial development. Additionally, if the OHM were to remain in agricultural use, the project site would be an island farm within the Freeway Corridor Specific Plan, which ultimately will be a regional commercial zone along both sides of I-10 at the gateway of the City of

Yucaipa, and these mixed uses would not be compatible. As a matter of fact, the City of Yucaipa no longer identifies agricultural land as a land use designation, which reflects the continuing population growth and development pattern in the City. With the increased development in the project area, agriculture is no longer considered a viable land use in the City of Yucaipa. However, the LESA modeling does not take into account land use designations, and therefore according to LESA, the impacts to agriculture are considered significant.

4.2.4 - Standard Conditions and Uniform Codes

The City of Yucaipa General Plan includes several Policies and Goals that dissuade the loss of agricultural land; however, this same document also eliminated the all land designated for Agricultural use and replaced it with an Agricultural Overlay district (RL-2.5 AP), in which agricultural use is allowed within rural residential land use designated areas (General Plan EIR). This agricultural land use designation demotion indicates the City's intention and understanding that development needs may compromise the City's agricultural resources.

4.2.5 - Project Design Features

There are no project design features that address loss of agricultural land within the project area.

4.2.6 - Mitigation Measures

There are no measures that can mitigate the permanent loss of agricultural land.

4.2.7 - Level of Significance after Mitigation

There are no measures that can mitigate the permanent loss of agricultural land. Therefore the impact in this regard is considered significant and unavoidable, and a Statement of Overriding Considerations for this impact will have to be adopted prior to approving the project.



	Project Site
	D - Urban and Built Up Land
	G - Grazing Land
	L - Farmland of Statewide Importance
	P - Prime Farmland
	U - Unique Farmland

Source: National Agriculture Imagery Program (2005).



Exhibit 4.2-1 Farmland Mapping and Monitoring Program

4.3 - Air Quality

This section analyses the potential air quality impacts that would result from the development of the OHM project. A detailed project specific air quality assessment was prepared by MBA to evaluate the air pollutant emissions generated by construction and occupancy of the proposed project. This assessment was conducted within the context of the CEQA, California Public Resources Code Sections 21000 et seq. The methodology follows the “CEQA Air Quality Handbook” prepared by the SCAQMD for quantification of emissions and evaluation of potential impacts to air resources. As recommended by SCAQMD staff, URBEMIS 2002 version 8.7.0 and CALINE4 computer programs, developed and approved by the California Air Resources Control Board (CARB), were used to quantify project-related emissions (MBA 2006a). A copy of the air quality study is included in Appendix E of this document.

4.3.1 - Environmental Setting

The OHM is located in the City of Yucaipa in southern San Bernardino County. This region is located within the South Coast Air Basin (basin). Regional and local air quality is impacted by dominant air flows, topography, atmospheric inversions, location, season, and time of day.

Dominant air flows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevent further dispersion. This poor air movement results in a gradual degradation of air quality from the coastal areas to inland areas. Air stagnation may occur during the early evening and early morning during periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If they are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events. The primary wind direction near the project site is to the east, as shown in the wind rose in Exhibit 4.3-1.

Temperature inversions limit the vertical depth through which pollution can be mixed. Radiation inversions form on clear winter nights when cold air off the mountains to the south sinks to the valley floor while the air aloft over the valley remains warm. These inversions, in conjunction with calm winds, trap pollutants near the source. Summers are often periods of hazy visibility and occasionally unhealthy air, while winter air quality impacts tend to be highly localized and can consist of odors from agricultural operations or dust near mineral resource recovery operations.

Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different degree of control. The United States Environmental Protection Agency (U.S. EPA) regulates at the national level. The CARB regulates at the state level. The SCAQMD regulates at the air basin level.

The U.S. EPA handles global, international, national, and interstate air pollution issues and policies. The U.S. EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans (SIP), provides research and guidance in air pollution programs, and sets National Ambient Air Quality Standards (NAAQS), also known as federal standards. There are NAAQS for six common air pollutants, called criteria air pollutants, which were assigned resulting provisions of the Clean Air Act of 1970. The six criteria pollutants are ozone, particulate matter (PM10 and PM2.5), nitrogen dioxide, carbon monoxide (CO), lead, and sulfur dioxide. The NAAQS were set to protect the health of sensitive individuals; thus, the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants.

The CARB has overall responsibility for statewide air quality maintenance and air pollution prevention. The SIP for the State of California is administered by CARB. A SIP is a document prepared by each state describing existing air quality conditions and measures which will be taken to attain and maintain NAAQS. The CARB also administers California ambient air quality standards, or state standards, for the ten air pollutants designated in the California Clean Air Act. The ten state air pollutants are visibility reducing particulates, hydrogen sulfide, sulfates, vinyl chloride, and the six criteria pollutants.

Air Pollutants

Air pollutants can be categorized into two main sources, stationary and mobile. A point source is a stationary source, which is an emission from an identifiable location, usually associated with manufacturing and industrial sources. Area sources are considered stationary sources, which are widely distributed and produce many small emissions. Mobile source emissions are associated with motor vehicles and include on-road and off-road sources. On-road sources are emissions from vehicles, trucks, motorcycles, buses, etc. Off-road sources include equipment and vehicles in the following sectors: recreational, construction, mining, industrial, lawn and garden, farm, airport service, and rail. A brief summary of the pollutants of concern follows.

- CO: A colorless, odorless toxic gas produced by incomplete combustion of carbon-containing fuels (e.g., gasoline or diesel fuel). CO levels tend to be highest during the winter months, when the meteorological conditions favor the accumulation of the pollutants.
- Ozone: A photochemical oxidant that is formed when reactive organic gases and oxides of nitrogen (both byproducts of internal combustion engines) react in the presence of ultraviolet sunlight. Ozone is a very energetic combination of three oxygen atoms that, when it comes

into contact with a surface, releases its force as chemical energy. When this happens to biological systems (i.e., the respiratory tract and plants), this energy can cause damage to sensitive tissues.

- **Oxides of nitrogen (NO_x):** NO_x is a mixture of nitric oxide and nitrogen dioxide in the atmosphere. Nitric oxide is from as a byproduct of fuel combustion and quickly reacts with oxygen to form nitrogen dioxide. NO_x emissions contribute to the formation of ozone and particulate matter. The only form of NO_x that exists at a level to cause public health concerns is nitrogen dioxide.
- **Sulfur dioxide and sulfates:** In California, sulfur is emitted during the combustion of petroleum-derived fuels (i.e., gasoline and diesel fuel) that contain sulfur. During combustion, sulfur is oxidized to sulfur dioxide (a colorless pungent gas). The sulfur dioxide is then converted to sulfate compounds in the atmosphere.
- **Lead:** Lead is a heavy metal that can accumulate in bone, soft tissue, and blood and can damage the kidneys, liver, and nervous system, and can result in learning disabilities, seizures, and death. Lead concentrations once exceeded the state and national air quality standards by a wide margin, but have not exceeded state or national air quality standards in the area for at least 10 years. Lead is no longer an additive in gasoline, which is the main reason the concentration of lead in the air is low.
- **Suspended particulate matter (PM₁₀ and PM_{2.5}):** Particulate matter is a mixture of small particles that consists of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM₁₀ refers to particulate matter that is 10 microns or less in diameter (1 micron is one-millionth of a meter). PM_{2.5} refers to particulate matter that is 2.5 microns or less in diameter. Sources include road dust, diesel soot, erosion of soil, combustion particles (ashes and soot), and tire and brake abrasion.
- **Volatile organic compounds (VOCs):** VOCs are organic compounds that readily evaporate. Reactive organic gases (ROGs) consist of nonmethane and oxygenated hydrocarbons. Although all VOCs are not necessarily ROGs, the terms are often interchanged. There are no state or national ambient air quality standards for VOCs; however, they are regulated because they are involved in chemical reactions that contribute to the formation of ozone. In addition, some hydrocarbon components classified as VOCs (i.e., benzene) are thought or known to be hazardous. Sources of VOCs include adhesives, solvents, paints, cooking, fuel, and combustion. VOC can interfere with oxygen uptake and can cause coughing, sneezing, headaches, weakness, laryngitis, and bronchitis.
- **Diesel particulate matter (DPM):** Diesel exhaust is a mixture of many particles and gases that is produced when an engine burns diesel fuel. Many compounds found in diesel exhaust

are carcinogenic. DPM includes the particle-phase particles in diesel exhaust. Some of the health effects of DPM include eye, nose, and throat irritation as well as cough, nausea, and phlegm.

- **Greenhouse gases:** Global warming is an average rise in the earth's temperature, which can cause changes in climate. Greenhouse gases help to regulate the climate by absorbing infrared radiation in the atmosphere and allowing incoming solar radiation to pass through the atmosphere. Some greenhouse gases include water vapor, methane, carbon dioxide (CO₂), nitrous oxide, ozone, halogenated fluorocarbons, perfluorinated carbons, and hydrofluorocarbons.
- **Visibility reducing particles are suspended particulate matter:** Visibility is the distance through the air that can be seen without the use of instrumental assistance. The 8-hour state standard is the extinction coefficient of 0.23 kilometer – visibility of ten miles or more due to particles when relative humidity is less than 70 percent. Visibility reducing particles are not assessed in this report; however, particulate matter is assessed.
- **Vinyl chloride is a chlorinated hydrocarbon and a colorless gas with a mild, sweet odor:** Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride is a known carcinogen. The 24-hour state standard for vinyl chloride is 0.01 ppm. The proposed project is not expected to generate or be exposed to vinyl chloride because its uses do not use the chemicals processes that create this pollutant. Therefore, it is not assessed in this report.
- **Hydrogen sulfide is a flammable, colorless, poisonous gas that smells like rotten eggs:** It can irritate the eyes and respiratory tract and cause symptoms like headache, nausea, vomiting, and cough. The 1-hour state standard for hydrogen sulfide is 0.03 ppm. Sources include the combustion of sulfur containing fuels (oil and coal) and organic matter that undergoes putrefaction. It is used in the production of heavy water for nuclear reactors, the manufacture of chemicals, in metallurgy, and as an analytical reagent. The proposed project is not expected to cause exposure to hydrogen sulfide because it will not generate hydrogen sulfide in any substantial quantity. Therefore, hydrogen sulfide is not assessed in this report.

South Coast Air Quality Management District

The air pollution control agency for the basin is the SCAQMD. The SCAQMD is responsible for controlling emissions primarily from stationary sources. The SCAQMD maintains air quality monitoring stations throughout the basin. The SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the basin. An AQMP is a plan prepared by an air pollution control district for a county or region designated as a nonattainment area for the

purpose of bringing the area into compliance with the requirements of the national and/or California ambient air quality standards. The current AQMP for the SCAQMD is the 2003 AQMP. The purpose of the 2003 AQMP is to “set forth a comprehensive program that will lead [the South Coast Air Basin and the portions of the Salton Sea Air Basin under SCAQMD jurisdiction] into compliance with all federal and state air quality planning requirements” (2003 AQMP, Page 1-1).

A Draft 2007 AQMP is currently in the public review process. The draft 2007 AQMP is designed to meet the state and federal Clean Air Act planning requirements and focuses on ozone and PM_{2.5}. The Plan incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling. The final 2007 AQMP is scheduled to be released in January 2007.

Existing Air Quality Regulations

The AQMP for the basin establishes a program of rules and regulations administered by the SCAQMD to obtain attainment of the state and national air quality standards. The rules and regulations that apply to this project include, but are not limited to, the following:

- SCAQMD Rule 403 governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard best management practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites. Rule 403 also requires submission of a Fugitive Dust Plan to the SCAQMD for projects that disturb over 100 acres of soil or move 10,000 cubic yards per day of material.
- SCAQMD Rule 1108 governs the sale, use and manufacturing of asphalt and limits the VOC content in asphalt used in the South Coast Air Basin. Although this rule does not directly apply to the project, it does regulate the VOC content of asphalt used during construction.
- SCAQMD Rule 1113 governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. Although this rule does not directly apply to the project, it does regulate the VOC content of paints available during construction.
- SCAQMD Rule 463 and Rule 1178 reduce emissions of VOCs from aboveground storage tanks located at petroleum facilities. Although the gasoline at the fueling station will be stored in underground storage tanks, if the project has an aboveground storage tank (i.e., propane tank), it will be required to comply with these rules.
- SCAQMD Rule 461 applies to the transfer gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank or mobile fueler, and from any stationary storage tank

or mobile fueler into any mobile fueler or motor vehicle fuel tank. One of the requirements of this rule is to ensure that Phase I and Phase II vapor recovery systems are used and properly maintained at fueling stations. The project will comply with this rule.

Attainment Status

Air basins where ambient air quality standards are exceeded are referred to as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are considered severe, serious, or moderate as a function of deviation from standards.

The current attainment designations for the project area are shown in Table 4.3-1. The “attainment year” is the goal of the 2003 and forthcoming 2007 AQMP. The basin is in state non-attainment for ozone, PM10, and PM2.5 and is in federal nonattainment for ozone, CO, PM10, and PM2.5. Note that CO is still classified as “Serious Non-attainment” for the federal CO standard even though the attainment date has passed and the basin met the CO standard by December 2002. In 2004, the SCAQMD requested that the U.S. EPA re-designate the basin as in attainment with the CO ambient air quality standard but the U.S. EPA has not made a formal action to do so. The 2003 AQMP served as a maintenance plan for CO and the Draft 2007 AQMP is an update to that maintenance plan.

Table 4.3-1: South Coast Air Basin Attainment Status

Pollutant	State Status	National Status [attainment year]
Ozone (1-hour)	Non-attainment	Not Subject
Ozone (8-hour)	Unclassified	Severe Non-attainment [2021]
Carbon Monoxide	Attainment	Serious Non-attainment[2000]
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
PM10	Non-attainment	Serious Non-attainment [2006]
PM2.5	Non-attainment	Non-attainment [2015]
Source: CARB, Area Designations Maps, 2004. National Status from U.S. EPA 2006.		

Ambient Air Quality Standards

The national and state standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. The health effects of a pollutant are a factor of the dose of the pollutant, the length of exposure, the pollutant’s properties, and the body’s ability to excrete the pollutant. Table 4.3-2 identifies the current national and state standards, as well as the relevant health effects.

Table 4.3-2: Air Quality Standards

Air Pollutant	Averaging Time	California Standard	National Standard	Most Relevant Effects
Ozone	1 Hour	0.09 ppm	--	(a) Short-term exposures: (1) Pulmonary function decrements and localized lung edema in humans and animals. (2) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (b) Long-term exposures: Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (c) Vegetation damage; (d) Property damage
	8 Hour	0.070 ppm	0.08 ppm	
Carbon Monoxide (CO)	1 Hour	20 ppm	35 ppm	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; (d) Possible increased risk to fetuses
	8 Hour	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO ₂)	1 Hour	0.25 ppm	--	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; (c) Contribution to atmospheric discoloration
	Mean	--	0.053 ppm	
Sulfur Dioxide (SO ₂)	1 Hour	0.25 ppm	--	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma
	24 Hour	0.04 ppm	0.14 ppm	
	Mean	--	0.030 ppm	
Particulate Matter (PM ₁₀)	24 hour	50 µg/m ³	150 µg/m ³	(a) Excess deaths from short-term exposures and exacerbation of symptoms in sensitive patients with respiratory disease; (b) Excess seasonal declines in pulmonary function, especially in children; (c) Increased risk of premature death from heart or lung diseases in elderly
	Mean	20 µg/m ³	--	
Particulate Matter (PM _{2.5})	24 Hour	--	35 µg/m ³	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) Property damage
	Mean	12 µg/m ³	15 µg/m ³	
Sulfates	24 Hour	25 µg/m ³	--	(a) Increased body burden; (b) Impairment of blood formation and nerve conduction
Lead	30-day	1.5 µg/m ³	--	(a) Increased body burden; (b) Impairment of blood formation and nerve conduction
	Quarter	--	1.5 µg/m ³	
Abbreviations: ppm = parts per million (concentration); µg/m ³ = micrograms per cubic meter; Mean = Annual Arithmetic Mean; 30-day = 30-day average; Quarter = Calendar quarter. Sources: South Coast Air Quality Management District, 2003 AQMP. California Air Resources Board, Ambient Air Quality Standards, 2006.				

Local Air Quality

The local air quality can be evaluated by reviewing relevant air pollution concentrations near the project area. The SCAQMD has divided the basin into 38 Source Receptor Areas (SRA) for

evaluation purposes and operates monitoring stations within each one. Existing levels of ambient air quality and historical trends and projections of air quality in the project area are best documented from measurements made near the project site. The SCAQMD operates an air monitoring station in SRA 35 in Redlands, California. Table 4.3-3 summarizes 2003-2005 published monitoring data from Redlands and San Bernardino. The data shows that the ozone is a recognized air quality problem in the area, as all years experienced a violation of the national 1-hour and 8-hour ozone standard. PM10 and PM2.5 are also recognized air quality problems in the area.

Table 4.3-3: Air Quality Monitoring Summary: 2003-2005

Averaging Time (units)	Standards		Maximum Concentration (days exceeding National Standard, State Standard)			Met Standards?
	National	State	2003	2004	2005	
Ozone						
1 Hour (ppm)	--	0.09	0.174 (38,91)	0.160 (12,76)	0.146 (6,36)	No
8 Hour (ppm)	0.08	0.070	0.153 (72,*)	0.135 (56,*)	0.119 (24,*)	No
Carbon Monoxide (CO)						
1 Hour (ppm)	35	20	5 (0,0)	4 (0,0)	4 (0,0)	Yes
8 Hour (ppm)	9	9.0	4.45 (0,0)	3.24 (0,0)	2.45 (0,0)	Yes
Nitrogen Dioxide (NO₂)						
1 Hour (ppm)	--	0.25	0.101 (--,0)	0.118 (--,0)	0.098 (--,0)	Yes
Mean (ppm)	0.053	--	0.026	0.026	0.026	Yes
PM10						
Mean (µg/m ³)	--	20	37.1	38.6	33.2	No
24 Hour (µg/m ³)	150	50	92.0 (0,13)	88.0 (0,19)	61.0 (0,8)	No
PM2.5						
Mean (µg/m ³)	15	12	22.2	21.9	17.4	No
24 Hour (µg/m ³)	35	--	73.9 (1,--)	93.4 (4,--)	106.2 (1,--)	No
Abbreviations: ppm = parts per million of air, by volume; µg/m ³ = micrograms per cubic meter; Mean = Annual Arithmetic Mean; * = No data available.						
Notes: Measurements are the maximum concentrations; numbers in parenthesis refer to the number of sampling day per year that the ambient concentration exceeded the national standard and the state standard.						
Sources: California Air Resources Board, Air Quality Data Statistics, Top 4 Summary, Accessed in 2006. www.arb.ca.gov/adam/welcome.html. The ozone and PM10 data are from the Redlands-Dearborn station. The data for PM2.5, nitrogen dioxide, and 8 Hour CO is from the San Bernardino-4 th Street station because it is unavailable for the Redlands station. The 1 Hour CO is from the San Bernardino-4 th Street station published by the SCAQMD (www.aqmd.gov/smog/historicaldata.htm).						

Local Sources of Air Pollutants

The project site is currently developed for agricultural use and also contains some vacant undeveloped land and structures related to farming operations. The pollutant sources from the existing land uses at the project site include fugitive dust from the agricultural fields and vacant land, and farming equipment emissions. The main source of local air pollutants includes motor vehicle emissions from traffic on I-10.

Bus Service

Omnitrans runs Routes 8 and 9 from Sand Canyon Road and east on Yucaipa Boulevard, which is approximately 1.5 miles north of the project site. Route 8, San Bernardino/Mentone/Yucaipa, runs every hour Monday through Saturday between approximately 5:00 a.m. to 8:00 p.m. and on Sunday from every two hours between 8:00 a.m. to 7:00 p.m.. Route 9, San Bernardino/Redlands/Yucaipa, runs every hour Monday through Saturday between approximately 5:00 in the morning to 10:00 p.m. and Sunday every two hours from 7:00 a.m. to 6:00 p.m..

Sensitive Receptors

Those who are sensitive to air pollution include children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. The locations that house these persons or places they gather to exercise are defined as sensitive receptors. The sensitive receptors located near the project site are 1) a residence located across I-10, approximately 1600 feet northeast of the project site and 2) a residence located across Live Oak Canyon Road approximately 900 feet west of the project site.

NOP Comments

No comments were submitted regarding air quality. The NOP comment letters are compiled in Appendix B.

4.3.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts on air quality were derived from Appendix G of the State CEQA guidelines. A significant impact would occur if the proposed project would:

- a) Conflict with or obstruct implementation of the applicable air quality plan;
- b) Violate any air quality standard or contribute substantially to an existing or protected air quality violation;
- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- d) Expose sensitive receptors to substantial pollutant concentrations; or
- e) Create objectionable odors affecting a substantial number of people.

SCAQMD Thresholds

The CEQA guidelines define a significant effect on the environment as “a substantial, or potentially substantial, adverse change in the environment.” To determine if a proposed project would have a significant impact on air quality, the types, levels, and impacts of emissions generated by the proposed project must be evaluated. While the final determination of whether or not a project is significant is within the purview of the lead agency pursuant to Section 15064(b) of the State CEQA Guidelines, the SCAQMD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions. If the lead agency finds that the proposed project has the potential to exceed these air pollution thresholds, the project should be considered to have significant air quality impacts.

Regional Significance Thresholds

The following regional significance thresholds have been established by SCAQMD. Projects in the South Coast Air Basin region with construction-related emissions any of the thresholds presented in Table 4.3-4 are considered significant.

Table 4.3-4: SCAQMD Regional Significance Thresholds

Pollutant	Construction (lbs/day)	Operation (lbs/day)
Oxides of Nitrogen (NOx)	100	55
Volatile Organic Compounds (VOC)	75	55
Particulate Matter (PM10)	150	150
Particulate Matter (PM2.5)	55	55
Oxides of Sulfur (SOx)	150	150
Carbon Monoxide (CO)	550	550
Source: SCAQMD Air Quality Significance Thresholds. www.aqmd.gov/ceqa/hdbk.html		

Localized Significance Thresholds

The SCAQMD Governing Board adopted a methodology for calculating localized air quality impacts through localized significance thresholds (LSTs), which is consistent with the SCAQMD’s Environmental Justice Enhancement Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable state or national ambient air quality standard. The LSTs are developed based on the ambient concentrations of that pollutant for each source receptor area and are applicable to NOx, CO, PM10, and PM2.5.

The LST for PM10 and PM2.5 are identified in the SCAQMD Air Quality Significance Thresholds in its CEQA Handbook. The LST for PM10 and PM2.5 during construction is 10.4 µg/m³. LSTs for nitrogen dioxide and CO are derived using the equation: LST = AAQS - CB; where, LST is the localized threshold for the project in micrograms per cubic meter; AAQS is the most stringent state or

national standard in micrograms per cubic meter (from Table 4.3-2); and CB is the maximum background concentration that occurred in the past three years at the closest air quality monitoring station in micrograms per cubic meter (from Table 4.3-3). The LST for nitrogen dioxide is 0.132 ppm (0.25 ppm minus 0.118 ppm). The LST for 1-hour CO is 15 ppm (20 ppm minus 5 ppm). The LST for 8-hour CO is 4.55 ppm (9 ppm minus 4.45 ppm). The LSTs are summarized in Table 4.3-5.

Table 4.3-5: Localized Significance Thresholds

Pollutant	Localized Significance Threshold - Construction
Nitrogen Dioxide (1 Hour)	0.132 ppm
CO (1 Hour)	15 ppm
CO (8 Hour)	4.55 ppm
PM10 (24 Hour)	10.4 µg/m ³
PM2.5 (24 Hour)	10.4 µg/m ³
Source: SCAQMD Final Localized Significance Methodology. June 2003. www.aqmd.gov/CEQA/handbook/LST/LST.html. Source for PM2.5: SCAQMD Final-Methodology to Calculate PM2.5 and PM2.5 Significance Thresholds. October 2006.	

4.3.3 - Project Impact Analysis

Air quality impacts can be described in a short-term and long-term perspective. Short-term impacts will occur during site grading and project construction. Long-term air quality impacts will occur once the project is in operation.

Construction Impacts (Short-Term)

Emissions during construction include fugitive dust generated during the grading of the land, as well as exhaust emissions (VOC, NO_x, CO, PM10, and PM2.5) generated by the construction equipment. Emissions can originate from onsite and offsite sources. Onsite sources include emissions from construction equipment, motor vehicle operation, and fugitive dust from disturbed soil. Offsite emissions are from delivery vehicles, worker vehicles, and road dust.

There are different phases of construction, including demolition of the existing facilities, grading, the construction of the buildings, architectural coatings (painting), and asphalt paving of the parking lots and roads on the project site. Construction emissions are estimated using the URBEMIS2002 model based on assumptions regarding the equipment fleet to be used. The URBEMIS2002 model output is contained in Appendix E.

Estimated unmitigated construction emissions are shown in Table 4.3-6. When emissions projections are compared with the SCAQMD thresholds for significance, it is shown that emissions exceed the

applicable thresholds for VOC, NOx, PM10, and PM2.5, and therefore result in a regional significant impact during construction.

Table 4.3-6: Construction Emissions (Unmitigated)

Phase	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Demolition	9.84	74.95	73.85	0.00	3.37	2.98
Grading	62.51	436.60	512.46	0.08	1730.87	375.50
Building Construction	59.68	353.56	508.14	0.00	11.83	10.53
Architectural Coatings	324.29	0.51	13.28	0.00	0.22	0.20
Asphalt Paving	39.84	240.73	310.49	0.02	9.07	8.07
Maximum Daily Emissions	383.86	436.60	520.63	0.08	1730.87	375.50
Regional Threshold	75	100	550	150	150	55
Exceed Regional Threshold?	Yes	Yes	No	No	Yes	Yes
Note: The maximum daily emissions refer to the maximum emissions that would occur in one day; demolition, grading and construction do not occur at the same time; therefore, their emissions are not summed. Source: URBEMIS output (see Appendix E).						

Localized Significance Analysis - Construction

The evaluation of localized impacts determines the potential of the project to violate any air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. To evaluate localized impacts for construction, an air dispersion model (U.S. EPA model, ISCST3) is used to simulate the movement of project related pollutants through the air and compare the concentration of those pollutants to the localized significance thresholds. The estimated concentrations do not represent actual occurrences nor do they necessarily predict future levels.

The mitigated grading emissions estimated by URBEMIS are used in this analysis because onsite emissions of all pollutants are greatest during grading activities. The dispersion modeling results at the maximum and nearest sensitive receptor locations are presented in Table 4.3-7. As shown in the table, the PM10 and PM2.5 concentrations during grading (with mitigation) exceed the localized significance thresholds at the nearest sensitive receptors. Therefore, PM10 and PM2.5 emitted during grading has the potential to exceed the 24-hour California ambient air quality standard at the nearest sensitive receptor. The concentrations are greatest near the boundary of the project site, immediately adjacent to the area being graded and disperse rapidly. As shown in the wind rose presented in Exhibit 4.3-1, the primary wind direction is to the east (or from the west). Therefore, the impacts would likely be greatest to the east of the project site.

The 1-hour CO, 8-hour CO, and 1-hour nitrogen dioxide concentrations do not exceed the localized significance thresholds; therefore, project emissions during construction are not anticipated to exceed the ambient air quality standards for nitrogen dioxide or CO.

Table 4.3-7: Localized Analysis Results

Location	Dispersion Modeling Results - Maximum Concentration				
	24-hour PM10 (µg/m ³)	24-hour PM2.5 (µg/m ³)	1-hour NO ₂ (ppm)	1-hour CO (ppm)	8-hour CO (ppm)
Sensitive Receptor (900 feet from grading activity)	96	24	0.04	0.8	0.2
Sensitive Receptor (1640 feet from grading activity)	41	9	0.05	0.5	0.1
Localized Significance Threshold	10.4	10.4	0.13	15	4.55
Exceed Localized Threshold?	Yes	Yes	No	No	No
Source: ISCST3 dispersion model results - see Appendix E for more information.					

Project Occupancy (Long-Term Impacts)

Long-term emissions from occupancy or build-out of the proposed project include mobile and stationary emissions. Emissions during winter are shown in Table 4.3-8. Emissions during summer are slightly lower and are contained in the URBEMIS output located in Appendix E. Also shown in Table 4.3-8 are VOC emissions from the proposed fueling station. Mobile emissions from motor vehicles are the largest single long-term source of air pollutants from the project. A comparison of the estimated emissions and the SCAQMD thresholds shows that project emissions of VOCs, NO_x, CO, PM10, and PM2.5 are expected to exceed the thresholds at build-out. Therefore, long-term emissions are significant. The significance for the CO₂ emissions is discussed in the cumulative impacts section.

Table 4.3-8: Estimated Winter Operational Emissions

Source	Emissions (pounds per day)							
	VOC	NO _x	CO	SO _x	PM10 Exhaust	PM10 Dust	PM2.5	CO ₂
Mobile	256.60	411.02	3011.49	1.71	17.63	283.96	65.44	172325
Natural Gas	0.37	5.09	4.28	0.00	0.01	0.00	0.01	-
Architectural Coatings	4.64	-	-	-	-	-	-	-
Fueling Station	6.95	-	-	-	-	-	-	-
Total	268.56	416.11	3015.77	1.71	17.64	283.96	65.45	172325
Regional Threshold	55	55	550	150	150		55	None
Significant Impact?	Yes	Yes	Yes	No	Yes		Yes	-
Source: URBEMIS2002 except VOC from fueling station, CO ₂ , and PM2.5 (see calculations in Appendix E for more details).								

CO “Hot Spots” Analysis

A CO hot spot is a localized concentration of CO that is above the state or national 1-hour or 8-hour ambient air standards. Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. To provide a worst-case scenario, CO concentrations are estimated at project impacted intersections, where the concentrations would be the greatest. Intersections with the highest potential for CO hotspots were selected based on their average delay, traffic volumes (obtained from the traffic study prepared for this project), and proximity to sensitive receptors. This analysis follows guidelines recommended by the CO Protocol (Caltrans 1997) and the SCAQMD. According to the CO Protocol, intersections with Level of Service (LOS) E or F require detailed analysis. In addition, intersections that operate under LOS D conditions in areas that experience meteorological conditions favorable to CO accumulation require a detailed analysis. The SCAQMD recommends that a local CO hotspot analysis be conducted if the intersection meets one of the following criteria: 1) the intersection is at LOS D or worse and where the project increases the volume to capacity ratio by 2 percent or 2) the project decreases LOS at intersection from C to D.

Using the CALINE4 model, potential CO hotspots were analyzed at the intersections listed in Table 4.3-9. As shown in Table 4.3-9, the estimated 1-hour and 8-hour average CO concentrations at build-out (2008) in combination with background concentrations are below the state and national ambient air quality standards. As shown in Table 4.3-10, the CO concentrations anticipated in 2030 are lower than those estimated at build-out. Even though the traffic volumes are anticipated to be greater in 2030, the emission factors in 2030 are much lower than in 2008. No CO hotspots are anticipated as a result of traffic-generated emissions by the proposed project in combination with other anticipated development in the area. Therefore, even though CO operational emissions are over the SCAQMD regional significance daily threshold (as shown in Table 4.3-8), the emissions from the project are not anticipated to contribute substantially to an existing or projected air quality violation.

Table 4.3-9: Estimated CO Concentrations (2008)

Intersection	1 Hour Estimated CO Concentration (ppm)*	8 Hour Estimated CO Concentration (ppm)**	Significant Impact?***
Outer Hwy 10S at 16th Street	6.5	5.50	No
Live Oak Canyon Rd at Outer Hwy 10S	7.9	6.48	No
Live Oak Canyon Rd at I-10 East Ramp	9.2	7.39	No
Oak Glen Rd at I-10 West Ramp	9.3	7.46	No
Oak Glen Rd at 14th St/Calimesa Rd.	8.0	6.55	No
Oak Glen Rd at Colorado Street	7.6	6.27	No
* Caline4 output (see Appendix E for model output) plus background concentration of 5 ppm (Table 4.3-3). ** The 8-hour project increment was calculated by multiplying the 1-hour Caline4 output by 0.7 (persistence factor), then adding a background concentration of 4.45 ppm (from Table 4.3-3). *** Comparison of the 1-hour concentration to the state standard of 20 ppm and the 8-hour concentration to the state/national standard of 9 ppm.			

Table 4.3-10: Estimated CO Concentrations (2030)

Intersection	1 Hour Estimated CO Concentration (ppm)*	8 Hour Estimated CO Concentration (ppm)**	Significant Impact?***
Live Oak Canyon Rd at Outer Hwy 10S	4.4	3.5	No
Live Oak Canyon Rd at I-10 East Ramp	4.5	3.5	No
Oak Glen Rd at I-10 West Ramp	4.6	3.6	No
Oak Glen Rd at 14th St/Calimesa Rd.	4.5	3.5	No
Oak Glen Rd at Colorado Street	4.3	3.4	No
* Caline4 output (see Appendix E for model output) plus background concentration of 3.6 ppm (2020 1-hour concentration for SRA34 from SCAQMD www.aqmd.gov/ceqa/handbook/CO/CO.html). ** The 8-hour project increment was calculated by multiplying the 1-hour Caline4 output by 0.7 (persistence factor), then adding a background concentration of 2.9 ppm (2020 8-hour concentration for SRA34 from SCAQMD future CO concentrations - www.aqmd.gov/ceqa/handbook/CO/CO.html). *** Comparison of the 1-hour concentration to the state standard of 20 ppm and the 8-hour concentration to the state/national standard of 9 ppm.			

Health Effects from Project Emissions

This section correlates project short-term and long-term emissions with health effects and determines the significance (**threshold d**). A brief description of some of the health effects for the pollutants discussed below is located in the Air Pollutant section. Note that health effects vary from individual to individual as well as from exposure duration and concentration of the pollutant. Therefore, even if it is determined that there would be a significant impact from project emissions of a certain pollutant, it does not mean that everyone in the immediate vicinity of the project would experience health effects.

Health Effects - Short-term Emissions

Unmitigated, short-term emissions of NO_x, CO, and VOC during construction would result in regional significant short-term impacts to air quality. However, a localized analysis showed that with mitigation, concentrations of nitrogen dioxide and CO during construction are below the localized significance thresholds, and; therefore, would not result in significant health impacts. Although VOC is over the regional significance threshold during painting of the structures, levels would not be at concentrations to evoke a negative health impact to the sensitive receptors due to the dispersion of VOC.

Localized dispersion modeling of PM₁₀ and PM_{2.5} emissions from construction indicated that they would result in significant localized impacts. Therefore, project concentrations of PM₁₀ and PM_{2.5} during grading may cause health effects to local sensitive receptors. A summary of the relevant health effects of particulate matter include: (a) Excess deaths from short-term exposures and exacerbation of symptoms in sensitive patients with respiratory disease; (b) Excess seasonal declines

in pulmonary function, especially in children; (c) Increased risk of premature death from heart or lung diseases in elderly.

The off-road and on-road equipment during construction would emit diesel particulate matter, which is a carcinogen. However, the diesel particulate matter emissions from the project site are short-term in nature. Determination of risk from diesel particulate matter is considered over a 70-year exposure time. Therefore, it not likely that emissions from the project would result in substantial health impacts to the surrounding residents. Therefore, the exposure to diesel particulate matter is less than significant.

Health Effects - Long-Term Emissions

Long term operational impacts of CO are above the regional significance threshold. However, a CO hotspot analysis determined that the levels of CO at impacted intersections are below the state and federal ambient air quality standards. Therefore, localized concentrations of CO from the project would not pose significant localized health effects. The main source of operational CO emissions is from motor vehicles (see Table 4.3-8); therefore, a CO hotspot analysis is the best tool to determine if CO emissions from the project would contribute to a health impact, and it was shown that it does not.

Long-term emissions of VOC are above the regional significance threshold; however, emissions of are not anticipated to result in health effects from exposure. There is no ambient air quality standard for the pollutant. The main emissions of VOC are from architectural coatings and mobile vehicles. Concentrations from architectural coatings would not be great enough to induce substantial health impacts. VOC emissions from automobiles are distributed over miles and miles of roadway. Such emissions will not be at concentrations to induce substantial health impacts.

VOCs will also be emitted from the fueling station. The tenant is not known at this time; therefore, to provide a worst-case scenario, the annual throughput was estimated to be approximately 2,000,000 gallons per year. Gasoline contains several toxic components, including benzene, ethyl benzene, toluene, xylene, and methyl tertiary butyl ether. The California Air Pollution Control Officers Association provided cancer risk estimations from gasoline stations in its Gasoline Service Station Industrywide Risk Assessment Guidelines (CAPCOA 2001). Using those estimations, the cancer risk would be approximately 0.08 in one million at the nearest sensitive receptor (a residence is located approximately 1600 feet from the proposed location of the gasoline station). The threshold for cancer risks is 10 in one million. Therefore, the cancer risk associated with the fueling station is less than significant. The California Air Resources Board published an Air Quality and Land Use Handbook (CARB 2005), which has voluntary recommendations that will “help keep California’s children and other vulnerable populations out of harm’s way with respect to nearby sources of air pollution” (CARB 2005, Page ES-1). The CARB recommends avoiding placing sensitive receptors within 300 feet of a large gasoline station and within 50 feet of a typical gasoline station. The nearest sensitive receptor to the project is located approximately 1600 feet away. Therefore, the project

complies with the CARB's recommendations and risks associated with toxic components from the fueling station are anticipated to be less than significant.

Long-term emissions of NO_x are above the regional significance threshold. Although there is an ambient air quality standard for nitrogen dioxide (a component of NO_x), background levels of nitrogen dioxide are not such that the project would contribute to an exceedance of the pollutant (as shown in Table 4.3-3). The main operational source of NO_x is from motor vehicles. These emissions will be distributed over miles of roadway and will not be at a level to result in a significant health effect from exposure of nitrogen dioxide.

The combination of NO_x and VOC emissions from mobile vehicles accessing the project will mix together in the sunlight and create some ozone. This project generated ozone is not at a concentration to evoke health effects. The cumulative effect of project generated ozone is discussed in Section 5, *Cumulative Impacts*.

Operational emissions of PM₁₀ and PM_{2.5} are over the regional significance thresholds. As shown in Table 4.3-8, the main source of PM₁₀ and PM_{2.5} is from paved road dust. This road dust would be dispersed over miles of roadway. The motor vehicles traveling to and from the project will not emit quantities of PM₁₀ or PM_{2.5} at a quantity that exceeds the ambient air quality standards for the pollutants. Therefore, the project will not cause or substantially contribute to an exceedance of the standards for PM₁₀ or PM_{2.5} and; therefore, will not result in a significant health impact.

Summary of Health Effects from Project Emissions

In summary, short-term emissions of PM₁₀ and PM_{2.5} may cause localized health effects to the surrounding residents during grading activities, as outlined in threshold d.

Consistency with the Air Quality Management Plan

This assessment will use three criteria for determining project consistency with the current Air Quality Management Plan (AQMP), as discussed below. The first and second criteria are from the SCAQMD. According to the SCAQMD (1993), there are two key indicators of AQMP consistency: 1) whether the project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP; and 2) whether the project will exceed the assumptions in the AQMP based on the year of project build out and phase (SCAQMD 1993, Page 12-3). The third criterion is compliance with the control measures in the AQMP. A comparison of the projections in the AQMP and the estimated project emissions is also shown for informational purposes.

Project's Contribution to Air Quality Violations

The project exceeds the SCAQMD regional thresholds during construction and operation; therefore, the emissions from the project may contribute to new violations or a delay in timely attainment of air quality standards. The project fails to meet the first indicator.

AQMP Assumptions

One way to assess project compliance with the AQMP assumptions is to ensure that the population density and land use are consistent with the growth assumptions used in the air plans for the air basin. According to CARB transportation performance standards, the rate of growth in vehicle miles traveled (VMT) and trips should be held to the rate of population growth (SCAQMD 1993, Page 9-12). Compliance with this performance standard is one way suggested by CARB of showing compliance with the growth assumptions used in the AQMP. If the total VMT generated by the proposed project at build-out is at or below that predicted by the AQMP, then the proposed project's mobile emissions is consistent with the AQMP. It is assumed that the existing and future pollutant emissions computed in the AQMP was based on land uses from area general plans.

The City's General Plan was adopted in 1992 and updated in 2004. The land use provisions contained in the original General Plan were incorporated into the 1997 AQMP and the 2003 AQMP. The proposed project is consistent with the City's General Plan land use. Since the proposed project is consistent with the City's General Plan, it is also consistent with the current AQMP. As such, no cumulatively significant change will occur as a result of this project and it will not conflict with or obstruct the implementation of the AQMP. It is likely that the 2007 AQMP that is currently under public review used the land use values in the city's General Plan and the appropriate population projections. The proposed project is consistent with the City of Yucaipa General Plan (2004) and; therefore, is consistent with the current AQMP.

Control Measures

The third criterion is compliance with the control measures in the AQMP. The AQMP contains a number of land use and transportation control measures including the following: the District's Stationary and Mobile Source Control Measures; State Control Measures proposed by CARB; and Transportation Control Measures provided by SCAG (AQMP 2003, Page 4-3). CARB's strategy for reducing mobile source emissions include the following approaches: new engine standards; reduce emissions from in-use fleet, require clean fuels, support alternative fuels and reduce petroleum dependency, work with U.S. EPA to reduce emissions from national and state sources, and pursue long-term advanced technology measures (AQMP 2003, Page 4-25). Transportation control measures provided by SCAG include those contained in the Regional Transportation Plans (RTP), the current of which is the 2004 RTP (SCAG 2004). The RTP has control measures to reduce emissions from on-road sources by incorporating strategies such as high occupancy vehicle interventions, transit, and information-based technology interventions (AQMP 2003, Page 4-19). The measures implemented by CARB and SCAG effect the project indirectly by regulating the vehicles that the residents may use

and regulating public transportation. The project indirectly will comply with the control measures set by CARB and SCAG.

The project will comply with all of the District's applicable rules and regulations. Therefore, the project complies with this criterion.

Overall Compliance with the AQMP

The project exceeds the SCAQMD thresholds for short-term and long-term operations; therefore, may contribute to an air quality violation. Considering that criterion, the project is not consistent with the AQMP. The project does comply with the assumptions in the AQMP. The project will comply with applicable control measures in the AQMP. Therefore, the project is not consistent with one out of the three criteria. Therefore, the project does not comply with the AQMP.

Odors

The project does not contain land uses typically associated with emitting objectionable odors. Diesel exhaust will be emitted during construction of the project. Diesel exhaust is an objectionable odor to some; however, the emissions will disperse rapidly from the project site and therefore, should not be at a level to induce a negative response from the surrounding residents. The gasoline station will have minimal VOC emissions and odors. In addition, the pet store may have occasional pet related odors. However, the odors will be such that they will be rapidly dispersed by the prevailing winds; therefore, are anticipated to be less than significant.

Yucaipa General Plan

The City of Yucaipa General Plan (2004) contains an Air Quality Element with goals as follows: improve the job-housing balance; decrease emissions; encourage the use of mass transit; attain the federal air quality standards; maximize the efficiency of current transportation systems through system and demand management strategies; encourage non-motorized forms of travel to shopping, parks, and schools; and review and incorporate appropriate policies contained in the Regional Air Quality Element. The Air Quality Element contains policies and programs to implement the goals. The following are selected policies and programs that are relevant to the proposed project.

- Policy 2.b.1** Ground Transportation, Auto Use Policies, Eliminate Vehicle Trips. Program 2.b.1 (a): Establish and implement a Transportation Demand Management Program through actions such as the following: (1) Encourage Transportation Management Association (TMA) establishment for large employers and commercial/industrial complexes...(3) Encourage employee rideshare and transit incentives for employers with more than 25 employees at a single location...(7) Encourage teleconferencing and telecommuting for private employers with more than 25 employees at a single location.

- Policy 2.e.i.** Ground Transportation, Non-Motorized Means of Transportation Policies, Promote Non-motorized Transportation. Program 2.e.i.(a): Develop standards and guidelines for support facilities to incorporate into development plans for increased bicycle and pedestrian routes to link appropriate activity centers to nearby residential development.
- Policy 2.f.i.** Ground Transportation, Parking Management Policies: Manage Parking Supply. Program 2.f.i.(a): Establish short and long-term parking management strategies at governmental and private facilities in ways that discourage single occupancy vehicle usage and reward high vehicle occupancy rates without placing the county at a competitive disadvantage through such means as the reduction or redirection of parking supply and the creation of parking “banks” of landscaping and other less intensive land uses which could be used for parking in the future or could be developed with a more intensive land use provided the tenant/owner effectively reduces the demand for parking (through Transportation Demand Management, Regulation XV programs, increased parking cost, etc.).
- Policy 4.b.i.** Land Use, Manage Growth. Program 4.b.i.(a): Incorporate phasing policies and requirements in general plans and development plans to achieve the timely provision of infrastructure (particularly transportation facilities) to serve development through tying growth to Level of Service standards and using Urban Limit Lines or phasing areas to manage growth.
- Policy 4.b.ii.** Land Use, Balance Growth. Because a more even distribution between jobs and housing will result in fewer vehicle trips (VT) and vehicle miles traveled (VMT), the City shall manage growth in order to create a more efficient urban form.
- Prog. 4.b.ii(a)** Manage growth through new development and redevelopment project reviews and actions such as the following: (1) Project review procedures which ensure that individual projects have a positive or neutral impact on VT/VMT; ... (4) Imposition of exactions or linkage fees on projects which negatively impact VT/VMT; (5) Project review procedures which ensure that site design allows for alternative modes of transportation (bus stops, bus turnouts, bikeways, pedestrian routes, etc.); ... (8) Encouragement of mixed use development; ... (12) Provision of subsidies to attract new businesses; (13) Utilization of tax-exempt bond financing to encourage job-creating businesses; (14) Provision of infrastructure improvements and/or land for industrial and commercial development.
- Policy 4.b.iv.** Land Use, Integrate Planning Process. Program 4.b.iv(a): Locate and design new development in a manner that will minimize direct and indirect emission of air

contaminants through such means as the following: (1) Promote mixed use development to reduce the length and frequency of vehicle trips. (2) Provide for increased intensity of development along existing and proposed transit corridors. (3) Provide for the location of ancillary employee services (including but not limited to, child care, restaurants, banking facilities, and convenience markets) at major employment centers for the purpose of reducing mid-day vehicle trips.

Policy 5.b.i Particulate Emissions, Control Dust. Program 5.b.i(b): Adopt incentives, regulations and /or procedures to minimize particulate emissions during road, parking lot and building construction.

Policy 6.b.i. Energy Conservation, Conserve Energy. Program 6.b.i(b): Adopt incentives and/or regulations to enact energy conservation requirements for private development.

General Plan Consistency Analysis

Policy 2, Ground Transportation, relates to the City's goal to decrease the use of private vehicles, thereby decreasing air pollutants associated with mobile sources. Increasing the availability of retail in the area will likely reduce trip lengths for those living in the Yucaipa area. Program 2.e.i.(a) is designed to encourage bicycle use. Mitigation is proposed to encourage bicycle use. Therefore, with mitigation, the project complies with Policy 2.

Policy 4, Land Use, encourages a pattern of land uses that can be efficiently served by a diversified transportation system. Program 4.b.i(a) requires that infrastructure be phased with the completion of the project. The mitigation as suggested in the project specific traffic study will occur. Specifically, the interchange improvements at Live Oak Canyon/Oak Glen Road at I-10 eastbound and I-10 westbound ramps have been planned and funded by the City of Yucaipa, and construction will begin in early 2007.

The goal of Program 4.b.ii(a) is to ensure that projects have a positive or neutral impact on VT/VMT. The project is anticipated to reduce the VMT by providing commercial opportunity to customers in the Yucaipa area. A similar Target complex, Orange Tree Marketplace, is located approximately eight miles west of the proposed project off I-10; however, I-10 is often congested between the project site and Orange Tree Marketplace. The proposed project may reduce some VMT on I-10 thereby reducing the quantity of air pollutants in the area. The proposed project will provide jobs and commercial to the immediate area thereby improving the jobs/housing balance (as discussed in Section 4.12, *Population and Housing*). Action 5 suggests project review procedures to ensure that the site design allows for alternative modes of transportation; mitigation encourages alternative modes of transportation to the project site. The actions suggest the provision of subsidies, which are not applicable to the project. Action 14 requires the provision of infrastructure improvements for

commercial development; the project will contribute its fair share to infrastructure improvements, as discussed in Section 4.15, *Traffic*.

Action 4.b.iv(a)(3) encourages provision of ancillary employee services. The project is proposing restaurants, banking facilities, and some convenience food products (for sale at Target), which will provide ancillary services to reduce mid-day vehicle trips.

Policy 5.b.i encourages the minimization of fugitive dust during construction, which is to be accomplished in this project by compliance with Rule 403 and the mitigation measures that control dust during construction.

Policy 6 reduces emissions through reduced energy consumption. Mitigation proposes to decrease energy consumption by increasing energy efficiency in the project buildings. In this way, the project is complying with Program 6.b.i(b).

Global Climate Change

Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. An individual project cannot generate enough greenhouse gas emissions to influence global climate change. The project participates in this potential impact by its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases, which when taken together form global climate change impacts. Therefore, for an assessment of the project's impact to cumulative global climate change, please refer to Section 5.2.3, Cumulative Impacts.

4.3.4 - Standard Conditions and Uniform Codes

The SCAQMD requires the preparation of a dust control management plan. Additionally, as indicated in Section 4.3.1, the project shall comply with the following SCAQMD rules:

- Rule 403 (Fugitive Dust);
- Rule 461 (Gasoline Transfer and Dispensing);
- Rule 463 (Organic Liquid Storage);
- Rule 1108 (Cutback Asphalt);
- Rule 1113 (Architectural Coatings); and
- Rule 1178 (Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities).

4.3.5 - Project Design Features

The project does not contain design features to reduce air pollutant emissions.

4.3.6 - Mitigation Measures

The project air quality analysis determined that the project would have significant short-term regional air quality impacts due to VOC, NO_x, PM₁₀, and PM_{2.5} emissions. The following measures are proposed to help reduce project impacts to the greatest extent feasible:

- AQ-1** Prior to the issuance of a grading permit, the project proponent will provide a Fugitive Dust Control Plan that will describe the application of standard best management practices to control dust during construction consistent with the South Coast Air Quality Management District guidelines. BMPs will include application of water on disturbed soils a minimum of two times per day, covering haul vehicles, replanting disturbed areas as soon as practical, and restricting vehicle speeds on unpaved roads to 15 mph, and other measures, as deemed appropriate to the site, to control fugitive dust. The Fugitive Dust Control Plan shall be submitted to the City for approval and approved prior to construction. This measure shall be implemented to the satisfaction of the City Community Development Director.
- AQ-2** During all construction of the proposed improvements, construction equipment will be properly maintained at an offsite location and includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. This measure shall be implemented to the satisfaction of the Community Development Director.
- AQ-3** During all construction of the project, the developer shall require painting contractors to use only zero-VOC paints (assumes no more than 100 grams/liter of VOC; for samples see www.aqmd.gov/prdas/brochures/paintguide.html) and coatings. All paints shall be applied using either high-volume low-pressure (HVL) spray equipment or by hand application. This measure shall be implemented to the satisfaction of the City Community Development Director.
- AQ-4** To achieve a minimum NO_x reduction of 20 percent during the grading and building/construction phases, off-road construction vehicles will utilize lean NO_x catalysts. Equipment inspections shall be implemented to the satisfaction of the City Community Development Director.
- AQ-5** During all construction of the project, the developer shall require all contractors not to idle construction equipment on site for more than 5 minutes in any one hour. This measure shall be implemented to the satisfaction of the Community Development Director.

- AQ-6** Prior to the issuance of a grading permit, the project proponent will provide a traffic control plan that will describe in detail safe detours around the project construction site and provide temporary traffic control (i.e., flag person) during demolition debris transport and other construction related truck hauling activities. This measure shall be implemented to the satisfaction of the City Community Development Director.
- AQ-7** Prior to the issuance of a grading permit, the developer will provide documentation to the City indicating that workers will carpool to the greatest extent practical. Workers will be informed in writing and a letter placed on file at the City documenting the extent of carpooling anticipated. This measure shall be implemented to the satisfaction of the City Community Development Director.
- AQ-8** During construction of the proposed improvements, on-site electrical hook ups shall be provided for electric construction tools including saws, drills and compressors, to eliminate the need for diesel powered electric generators. This measure shall be implemented to the satisfaction of the City Community Development Director.
- AQ-9** During construction of the proposed improvements, asphalt paving and building/finishing shall not occur on the same days. This will decrease the quantity of emissions on any one day. This measure shall be implemented to the satisfaction of the City Community Development Director.
- AQ-10** Prior to approving the final site plan, the developer shall contact Omnitrans in writing to determine if any bus stops are required within the OHM or along Live Oak Canyon Road. The developer shall install/fund a minimum of one bus stop along Live Oak Canyon Road or within the project footprint, if requested to do so by Omnitrans. This measure shall be implemented to the satisfaction of the City Public Works Director.
- AQ-11** The onsite buildings shall be linked with direct pedestrian connections. Proper pedestrian signalization and signage shall be installed to improve pedestrian safety. Bicycle racks shall be installed at a minimum of five visible locations on the project site. This measure shall be implemented to the satisfaction of the City Community Development Director.
- AQ-12** To reduce trips from future residences located south of the project site and to increase recreational opportunities, future pedestrian trails located in the hills south of the project site shall be connected to the project site via a pedestrian bridge that crosses Wildwood Creek. This measure shall be implemented to the satisfaction of the City Community Development Director.

Implementation of measures AQ-1 through AQ-9 will substantially reduce construction-related emissions; however, they will still not reduce the anticipated amount of VOC, NO_x, PM₁₀, or PM_{2.5} from project construction to less than significant levels, as shown in Table 4.3-11.

Table 4.3-11: Construction-Related Emissions (Mitigated)

Source	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition	9.84	74.95	73.85	0.00	3.37	2.98
Grading	59.50	341.44	487.62	0.08	565.06	130.10
Building	56.75	268.87	483.44	0.00	11.25	10.01
Architectural Coatings	130.36	0.51	13.28	0.00	0.22	0.20
Asphalt Paving	38.00	229.09	295.13	0.02	8.63	7.68
Maximum Emissions	187.01	341.44	495.92	0.08	565.06	130.10
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	Yes	Yes	No	No	Yes	Yes
Source: URBEMIS output (see Appendix E).						

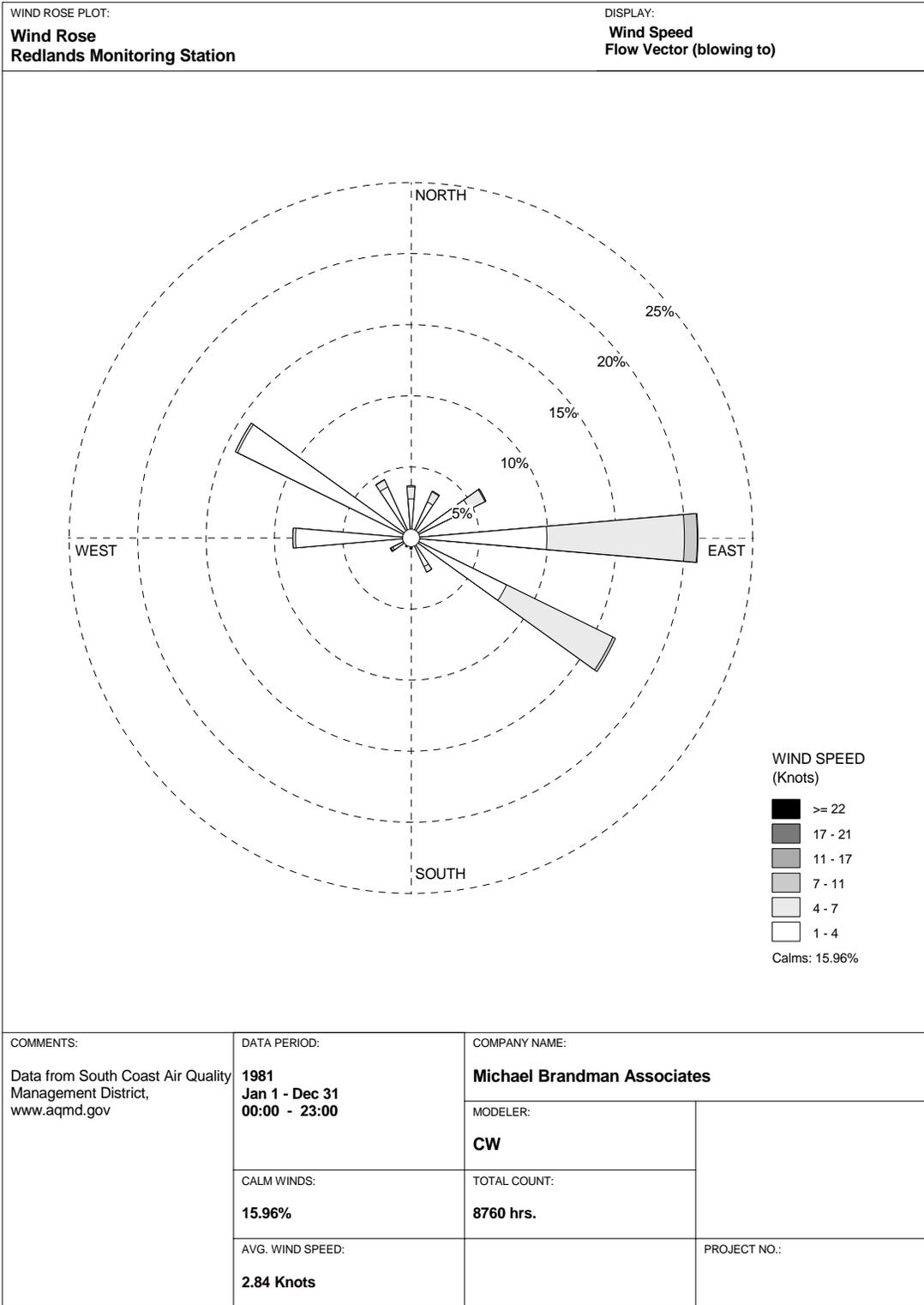
Implementation of measures AQ-10 through AQ-12 will reduce operation-related emissions; however, they will still not reduce the anticipated amount of air pollutants from project operation to less than significant levels.

Summary of Mitigated Impacts

With mitigation, the project is consistent with the City of Yucaipa General Plan. The project will not create objectionable odors affecting a substantial number of people. Even with implementation of all feasible mitigation, the proposed project will create significant regional short-term air quality impacts during construction from VOC, NO_x, CO, PM₁₀, and PM_{2.5} emissions. PM₁₀ and PM_{2.5} emitted during grading could exceed the localized significance thresholds and may result in localized health effects from exposure to particulate matter. The project will create long-term impacts during project occupancy from VOC, NO_x, CO, PM₁₀, and PM_{2.5} emissions, mainly from project vehicular trips. The project is not consistent with the AQMP.

4.3.7 - Level of Significance after Mitigation

Even with mitigation, the project will create short-and long-term significant and unavoidable impacts to air quality. A Statement of Overriding Considerations will; therefore, be required for these impacts prior to project approval.



WRPLOT View - Lakes Environmental Software

Source: Michael Brandman Associates, 2006.



Michael Brandman Associates

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Exhibit 4.3-1 Wind Rose

4.4 - Biological Resources

The analysis of biological resources includes an assessment of existing plant and animal species that are present or considered to be present onsite, plus a summary of the regulatory framework that guides the decision-making process relative to protection of biological resources. The potential project impacts are compared to the significance thresholds to determine if the proposed project would result in significant impacts on these resources. The impact analysis will address the short- and long-term effects of the project on biological resources, including jurisdictional drainages, and the potential for the project to cause direct, indirect, and cumulative impacts.

In December, 2005, MBA conducted a jurisdictional delineation of the project site and in January of 2006, MBA prepared a biological resource assessment of the site. The findings of these surveys are documented in the *Delineation of Jurisdictional Waters and Wetlands for the OHM in Yucaipa, San Bernardino County, California*, dated April 2006 and the *Biological Resources Assessment for the Oak Hills Marketplace Project in Yucaipa, San Bernardino County, California*, dated March 2006. These reports and the results of the assessments are included in Appendix F and G of this EIR and were utilized in the analysis discussed in the following sections.

Regulatory Framework

This regulatory framework identifies the federal, state, and local statutes, ordinances, or policies that govern the conservation and protection of biological resources and must be considered by the City of Yucaipa during the decision-making process for projects that have the potential to affect biological resources. In this context, biological resources are defined to include the following:

- Any species identified as a federal candidate for listing, a sensitive species, or as having special status in local or regional plans, policies or regulations, by the CDFG or USFWS;
- Habitat designated as State Sensitive Habitats by the CDFG Natural Heritage Program;
- Wetlands or other “waters of the United States” afforded protection pursuant to Section 404 of the Clean Water Act;
- Riparian or wetland habitats afforded protection pursuant to Section 1600 of the State Fish and Game Code;
- Native resident or migratory wildlife corridors;
- Native wildlife nursery sites;
- Occupied nesting habitat for birds afforded protection pursuant to the Migratory Bird Treaty Act (MBTA); and

- Plant and wildlife habitats afforded protection pursuant to HCPs and Natural Community Conservation Plans.

Federal

Federal Endangered Species Act

The purposes of this Act are to provide a means to conserve the ecosystems that endangered and threatened species depend on, and to provide a program for conservation and recovery of these species. The Federal Endangered Species Act (FESA) defines species as “endangered” and “threatened” and provides regulatory protection for any species so designated. Section 9 of the FESA prohibits the take of species listed by the USFWS as threatened or endangered. As defined in the FESA, take means “...to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in such conduct.” In recognition that take cannot always be avoided, Section 10(a) of the FESA includes provisions for take that is incidental to, but not the purpose of, otherwise lawful activities. Section 10(a)(1)(B) permits (incidental take permits) may be issued if taking is incidental and does not jeopardize the survival and recovery of the species in the wild.

Section 7(a)(2) of the FESA requires all federal agencies, including the USFWS, to evaluate the Proposed project with respect to any species proposed for listing or already listed as endangered or threatened and their critical habitat, if any is proposed or designated. Federal agencies must undertake programs for the conservation of endangered and threatened species, and are prohibited from authorizing, funding, or carrying out any action that will jeopardize a listed species or destroy or modify its “critical habitat.” As defined in the FESA, “individuals, organizations, states, local governments, and other non-Federal entities are affected by the designation of critical habitat only if their actions occur on federal lands, require a Federal permit, license, or other authorization, or involve federal funding.”

Migratory Bird Treaty Act

The MBTA makes it unlawful to pursue, capture, kill, or possess or attempt to do the same to any migratory bird or part, nest, or egg of any such bird listed in wildlife protection treaties between the United States, Great Britain, Mexico, Japan, and the countries of the former Soviet Union. As with the FESA, the MBTA authorizes the Secretary of the Interior to issue permits for incidental take.

Section 404 of the Federal Clean Water Act

Section 404 of the Federal Clean Water Act, which is administered by the USACE, regulates the discharge of dredge and fill material into waters of the United States. USACE has established a series of nationwide permits that authorize certain activities in waters of the United States, provided that a proposed activity can demonstrate compliance with standard conditions. Normally, USACE requires an individual permit for an activity that will affect an area equal to or in excess of 0.3 acre of waters of the United States. Projects that result in impacts to less than 0.3 acre of waters of the United States can normally be conducted pursuant to one of the nationwide permits, if consistent with the standard

permit conditions. USACE also has discretionary authority to require an Environmental Impact Statement for projects that result in impacts to an area between 0.1 and 0.3 acre. Use of any nationwide permit is contingent on the activities having no impacts to endangered species.

State

Section 2080 and 2081 of the State Fish and Game Code

Section 2080 of the State Fish and Game Code (Code) states that no person shall import into this state (California), export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission (State Fish and Game Commission) determines to be an endangered species or threatened species, or attempt any of those acts, except as otherwise provided in this chapter, the Native Plant Protection Act, or the California Desert Native Plants Act. Under Section 2081 of the Code, the CDFG may authorize individuals or public agencies to import, export, take, or possess, any state-listed endangered, threatened, or candidate species. These otherwise prohibited acts may be authorized through permits or memoranda of understanding if: 1) the take is incidental to an otherwise lawful activity; 2) impacts of the authorized take are minimized and fully mitigated; 3) the permit is consistent with any regulations adopted pursuant to any recovery plan for the species; and 4) the applicant ensures adequate funding to implement the measures required by CDFG. CDFG shall make this determination based on the best scientific and other information that is reasonably available and shall include consideration of the species' capability to survive and reproduce.

Native Plant Protection Act

The Native Plant Protection Act includes measures to preserve, protect, and enhance rare and endangered native plants. The definition of “rare and endangered” differs from those contained in the California Endangered Species Act (CESA). However, the list of native plants afforded protection pursuant to this act includes those listed as rare and endangered under the CESA. The Native Plant Protection Act provides limitations on take as follows: “...no person will import into this State, or take, possess, or sell within this State” any rare or endangered native plant, except in compliance with provisions of the act. Individual land owners are required to notify the CDFG at least 10 days in advance of changing land uses to allow the CDFG to salvage any rare or endangered native plant material.

Section 3503 of the State Fish and Game Code

Section 3503 of the Code states, “It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.”

Section 1600 of the State Fish and Game Code

All diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake in California are subject to the regulatory authority of the CDFG pursuant to Sections 1600 through 1602 of the Code, requiring preparation of a Streambed Alteration Agreement.

Under the Code, a stream is defined as a body of water that flows at least periodically, or intermittently, through a bed or channel having banks and supporting fish or other aquatic life. Included are watercourses with surface or subsurface flows that support or have supported riparian vegetation. CDFG also has jurisdiction within altered or artificial waterways based on the value of those waterways to fish and wildlife, and also has jurisdiction over dry washes that carry water ephemerally during storm events.

Natural Community Conservation Planning (NCCP) Program

The NCCP Program, initiated by Governor Pete Wilson in 1991 and managed by the CDFG, is designed to conserve multiple species and their habitats, while also providing for the compatible use of private land. Through local planning, the NCCP planning process protects wildlife and habitat before the landscape becomes so fragmented or degraded by development that listings are required under the FESA. Instead of saving small, disconnected units of habitat for just one species at a time, agencies, local jurisdictions, and other interested parties have an opportunity, through the NCCP, to work cooperatively to develop plans that consider broad landscapes, or “ecosystems,” and the needs of many species. Partners enroll in the programs and, by mutual consent, habitat areas with high conservation values are set aside and may not be developed. Partners also agree to study, monitor, and develop management plans for these “reserve” areas. The program provides a process for fostering economic growth by allowing approved development in enrolled areas with lower conservation values.

4.4.1 - Existing Conditions

The proposed project site occupies over 60 acres of agriculture land and open space, and contains one large drainage feature, Wildwood Creek. The western portion of the site that north of the main drainage is utilized as a Christmas tree farm and a pumpkin patch and so is highly disturbed. The eastern portion of the site north of the drainage is in agricultural use. The southern portion of the site, south of the main drainage, is undeveloped pastureland used for cattle grazing.

Overall, the proposed project site is heavily disturbed with dirt roads and agricultural activities. The northern two-thirds of the Site has been developed for agricultural purposes, and contains crop fields, structures associated with agriculture, animal pens, parking lots, and private residences. As of early December 2006, the squash and pumpkins have been harvested for the year, and the majority of the property is now vacant. Rows of Christmas trees remain near the northwestern corner of the site but these will have been sold or otherwise removed by the end of December, 2006. The southern third of the Site, including Wildwood Creek, has been degraded as a result of cattle and horse grazing. The grazing has had a major impact on vegetation in this portion of the Site, which is dominated by non-native grassland with low species diversity. The chaparral vegetation and oaks that are present occur in isolated stands along the steep hills.

Vegetation Communities

Plant communities in California have generally been classified by biologists either according to Holland's *Preliminary Descriptions of the Terrestrial Natural Communities of California* (1986) or Sawyer and Keeler-Wolf's *A Manual of California Vegetation* (1995). Holland's descriptions were developed as part of CDFG's Natural Diversity Data Base, and Sawyer and Keeler-Wolf's manual was developed through CNPS. The CDFG now has a list of terrestrial natural communities which supersedes all other lists developed by the CNDDDB. It is based on Sawyer and Keeler-Wolf's manual but it is also structured to be compatible with previous CNDDDB lists such as Holland. Wherever applicable the plant communities within the specific plan area are classified according to CDFG's list of terrestrial natural communities (2003a) and cross-referenced to Holland's element code. Disturbed and developed areas are described according to industry standard descriptions. The CDFG does not currently have a narrative description of the vegetation communities; therefore, the descriptions provided below are according to Holland.

The majority of the project site contains vegetation or disturbed areas associated with the extensive agriculture. The dominant types of agricultural vegetation include ornamental pine trees (*Pinus* sp.) in the western portion of the Site and crops such as pumpkins and corn, as well as ruderal species such as London rocket (*Sisymbrium irio*), dwarf nettle (*Urtica urens*), and sow-thistle (*Sonchus* sp.) in the eastern portion. Heavily grazed non-native grasses are present throughout the Site's southern and eastern areas, and included plants such as foxtail chess (*Bromus madritensis*), oats (*Avena* sp.), and dove weed (*Croton setigerus*). Southern mixed chaparral (SMC) and associated open coast live woodland occur on north-facing slopes in the southern portion of the Site. The SMC community onsite is moderately to heavily disturbed due to cattle and horse grazing. Common species observed include chamise (*Adenostoma fasciculatum*), chaparral beardtongue (*Keckiella antirrhinoides* var. *antirrhinoides*), sugar bush (*Rhus ovata*), hoary leaf ceanothus (*Ceanothus crassifolius*), and scrub oak (*Quercus berberidifolia*). The open woodland habitat is dominated by coast live oak with Mexican elderberry (*Sambucus mexicana*) common in some areas.

The remainder of the project site, mainly in and around Wildwood Creek, contains stands of mule fat scrub, ornamental woodland, Riversidean sage scrub (RSS), Riversidean alluvial fan sage scrub (RAFSS), as well as the unvegetated channel of Wildwood Creek. The mule fat scrub community comprises approximately 5.1 acres of dense stands with low species diversity adjacent to the unvegetated channel, west of the stands of RAFSS that occur within Wildwood Creek and its tributaries in the eastern and central portions of the Project site. The community is dominated by mule fat but also contains California buckwheat (*Eriogonum fasciculatum*), scale-broom, and ruderal (weedy) species such as tree tobacco (*Nicotiana glauca*), and non-native grasses. The ornamental woodland, a human-influenced assemblage of trees, occupies 3.1 acres of the Project site and occurs in a narrow stand along the western portion of Wildwood Creek. The community is dominated by gum tree (*Eucalyptus* sp.) but also contains pine (*Pinus* sp.) and Fremont's cottownwood (*Populus*

fremontii). Common understory species observed include non-native grasses (*Avena sp.*, *Bromus sp.*), tree tobacco, and mule fat. The RSS community occupies 2.7 acres of the eastern portion of the Project site, occurring in small, isolated stands above Wildwood Creek and within the small drainage feature that is tributary to the Creek to the north. The RSS community onsite exhibits uncharacteristically low species diversity due to cattle grazing and intergrades with NNG above Wildwood Creek and mule fat scrub within the small drainage feature. The dominant species present within the community is California buckwheat (*Eriogonum fasciculatum*) and other common species include California sagebrush and pine goldenbush (*Ericameria pinifolia*). The RAFSS occupies 0.6 acres of the Project site, occurring in small, scattered stands in the eastern portion of Wildwood Creek. The unvegetated channel of the creek occupies a majority of the area adjacent to the stands, most likely due to extensive scouring during the storm season of 2004-2005. Disturbances to the RAFSS community include flooding and equestrian use. Common species observed within the community include California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemisia californica*), and mule fat (*Baccharis salicifolia*). The unvegetated channel refers to the portions of the channel lacking vegetation due to frequent scouring caused by high-flows during the winter storm season.

Wildlife

At the time of the biological assessment survey, wildlife activity was considered high. The wildlife species generally observed within most or all of the habitat types are listed below.

Common reptile species observed include:

- Side-blotched lizard (*Uta stansburiana*); and
- Western fence lizard (*Sceloporus occidentalis*).

Common avian species observed or detected include:

- Red-tailed hawk (*Buteo jamaicensis*);
- American kestrel (*Falco sparverius*);
- Anna's hummingbird (*Calypte anna*);
- Nuttall's woodpecker (*Picoides nuttallii*);
- Say's phoebe (*Sayornis saya*);
- Western scrub-jay (*Aphelocoma californica*);
- Bushtit (*Psaltriparus minimus*);
- Bewick's wren (*Thryomanes bewickii*);
- Yellow-rumped warbler (*Dendroica coronata*);
- California towhee (*Pipilo crissalis*);
- Lincoln's sparrow (*Melospiza lincolnii*);
- White-crowned sparrow (*Zonotrichia leucophrys*);
- Western meadowlark (*Sturnella neglecta*); and

- House finch (*Carpodacus mexicanus*).

Common mammal species observed or detected include:

- Botta's pocket gopher (*Thomomys bottae*);
- California ground squirrel (*Spermophilus beecheyi*); and
- Audubon's cottontail (*Sylvilagus audubonii*).

Listed and Sensitive Species

For the purposes of this report, listed species are those provided legal protection under the FESA, CESA, or both. A species listed as endangered or threatened (or rare for plants only) pursuant to the FESA, CESA, or both is in danger of extinction throughout all or a significant portion of its range. In addition, the CDFG has designated certain wildlife species as "Species of Concern" because of declining population levels, limited ranges, and/or continuing threats that make these species vulnerable to extinction. Wildlife species designated as "Species of Concern" by the CDFG are herein treated as sensitive species for the purposes of CEQA. For the analysis in this report, a plant is considered a sensitive species according to CEQA if it has been given a designation of 1, 2, or 3 by the CNPS.

The research conducted by MBA determined that 38 sensitive plants species, plant communities, or wildlife species have some potential to occur on or in the vicinity of the Project site. Only three sensitive plant species have a moderate potential to occur onsite.

Parry's Spineflower (*Chorizanthe parryi* var. *parryi*): This species is designated as a 3 by the CNPS. Suitable habitat for the species occurs onsite. The species is known to have occurred approximately 5 miles east of the Project site. The species was not observed onsite during the reconnaissance-level survey and based on MBA's literature review, has not been previously recorded onsite.

Nevin's Barberry (*Berberis nevinii*): This species is federally and state listed as endangered. Suitable habitat for the species occurs onsite. The species is known to have occurred approximately 6 miles west of the Project site. The species was not observed onsite during the reconnaissance-level survey and based on MBA's literature review, has not been previously recorded onsite.

Plummer's Mariposa Lily (*Calochortus plummerae*): This species is a CNPS listed 1B species. Suitable habitat for the species occurs onsite. The species is known to have occurred approximately 6 miles south of the Project site. The species was not observed onsite during the reconnaissance-level survey and based on MBA's literature review, has not been previously recorded onsite.

Of the 23 sensitive wildlife species potentially present onsite, the Project site contains suitable habitat for 11 sensitive wildlife species. No sensitive wildlife species were observed onsite during the

reconnaissance-level survey, and, based on MBA's literature review, no sensitive wildlife species have been previously recorded onsite. Two species have a high potential to occur based upon habitat requirements and known occurrences:

Orange-throated Whiptail (*Aspidoscelis occidentalis*): This species is a California Department of Fish and Game California Species of Concern. Suitable habitat for the species occurs onsite. The species is known to have occurred approximately 1.5 miles north of the Project site. The species was not observed onsite during the reconnaissance-level survey and based on MBA's literature review, has not been previously recorded onsite.

Southern California Rufous-crowned Sparrow (*Aimophila ruficeps canescens*): This species is a California Department of Fish and Game California Species of Concern. Suitable habitat for the species occurs onsite. The species is known to have occurred approximately 1.5 miles north of the Project site. The species was not observed onsite during the reconnaissance-level survey and based on MBA's literature review, has not been previously recorded onsite.

Nine sensitive species have a moderate potential to occur, based upon habitat requirements and known occurrences:

- Coast (San Diego) horned lizard (*Phrynosoma coronatum blainvillii*);
- Northern red-diamond rattlesnake (*Crotalus ruber ruber*);
- Silvery legless lizard (*Anniella pulchra pulchra*);
- Burrowing owl (*Athene cunicularia*);
- California horned lark (*Eremophila alpestris actia*);
- Cooper's hawk (*Accipiter cooperi*);
- Loggerhead shrike (*Lanius ludovicianus*);
- Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*); and
- San Diego black-tailed jackrabbit (*Lepus californicus bennettii*).

Based on MBA's literature review the following sensitive plant communities have been recorded within roughly seven miles of the Project site:

- Canyon live oak ravine forest;
- Riversidean alluvial fan sage scrub;
- Southern coast live oak riparian forest;
- Southern cottonwood willow riparian forest;
- Southern riparian forest;
- Southern riparian scrub;
- Southern sycamore alder riparian woodland; and
- Southern willow scrub.

The Project site contains small stands of disturbed and isolated RAFSS that occur over approximately 0.6 acres of the Site within the eastern portion of Wildwood Creek. No other sensitive plant communities occur within the Site.

Coast live oaks are not listed as a sensitive species by resource agencies, but are considered sensitive by San Bernardino County and are protected by the San Bernardino County Plant Protection Ordinance, as well as by the City of Yucaipa. Several coast live oaks occur along the base of the hills in the southern portion of the Site, where Wildwood Creek will be re-aligned.

Jurisdictional Waters

Based on the jurisdictional delineation performed by MBA, three drainage features that meet the minimum requirements to be considered jurisdictional by regulatory agencies occur onsite. All three features are ephemeral drainages and Wildwood and Yucaipa Creeks are USGS blue-line drainages. No jurisdictional wetlands occur onsite. The three drainage features contain a total of 3.7 acres of non wetland waters of the United States subject to the jurisdiction of USACE and RWQCB, and 11.5 acres of waters of the state subject to the jurisdiction of CDFG.

Critical Habitat

The site is not located within any critical habitat designated areas for federally listed species.

Wildlife Corridors/Habitat Fragmentation

Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated “islands” of wildlife habitat. In the absence of habitat linkages that allow movement to adjoining open space areas, various studies have concluded that some wildlife species, especially the larger and more mobile mammals, will likely not persist over time in fragmented or isolated habitat areas because the infusion of new individuals and genetic information is restricted or prohibited. Corridors effectively act as links between different populations of a species. The smaller the population, the more important immigration becomes, because prolonged inbreeding between a small group of individuals can reduce genetic variability over time. A significant decrease in a population’s genetic variability is generally associated with a decrease in population health and, eventually, extirpation.

The Project site is surrounded by the I-10 to the north and east and Live Oak Canyon road to the west, with open space occurring to the south. The adjacent development to the north and east currently limits wildlife movement, and the Site does not occur within a narrow corridor that links large areas of undeveloped open space. In addition, the habitat onsite that will be impacted is low-quality agricultural land. Therefore, the Site does not appear to be located within a significant wildlife movement corridor. Common wildlife species such as coyotes, skunks, opossums, and raccoons can

be expected to travel through the Site and the neighboring developed areas, but the Site does not provide narrow connectivity between large areas of open space on a local or regional scale.

NOP Comments

No comments were received during the NOP period relative to biological resources.

4.4.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts on biological resources were derived from the State CEQA guidelines (Appendix G):

- a) Has a substantial adverse effect, through either direct or indirect modification of potentially suitable or occupied habitat, or direct take, to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS;
- b) Has an adverse effect on existing riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS;
- c) Has a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- d) Interferes substantially with the movement of any native resident or migratory fish or wildlife species or with established native, resident, or migratory wildlife corridors or impedes the use of native wildlife nursery sites;
- e) Conflicts with regional policies or other local policies or ordinances protecting biological resources; and
- f) Conflicts with approved local, regional, or state habitat conservation plans.

4.4.3 - Project Impact Analysis

Listed/Sensitive Species

The site has high habitat value for the orange throated whiptail and the southern California rufous crowned sparrow. It has moderate potential to serve as habitat for Perry's spineflower; Nevin's barberry, and Plummer's mariposa lily. These species have been absent in recent surveys of the site. Potential impacts to these species are, therefore, considered to be less than significant (**threshold a**).

The site does contain potential habitat for one species of special concern to the state (burrowing owl); however, it is not considered to be present onsite. Relocation of Wildwood Creek and loss of trees at the site will likely have a direct impact on nesting birds, including raptors. Development of the site

therefore has the potential to have significant impacts on burrowing owl and raptors such as the Red-tailed hawk and the American kestrel (**threshold a**).

No sensitive wildlife species were observed onsite during the reconnaissance-level survey, and, based on MBA's literature review, no sensitive wildlife species have been previously recorded onsite.

Plants/Wildlife/Raptors/Nesting Birds

Construction of the proposed project would result in the permanent loss of 63 acres of extensive agriculture, ornamental woodland, non-native grassland, mule fat scrub, RAFSS (in the eastern reaches of the drainage area), coast live oak woodland, and disturbed/developed areas. These plant communities are not considered sensitive or important by the resource agencies or private conservation agencies. Therefore, their loss does not constitute a significant impact in this regard.

With respect to the coastal live oak trees, it is preferable to relocate these trees than to replace them. Technically, such trees can be replaced in a ratio of at least one to one. However, it is recommended that the coastal live oaks be replanted elsewhere on the development site or off of the property. The remaining native vegetation and wildlife species in the surrounding area would experience incremental indirect impacts from the development in terms of "edge effects" from increased human activity, lighting, etc.

The project will not result in the loss of high quality habitat that would adversely impact foraging areas for raptors or for any other species of special concern. Impacts to nesting can be mitigated to a level that is less than significant. The southern portion of the project site contains riparian habitat along Wildwood Creek, as well as trees, and these provide seasonal habitat for migrating waterfowl and habitat for raptors and nesting birds, as well as local wildlife. In this regard the project may create a significant impact on biological resources considered important by the resource agencies (**threshold b**).

Wetlands

Wildwood Creek is not itself a wetland. According to an initial jurisdictional delineation assessment prepared by MBA, however, the project site contains 3.5 acres of waters of the United States and 11.5 acres of jurisdictional streambed subject to regulation of the USACE and by the CDFG.

The realignment and channelization of Wildwood Creek will have a positive impact upon creek biology. The existing creek is deeply incised and the erosion of sediment along the walls of Wildwood Creek has led to high turbidity in the waters of the creek. The proposed channelization of the creek will widen the creek and this widening will provide additional wildlife habitat. In addition, flows in the proposed realigned channel will be slower than flows in the existing creek, and this will decrease erosion and improve wildlife habitat – both at the site and downstream of the site.

As a part of the project, Wildwood Creek will be realigned to be closer to the southern end of the project site. Actions which alter creek features will require notification of the CDFG and a Streambed Alteration Agreement. As designed, the project may have “a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means” (**threshold c**). The project will therefore affect resources of the CDFG.

Wildlife Migration

The project site consist of lands that have been farmed for several decades, and there is little natural habitat remaining onsite. However, the site does contain Wildwood Creek drainage features and large trees which represent significant resources for migrating waterfowl and raptors in the general area, so the project does have a potentially significant impact in this regard (**threshold d**).

Local/Regional Policies and Plans

The project does not conflict with any regional or local policies or ordinances protecting biological resources (**threshold e**) as long as the live oak trees are preserved and other necessary mitigation measures are implemented. With mitigation measures incorporated, the project site will not conflict with approved local, regional, or state habitat conservation plans (**threshold f**).

4.4.4 - Standard Conditions and Uniform Codes

The City of Yucaipa has no Standard Conditions and Uniform Codes that apply to biological resources.

4.4.5 - Project Design Features

In addition to the proposed commercial buildings, the proposed project includes parking areas, landscaping, and entryway monumentation. However, the proposed landscaping will provide minimal benefits for the birds.

4.4.6 - Mitigation Measures

Section 4.4.3 identified potentially significant impacts from the project on biological resources, related to the relocation of Wildwood Creek, and the loss of trees. The following measures are; therefore, proposed to eliminate or reduce potential impacts on these resources to less than significant levels:

- BIO 1** Prior to the start of grading, the applicant shall obtain a 1602 Streambed Alteration Agreement from the CDFG. Copies of the approved agreement shall be provided to the City Engineer prior to issuance of a grading permit. This measure shall be implemented to the satisfaction of the City Director of Public Works.

- BIO 2** Prior to the start of grading, clearance surveys for the burrowing owl shall be conducted by a qualified biologist according to CDFG protocol. If initiation of grading is scheduled during the breeding season and active burrows are found, grading activities shall commence only at such a time that a qualified biologist has determined that the nest has successfully fledged young. If initiation of grading is scheduled outside the breeding season and active burrows are found, passive relocation of the owls shall be conducted by a qualified biologist. Grading and associated activities shall commence only at such time that the biologist has determined that the burrows are no longer active. This measure shall be implemented to the satisfaction of the City Community Development Director.
- BIO 3** The project shall mitigate the loss of all trees in accordance with the Plant Protection and Management requirements of Division 9 of the Yucaipa Development Code. This requirement shall not apply to scrub oak (*Quercus berberidifolia*) or other large shrub species, but shall apply to coast live oak (*Quercus agrifolia*) and other oaks. Live oak trees may be planted onsite as mitigation, but may not be replaced by other trees. The applicant shall relocate the existing coast live oaks whenever possible, prior to replacing the existing coast live oaks. A planting plan for the mitigation trees shall be completed by a qualified landscape architect and approved by a licensed arborist. The planting plan shall address the planting specifications as well as maintenance requirements, including irrigation. This measure shall be implemented to the satisfaction of the Community Development Director.
- BIO 4** The removal of any trees, shrubs, or any other potential nesting habitat shall be conducted outside the avian nesting season wherever practicable. The avian nesting season extends approximately from February through August. If ground-disturbing activities are scheduled during the breeding season (approximately February through August), a survey for nesting birds shall be conducted by a qualified biologist prior to any ground disturbing activities. If active nests are found within 500 feet of the planned impact area, the area of the nest shall be flagged, including an adequate buffer as determined by a qualified biologist, and the flagged area shall be avoided until a qualified biologist has determined that the nest is no longer active.
- If ground-disturbing activities are scheduled during the breeding season, a qualified biological monitor shall be present during construction. If active nests are discovered within 500 feet of the impact area, the area of the nest(s) shall be flagged, including an adequate buffer as determined by a qualified biologist. Construction shall be postponed from the flagged area until it is determined by a qualified biologist that the

nest is no longer active. This measure shall be implemented to the satisfaction of the Community Development Director.

4.4.7 - Level of Significance after Mitigation

With implementation of the recommended mitigation measures, potential impacts to biological resources from construction and operation of the proposed project will be reduced to less than significant levels.

4.5 - Cultural and Paleontological Resources

4.5.1 - Environmental Setting

This section provides a discussion of cultural and paleontological resources within the proposed project site, and the effect the project would have on cultural and paleontological resources, as identified in the Phase I Cultural Resources Assessment prepared by MBA and contained in Appendix H.

Paleontological Resources

A records search was conducted through the San Bernardino County Museum to identify the potential for paleontological resources in the project area. This search indicated that there are no recorded paleontologic sites on the project site or within a 1-mile radius of the site. The majority of the project area is situated on surface exposures of Holocene alluvium which overlie sediments of the San Timoteo Formation. Holocene alluvial units have low potential to yield significant fossil remains, but the San Timoteo Formation is highly fossiliferous and therefore has high potential to contain significant paleontologic resources.

Archaeological Resources

The Yucaipa area has been inhabited and/or visited by a number of pre-historic groups prior to contact with European explorers. The most recent groups to inhabit this area were the Cahuilla and Serrano. The Cahuilla Indians occupied the San Timoteo valley prior to contact with Spanish Mission padres and military personnel, and ranged throughout much of this area limited only by water supplies and topography. There is evidence that a migration of Shoshonean peoples from the Great Basin occurred approximately 1000 to 600 years ago, with populations moving into much of desert and coastal Southern California. Included among these migrants were the forebearers to the modern Cahuilla. Evidence of Cahuilla presence in the Yucaipa area includes widespread artifacts and habitation sites (i.e. villages).

The prehistoric Cahuilla were characterized by the occupation of fixed villages within foraging territories that allowed them to reach the majority of their resources within a day's walk. Villages were commonly located near reliable sources of water. During October to November, much of the village population moved to temporary camps in the mountains to harvest acorns and hunt game. Inland groups also had fishing and gathering spots on the coast that they visited annually. The Cahuilla cultural patterns may have been relatively stable until mission secularization in 1834, due to the policy of the Catholic Mission fathers or padres to maintain imported European traditional style settlement and economic patterns.

The proposed project site also lies near the southern edge of an area utilized by the Serrano Indians whose numbers were decimated in the time after contact with Spanish explorers. Their range was generally located in and east of the Cajon Pass area of the San Bernardino Mountains, north of

Yucaipa, west of Twenty-nine Palms and south of Victorville. Considered hunter-gatherers, Serrano exhibited a sophisticated technology devoted to hunting small animals and gathering roots, tubers and seeds of various kinds. In fact, the name Yucaipa is taken from the Serrano dialect meaning “wet or marshy land,” and was the name of an important village, *Yukaip’at*, located in the area.

Today, Serrano descendants are found mostly on the Morongo and San Manuel reservations. While the Cahuilla and Serrano people spoke different languages, they both belonged to the Cupan group of the Takic subfamily of the Uto-Aztecan language family, a language family that includes the Shoshonean groups of the Great Basin.

A records search shows that no previous surveys have occurred on the project site, but there seventeen surveys located within the general project area. Table 4.5-1 lists the cultural sites known within 0.75-mile of the project site.

Table 4.5-1: Existing Cultural Resource Sites

Site Name	Type
CA-SBR-429	Burial and a few artifacts
CA-SBR-908	Village site on ridge overlooking the valley
CA-SBR-909	Campsites on ridge overlooking the valley
CA-SBR-912	“Processing station” and trail
CA-SBR-913	Broken pottery and possible burials. Site is destroyed
CA-SBR-915	Large site or uncertain type and condition: possibly destroyed.
CA-SBR-1000H (CHL-620)	Millingstone-era village
CA-SBR-6118H (CHL-528)	The Yucaipa Adobe
P-36-060205	Isolated mano
Live Oak Canyon Road (unrecorded)	Road shown on 1954 Yucaipa, CA. topographic map. Likely been at this spot since the 1920’s if not earlier
Source: MBA, Phase I Cultural Resources Assessment. 2006.	

Historical Resources

To identify any historic properties, the current inventories of the National Register of Historic Places (NR), the California Register (CR), the California Historical Landmarks (CHL) list, and the California Points of Historical Interest (CPHI) list were also examined. Additionally, the California State Historic Resources Inventory (HRI) for Riverside County was examined to determine the existence of previously documented local historical resources near the project area.

The history of both Yucaipa and Calimesa are linked to Redlands and the Redlands-Yucaipa Land Company, which held many acres of former *Rancho San Bernardino* lands for years. The project site

may also be located a few miles from the original *Rancho San Bernardino* in the mid-19th Century. The Yucaipa Adobe, located to the northeast of the project site on Kentucky Street in Yucaipa, was constructed in the 1850's and represents the first incursion of American homesteaders in the area. Mormon families soon followed, with a temporary village settled on the central portion of *Rancho San Bernardino* in the late 1850's. The area turned out to be too high in altitude to grow citrus successfully, but the eastern Calimesa and Yucaipa areas contain a number of water extraction facilities, such as wells, reservoirs, and small dams, associated with historic Redlands citrus production and domestic use. A well is also located immediately south of the project site.

The City of Calimesa was incorporated in December 1990 from County lands lying between Redlands and Banning, and the City of Yucaipa was incorporated in 1989. A review of historical aerial photographs revealed that all of the buildings located on the project site are less than 45 years old and; therefore, are not considered historic. The property has been used for agriculture for years and has been regularly plowed. Therefore, it is likely that the upper few feet of soil are probably devoid of artifacts that might have been present prior to tilling.

NOP Comments

No comments were received during the NOP review period regarding cultural resources.

4.5.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts on cultural resources were derived from the Appendix G of the State CEQA Guidelines:

- a) Causes a substantial adverse change in the significance of a historical or an archaeological resource as defined in Section 15064.5;
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- d) Disturb any human remains, including those interred outside of formal cemeteries.

In addition, the following criteria are contained in CEQA Guidelines Section 15064.5 that also help identify potentially significant historical resources:

- e) It is associated with the events that have made a significant contribution to the broad pattern of California history and cultural heritage;
- f) It is associated with the lives of persons important in our past;

- g) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
- h) It has yielded, or may be likely to yield, information important in prehistory or history.

It should be noted that Appendix K of the State CEQA Guidelines contains guidance on the assessment and determination of significant impacts to cultural resources, but that some of the information has been updated and is included in Appendix H of this document.

4.5.3 - Project Impacts

Paleontological Resources

Available data suggests that the site has a moderate potential to yield fossils where excavation exposes the San Timoteo Formation. Therefore, the proposed project has potentially significant impacts regarding paleontological resources (**threshold c**) and mitigation is required.

Archaeological Resources

There are seven prehistoric sites, one historic site, four historic mining sites, two multi-component sites, and one canal were previously recorded in the general project area. However, no cultural resources were observed on the project site. The ridges directly overlooking the project site was also inspected for cultural resources, but none were found. Because numerous sites are located in the area, and older site forms noted that many local farmers had collected artifacts from their fields, the proposed project property is considered to have a “high” sensitivity rating for the presence of archaeological resources, and it is possible that resources may be buried beneath the plowed soil. A letter to the Native American Heritage Commission (NAHC), sent February 10, 2006 and a response was received on May 4, 2006. MBA contacted 23 Native American groups by mail on September 8, 2006. Any written or verbal responses will be summarized and placed into the Final EIR. Therefore, the proposed project has potentially significant impacts regarding archaeological resources (**thresholds a and b**) and mitigation is required.

In addition, there is at least a minimal potential to disturb human remains if they were interred on the project site and outside of formal cemeteries (**threshold d**). Mitigation is required to assure this impact will not become significant.

Historical Resources

The MBA Cultural Resources Assessment determined that the site does not contain any historic structures or resources. However, there is a low potential for uncovering historic artifacts during grading, therefore the impacts are considered potentially significant (**threshold a**), and mitigation is required.

4.5.4 - Standard Conditions and Uniform Codes

The City requires monitoring by appropriately trained professionals if grading or construction may inadvertently disturb cultural resources. In addition, state law requires notification of the County Coroner or appropriate Native American representatives if human remains are found during excavation. The proposed mitigation measures will implement these requirements.

General Plan Goals and Policies

The following open space and conservation goals, policies, and actions are identified in the 2004 Yucaipa GP Update that pertains to cultural and paleontological resources:

Goal OS-2 Manage scarce natural resources for preservation. Scarce resources include sensitive biological resources, cultural resources, air quality, groundwater supply and quality, as well as open space.

Policy A Require that cultural resource surveys for discretionary land use occur in areas identified as sensitive, with the Action Goal being that unique resources be preserved.

Policy B Require that the City comply with all mitigation measures (cultural and paleontological) identified by the County Museum.

Policy G Protect and maintain City open space resources of unique character and value where protection cannot be achieved through other agencies.

Goal OS-11 Preserve and protect the City’s historical, archeological and cultural resources.

Policy A Because portions of the City could have cultural resource sensitivity, the following measure are required for all new project proposals that are located in areas identified by the County Museum as having potential cultural resources.

Policy B Because archaeological and historic resources occur in all environmental and topographic contents, including many areas not mapped on the Cultural Resource Overlay of the Resource Overlay Maps, all land use applications in planning areas that involve disturbance of previously undisturbed ground shall be subject to a review of potential impacts to cultural resources.

Policy C When such resources cannot feasibly be preserved in place, preserve the information they contain through implementation of appropriate

data recovery programs in conjunction with the Yucaipa Valley Historical Society.

Policy D Because the underlying purpose of both avoidance/preservation in place and data recovery as forms of mitigation of impacts to cultural resources is the preservation of information and heritage values such resources contain standards for reporting, curation, and site avoidance.

Policy E Because it is desirable for as much of the City as possible to be covered by mapped cultural resource overlays to aid both planners and the public in anticipating when field surveys and evaluation studies will be necessary, cultural resource overlays will be prepared for the entire City, including information already available through the County's efforts.

Goal OS-12 Ensure that community objectives for cultural resources avoid or minimize potential conflicts with traditional Native American beliefs and concerns.

Policy A Because development activities that involve substantial grading in areas of known or potential paleontological sensitivity have the potential to destroy significant fossil resources, such projects mapped on the Paleontologic Overlay shall be subject to the following standards.

Goal OS-13 Ensure that significant paleontologic resources exposed during grading are recovered and preserved for their scientific value.

Policy A Because development activities that involve substantial grading in areas of known or potential paleontologic sensitivity have the potential to destroy significant fossil resources, such projects mapped on the Paleontologic Overlay shall be subject to the following standards.

Analysis: No significant paleontological, archaeological, or historical resources were identified on the project site; however, these resources have been found in the surrounding area and development of the project site may have significant impacts on undiscovered resources. The EIR proposes mitigation to prevent potential impacts from becoming significant, consistent with the GP goals, policies, and the specific actions outlined for compliance with these goals and policies.

4.5.5 - Project Design Features

The project does not contain any design features that address cultural resources.

4.5.6 - Mitigation Measures

The following measures are proposed to help prevent potential impacts to undiscovered paleontological or archaeological resources from becoming significant:

- C-1** Prior to issuance of a grading permit, the developer shall retain a qualified Project Archaeologist to prepare an Archaeological Management Plan that establish procedures for archaeological monitoring during project grading. These monitoring procedures must be reviewed and discussed by the Project Archaeologist with the general contractor onsite before construction begins. Construction-related disturbances in virgin soil should be monitored on a full-time basis by a professional archaeologist and one qualified Native American monitor. Once 50 percent of the earth to be moved during grading has been examined, the Project Archaeologist, may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected. If buried cultural resource sites or isolated artifacts are detected during monitoring, no matter whether such resources are significant or not, monitoring must continue until 100 percent of virgin earth within the project has been disturbed and inspected by the monitor(s). If sites are exposed during construction, they should be plotted and avoided following guidelines established in the Archaeological Management Plan. If the discovered sites cannot be avoided, Mitigation Measures C-2 and C-3 shall be implemented. This measure shall be implemented to the satisfaction of the Community Development Director.
- C-2** During grading and any land disturbing activity of the project, the developer must avoid or mitigate for all significant cultural and historical resources in the project boundaries if cultural resource sites are unearthed during grading. Isolated artifacts are excluded from this restriction as they are not considered significant resources by California State Office of Historic Preservation (OHP). If cultural resource sites are uncovered during earthmoving or grading, subsurface testing (Phase 2 testing) of the individual resource discovery(s) must take place. A research design associated with such work must be written before any subsurface fieldwork begins. The mitigation plan document must contain a description of how and where artifacts will be curated if found during the fieldwork, and contingency plans associated with Native American tribal efforts if the recovered artifacts are considered sacred items by one or more Native American tribes. This measure shall be implemented to the satisfaction of the Community Development Director.

- C-3** If any sites are determined to be significant through the testing process outlined in C-2, these resources must be either preserved in place (i.e., avoided) or surveyed by a Phase 3 excavation. This measure shall be implemented to the satisfaction of the Community Development Director.
- C-4** During all grading activities, the developer shall allow access to the site by up to two representatives of the appropriate Native American group (the Morongo Band of Mission Indians) to monitor grading activities. This measure shall be implemented to the satisfaction of the Community Development Director.
- C-5** Prior to issuance of a grading permit, the developer shall retain a qualified Project Paleontologist to prepare a Paleontological Monitoring Plan. Monitoring of grading or trenching by a qualified paleontological monitor should take place once any excavation reaches five feet below the modern ground surface. Based upon the results of the review, areas of concern include all previously undisturbed sediments of San Timoteo Formation within the boundaries of the Project Area. The Project Paleontologist shall be equipped to salvage fossils if they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The Project Paleontologist shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units described herein are not present, or if present are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. This measure shall be implemented to the satisfaction of the Community Development Director.

Implementation of these measures will not create any significant impacts, although grading may be delayed or extended over a longer period of time if significant paleontological, archaeological, or historical resources are found during grading.

4.5.7 - Level of Significance After Mitigation

With implementation of the recommended mitigation measures, potential impacts to cultural resources will be reduced to less than significant levels.

4.6 - Geology and Soil Resources

The purpose of this section is to address the existing geological conditions, as well as to address potential impacts related to geology as a result of the proposed project. Information for this section was obtained from the following sources: site observations and the geotechnical investigation conducted by Leighton and Associates in September 2006 (preliminary geotechnical constraints); City of Yucaipa General Plan; San Bernardino County General Plan; and Caltrans. The geotechnical resource documents are contained in Appendix I of this document. A separate seismic hazards study with fault trenching is expected to be completed in April 2007. The seismic hazards study will include the precise location of any active faults found within the project boundaries, and the associated report will be included in the final EIR. Note that the Preliminary Development Plan projects a conceptual project and the final layout of structures, roads, and lots within the project area will be based on recommendations in the geotechnical study prepared by Leighton and Associates, the City geologist and the City Engineer.

4.6.1 - Existing Conditions

The project area is located in Southern California within the Yucaipa Valley and the northern portion of the Peninsular Ranges Geomorphic Province. The Peninsular Ranges province extends from the Santa Monica Mountains approximately 900 miles south to the tip of Baja California, while the Transverse Ranges province extends for approximately 310 miles – from the Mojave Desert west to the Pacific Ocean. The Peninsular Ranges province is located on the Pacific (tectonic or crustal) Plate which is moving to the northwest relative to the Transverse Ranges Province which is located within the North American Plate. As a result, the Southern California area contains numerous regional and local faults, and experiences substantial ground movement during frequent seismic events.

Slope

The project site generally gently slopes westerly and southwesterly. Wildwood Creek occurs in the southern portion of the site. The Creek is within a canyon with steep sides. Additionally, steep, southerly sloping hills occur offsite to the south of the project site. Elevations onsite range from 2000 to 2060 feet above mean sea level. Exhibit 3-2 (in Section 3) shows the existing topography of the site.

Soils

The soils onsite are generally made up of sandy alluvium. The project area is mapped by the United States Department of Agriculture (USDA) as containing five soil series and the following map units: San Emigdio fine sandy loam, San Emigdio sandy loam, Saugus sandy loam, San Timoteo loam, Hanford coarse sandy loam, Ramona sandy loam, and psamments and fluvents. See Exhibit 4.6-1 for a map of the onsite soils.

Erosion

Erosion is the process by which the land surface is transported by wind or moving water. The sandy soils onsite are considered to be slightly too moderately susceptible to erosion, especially where unvegetated. Current erosion onsite appears to be moderate due to gentle slopes and vegetation cover from agricultural uses; however, erosion of the Wildwood Creek has been extraordinarily high due to scouring from floodwaters, and the Creek incision has increased substantially over the past seven decades, as shown in the circa 1930 photographs of the site.

Landslides/Slope Stability

The majority of the site is relatively flat with a slight slope towards the west. The southern portion of the site includes a drainage feature with sharp slopes (Wildwood Creek) and just south of the project site are hills that with steep slopes. Portions of the sides of the drainage feature have fallen in due to the steepness of the sides. The hills south of the project site are mapped on the City Geologic Overlay map as having a low to moderate potential susceptibility to landslide activity.

Seismicity and Faulting

The project site and all of Southern California is geologically and seismically active and the region contains a number of major northwest-southeast trending fault zones. The dominant geologic feature in this region is the active San Andreas Fault Zone (SAFZ), system, which marks the boundary between the Pacific and North American Plates. This fault zone consists of several major northwest-southeast trending, right lateral strike slip faults that have experienced repeated disturbances (i.e., earthquakes and lateral movement) in the last 200-300 years. An active fault is defined as one which has had surface displacement within the Holocene (approximately the last 11,000 years). Potentially active faults are faults that have been active during the Quaternary Period (the last 1.6 million years). These definitions are used to delineate Earthquake Fault Zones as mandated by the Alquist-Priolo Earthquake Zone Act, which requires fault investigation on site located within Special Studies Zones to preclude new construction of certain habitable structures across the trace of active faults.

San Andreas Fault Zone

The San Andreas Fault Zone (SAFZ) extends over 750 miles from Cape Mendocino in northern California to the Salton Sea region in southern California. It is considered the “master fault” that controls seismic activity in Southern California. Its activity is known from historic earthquakes and from many fault studies. The SAFZ is divided into segments in order to evaluate future earthquake potential. While this classification is valuable in characterizing earthquakes, historic and prehistoric earthquake records show that more than one segment can rupture during a large quake or for ruptures to overlap into adjacent segments. OHM is approximately 7 miles southwest of the San Bernardino segment of the San Andreas Fault Zone.

San Jacinto Fault

The San Jacinto fault system has been a significant source of moderate- to large-magnitude earthquakes in southern California, having generated about ten earthquakes greater than magnitude 6.0 in the last century. The San Jacinto fault is divided into five segments, with the San Bernardino segment being the closest segment to the project area. OHM is approximately 6 miles northeast of the San Jacinto Fault.

Although the project site is not within a Special Study Zone, there is some faulting in the vicinity. OHM is approximately 1.3 miles west of the Western Heights Fault, 2.9 miles southeast of the Crafton Fault, and about 3.1 miles southwest of the Casa Blanca Fault. The Chicken Hill fault is identified near the project site on the USGS Geologic Map of the Yucaipa 7.5' Quadrangle (2003). Another fault map produced by Matti et al. also shows the Chicken Hill fault cutting across the northwestern portion of the project site. See Exhibit 4.6-2 for a fault map that delineates the Chicken Hill fault. At this point, the data is inconclusive as to whether or not this fault is active. However, in order to project a worst-case scenario, for the purpose of this analysis the Chicken Hill Fault is presumed to be active.

NOP Comments

The San Bernardino County Department of Public Works sent comments about OHM to the City of Yucaipa in response to the Notice of Preparation for this project. Their comments address certain aspects of the filling-in and relocation of Wildwood Creek. These comments are discussed in Section 4.8, *Hydrology*, of this EIR.

4.6.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts on earth-related resources were derived from Appendix G of the State CEQA guidelines. A significant impact would occur if the proposed project:

- a) Exposes people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on the substantial evidence of a known fault.
 - ii) Strong seismic ground shaking.
 - iii) Seismic-related ground failure, including liquefaction.
 - iv) Landslides.

- b) Results in substantial soil erosion or the loss of topsoil.
- c) Is located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- d) Is located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
- e) Has soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

4.6.3 - Project Impact Analysis

Development of the proposed project will introduce a multiple retail stores, restaurants, and a cinema to an area which is subject to moderate to high ground shaking, settling, and other seismic related hazards. These seismic hazards are similar to those experienced throughout much of Southern California, and are not substantially greater for the project site.

Seismic Effects

The primary effects of an earthquake include surface rupture, ground shaking, liquefaction, subsidence, differential settling, and seiches. The occurrence of any of these effects depends on many factors including the type of fault that causes the earthquake, earthquake intensity, distance from the epicenter, soils type, and the moisture content of the soil.

Faulting and Seismicity

Seismic and geologic hazards are prevalent throughout Southern California and must be acknowledged as a serious issue. The various active faults in the region require careful consideration when determining suitable land uses and structural design. There are various regional faults in the project area including the San Andreas, San Jacinto, and Crafton Hills Fault. Each of these faults is capable of producing major earthquake and substantial ground shaking at the project site. In addition, the Chicken Hill Fault traverses the northwestern portion of the site. The geotechnical report by Leighton and Associates from September 2006 recommended a detailed fault investigation to determine whether a spur of the Chicken Hill Fault traverses the site and also to determine the activity of this fault. Although the precise location and hazard level (active/inactive) is undetermined at this time, in order to project a worst-case scenario, this fault is considered to be active.

Surface Rupture

Surface rupture is the displacement or fracturing of the ground surface in either a lateral or vertical direction typically occurring directly over the fault involved. Because surface rupture typically occurs along fault lines, the impacts in this regard are considered potentially significant. However, state law prohibits the placement of habitable structures (any structure that will be occupied

2,000 hours or more in a one year period) within fifty feet of an active fault. The final site design (placement of buildings) will not be approved until after the geotechnical fault trenching results are published and approved by the City Engineer and City Geologist. In addition, the City Engineer and City Geologist may require specific protective design features as necessary to reduce these impacts to less than significant levels. Therefore, strategic site design will reduce this impact to less than significant levels (**threshold a-i**).

Ground Shaking

The wave of energy released during an earthquake will result in ground shaking. The ground shaking intensity is largely dependent on soil type, surface geology, and earthquake magnitude. The project site is located within Seismic Zone 4 of the Uniform Building Code, 1997 Edition, and the seismic shaking is considered to be high for this site due to the proximity to known active faults. This is considered a potential significant impact to public safety. However, seismic hazards are prevalent in California and all structures are held to stringent state and local building standards (Uniform Building Code) that were created to promote safety and minimize damage in the event of an earthquake. In addition, state law requires further site specific recommendations by a certified geotechnical engineer to ensure that project specific conditions are taken into consideration in the design and construction of the proposed project. Implementation of these building safety standards and site specific engineered design features will reduce the impacts in this regard to less than significant levels (**threshold a-ii**).

Liquefaction

Liquefaction occurs when loose, cohesionless, water-saturated soils are subjected to strong seismic ground shaking. Under these conditions, certain soils behave like liquids, losing all bearing strength. Structures built on these soils tilt or sink when soils “liquefy.” Liquefaction more often occurs in earthquake-prone areas underlain by young alluvium where the groundwater table is less than 50 feet below the ground surface. As shown in the Yucaipa General Plan (Exhibit X-1), the groundwater level is greater than 100 feet below the surface at the project site. Additionally, as shown on the City Geologic Overlay, the project is not within an area marked susceptible to liquefaction. However, due to the presence of Wildwood Creek, there is a potential for seasonally shallow (less than 50 feet below the surface) groundwater conditions during the wet season, and a subsequent potential for localized liquefaction. Because of this seasonal liquefaction potential, the geotechnical report by Leighton and Associates (September 2006) recommends further investigation in a detailed geotechnical study. The liquefaction impacts can be reduced to less than significant levels with appropriate design features determined by a geotechnical engineer. In addition, the City Engineer and City Geologist may require specific protective design features as necessary to reduce these impacts to less than significant levels (**threshold a-iii**).

Lateral Spreading

Lateral spreading occurs when large blocks of intact, non-liquefied soil move downslope on a liquefied substrate of relatively large extent. This can occur on moderate slopes and stream cut

bluffs, such as those associated with Wildwood Creek. In its current state, the project site has the potential for lateral spreading. However, engineered improvements to the creek would reduce the impact of lateral spreading to less than significant levels (**threshold c**).

Seismically Induced Landslides

Slopes that are marginally stable may be susceptible to landslides during seismic shaking. The majority of the site is relatively flat with little topographic variation, and therefore not likely to incur seismically induced landslides. The southern portion of the site, particularly the sides of the drainage feature are considered to be susceptible to landslides during seismic shaking due to the steepness of the slopes. However, engineered improvements to the creek would reduce the impact of seismically induced landslides to less than significant levels. In addition, the City Engineer and City Geologist may require specific protective design features as necessary to reduce these impacts to less than significant levels (**threshold a-iv**).

Seismically Induced Settlement

Strong ground shaking can cause loosely consolidated soils, such as those that occur on the project site, to become more tightly packed, thereby reducing pore space. Settlement can result in the damaging of a structure as the ground settles below it. Soils onsite are susceptible to seismically induced settlement, however the buildings onsite will be engineered to minimize the impacts of settlement. Furthermore, state and local building code will further reduce this effect. The impacts in this regard are considered less than significant (**thresholds a-iii and c**).

Seiches

Ground shaking can cause standing waves or oscillations of water (seiches) contained in confined bodies of water (i.e., ponds and reservoirs). There are no confined water bodies or water tanks on the site or in the vicinity upstream of the project site, and the impacts in this regard are considered less than significant (**threshold a-ii**).

Tsunamis

A tsunami is a seismically generated wave that occurs in oceans around the world. The proposed project is approximately 60 miles from the nearest potential tsunami sources (i.e., Pacific Ocean). Tsunamis are limited to occurring along the coast, and generally areas 20 feet or less above sea level. The proposed project site is not susceptible to tsunamis. Therefore, the tsunami impact is less than significant (**threshold a-ii**).

Landslides

The project site is relatively flat and is not mapped as an area susceptible for a landslide. A landslide is not likely to occur in this area. However, the bluffs just south of the project site are steep and show evidence of previous landslide activity, and are mapped in the City General Plan as having a low susceptibility for landslide activity. According to the geotechnical study from Leighton and Associates, the channel is expected to have sufficient setback from landslides that may occur in the

adjacent hills south of the site. In addition, the post-cut slopes will be less susceptible to landslides, as they will be less steep. The impacts in regard to landslides are considered less than significant **(threshold iv)**.

Site Grading and Erosion

The topography of OHM is characterized by a gently sloping plane with steeply ascending hills just south of the site. The City has classified slopes in terms of landform types with respect to different slope categories. The average slopes at the OHM site fall within the category of generally flat slopes. Areas that are essentially flat do not pose any major restriction to development. The primary grading and erosion impacts expected are associated with the cut and fill activities related to the creek realignment. Unvegetated and exposed soils erode easily in wet or windy conditions. The project will temporarily increase the potential for erosion by disturbing local soils during grading activities. Urban Water Management Plans are now required by recent changes in state law. In addition, the City requires that all projects implement Best Management Practices (BMPs) consistent with the newly adopted County Municipal Small 4 (MS4) permit to control runoff from construction sites. BMPs include but are not limited to revegetation, temporary measures, or development on newly graded sites to control erosion; limits on grading operations during the rainy season; and a soil erosion control plan may be required in conjunction with grading plans. The impacts in this regard are considered less than significant **(threshold b)**. Mitigation is proposed in this section and also in Section 4.8, *Hydrology and Water Quality*, that will mitigate this impact.

Sediment mitigation measures associated with the earthmoving and construction phases of the project include the installation of fences, desilting basins, sand bags, and any additional measures that are needed. Construction of the proposed channel will take place during the dry season. The developer will be stabilizing all graded areas prior to the wet season, therefore no significant amount of dirt is expected to fall into the relocated Wildwood Creek. After project build-out, erosion is expected to be minimal as most of the land surface will be covered by buildings or by paved areas, the creek will have been improved to current standards, and the adjacent hillsides will have been revegetated. For more on erosion and erosion control, see Section 4.8, *Hydrology and Water Quality*.

Soil Limitations

The proposed project soils are generally loosely consolidated and therefore there is potential for seismically induced settlement of soils onsite **(threshold c)**. The Leighton geological report concluded that settlement onsite could result in damage to structures and could be a potential significant impact if appropriate measures are not taken. The Leighton geological report determined that there is a potential for lateral spreading to occur onsite **(threshold c)**, and recommended a detailed geotechnical report be done to determine the degree of potential for lateral spreading to occur onsite. The soils onsite are expected to be slightly to moderately compressible and will require over-excavation to remove the compressible soils. Compressible soils occur when load (i.e., fill or a structure) is placed on compressible soils. The compression can occur immediately or over time and

can cause structural damage, so the project impacts in this regard are considered potentially significant (**threshold c**). The onsite soils are anticipated to have a very low to low potential for expansion, however localized zones of expansion can occur (**threshold d**). The Leighton report recommended that a detailed geotechnical investigation be conducted to determine the degree of potential for these impacts, and to engineer the site to withstand these impacts to the greatest extent possible. For example, the geotechnical engineer can determine the proper setbacks, structural foundations, etc. In addition, the City Geologist and City Engineer will recommend and approve all geotechnical design features prior to the final project approval.

Septic Systems

The proposed project will be connected to a sewer system through the Yucaipa Valley Water District, and no septic systems will be used at OHM. Therefore, the proposed project will not have a significant impact related to the capability of onsite soils to support the use of septic systems (**threshold e**).

Summary of Impacts

Because the project is located in a seismically active region, the impacts in regard to geology and soil are considered potentially significant. However, California has stringent permitting and building design standards designed to minimize the adverse impacts in the event of an earthquake. In addition, the City will review, recommend and ultimately approve all engineered features of the project, prior to approving the final site plan. The majority of the impacts can be reduced with these regulations and design review standards. In addition, mitigation is proposed that will further reduce the impacts.

4.6.4 - Standard Conditions and Uniform Codes

Implementation of the OHM will proceed under the requirements of the Uniform Building Code including specifications for fire, electrical, and plumbing. In addition, development plans are reviewed by certified engineering and planning staff. Development activities are also regulated by the City of Yucaipa Development Code. The project will also conform to the site specific geotechnical engineering requirements in terms of setbacks, foundation design, slope limitations, etc. Applicable codes are referenced below.

Seismic-Related Conditions and Codes	
Impact/Hazard	Code
Ground-shaking and related seismic effects	Uniform Building Codes, City Building Codes, and applicable seismic standards
Liquefaction and seismically-related soil conditions	Uniform Building Codes, City Building Codes, and geotechnical report requirements
Disposal of excavated material	City grading and Building Codes
Unstable cut and fill slopes	Uniform Building Codes or City grading and Building Codes

Seismic-Related Conditions and Codes	
Impact/Hazard	Code
Trench wall stability	Cal OSHA Construction Safety Orders, City grading and Building Codes
Erosion of graded areas	City grading and landscape (development) Codes
Alteration of runoff patterns and the relocation/channelization of Wildwood Creek	City grading and Building Codes; San Bernardino County Flood Control District requirements (including the District’s letter to the City of July 13, 2006)

4.6.5 - Project Design Features

Other than the state and local building code, there are no specific design features included in the Preliminary Development Plan that address geotechnical restraints. The final layout of structures, roads, and lots within the project area will be based on recommendations in the geotechnical study prepared by Leighton and Associates, the City geologist and the City Engineer.

4.6.6 - Mitigation Measures

The California Environmental Quality Act does not allow for “deferred mitigation” as outlined in State CEQA Guidelines Section 15126.4(a). However, the analysis in Section 4.6.3 has determined that the impact to geology and soils can be mitigated to below a level of significance by applying appropriate engineering and design measures based on the existing preliminary geotechnical investigation. Any subsequent detailed geotechnical investigation shall not be used for determining potential impacts, but rather for determining the appropriate engineering and design measures to mitigate impacts to levels that are less than significant with respect to CEQA thresholds. This type of mitigation measure; which recognizes potential environmental effects, commits to the mitigation measure, and establishes performance criteria is allowable under CEQA.

Section 4.6.3 identified potentially significant impacts that can be mitigated to less than significant levels by standard design and safety regulations. However, further geotechnical information is required in order to determine the site specific conditions that will direct the final site design. Therefore, the following mitigation measures are recommended to further reduce potential impacts to less than significant levels:

- GEO-1** Prior to approving the final site plan, a more specific geotechnical analysis shall be conducted by a certified geotechnical engineer, and appropriate recommendations shall be made related to settlement, expansion and compression of soils as well as lateral spreading, liquefaction, landslides, and surface rupture. Appropriate recommendations must be incorporated into the final project design features. This analysis shall be reviewed and approved of by the City of Yucaipa geologist and engineer.

GEO-2 In order to determine appropriate setbacks, prior to approving the final site plan, a detailed fault investigation shall be completed to determine if any active faults are known or expected to traverse the site. If so, any faults must be delineated and appropriate setbacks and recommendations made that will reduce the impacts to less than significant. Appropriate recommendations must be incorporated in to the project design. This measure shall be implemented to the satisfaction of the City geologist and engineer.

GEO-3 All mitigation measures included in the 2007 seismic study shall be incorporated into this EIR and shall be considered as required conditions that must be met prior to final project approval by the City. This measure shall be implemented to the satisfaction of the City Geologist and City Engineer.

The project site is likely to experience moderate to high ground shaking as a result of regional faulting. Although this impact is generally reduced by the Uniform Building Code, site specific recommendations should be incorporated from the detailed 2007 seismic report, as recommended in the following mitigation measure:

GEO-4 Prior to the issuance of a grading permit, the results of the detailed seismic study conducted by Leighton & Associates in 2007 shall be incorporated into the final project design features as appropriate. This measure shall be implemented to the satisfaction of the County Geologist and City Engineer as appropriate.

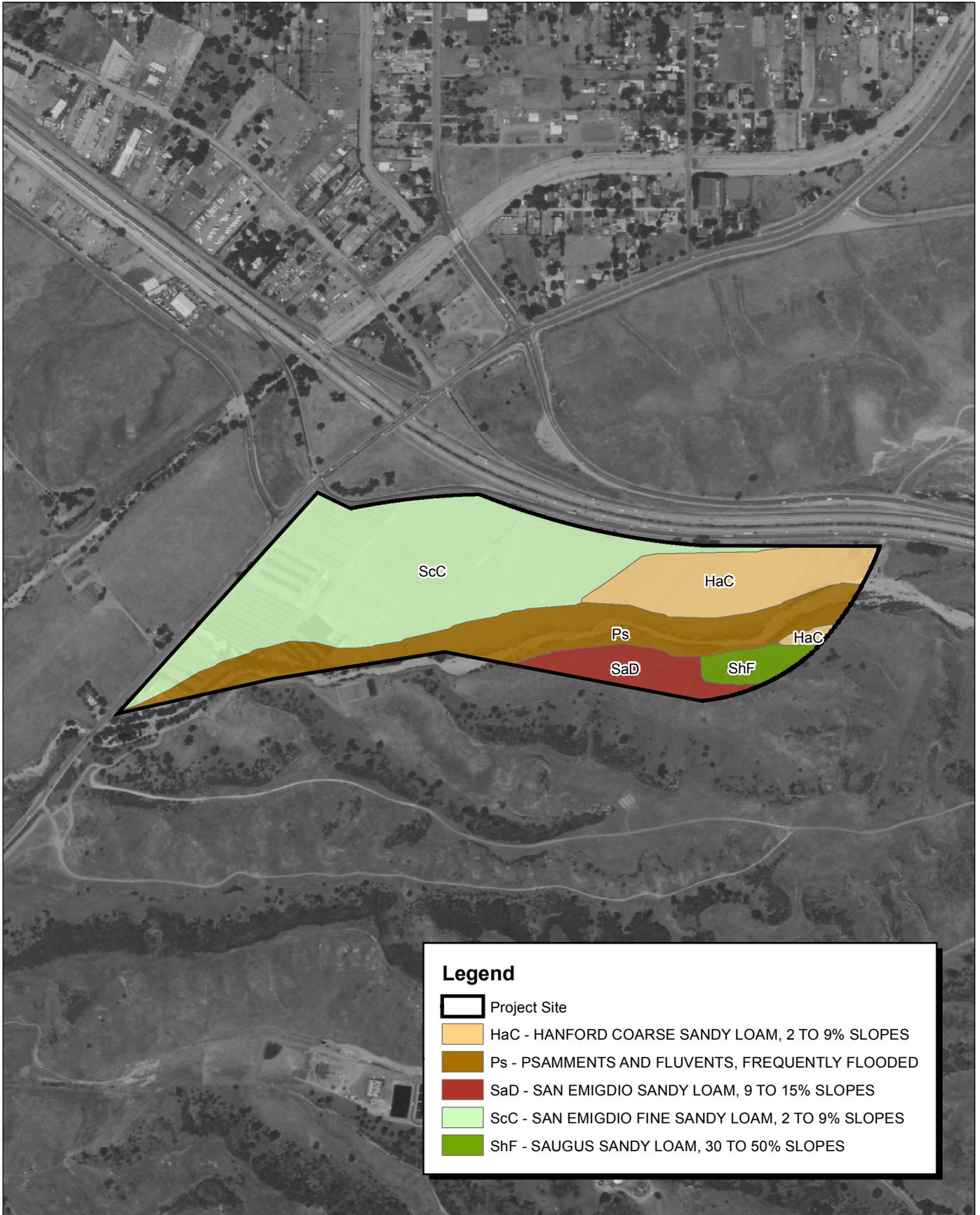
In order to minimize the erosion caused by the cut and fill activities related to the creek realignment, the following mitigation is recommended:

GEO-5 Prior to approving the final site plan, the project proponent shall submit to the City Public Works Director and City Geologist an erosion control plan that addresses revegetation of the exposed soils on the hills. The plan will need to discuss the extent and locations of terracing involved (if any), and the methods that will be used to protect graded and cut slopes from potential erosion. The plan must meet the approval of the City public works director as well as the City Geologist.

GEO-6 Prior to the issuance of a grading permit, the applicant will need to receive approval from the City Public Works Director, the City Geologist, and of the San Bernardino County Flood Control District, for the realignment and improvements to Wildwood Creek. The improvements shall take into account the Earthwork Exhibit of Engineer Lawrence Mitchell Gates dated December 31, 2005. This measure shall be implemented to the satisfaction of the City Engineer.

4.6.7 - Level of Significance After Mitigation

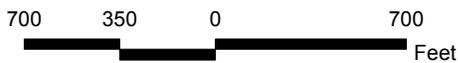
With implementation of state and local building code, the City's development review process, and the proposed mitigation measures, potential impacts of the project related to geologic, seismic, grading, and soil-related constraints will be reduced to less than significant levels.



Source: National Agriculture Imagery Program (2005).



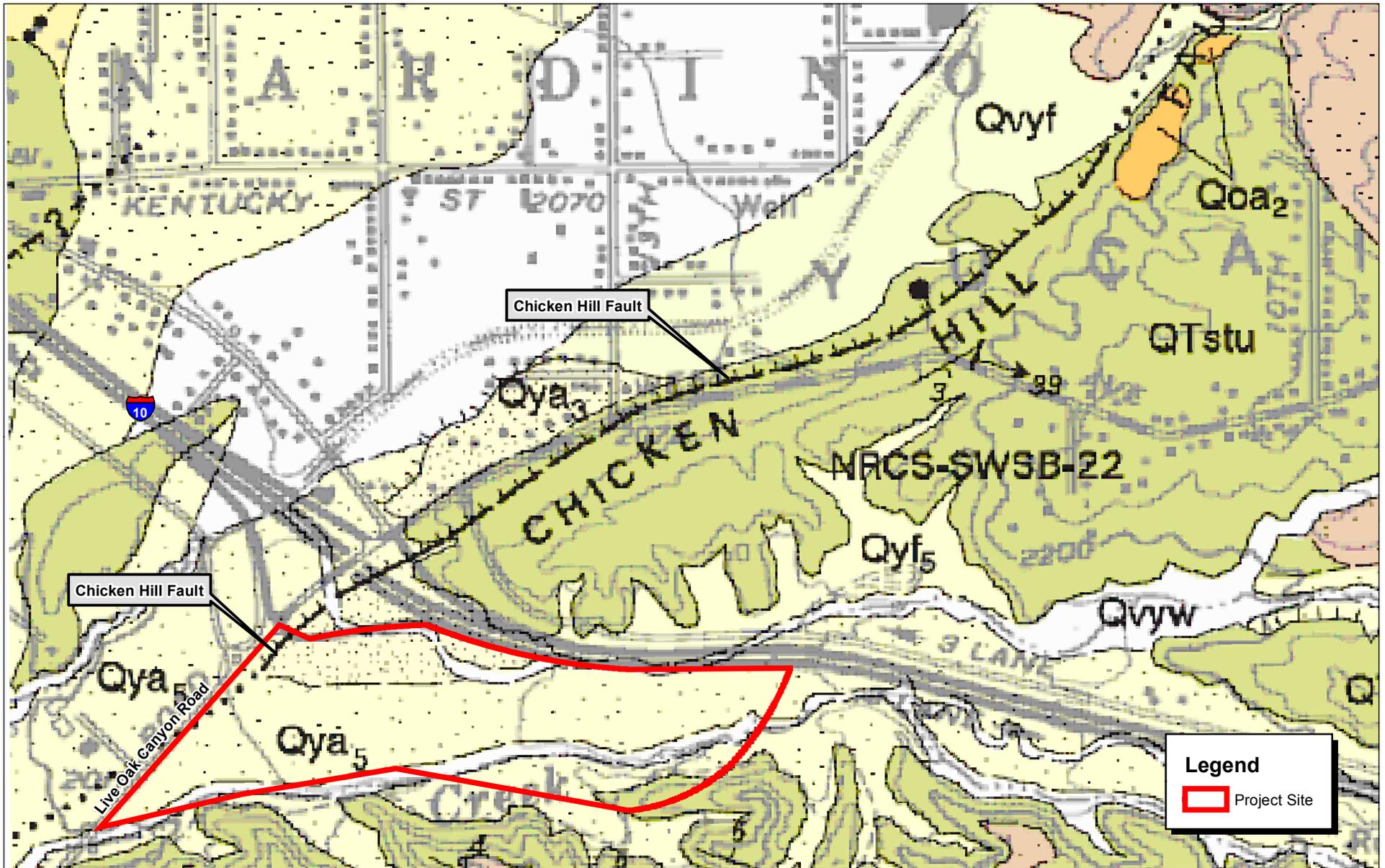
Michael Brandman Associates



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Exhibit 4.6-1 USDA Soils Map

OAK HILLS MARKETPLACE • CITY OF YUCAIPA



Source: Matti, J.C, et al. (2003).

4.7 - Hazards

This section assesses the potential presence of hazardous materials and potential hazards or risks associated with the proposed project relative to wild land fires, winds, floods, hazardous wastes, and airports. This section is based on professional investigations and evaluations of potential environmental and human health hazards that do or could occur within the proposed project site. The primary source for the assessment relative to hazardous materials is a Limited Phase II Soil Sampling Report prepared by Leighton Consulting in September 2006 which is included in its entirety in Appendix J of this EIR.

4.7.1 - Existing Conditions

The project site is not listed as a hazardous materials site on any of the State, federal, or county lists of contaminated properties. The project site is not on the DTSC Cortese List. However, the project site contains has been used for agriculture over the past few decades. An administrative office is located in the southwest portion of the site near Live Oak Canyon Road. During the time that the property has been farmed, there has been periodic application of chemicals such as fertilizers and pesticides to increase the crop yield. Numerous plastic one-gallon containers that contain rat poison line the agricultural fields. No evidence of spills or releases of hazardous materials was observed during site visits. The City of Yucaipa does not have its own airport. The closest airport to the project site is the Redlands Municipal Airport which is located about 6.4 miles northwest of the site. The San Bernardino International Airport (former Norton Air Force Base) is located approximately 9.6 miles northwest of the site. There are no private airfields located within 2 miles of the project site.

The City's emergency response plans are interlinked with a range of policies and procedures that have been enacted by the City's Fire Department and Police Department. Other agencies involved in emergency response include the California Department of Forestry and Fire Protection, the US Forest Service, the Bureau of Land Management, San Bernardino County, FEMA, the San Bernardino County Flood Control District, special districts with fire protection powers, and nearby municipalities whose Police and Fire Departments can provide back-up during wildfires and other emergencies.

Fire protection and emergency services in Yucaipa are provided by two local stations. One of these is Yucaipa Station 551 located on Bryant Street just south of Oak Glen Road. The second station is Crafton Hills Station 552 located on the north side of Yucaipa Boulevard between 13th and 14th Streets. The Crafton Hills Station is less than 2 miles from the subject site and Yucaipa Station 551 is just over 5 miles from the site. An additional fire station is planned for the intersection of Wildwood Canyon Road and 5th Street in Yucaipa. Once it is completed, this fire station will be approximately 2.5 miles from the OHM site.

The City has mutual aid agreements with nearby communities for firefighting assistance, including an agreement with the City of Redlands. The City also works closely with the California Department of Forestry and Fire Protection to provide wildland fire protection within the City. Under the terms of the agreement, the Department of Forestry and Fire Protection provides resources such as aircraft, bulldozers, hand crews, and related support personnel and equipment to the City. If additional resources are needed to combat active fire hazards, the City can call upon engine companies and crews from both San Bernardino County and the State of California. See Section 4.13 *Public Services* for more information on fire protection services.

The City's Peakload Water Supply System Guidelines shown in Table X-1 of the Yucaipa General Plan require a flow of 3,000 gallons per minute for a 3-hour duration for commercial land uses such as the OHM. This will insure that sufficient water supplies and water pressure exist to combat any potential fire. This compares with a minimum flow of 1,500 gallons per minute for most residential uses, and 3,000 gallons per minute for industrial, hotel, motel, and apartment uses.

NOP Comments

During the NOP period, a letter was received from the State Department of Toxic Substances Control (DTSC) that outlined their concerns and procedures that must be followed if hazardous materials are suspected or found on the site during grading or construction. See Appendix B for the DTSC comment letter.

4.7.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts from hazards and hazardous materials were derived from Appendix G of the State CEQA guidelines. A significant impact would occur if the proposed project:

- a. Creates a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- b. Creates 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;
- c. Emits hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- d. Is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;

- e. Is located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- f. Is within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area;
- g. Impairs implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan; and
- h. Exposes people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.7.3 - Project Impact Analysis

Hazardous Materials

Section 812.08022 of the City's Development Code defines hazardous waste as a waste or combination of wastes which because of its quantity, concentration, or physical, chemical, or infectious characteristics may either increase mortality or illness; or pose a substantial present or potential hazard to human health or to the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

The City of Yucaipa has a Hazardous Waste Management Plan that contains standards for the processing, treatment, handling, and disposal of hazardous materials. The plan discusses existing programs for dealing with hazardous wastes; waste generation levels; the siting of hazardous waste facilities; handling and storage of hazardous materials; transporting hazardous waste; mitigation of contaminated sites; long term remedial actions; etc. Additionally, onsite wells will need to be abandoned, per established regulations, during the grading phase of the proposed commercial development.

Hazardous materials that are typically used by households and small businesses may be sold onsite at the proposed Target superstore as well as at other potential retail stores within OHM. These materials may include lighter fluid, kerosene, insecticides, pesticides, brake fluid, antifreeze, glue, pharmaceutical products, medicines, and so on. Such materials are generally individually packaged for limited use by homeowners and are not expected to be released onsite and should not represent a potentially significant affect. Hazardous materials used for landscape maintenance (such as fertilizer) are also expected, but would be minimal in nature. Street and parking lot paving will include the use of asphalt, but in normal conditions this does not represent a hazard.

Other than those linked to the application of pesticides, there is no record of the presence of any hazardous or toxic wastes onsite. Because of the use of the property in recent decades as a farm

growing squash, pumpkins, corn, and Christmas trees, as well as a knowledge that pesticides have been used on the property, a pesticide survey was performed by Leighton Consulting in September 2006 (Appendix XX). The soil samples were analyzed by Enviro-Chem Laboratories in Pomona, California. Specific organochlorine pesticides analyzed for this project included: Aldrin; alpha-BHC; beta-BHC; gamma-BHC (Lindane); delta-BHC; alpha-Chlordane; gamma-Chlordane; 4,4'-DDD; 4,4'-DDE; 4,4'-DDT; Dieldrin; Endosulfan I; Endosulfan II; Endosulfan Sulfate; Endrin; Endrin Aldehyde; Endrin Ketone; Heptachlor Epoxide; Heptachlor; Methoxychlor; and Toxaphene. Laboratory results for the soil samples indicate that organochlorine pesticides (OCP) were not found in concentrations that reached or exceeded the laboratory method detection limits.

Although there is a potential for soil contamination on the site, there is no evidence of incidents or accidents involving hazardous materials on the project site. Furthermore, the September 2006 Limited Phase II Soil Sampling Report for this property tested for a wide range of organochlorine pesticides and did not find any significant amounts of any toxic or hazardous substances in its samples.

The project will involve demolition of all of the existing structures onsite. These include the Palmer Corporation office building as well as barns and ancillary farm buildings. As there may be asbestos in one or more of these buildings, proper disposal and handling procedures must be utilized to prevent contamination from this source.

The proposed gasoline filling station in the northeast corner of the OHM will likely be a source of emissions of gasoline fumes, liquid gasoline that drips onto the pavement and seeps through this pavement, diesel fuel for trucks, and various automobile and truck fuels, lubricants, and cleaning compounds. Thus, there are several types of hazardous wastes that will be generated from the project site; however, any hazardous wastes generated at the proposed gas station or anywhere else onsite, must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). This requirement also refers to oil containers, underground storage tanks, and any other storage, transport, or emissions mechanisms for fossil fuels and other toxic and hazardous materials. These regulations will reduce the impacts in this regard to less than significant levels (**thresholds a and b**). No schools exist within one quarter mile of the property, although a future school site is anticipated in the immediate vicinity. However, the proposed project will not emit or involve the use of hazardous emissions/ materials in a quantity that will represent a hazard to school children or school staff (**threshold c**).

The project site is not listed as a hazardous materials site on any of the State, federal, or county lists of contaminated properties; the project site is not on the DTSC Cortese List (**threshold d**).

Airports and Airfields

The project site is more than 2 miles from an airport or airfield, and the project proposes no uses or tall structures that would interfere with airport/airfield operations or aircraft flights. Therefore, impacts in this regard are considered less than significant (**thresholds e and f**).

Emergency Response

The proposed project site is adjacent to Live Oak Canyon Road and will obtain access from Live Oak Canyon Road, which is currently a paved two lane roadway. The internal parking arrangement has been designed to meet City standards and allow for Fire Department access. CalTrans actions to improve the on- and off-ramps to I-10, as well as to widen and improve Live Oak Canyon Road along the west edge of the subject site, will both serve to increase levels of service at these adjacent streets and intersections. These improvements are scheduled to be completed in 2008, and will help reduce the potential of traffic gridlock. With the planned CalTrans improvements and the recommended mitigation measures for roadway improvements, the impacts in this regard are considered less than significant (**threshold g**). See Section 4.15 *Traffic, Transportation and Parking* for the aforementioned mitigation measures.

Fire Hazards

The Fire Threat Map prepared by the California Department of Forestry and Fire Protection's Fire and Resource Allocation Program, has designated the area as a "High to Very High" fire threat based upon fire behavior and frequency. This map is dated October 20, 2005 and is located on the Department of Forestry and Fire Protection FRAP website. The site is also located within FR 2 (Fire Safety Review Area 2) according to the City's Hazards Overlay Map. Specific fire requirements related to the potential for wild fires at this site will be applied to the proposed project as part of the Fire Department's conditions of approval.

The project will introduce greater numbers of people and much larger structures onto the site. The greatest risk from wild fires would be from the adjacent hills on the southern edge of the property. The relocated and channelized Wildwood Creek would separate the commercial development from the hillside and will serve as a firebreak of sorts. The property to the west of OHM is farmland and has some susceptibility to wild fires; however, it is separated from OHM by Live Oak Canyon Road which should serve as a firebreak.

At its eastern end, the property is bound by Wildwood Creek which is about 25 feet deep and 30 feet wide, and this should serve as an effective firebreak. The north side of the property is I-10 which is well over 100 feet in width and which would serve as a very effective fire break.

To minimize the threat from fire hazards, the City requires several preventive measures to be taken, depending upon the characteristics of each site. These include utilizing fire retardant building

materials and landscaping; developing and maintaining fuel breaks; and adhering to vegetation management programs.

Additional measures may be implemented to decrease the threat of wild fires in areas where urban uses that are located close to foothills and fire hazard areas. These include:

- Maintaining a 30+ foot wide building separation;
- Maintaining a 30+ foot wide vegetation clearance area with exceptions limited to ornamental landscaping, as recommended by the City Fire Department;
- Approving high intensity uses such as theaters, restaurants, and other uses requiring the handling and storage of flammable materials (such as gas stations) only in areas with year-round fire protection and adequate water systems with hydrants; and
- Requiring visible designation of all streets, roads, and buildings, to the standards of the City Fire Marshall.

The design of OHM will help minimize fire risks as it will improve roads, emergency access, and water systems for fire suppression that will benefit both the site and surrounding area. Therefore, the proposed project will not create significant impacts related to fire hazards (**threshold h**).

4.7.4 - Standard Conditions and Uniform Codes

The proposed OHM contains master circulation, water, and landscaping plans which will be reviewed by qualified personnel on City staff to assure potential hazards and public risks are minimized. Development within the site must comply with applicable portions of the uniform fire, building, and plumbing codes.

4.7.5 - Project Design Features

The proposed commercial development contains master circulation, water, and landscaping plans that help reduce potential hazards related to wildland fires. The master circulation plan will assure that the project has adequate emergency access and evacuation routes, and the fire department standards and site recommendations will be implemented. The proposed gas station will be required to meet hazardous material safety standards and will utilize modern fuel tank storage methods to minimize the release of hazardous fuels.

4.7.6 - Mitigation Measures

Development of the OHM project will involve a number of hazards, especially those associated with the proposed gasoline station. The following measures are therefore recommended to reduce the potential risks associated with the release of hazardous materials, to less than significant levels.

Hazardous Materials

- HAZ-1** Prior to grading, the developer shall enter prepare a Voluntary Work Plan (VWP) in consultation with the State Department of Toxic Substances Control (DTSC) to test soils in areas of the site likely to contain potential contaminants from previous agricultural activities. The VWP shall identify the number, location, and type of testing appropriate to characterize the extent of soil contamination, if any, and to identify the most appropriate methods of remediation (Phase 3 or removal and disposal) of any contamination found on the site. The VWP shall be reviewed and approved by DTSC, including the number, location, and type of laboratory testing, prior to the start of grading. All testing shall also be conducted and the results reviewed by DTSC prior to the start of grading. Under the direction of the DTSC, areas of identified contamination shall be effectively remediated and contaminated soil shall be disposed of in an approved manner and at an approved facility. Soil with contaminants that do not exceed “action levels” may be reused for fill onsite, at the discretion of DTSC. The VWP shall be prepared by a qualified hazmat consultant and weekly or monthly reports on remediation plans/activities shall be provided to the City Planning Director. The hazmat consultant shall file a final report to the City upon completion of remediation activities. This measure shall be implemented to the satisfaction of the Community Development Director.
- HAZ-2** Soil shall be sampled prior to its import onto the site, and any contaminated soil shall be properly disposed of. This measure shall be implemented to the satisfaction of the Community Development Director.
- HAZ-3** When demolition of the existing onsite structures occurs, an investigation shall be conducted for the presence of lead-based products, mercury, and asbestos containing materials. The same shall occur if asphalt or concrete are found in the soil. If any of those substances are identified, proper precautions shall be taken during demolition activities and the contaminants should be remediated in compliance with California environmental regulations and policies. This measure shall be implemented to the satisfaction of the Community Development Director.

4.7.7 - Level of Significance after Mitigation

With implementation of State and local guidelines for handling hazardous materials and the aforementioned mitigation measures, the impacts in this regard are considered less than significant.

4.8 - Hydrology and Water Quality

The potential project level impacts associated with hydrology and water quality are evaluated in this section, including watershed hydrology, channel hydraulics, and channel stability. A study of proposed channel improvements to Wildwood Creek was prepared for the proposed project by Fuscoe Engineering (Fuscoe 2006), and a Water Quality Management Plan (WQMP) was prepared by Development Resource Consultants (DRC 2006). Pertinent results of the hydrology study are summarized in this section and the complete reports are included in Appendix K and Appendix L of this EIR. In addition, information on surface water was incorporated into this section from the County of San Bernardino-approved City of Yucaipa Master Plan of Drainage (MPD) prepared by Boyle Engineering Corporation (Boyle 1993). A project specific Water Supply Assessment was also prepared and is contained in Appendix P. However, note that water supply is discussed in Section 4.16, *Utilities*.

4.8.1 - Existing Conditions

Watershed Characteristics

The project area is currently utilized for agriculture, including the production of squash, pumpkins, Christmas trees, etc. Two large drainage features, Wildwood Creek and Yucaipa Creek, are present on or near the project site. Both are natural washes/creeks that are currently unimproved. Wildwood Creek, the larger drainage feature crosses under the I-10 approximately one mile east of the project site. Yucaipa Creek crosses under the I-10 at the northeast corner of the site and converges into Wildwood Creek onsite. Yucaipa Creek is a tributary of Wildwood Creek, and the combined flows are conveyed within Wildwood Creek. The creek exits the property through an existing culvert under Live Oak Canyon Road.

Wildwood and Yucaipa Creeks are major tributaries within the Yucaipa Watershed, which encompasses approximately 40 square miles. The Yucaipa Watershed drains primarily via Wilson Creek and Wildwood Creek into Live Oak Canyon. From there, Wildwood Creek flows westward along the border of San Bernardino County and Riverside County. It then merges with San Timoteo Creek which heads westward and flows into the Santa Ana River. The Wildwood Creek sub watershed is approximately 12 square miles. The topography of the Yucaipa Watershed consists of steep hills and broad, steeply sloping valleys. Elevations range from about 8,700 feet in the upper reaches of the watershed (in the San Bernardino National Forest and Yucaipa Ridge) to about 1,900 feet at the lower end of the watershed.

Upstream urbanization has increased both the volume and velocity of flows conveyed within the Yucaipa Watershed, and has resulted in dramatic down cutting, scour and erosion of Wildwood Creek onsite. Channel banks are nearly vertical throughout the drainage and the channel gradient is steep (approximately 2-3 percent). Evidence of ongoing scour and erosion includes bank wasting and a channel bed devoid of vegetation. Channel depth averages 20 to 35 feet and widths vary from 60 to

150 feet. In the lower creek section, the channel banks are less steep and the channel becomes shallower as it meets Live Oak Canyon Road, which currently serves as a grade break.

Flood Control

The project site lies within Zones AE and X, of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Panel No. 8740F, dated March 18, 1996. The project will be required to comply with the most recent FEMA regulations, including processing a Letter of Map Revision (LOMR) indicating the realignment of Wildwood Creek. See Exhibit 4.8-1 for a map of the flood zones.

Water Supply

Water is supplied to the project area by the Yucaipa Valley Water District (YVWD). The YVWD currently provides water, wastewater and recycled water services to the Cities of Yucaipa and Calimesa and portions of San Bernardino and Riverside Counties. The YVWD has multiple sources of water, including, unadjudicated and adjudicated basins, surface water, recycled water and non-potable ground water sources. The District operates an extensive water distribution system of over 180 miles of water main lines, 22 pressure zones, 15 booster stations, and 26 million gallons of water storage capacity. Although the Yucaipa water table has dropped due to drought and continued use, the Yucaipa Valley Water District is not in an overdraft condition, as it has multiple water sources it can draw from. Table 2-2 of the UMWP evaluates the YVWD water supply sources for the buildout year 2020. The UWMP does not include State Water Project water as a source even using a worst case scenario (dry year). To augment existing water sources, the YVWD is developing initiatives that will capture stormwater flows in Wildwood Creek and deliver the stormwater flows to percolation basins for recharge of groundwater basins. See Section 4.16, *Utilities*, for more in regard to water supply.

Drainage and Groundwater Recharge

All of the rain waters and runoff waters in the City ultimately drain into the Santa Ana River. Receiving waters for the property include Wildwood Creek, Live Oak Creek, Yucaipa Creek, San Timoteo Creek, and Reach 5 of the Santa Ana River. These waters percolate into the Yucaipa Groundwater Basin, which constitutes one portion of the Santa Ana River Watershed. Natural sources of recharge to the groundwater reservoir within the alluvial aquifer system include deep percolation of direct precipitation, infiltration of stream runoff in the basin, subsurface inflow that depends upon water levels from the adjoining hill and mountain areas, and subsurface inflow from adjoining basinal areas.

Manmade sources of recharge to the alluvial aquifer system include deep percolation of irrigation returns, seepage from the unsewered areas, and infiltration of water from artificial recharge facilities in the Wilson Creek Spreading Grounds. This artificial recharge operation by direct surface

spreading has been used in the area for about 70 years to augment alluvial aquifer levels. No water from the State Water Project or other imported water has been used for such purposes.

Groundwater

Groundwater quality in the area is generally considered to be very good, although there is a threat from the use of septic systems in the area. The RWQCB supports conversion to sewer systems to help prevent surface or groundwater contamination on a regional basis.

Surface Water Quality

The State Water Resources Control Board (SWRCB) and the nine RWQCBs are primarily responsible for the protection and enhancement of the quality of waters within the State of California. The SWRCB sets statewide policy, and together with the RWQCBs, implements state and federal laws and regulations. Each of the nine Regional Boards adopts a Water Quality Control Plan, or Basin Plan, that describes beneficial uses of the region's ground and surface waters, and local water quality conditions and problems.

The proposed project is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB). The Santa Ana Region includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas. The Santa Ana Region covers parts of southwestern San Bernardino County, western Riverside County, and northwestern Orange County. Receiving waters for the property include Wildwood Creek, Live Oak Creek, Yucaipa Creek, San Timoteo Creek, and Reach 5 of the Santa Ana River. These waterways and the project site are located within the Upper Santa Ana River watershed. According to the WQMP, Wildwood Creek is not identified by the SARWQCB as impaired on the 303(d) List of Impaired Water Bodies; The receiving waters have not been identified as impaired on the 303(d) list; TMDLs have not been established for Wildwood Creek, Live Oak Canyon Creek, Yucaipa Creek, San Timoteo Creek, or Reach 5 of the Santa Ana River; the project site is not within the immediate vicinity of any known Environmentally Sensitive Areas and Areas of Special Biological Significance.

The Basin Plan for the Santa Ana Region is the basis for the Regional Board's regulatory programs. The Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained (or maintained) to protect the designated beneficial uses and describes implementation programs to protect waters in the region. The Basin Plan sets forth the RWQCB's implementation plan to achieve these water quality objectives and protect beneficial uses, which includes regulation of discharges through the issuance and enforcement of waste discharge requirements; National Pollutant Discharge Elimination System permits (NPDES), Water Reclamation Requirements, Water Quality Certification, and/or Waste Discharge Prohibitions.

Currently, the entire site is considered pervious and the majority of the runoff that does not percolate on site sheet flows overland in a westerly direction onto Live Oak Canyon Road and enters Wildwood

Creek. The southerly portion of the site drains overland in a southwesterly direction and enters Wildwood Creek. Historically, the project site has been utilized for agriculture, which may contribute incrementally to downstream nutrient loading within the receiving water. In addition, upstream urbanization has increased both the volume and velocity of flows conveyed within the Yucaipa Watershed, and has resulted in dramatic down cutting, scour and erosion of Wildwood Creek onsite. The ongoing scour and erosion is contributing to downstream sediment loading within the receiving water and overall watershed degradation.

NOP Comments

During the NOP period, the San Bernardino County Department of Public Works commented that:

- it is assumed that the City will establish adequate provisions for intercepting and conducting the accumulated drainage around or through the site in a manner that will not adversely affect adjacent or downstream properties
- the 1994 Yucaipa Master Plan of Drainage should be referred to and utilized
- a completed drainage analysis be required
- the project incorporate the most recent FEMA regulations
- a Letter of Map Revision be processed indicating the realignment of Wildwood Creek
- adequate right of way be granted to the San Bernardino Flood Control District
- design for the channel take into account potential additional bulking and freeboard requirements, and
- that the existing structures within the 100-year flood plain remain until a FEMA Letter of Map Revision has been processed for the realignment of the channel.

In addition, it was noted that the proposed channel is to be realigned from the historical drainage pattern and designed to accommodate the calculated 100-year peak flow rate, not the “historical flow rate.”

4.8.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts on water resources were derived from Appendix G of the State CEQA guidelines:

- a) Violate any water quality standards or waste discharge requirements;

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;
- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;
- f) Otherwise substantially degrade water quality;
- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- h) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; and
- i) Result in inundation by seiche, tsunami, or mudflow.

4.8.3 - Project Impact Analysis

Flood Control

The proposed project includes onsite drainage improvements to address the ongoing scour and erosion of Wildwood Creek. The proposed channel improvements consist of the partial realignment and reconfiguring of the existing channel to a soft-bottom channel with ungrouted rip-rap side slopes. Proposed improvements are required to meet San Bernardino County Flood Control Authority's flood control criteria, including, but not limited to, design discharges, design/construction standards, and maintenance features. Based on the City MDP, the required design criteria includes channel sizing for 100-year peak flow rate of approximately 8,100 cubic feet per second (cfs) and a 50 percent bulking factor. The proposed channel improvements meet these sizing criteria.

Several drop structures are proposed to reduce channel gradient and ensure non-erosive flow rates. A 5+acre off-line detention basin area is proposed to detain peak flows up to 1,500 cfs. Channel depth would average 16 feet, and additional dimensions of the realigned channel will be finalized during the

Final Development Plan process. If a rip-rap design is ultimately chosen for this project, its maximum width would be approximately 104 feet. If however, a more natural vegetated channel is chosen, its maximum width would be approximately 156 feet. Side slopes would be a graded at a 2:1 ratio (horizontal: vertical). The ungrouted rip-rap side slopes would be imbedded with soil to allow the establishment of grasses and shrubs along the channel banks. The channel may also include overbanking areas (floodplains) on the south side to accommodate less frequent peak flow discharges.

To reduce downstream scour potential, sediment transport function in channel would be maintained for the two year storm event. Based on the normal depth analysis, the two-year peak flow velocities would range from 6 to 10 feet per second. The proposed channel provides sufficient flow velocity to accommodate sediment transport for a two-year event. The proposed channel is also able to accommodate the 100-year most severe condition (less than 13 feet per second).

The existing creek is severely eroded and the proposed improvement is to construct a new channel, with new banks and a new realignment to replace the existing creek. This will create more stable conditions downstream because of the proposed site detention basins that will reduce the discharge of high flows. Flooding downstream will be reduced and the proposed detention basin is likely to be incorporated into the City's Master Plan for Drainage.

The commercial development would drain to Wildwood Creek. Based on the City's Master Plan for Drainage, at full build out of the watershed area the 100-year peak flow within Wildwood Creek at this location would be approximately 8,100 cubic feet per second (cfs).

The City is currently updating its Master Plan of Drainage. Basin #4, Wildwood Creek, has been upsized from 60 acre feet to 70 acre feet conceptually. The peak flow reduction for Wildwood Creek is yet to be determined pending a hydrology study to be performed for the proposed basin improvements. Development of the project will incrementally increase the volume of onsite runoff compared to current conditions by the introduction of impervious surfaces such as concrete, asphalt, and commercial structures. However, the hydrology study for the Wildwood Creek onsite improvements indicates that developed condition offsite flows will not exceed existing flows (Fuscoe, 2006). This conclusion is based upon the proposed improvements to Wildwood Creek which meet the San Bernardino County Flood Control Authority's flood control criteria, including, but not limited to, channel sizing for 100-year peak flow rate of approximately 8,100 cubic feet per second (cfs) and a 50 percent bulking factor. Currently, all existing culverts across the I-10 freeway are insufficiently sized to convey 100-year storm events. In fact, their capacity is no more than one half of the 100-year peak (clear) flows that are specified in the City's Master Plan for Drainage.

In order to further reduce the peak flow rate, an additional detention basin is being proposed by the developer for the Wildwood Creek system. The detention basin, which will be a flow-by basin, is proposed to be located directly upstream of Wildwood Creek's confluence with Yucaipa Creek. It

will act as an energy dissipater to slow down water velocities to protect the proposed channel. Approximately five acres of surface area associated with 50 acre-feet of detention basin should be made available for this basin to reduce the peak flow rate by approximately 1,500 cfs. Along with City's Basin #4, the 100 year peak (clear) flow will further reduce from 6,760 cfs to 5,260 cfs at the downstream end of the project and with the addition of the basin proposed by the project proponents.

The San Bernardino County Flood Control District criteria states that any facility which conveys 750 cfs or more for the 100-year event is considered as a regional facility. As the onsite reach of Wildwood Creek is expected to convey up to 8,100 cfs at full build out, it is classified as a San Bernardino County facility. Improvements to Wildwood Creek are required to be approved by and constructed to San Bernardino County Flood Control District standards. Consistent with Flood Authority's criteria, once improved, this reach of Wildwood Creek would be owned, operated and maintained by San Bernardino County Flood Control District.

According to the hydrology report (Fusco 2006), the project is not expected to cause any hydrologic conditions of concern. The hydrology report demonstrates that the project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite. This report also demonstrates that the project will not substantially increase the rate or amount of surface runoff or result in flooding, either onsite or offsite, and that project runoff will not exceed the capacity of existing or planned storm water drainage systems.

The proposed project will not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Finally, the project will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

Water Supply

According to the Water Supply Assessment prepared by the YVWD, the District has sufficient water supply to serve existing and projected demands, and all water supply demands for the project can be met. There are and will be sufficient water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection to meet the needs of the proposed project, in addition to existing and planned future uses, as outlined in the Water Supply Assessment, and the Urban Water Management Plan of the Yucaipa Valley Water District. See Section 4.16 for more in regard to water supply.

Groundwater Recharge

The Urban Water Management Plan describes the stormwater capture and recharge programs to be undertaken in the area. The project will have detention basins that will catch runoff and facilitate percolation. In addition, the improved creek channel will reduce the velocity of flows which will also

facilitate percolation. SARWQCB requirements for connections and discharges to the MS4, including both quantity and quality requirements, and the project will be permitted. The proposed project will not cause a significant impact related to groundwater in that it will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

Surface Water Quality

Development of the project site will introduce a number of urban pollutants into the area. Expected pollutants generated by commercial sites include trash, debris, oil, and grease from all portions of the site, in addition to organic compounds (petroleum hydrocarbons) and metals from the parking areas; as well as bacteria/viruses and oxygen demanding substances from the restaurants. Potential pollutants include sediment/ turbidity, nutrients, organic compounds (solvents), and pesticides.

The proposed project will have a water quality pre-treatment system, including but not limited to a technical filtration system for discharges originating in the proposed commercial area, substantially reducing the potential for future surface and groundwater contamination. To treat for expected pollutants, all storm water will be treated onsite by continuous deflective separation (CDS) units, prior to release into Wildwood Creek. These units use the hydraulic energy of water to concentrate, screen and trap storm water pollutants. Offline units are designed to treat storm water flow ranges from 1 to 300 cubic feet per second (cfs) and higher. Treatment flow is diverted from a storm channel or pipeline into the Offline Unit. This type of storm water treatment can be placed offline anywhere on the network with minimum retrofitting costs. The units are compact and easy to place in confined areas, therefore space requirements are minimal. These units will provide treatment for trash, debris, oil, grease, petroleum hydrocarbons, sediments, and attached pollutants.

Due to the limited amount of landscaping on the site and the use of efficient irrigation methods, potential pollutants associated with landscaped areas are not considered to be of significant concern. Nutrients, oxygen demanding substances, and pesticides are not considered to be of significant concern for this project. The existing creek is deeply incised and the erosion of sediment along the walls of Wildwood Creek has led to high turbidity in the waters of the creek. The proposed channelization of the creek will widen the creek. In addition, flows in the proposed realigned channel will be slower than flows in the existing creek. This will decrease erosion, sedimentation, and turbidity – both at the site and downstream of the site.

Sediment mitigation measures associated with the earthmoving and construction phases of the project include the installation of fences, sand bags, and any additional measures that are needed. Construction of the proposed channel will take place during the dry season and this will help to minimize erosion. The developer will be stabilizing all graded areas prior to the wet season, therefore no significant amount of dirt is expected to fall into the relocated channel. After project build-out, erosion is expected to be minimal as most of the land surface will be covered by buildings or by

paved areas, the creek will have been improved to current standards, and the adjacent hillsides will have been revegetated.

Construction of the proposed project could create temporary impacts to water quality. However, the project is required to comply with the RWQCB NPDES general construction permitting requirements. These permits are directed toward minimizing the impacts to water quality during construction activities. Therefore, standard regulatory processes can lessen this impact to less than significant levels.

According to the WQMP (Section 2.2), project runoff rates, volumes, velocities and flow duration for the post-development condition will not exceed those of pre-development condition for 1-year, 2-year and 5-year frequency storm events. The Water Quality Management Plan (Section 2.3) for this project indicates that the proposed development will not have an adverse impact upon the Santa Ana River Watershed. Development of the project site will virtually eliminate the potential for surface water contamination by agricultural chemicals and runoff from the current operations. The water-quality pre-treatment will occur prior to discharge into Wildwood Creek consistent with the current water quality standard or waste discharge requirement and therefore would not produce additional sources of polluted runoff. The project would not otherwise substantially degrade water quality.

Impacts to habitat are addressed in greater detail in the Biological Resources section of this report. Such impacts are closely linked to the hydrology aspects of the proposed development. Areas to be graded for the project are not located close to the stream, thus they are not riparian areas. For downstream areas, the proposed basin is a peaking basin that only reduces high flows (i.e., 100-year peak flow). Under low flow conditions, the proposed channel will not cause any adverse changes to downstream habitat.

Other Impacts

The project does not face significant threats from seiche, tsunami, or mudflows.

Summary of Impacts

The project is not expected to cause any hydrologic conditions of concern. The project would not violate any water quality standards or waste discharge requirements (**threshold a**). The project would not substantially deplete groundwater supplies (see Section 4.16 for more regarding water supplies) or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (**threshold b**). The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on/offsite (**threshold c**). The project would not substantially increase the rate or amount of surface runoff or result in flooding, either onsite or offsite (**threshold d**), and project runoff would not exceed

the capacity of existing or planned storm water drainage systems (**threshold e**). The project would not otherwise substantially degrade water quality (**threshold f**). The proposed project will not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map (**threshold g**). Finally, the project will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (**threshold h**). The project does not face significant threats from seiche, tsunami, or mudflows (**threshold i**).

4.8.4 - Standard Conditions and Uniform Codes

The City requires that Best Management Practices (BMPs) be implemented consistent with the newly adopted County Municipal Small 4 (MS4) permit to control runoff from construction sites. BMPs include but are not limited to revegetation, temporary measures, or development on newly graded sites to control erosion; limits on grading operations during the rainy season; and a soil erosion control plan may be required in conjunction with grading plans.

The City requires registered civil engineers and other qualified professional personnel to plan, design, and monitor development projects. The use of qualified personnel will assure all facilities have appropriate drainage and will have no impacts on local groundwater or surface waters. Water service and connections are coordinated through the County during the development review process. The applicant shall also be required to obtain all necessary permits from the County for drainage improvements and drainage-related construction activities prior to the issuance of a grading permit.

The County requires proposed grading and drainage improvements to conform with applicable sections of the Uniform Building Code (UBC) and minimum FEMA standards which require 100-year flood protection for all habitable dwellings located within the floodplain.

4.8.5 - Project Design Features

The proposed project includes onsite drainage improvements to address the ongoing scour and erosion of Wildwood Creek. Proposed improvements meet San Bernardino County Flood Control Authority's flood control criteria, including, but not limited to, design discharges, design/construction standards, and maintenance features. The proposed project includes specific design BMPs to ensure that no urban runoff generated onsite (i.e., runoff from developed areas) will be allowed to flow into Wildwood Creek without pre-treatment for urban pollutants. BMPs include but are not limited to a technical filtration system within the onsite storm drain system to be maintained by the County, City, Landscape Maintenance District, or equivalent. In addition, the improved channel will be designed to reduce the velocity of flows, in order to reduce erosion and to increase percolation.

4.8.6 - Mitigation Measures

Flood Control/Drainage Channels

- HY-1** Prior to issuance of building permits, the developer shall coordinate the design and obtain approval of all flood control and storm drain structures from the City of Yucaipa Public Works Department and the San Bernardino County Flood Control District as identified in the project hydrology study (Fuscoe 2006). A more detailed drainage study shall be provided by the applicant and will need to receive the approval of the County and the City of Yucaipa. This measure shall be implemented to the satisfaction of the City Public Works Director and San Bernardino County Flood Control District Director. These improvements shall also be consistent with the City of Yucaipa Master Plan of Drainage approved by the County.
- HY-2** Prior to issuing grading permits, the developer shall obtain the following permits or approvals relative to modifications to onsite drainage channels: 1) Clean Water Act 404 permit from the U.S. Army Corps of Engineers; 2) Clean Water Act 401 Certification from the SARWQCB; and 3) Streambed Alteration Agreement from the California Department of Fish and Game, as needed. The project shall provide a minimum of 1:1 replacement for jurisdictional resources lost from development as a performance standard for this measure. This measure shall be implemented to the satisfaction of the Public Works Director.

Water Quality

The City requires standard erosion control BMPs for new construction projects. The following measures are recommended to assure that this project will not create significant water quality impacts by controlling sediment and other urban pollutants that may be generated on the project site:

- HY-3** Onsite detention basins shall include a desilting (flow through) fore basin at the upstream end. This measure shall be implemented to the satisfaction of the Public Works Director.
- HY-4** Prior to issuance of a grading permit, the developer shall obtain a General Permit for Storm Water Discharge Associated with Construction Activity (Construction Activity General Permit). This measure shall be implemented to the satisfaction of the Public Works Director.
- HY-5** Prior to the issuance of a grading permit for each phase, the developer shall prepare a WQMP and an Erosion and Sediment Control Plan (ESCP) to implement the most appropriate BMPs and to prevent any significant removal and/or downstream deposition of soil from the project site during construction. The WQMP and ESCP shall contain provisions requiring that all erosion control measures and structures

shall be maintained and repaired as needed for the life of the project. Prior to the issuance of a grading permit, the City Public Works Department shall approve the WQMP and ESCP based on review and input by the RWQCB. At the request of the developer, the City Public Works Department may approve a Storm Water Pollution Prevention Plan (SWPPP) as a substitute for the ESCP as long as it fulfills the intent of this measure to an equivalent degree. The SWPPP or ESCP shall be prepared to the satisfaction of the City Public Works Director. The WQMP and ESCP or SWPPP shall include, but is not limited to, the following:

- a) Specify the timing of grading and construction to minimize soil exposure to winter rain period experienced in Southern California;
- b) The natural vegetation shall be retained on all areas that will not be disturbed for grading, except areas that must be cleared and revegetated as part of a fuel modification program;
- c) All slopes greater than 5 feet in height shall be evaluated to define the optimum length and steepness to minimize flow velocity and erosion potential. Lateral drainage collection systems shall be incorporated at the base of slopes, when determined appropriate, to transport flows in a controlled, non-erodible channel;
- d) Indicate where flows on the site can be diverted from denuded areas and carried in the natural channels on the site;
- e) Construct man-made channels to minimize runoff velocities;
- f) Disturbed areas shall be vegetated and mulched immediately after final grades have been established;
- g) Sediment traps, technical filters, basins, or barriers (silt fences, hay bales, etc.) shall be established on the property to prevent the release of “first flush” urban pollutants, including sediment, from developed areas, including any emergency access roads. The design and location of these improvements shall be identified in the plan subject to review and approval by the City;
- h) Drainage facilities designed to transport flows shall be described and the adequacy of the channel shall be verified by City approval of a detailed drainage analysis;

- i) An inspection and maintenance program shall be included to ensure that any erosion, which does occur either on- or off-site as a result of the project, will be corrected through a remediation or restoration program within a time frame specified by the City;
- j) Confirmed observations by the City of uncontrolled runoff being carried onsite will be grounds for suspension or revocation of any grading or building permit in process, or any discretionary permit subsequently applied for until the problem is resolved to the satisfaction of the City Public Works Department. This will prevent runoff that could contain sediment or urban pollutants from being carried onsite; and
- k) Compliance with Section 402, the Storm Water Pollution Prevention Plan) of the Clean Water Act will be required as administered by the Santa Ana River Water Quality Control Board.

This measure shall be implemented to the satisfaction of the Public Works Director.

HY-6 Prior to the issuance of grading permits, all grading procedures shall be in compliance with City Grading Standards, including requirements for erosion control during rainy months. This measure shall be implemented to the satisfaction of the Public Works Director.

HY-7 Prior to the issuance of building permits, graded but undeveloped land shall be maintained in a relatively weed-free condition and/or planted with interim landscaping within ninety days of completion of grading, unless building permits are obtained. This measure shall be implemented to the satisfaction of the Public Works Director.

HY-8 Prior to the issuance of occupancy permits, planting of developed land shall comply with the National Pollutant Discharge Elimination System (NPDES) Best Management Practices Construction Handbook Section 6.2. This measure shall be implemented to the satisfaction of the Public Works Director.

HY-9 Prior to the issuance of a grading permit, the City shall identify a bond amount for implementing the erosion control program and the developer shall provide the City with a bond for this amount. This measure shall be implemented to the satisfaction of the Public Works Director.

HY-10 Prior to issuance of a building permit, the developer shall obtain a Clean Water Act 401 Certification from the RWQCB relative to modifications to onsite drainage

channel. Compliance with the RWQCB's current Certification standards and adopted MS4 program standards will ensure pollutants associated with commercial runoff are removed prior to discharge. This measure shall be implemented to the satisfaction of the Public Works Director.

- HY-11** Prior to issuance of the first occupancy permit, the developer shall provide proof to the Public Works Department that the onsite drainage and water quality management facilities will be maintained by the County, City, Property Owner Association (POA), Landscape Maintenance District (LMD), or equivalent. The developer must demonstrate that these facilities will be adequately maintained by an appropriate mechanism or organization, to the satisfaction of the City Public Works Director.

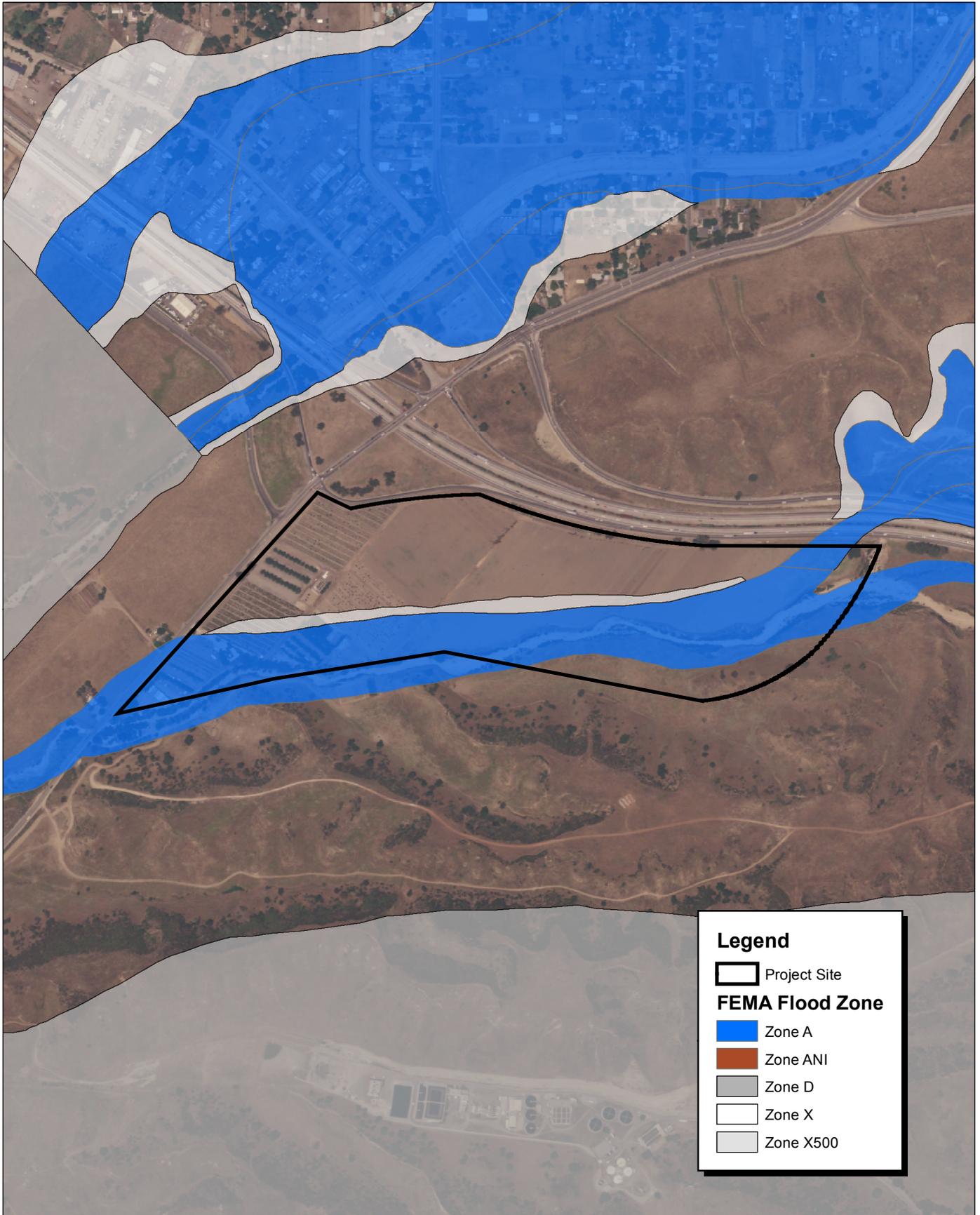
Jurisdictional Waters

Mitigation is required by the USACE and by the CDFG to offset any impacts to waters of the United States and to jurisdictional streambeds. Types of mitigation normally accepted by agencies may include the creation, restoration, and/or enhancement of like in-kind habitat and/or purchase of mitigation credits through an approved mitigation bank. A Habitat Mitigation and Monitoring Plan is generally prepared and submitted to USACE and CDFG for approval prior to the implementation of mitigation. Mitigation measure HY-12 will also mitigate the impacts to jurisdictional waters.

- HY-12** Impacts to jurisdictional waters shall be mitigated through the re-creation of 2.5 acres of waters of the United States and 7.4 acres of jurisdictional streambed. The creation area shall consist of riparian plant species. This measure shall be implemented to the satisfaction of the Public Works Director.

4.8.7 - Level of Significance After Mitigation

The proposed relocation of Wildwood Creek would be consistent with the City of Yucaipa's Master Plan for Drainage. Implementation of the proposed improvements and mitigation measures consistent with the detailed hydrology/drainage studies would reduce any potentially significant hydrology and water quality impacts to less than significant levels.



Legend

-  Project Site
- FEMA Flood Zone**
-  Zone A
-  Zone ANI
-  Zone D
-  Zone X
-  Zone X500

Source: National Agriculture Imagery Program (2005).



Exhibit 4.8-1
FEMA Flood Zone Map

4.9 - Land Use and Planning

4.9.1 - Existing Conditions

The City is generally made up of four distinct planning areas. The planning area in the northern portion of the City is the North Bench and it consists of a wide variety of housing types as well as some tracts used for farming. The older and central portion of the City is known as the Central Core, and it contains the city's main commercial developments and city offices, as well as single family and multi-family dwellings. Dunlap Acres is in the western portion of the City and it contains lowland areas that are utilized for strip commercial and industrial development. However, residential, agricultural, and other uses also take place in this part of the City. The project site is located in the Wildwood planning area. The Wildwood planning area is in the southeastern portion of the City, and is rural in character with its unique canyons, hills, oak trees, and natural vegetation. Wildwood Creek traverses the project property from northeast to southwest.

The project site is immediately south of I-10 Freeway and immediately east of Live Oak Canyon Road. The eastern boundary of the site is the point where Wildwood Creek meets the I-10 Freeway, and the southern boundary of the site is roughly at the northern base of the hills just south of the existing location of Wildwood Creek. The site is currently used for agriculture and farming related uses.

Unlike the project site, the majority (over 90%) of the land area of the City of Yucaipa is located north of the freeway. In addition, essentially all of the City's population is also located north of the freeway. Live Oak Canyon Road (and Wildwood Creek/Yucaipa Creek) head to the southwest of the project site for a great distance through agricultural lands and scattered residences. Both the road and the creek head westward toward the boundary between Riverside and San Bernardino Counties.

Existing land uses in the City are shown in Table II-1 of the City's *2004 General Plan*. These uses include: 1,175 acres for agriculture; 288 acres for parks; 9 acres for mineral extraction; 8,814 acres for vacant and undeveloped land; 3,292 acres for low density residential housing; 2,573 acres for high density residential dwellings; 512 acres for mobile home parks; 83 acres for multi-family units; 102 acres for utility facilities; 10 acres for water features; 665 acres for industrial/commercial uses; and 231 acres for educational and institutional uses. This totals 17,763 acres of land in the City. Thus, only about 3.7 percent of lands in the City are presently utilized for commercial or industrial uses.

The City of Yucaipa has numerous land use districts. These include Rural Living (RL), Single-Family Residential (RS), Multi-family Residential (RM), Neighborhood Commercial (CN), General Commercial (CG), Service Commercial (CS), Community Industrial (CI), Institutional (IN), Floodway (FW), and Planned Development (PD). See Exhibit 4.9-1 for a map of the City of Yucaipa Land Use Designations.

Virtually all of the land in Yucaipa located south of I-10 is designated as having a land use of PD. The same is true for most of the lands lying north of I-10 and south of Colorado Street. Lands in the northeast of the City are generally designated for RL or rural living. There are significant patches of rural living areas mixed with large industrial tracts in the northwest portion of the City. Most of the lands in the southeastern portion of the City are zoned for either rural (residential) living or for industrial purposes. The central areas of the city have a range of land use designations dominated by RS and RM uses, with numerous commercial and industrial areas mixed into the residential core of the City (including the Uptown business district).

The City's land use plan includes a PD component for land along the I-10 freeway corridor that promotes major commercial and employment opportunities to enhance the City's economic viability, and to utilize the opportunities provided by the interstate highway.

The entire project site is within the Planned Development land use designation. Permitted uses in the Planned Development District include crop cultivation in rows, trees, fields, or nurseries; single dwelling units; social care facilities with six or fewer clients; animal raising; accessory uses; and small family day care homes. Conditional uses in the PD District include commercial and/or industrial uses of 10,000 square feet or less, and commercial chicken ranches. Land Uses in this district that are subject to a PD Review include more than one primary residential unit, and commercial or industrial uses of more than 10,000 square feet. A Planned Development may also allow the intermixing of residential, commercial, and industrial uses provided there is a determined need for such special development standards.

The City's General Plan designates the land use for the subject property as commercial use under the PD designation (Table II-2) and the project has already been analyzed according to CEQA at a program level in the *General Plan EIR* (Table 1); however, the site is currently used for agriculture and related uses.

The General Plan for the City of Yucaipa includes numerous overlay districts. Some of these relate to natural formations and phenomena such as the Geologic Overlay District, the Hazards Overlay District. Others relate more closely to land use such as the Custom Home Overlay District, the Uptown Specific Plan Overlay District, and the Mobile Home Park Overlay District. The OHM site is within the FR2 Hazards Overlay District (Fire Safety Review category 2). Section 4.7 *Hazards and Hazardous Materials* contains more in this regard.

The site is highly accessible to residents of Yucaipa and visible to all motorists traveling along the I-10 Freeway. Motorists traveling both east and west on the freeway have exits that allow them to drive off of the interstate within 50 yards of the proposed project site. The estimated 50,553 residents of the City of Yucaipa are almost all located within five or ten minutes travel of the project site. In addition, most residents of the communities of Redlands (71,086 residents), Moreno Valley

(174,565 residents), Calimesa (7,415 residents), and Beaumont (23,145 residents) are generally located with ten to 15 miles of this site. In addition, there is a significant population in nearby unincorporated portions of San Bernardino County (i.e., the Mentone and Crafton communities), as well as in the unincorporated portions of Riverside County to the south and southwest of the project area.

NOP Comments

Although comments were received related numerous aspects of the project such as water resources and drainage, no formal comments were received regarding the land use impacts of the proposed project. The message has been received through earlier communications with Yucaipa citizens that they want to promote the rural and rustic qualities of the City. Such comments have been incorporated into the City’s planning documents including the General Plan; the Freeway Corridor Specific Plan; and Ordinance Number 241, the Interim Urgency Ordinance from 2005 that imposes restrictions on the approval of permits and plans within the Freeway Corridor Specific Plan Area. Mitigation measures have been suggested that address the NOP comments and to address those comments from Yucaipa citizens that have been expressed prior to the NOP. The NOP comment letters are compiled in Appendix B.

4.9.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts on land use were derived from Appendix G of the State CEQA guidelines. A significant impact would occur if the proposed project would:

- a) Physically divide an established neighborhood;
- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (e.g., general plan, specific plan, zoning, etc.) adopted for the purpose of avoiding or mitigating an environmental effect; or
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

4.9.3 - Project Impact Analysis

The following section evaluates the potential impacts of the OHM project in terms of compatibility and consistency (i.e., type, density, location, etc.) on existing and planned land uses in the project area. It will also evaluate the project relative to the land use designations and policies of the City of Yucaipa General Plan.

The land use distribution along Live Oak Canyon Road shows that the majority of this road within the Yucaipa City boundaries is earmarked for rural and residential uses. The OHM project shows continuity in land use with the I-10 corridor, as numerous lands along the north and south edges of

I-10 have been given commercial land use designations. The City of Yucaipa's Freeway Corridor Specific Plan, also identifies lands along I-10 as being suitable for commercial uses. Certainly, for the mile or so immediately west of the OHM site, the lands on both the north and south sides of I-10 (located within the cities of Yucaipa and Redlands) have for many years been populated with a range of commercial and industrial uses.

The property design standards that apply to all land uses within the PD district include a maximum height of 45 feet; minimum lot size of 10 gross-acres; 80 percent maximum lot coverage; 65 percent maximum building coverage; minimum front yard setback of 25 feet; minimum side and rear yard setback of 10 feet; minimum street side yard setback of 15 feet; maximum floor area to lot area of 1.1 to one; and a minimum district size of 40 gross-acres. The proposed OHM project is consistent with these guidelines and provides 22 percent of lot coverage and 24 floor area ratio.

With approximately 613,000 square feet of proposed new commercial buildings, the OHM project is subject to the City's development review process. It should also be noted that the City has expressed considerable concern about potential development along or close to I-10. Expressions of this concern include Ordinance Number 241, the Interim Urgency Ordinance from 2005 that imposes restrictions on the approval of permits and plans within the Freeway Corridor Specific Plan area. The OHM project is adjacent to the Freeway Corridor Specific Plan, and City officials have indicated that the guidelines of the Specific Plan area will also apply to the OHM property, which will be implemented through the Final Development Plan process.

The future use of the property for commercial development is consistent with the uses allowed in the City's Planned Development districts. In addition, commercial uses are common along many portions of the I-10 Freeway that are both inside and outside the City's boundaries.

The City considers the development of business space to be desirable and encourages this development to provide a widened employment base and services for its residents and businesses.

The City is aware that the quality and design of commercial development is often the first perceived sign of a community's integrity, character, and economic vitality. The City recognizes the need to formulate and adhere to design criteria that promote and guide future commercial and office development. In order to create a cohesive and attractive gateway, the City has decided that the OHM design standards should mimic the Freeway Corridor Specific Plan design guidelines.

As the gateway to the City, the proposed project will improve the City's economic environment by providing jobs and direct revenues to the City, and it will help to meet a range of social and economic needs of Yucaipa citizens. The proposed commercial development will generate substantial and ongoing sales tax revenues and property tax revenues for the City, and these revenues will help the City pay for maintaining adequate infrastructure and levels of service in the project area.

CalTrans will be improving the on and off ramps to I-10, and the OHM project is expected to become operational within 6 to 12 months after these transportation improvements have been made. Thus the balance between land use and transportation will evolve in a satisfactory and integrated manner. In addition, the continued use of the property along the edge of the freeway for agriculture is unlikely to maximize the value of this property for the individual owner or for the community as a whole.

A Retail Impact Study (RIS) for OHM has been developed by Stanley Hoffman Associates and is included in the Appendix N. The RIS indicates that there is considerable leakage in sales from the City of Yucaipa, and that the City can absorb the retail space that is proposed for OHM. The RIS indicates that the other commercial areas within the City limits should not suffer long term hardships due to the creation of a new commercial center at this location.

The proposed commercial development will need to meet City requirements for minimum building setbacks; sign criteria; undergrounding of utilities; screening of loading, storage, trash, and parking areas from public view; landscaping and irrigation; providing adequate parking; providing parking for small cars and motorcycles; providing bicycle parking racks; providing preferential parking spaces for the handicapped; and installing lighting fixtures that are properly directed and designed.

The proposed plan to use the property at the intersection of Live Oak Canyon Road and I-10 for a large commercial development will constitute a significant planned step forward in the City's efforts to diversify its economic base and to encourage the development of commercial centers along heavily trafficked I-10. Yucaipa residents currently have to drive to neighboring cities for major shopping purchases. This leakage provides sales tax revenue for the receiving cities, and the long commutes increase area emissions caused by motor vehicles. For more on air quality, see Section 4.2.

Consistency with the General Plan

Yucaipa's General Plan incorporates planning concepts reflecting both the physical characteristics of the land and its functions in both the city-wide area as well as within a broader regional area. The General Plan identifies areas of steep terrain and sets these aside for rural residential and for open space uses. Areas of more moderate terrain such as the OHM site are proposed for more intensive land uses.

Many areas in the City that possess significant aesthetic or open space values have been given land use designations to preserve the scenic, recreational, and natural qualities of these areas. The setting of major employment and commercial land uses reflects existing development patterns in the city, and (as with OHM) capitalizes on proximity to the region's transportation infrastructure.

The City's General Plan speaks specifically to development in Live Oak Canyon, and indicates that the emphasis shall be on rural, commercial-type development, constructed of natural materials such as wood and river rock, and consisting of a style of architecture that emphasizes the ranch, western style. Uses such as ranch markets, fruit stands and those associated with rural lifestyle (feed and tack stores,

for example) shall be encouraged. In addition, commercial areas must adhere to all the applicable design standards related to hillside development, ridgelines, preserving the existing topography, etc. The project does not appear to violate any aspects of the City's Hillside Development Regulations; however, compliance with these regulations will be reviewed during the Final Development Plan review process when more project details will have been determined.

The Yucaipa General Plan establishes numerous City-wide goals, and the proposed OHM development is expected to support or facilitate the achievement of many of these goals, including:

- Goal CW-4** Maintaining a positive, growing, and balanced economic environment.
- Goal CW-6** Maintaining a balance between land use and transportation that is fiscally sound and sensitive to existing development.
- Goal LU-1** Planning for a compatible and harmonious arrangement of land uses by providing a type and mix of functionally well-integrated land uses that meet general social and economic needs and provide for a variety of lifestyles.

Actions that the City of Yucaipa supports related to this land use goal include:

- Promoting economic development that enhances the City's economic base and provides jobs for its residents;
- Supporting the development of specialty clusters of related and mutually-supportive commercial activities in appropriate locations by means of specific plans, mixed use developments, and planned developments;
- Discouraging linear commercial development of shallow depth along streets or highways when it impairs traffic flow, detracts from aesthetic enjoyment of the surroundings, or can be provided in an alternative configuration;
- Developing demand estimates for commercial land relative to population patterns;
- Establishing procedures for site plan review to ensure that commercial developments meet locational and development standards that ensure compatibility with adjacent land uses and community character; and
- Promoting the development of attractive, well planned new commercial facilities by adopting development standards such as minimum building setbacks; specific sign criteria; undergrounding of utilities; screening of all loading, storage, trash, and parking areas from public view or incompatible land uses; establishing minimum landscaping and irrigation requirements; providing adequate off-street parking; providing parking for small cars and

motorcycles; providing bicycle parking racks; providing preferential parking spaces and adequate parking and other provisions for the handicapped; and establishing functional and aesthetically pleasing lighting requirements.

Goal LU-2 Encouraging a harmonious mix of residential, commercial, and industrial land uses that will generate sufficient tax revenues to pay the costs of maintaining the desired levels of services and adequate infrastructure facilities.

Goal LU-3 Promoting opportunities for commercial and industrial development along the I-10 corridor, and encouraging development of centers of commercial development within the City.

The City encourages the following actions to expand its employment and tax bases:

- Protecting land areas best suited for commercial and industrial activity by virtue of their location and other criteria from residential and other incompatible uses;
- Identifying and recommending an incentive program to encourage industrial and commercial development which would create jobs;
- Ensuring that commercial and industrial developments meet locational and development standards that ensure their compatibility with adjacent uses and community character; and
- Developing a priority application process for commercial and industrial development that would improve the area's jobs to housing balance, as the City currently has a greater level of housing opportunities than employment opportunities.

Goal LU-4 Distributing land use designations in such a way as to minimize the demand for energy consumption and maximize the effectiveness of energy consumed.

Goal LU-10 Coordinating land use decisions with other jurisdictions to prevent conflicts and address regional issues.

Goal UD-1 Creating a positive visual appearance of new developments through the application of creative design standards.

Goal H-3 Developing a balance between housing and employment opportunities for all residents.

- Goal E-1** Encouraging commercial growth that respects market demand in order to provide a positive economic climate for the City.
- Goal E-4** Capitalizing on commercial and industrial opportunities along the I-10 in balance with the demands of commercial and industrial development.
- Goal E-6** Ensuring that future development provides jobs and economic growth for the citizens of Yucaipa.
- Goal T-4** Ensuring appropriate legal and physical access to land prior to approving land divisions or new development.
- Goal SH-1** Promoting appropriate and positive landscape treatment along scenic highways to provide the necessary buffering and screening, as well as to provide scenic openness by preserving visual access to natural scenic vistas and features.
- Goal IPF-7** Coordinating with all governmental agencies, including the regional Water Quality Control Board, to apply measures that will prevent surface and groundwater pollution and establish uniform standards for wastewater discharge.

Summary of Impacts

The proposed commercial development is generally consistent with the City’s General Plan and Freeway Corridor Specific Plan, and City Development Code regulations related to setback, building height, land coverage, and so on.

The project provides jobs for citizens; property and sales tax revenue to the City; it makes use of the transportation infrastructure already in place along the northern and western boundaries of the site.

Sufficient details have not been provided to assess the project’s compliance with details such as architectural treatments; the rustic building style preferred by the City; perimeter landscaping and irrigation; the use of underground utilities; parking area landscaping and shading; roof design; the use of natural materials; details of the gas station; and the placement and treatment of walls and fences. These details shall be provided to the City as a part of the Final Development Plan process.

The existing neighborhoods in the area surrounding the project are physically separated from the proposed development site by I-10 and Live Oak Canyon Road. The project will not physically divide an established neighborhood. Therefore, the project will not have a significant impact in this regard (**threshold a**).

The proposed project is consistent with the General Plan and will be consistent with the Freeway Corridor Specific Plan design guidelines and would not have significant impacts in this regard (**threshold b**). Furthermore, the project will provide much needed jobs for the residents the rapidly growing eastern portion of the Inland Empire, which is considered a positive impact. (The closer one lives to ones place of employment, the better for the environment as a whole because of less traffic, less air pollution emissions, etc.). Section 4.13 *Population and Housing* has more detailed information in this regard.

There are no established habitat conservation plans or natural community conservation plans that apply to the project site. The OHM site is in critical habitat for the California gnatcatcher; therefore, a Section 7 consultation would be needed prior to the issuance by the USACE of a permit to realign Wildwood Creek. The impacts in regard to conservation plans can be mitigated to less than significant levels (**threshold c**). This issue and the recommended mitigation measures are explored in more detail in Section 4.4 *Biological Resources*; and in Section 4.9 *Hydrology and Water Quality*

Although the project site is located within the City of Yucaipa, development of the site may indirectly influence land uses within the City of Redlands whose northeastern tip is less than one half mile from the OHM site along Live Oak Canyon Road. However, no significant direct land use impacts to the City of Redlands are expected. See Section 5 *Cumulative Impacts* for more information.

4.9.4 - Standard Conditions and Uniform Codes.

The City's development review process will assure that subsequent development within the OHM area is consistent with the City's approved development standards and other guidelines including those of the Freeway Corridor Specific Plan.

4.9.5 - Project Design Features

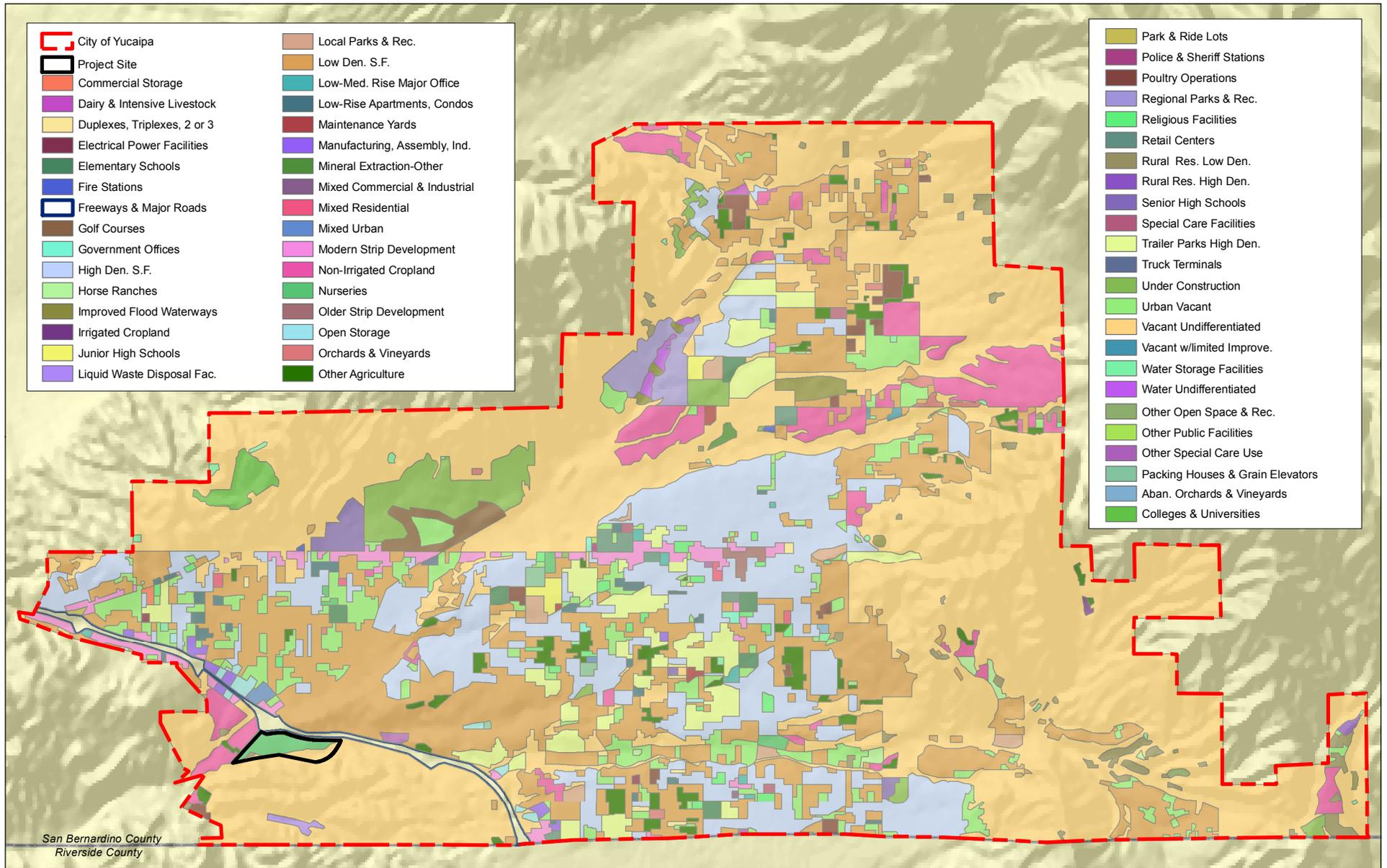
The OHM project will be designed to reflect the rural character of Yucaipa. The rural design standards including the emphasis on wood and rock building materials will help reduce the land use impacts related to the change from farming to commercial use.

4.9.6 - Mitigation Measures

Because the General Plan designates the project site for commercial use under the PD designation and the project is consistent with the corresponding development code, the land use impacts as a result of the OHM are considered less than significant. Therefore, no mitigation is required.

4.9.7 - Level of Significance after Mitigation

The impacts on land use as a result of the OHM project are less than significant and no mitigation is required.



Source: City of Yucaipa General Plan Sept. 27, 2007.



Exhibit 4.9-1 Existing Land Use

4.10 - Mineral Resources

Minerals consist of naturally occurring chemical elements or compounds formed from inorganic processes and organic substances. Movable mineral deposits (ores) are defined as deposits of ores or minerals that have a value considerably in excess of the cost of developing, mining, and processing the mineral, and reclaiming the project area.

Steady, and at times dramatic, increases in energy and transportation costs over the past decade or two have increased the value of the region's mineral resources due to the large Southern California market. Even with increases in resource conservation and recycling, there is still a large gap between supply and demand that is being filled with newly mined minerals. Due to lower labor costs abroad, however, the majority of new mines are being developed outside of the USA, and mineral extracts from these mines are being transported to developed countries such as the USA. While new mineral resource discoveries are being made periodically, developing these resources into operating mines is a long and costly business.

Mineral extraction is limited to sites where the minerals occur naturally. Mineral deposits are formations that are controlled by geological conditions, and that were generally created millions of years ago. Its extraction is impacted by the cost of labor, and by technological advances, energy costs, pollution clean-up costs, water availability, transportation, and by conflicts with other resources. Mineral resources should be managed or they are likely to be lost to the development of incompatible land uses such as residential developments, downtowns, and highways.

The State Department of Conservation, Division of Mines and Geology identify lands in the State of California that have the potential for mineral resource recovery. The City is required to recognize any significant resource areas in compliance with the Surface Mining and Reclamation Act of 1975 and Associated Regulations (SMARA). When such resources are present, they are to be conserved for use at a future time. The State Geologist classifies mineral lands solely on the basis of geologic factors. Existing land-use, by statute, is not considered. The State Mineral Classifications are:

- Classification of an area as a Mineral Resource Zone-1 (MRZ-1) indicates that an area does not have any known mineral resources.
- Classification of an area as a Mineral Resource Zone-2 (MRZ-2) indicates the existence of a deposit that meets certain criteria for value and marketability.
- Classification of an area as a Mineral Resource Zone-3 (MRZ-3) indicates that an area contains potential but presently unproven mineral resources.

- Per the State of California Department of Conservation Mining and Geology Board Annual Report of 1986, areas where it is not possible to assign any of these categories are classified as a Mineral Resource Zone-4 (MRZ-4).

The entire City of Yucaipa lies within an MRZ-3 classification area. This means that the entire City is in an area containing mineral deposits the significance of which cannot be evaluated from available data. Although detailed mineral resource information is not available for the City, the abundance of alluvial-type geologic formations in Yucaipa suggests the possibility of sand and aggregate resources.

Thus, the proposed project site falls within MRZ-3 category – where mineral resources are unproven. Aggregate and other valuable minerals are mined to the west of Yucaipa - in the City of Redlands and the City of San Bernardino—especially in the Santa Ana River and Wash. Those in the Redlands Planning Area include the Plunge Creek Pit, the Alabama Street Pit, the Sunwest Lease, the Johnson Pit, the Redlands Aggregate Pit, and the Old Webster Pit. Nevertheless; no lands in Yucaipa are set aside for mining or have an MRZ-2 classification indicating the presence of proven marketable mineral resources.

No mining operations currently occur on the property or in the adjacent area. Although detailed mineral resource information is not available, the abundance of alluvial-type geologic formations in Yucaipa suggests the possibility of sand, gravel, and aggregate resources.

While the Wildwood Creek Channel offers the possibility of sand and gravel mining, mineral extraction would most likely be difficult, expensive, environmentally sensitive, and yielding limited results. The City General Plan and Freeway Corridor Specific Plan do not set aside any lands within the City or along the Freeway Corridor for mineral resource extraction. The properties that make up OHM are designated for Regional Commercial and Neighborhood Commercial uses not for mining or aggregate extraction operations.

4.10.1 - Existing Conditions

NOP Comments

No comments were submitted regarding mineral resources. All comment letters are compiled in Appendix A.

4.10.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts on utilities were derived from Appendix G of the State CEQA guidelines. A significant impact would occur if the Proposed Project will:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

4.10.3 - Project Impact Analysis

Data from the State indicates there are no recorded significant mineral resources onsite or within the City boundaries, although there are significant aggregate resources in the surrounding region. Although mining activities are an important economic activity in southern California, these activities do not take place in Yucaipa, and are not a part of the plan for the City's growth.

The proposed project will not result in the loss of availability of a known mineral resource that would be of value to the region or to the residents of California (**threshold a**). Likewise, the proposed project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Impacts of the proposed commercial development upon mining activities and resources are considered to be less than significant (**threshold b**).

4.10.4 - Standard Conditions and Uniform Codes

There are no standard conditions or uniform codes that apply to mineral resources that are relevant to the proposed OHM development.

4.10.5 - Project Design Features

There are no project design features that apply to mineral resources within the OHM area. Development of the project site will not reduce the amount of land available for extraction of mineral resources.

4.10.6 - Mitigation Measures

Given the low potential for significant mineral resources beneath the project site, potential impacts to these resources that would be caused by development of OHM are considered to be less than significant.

4.10.7 - Level of Significance after Mitigation

The OHM commercial development will not have a significant impact on mineral resources at the site or in the surrounding area.

4.11 - Noise

This section evaluates the potential short-term and long-term noise impacts of the project on surrounding land uses. This analysis is based on a noise study completed by MBA (2006). The noise impact analysis did not take into account any current noise barriers or topography when determining the noise contours. This would result in a worst case scenario analysis. The noise impact analysis can be found in Appendix M of this EIR. The analysis consisted of modeling of anticipated noise levels and prediction of future noise conditions with and without the project, and a comparison of expected noise using relevant standards to determine impacts.

Noise Measurement

Sound is mechanical energy transmitted by pressure waves in a compressible medium, such as air. Sound can be described based on a variety of physical properties of sound waves, including: the rate of oscillation (frequency), the distance between successive troughs or crests, the speed of propagation, and the pressure level of the sound wave. The latter is the descriptor commonly used to describe the loudness of sound.

A decibel (dB) is the unit of measure used to describe the loudness of sound. Because the range of sound that humans can hear is quite large, the dB scale is logarithmic, making calculations more manageable. In addition, the human ear is not equally sensitive to all sound frequencies, so “A-weighting” is used. A-weighting units are written as dBA. According to the California Department of Transportation (CalTrans), a change of 3 dBA, increases or decreases, are barely perceivable to a person with average hearing capability, and a change of 5 dBA is readily perceptible.

Noise is defined as unwanted or objectionable sound. Sound is usually considered unwanted when it interferes with normal activities, when it causes physical harm, and when it has adverse effects on health. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. Because noise plays a major role both in quality of life, and also physical health, the regulation of noise is important, especially when considering residential development. For this reason, the City of Yucaipa General Plan has determined that residential development is the most noise sensitive land use in the City.

Several statistical measurements have been developed to address community noise levels over a period of time. The two most common averaged measurements are Community Noise Equivalent Level and Equivalent Noise Level. Community Noise Equivalent Level (CNEL) is a 24-hour noise descriptor which has been adjusted to account for some individuals’ increased sensitivity to noise during evening and night hours. A CNEL noise measurement is obtained after adding 5.0 decibels to sound levels occurring between 7 p.m. and 10 p.m., and 10.0 decibels to sound levels occurring from 10 p.m. to 7 a.m. These added decibels are required by state law to account for the community’s increased sensitivity during these hours.

Equivalent Noise Level (L_{eq}) is another averaged noise measurement. L_{eq} can be measured over any time period, but is typically measured for intervals of 1 minute, 15 minutes, 1 hour or 24 hours. For example, $L_{eq(24)}$ would represent a 24-hour average. When no period is specified, a 1-hour average is assumed. Table 4.11-1 shows typical A-weighted sound levels for ordinary activities and traffic.

Table 4.11-1: Sound Levels of Typical Noise Sources

Noise Source (at a Given Distance)	Scale of A-Weighted Sound Level in Decibels	Noise Environment	Human Judgment of Noise Loudness (Relative to a Reference Loudness of 70 Decibels*)
Commercial Jet Take-off (200 ft)	120	Airport Runway	<u>Threshold of Pain</u> *32 times as loud
Pile Driver (50 ft)	110	Rock Music Concert	*16 times as loud
Ambulance Siren (100 ft) Newspaper Press (5 ft) Power Lawn Mower (3 ft)	100	Boiler Room Printing Press Plant	<u>Very Loud</u> *8 times as loud
Motorcycle (25 ft) Propeller Plane Flyover (1,000 ft)	90	High Urban Ambient Sound	*4 times as loud
Diesel Truck, 40 mph (50 ft) Garbage Disposal (3 ft)	80		*2 times as loud
Passenger Car, 65 mph (25 ft) Living Room Stereo (15 ft) Vacuum Cleaner (3 ft) Electronic Typewriter (10 ft)	70		Busy Shopping Mall Indoor Sports Park
Normal Conversation (5 ft) Air Conditioning Unit (100 ft)	60	Data Processing Center Department Store	*1/2 as loud
Light Traffic (100 ft)	50	Private Business Office	*1/4 as loud
Bird Calls (distant)	40	Lower Limit of Urban Ambient Sound	<u>Quiet</u> *1/8 as loud
Soft Whisper (5 ft)	30 20 10	Rural Residential Area Quiet Bedroom	<u>Just Audible</u> <u>Threshold of Hearing</u>

It is widely accepted that the average healthy ear can barely perceive increases or decreases of 3 dBA, but that a change of 5 dBA is readily perceptible.

The following is a list of common terms and abbreviations used to describe noise:

Ambient Noise – The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

dB (Decibel) – The unit of measure that denotes the ratio between two quantities that are proportional to power; the number of decibels corresponding to the ratio of the two amounts of power is based on a logarithmic scale: **dBA (A-weighted decibel)** – The A-weighted decibel scale most closely approximates the sensitivity of the human ear. The scale ranges from zero for the average least perceptible sound to about 130 for the average pain level.

Leq (Equivalent energy level) – The average acoustic energy content of noise during the time it lasts. The Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure, no matter what time of day they occur.

CNEL (Community Noise Equivalent Level) – The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 5 decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m.

Noise Contours – Lines drawn around a noise source indicating equal levels of noise exposure.

Sensitive Receptors – Activities or land uses that may be subject to the stress of significant interference from noise. Land uses associated with sensitive receptors often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries.

4.11.1 - Existing Conditions

The proposed OHM project site is currently in agricultural use and occupies 63.7 acres at the southern corner of Interstate 10 (I-10) and Live Oak Canyon Road in the City of Yucaipa. The major source of noise on the project site is mainly motor vehicle activity visiting the site. Surrounding noise sources include vehicles on the surrounding roadways (predominantly I-10 but also Live Oak Canyon Road), and a warehouse area located approximately 1/3 of a mile to the northwest of the project site. The noises associated with the warehouse are mainly from truck movements and loading/unloading. Due to the distance, the warehouse does not create significant noise levels at the project site. The nearest sensitive land use is a single-family residence approximately 1,000 feet west of the project site and across Live Oak Canyon Road. There are additional single-family residences near the project site located to the south (with a hill between the site and the residence), and to the north, northeast and northwest, across the I-10.

Existing Noise Levels

The project site is currently an agricultural property with relatively low noise levels from onsite activity. Onsite noise sources are generally associated with small farm vehicles (tractor, etc.) and motor vehicle traffic coming to and leaving the project site. The nearest airport to the site is the Redlands Municipal Airport which is approximately 5.5 miles northwest of the site. The runway is oriented east-west. The San Bernardino International Airport is approximately 9 miles northwest of

the project site with a southwest facing runway. Although airplanes fly in the vicinity of the project site, the project site is outside of the 60 dBA CNEL noise contours for either of these airports and the designated aircraft landing and take-off paths are not over the proposed site. Therefore, aircraft noise onsite is minimal. Dominant offsite noise sources at the project site are vehicle traffic on the I-10 just beyond the northern boundary, and Live Oak Canyon Road along the western boundary.

4.11.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts on noise were derived from Appendix G of the State CEQA guidelines. A significant impact would occur if the proposed project would result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; or
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

The proposed project is not within an airport land use plan or within 2 miles of an airport or an air strip; therefore, noise impacts related to an airport will not be considered further.

“Substantial” is not defined within the CEQA guidelines as a quantitative measure. A change of +1 dBA or less is generally not detectable by the human ear, even in a laboratory environment. A change of +3 dBA (20-25% louder than before), under ambient conditions, is considered the “threshold of perception” may be noticeable to most people. A change of +5 dBA is readily noticeable, and a change of +10 dBA is perceived by the human ear as a doubling of sound.

The selection of an appropriate threshold is based on existing ambient noise levels and the overall project setting (i.e., urban versus rural). The proposed project site has mixed conditions in that it has relatively low noise levels relative to onsite uses, but is adjacent to a major freeway with elevated

noise levels. The general area around the project site is rural and contains agricultural uses. However, the City of Yucaipa is a suburban community and land around the I-10 ramps in this section of the freeway generally support suburban-type uses. For the purpose of this noise evaluation, noise impacts will be considered significant if the project causes an increase of sound levels by +5 dBA CNEL, and if: 1) the existing noise levels already exceed the 60 dBA CNEL at a residence; or 2) the project causes noise levels in the vicinity to change from below 60 dBA to above 60 dBA. Note that the City standard for noise at residences is 60 dBA (exterior) and 45 dBA (interior). An exterior noise level of 65 dBA is acceptable where substantial mitigation has been incorporated and the interior noise level does not exceed 45 dBA. Because these residences are already established, it may not be feasible to ensure that the interior noise is 45 dBA or less if the exterior noise at the residence is 65 dBA. Therefore, a 60 dBA exterior standard will be used.

City General Plan

Noise standards for land use compatibility are addressed in the City of Yucaipa General Plan Noise Element. The Yucaipa General Plan establishes goals and policies related to noise control. The City of Yucaipa has adopted the Noise Standards shown in Table 4.11-2 (from the General Plan Noise Element).

According to the Yucaipa General Plan, exterior noise levels ranging up to 65 dBA CNEL are allowed in residential uses if noise levels have been substantially mitigated using reasonable applications of the best available noise reduction technology and interior noise levels do not exceed 45 dB Ldn (or CNEL). Because these residences are already established, it may not be feasible to ensure that the interior noise is 45 dBA or less if the exterior noise at the residence is 65 dBA. Therefore, the 60 dBA CNEL exterior standard will be used. The closest residence to the project site is located approximately 1,000 feet west of the project site. Retail commercial and theaters, such as those proposed in the project, do not have an exterior noise standard, but require that interior noise levels do not exceed 50 dBA or CNEL.

NOP Comments

No comment letters were received during the NOP period relative to noise impacts. The comment letters are compiled in Appendix B.

Table 4.11-2: City of Yucaipa Noise Standards

Land Uses		Ldn (or CNEL) dB	
Categories	Uses	Interior ¹	Exterior ²
Residential	Single Family, Duplex Units	45	60 ³
	Mobile Home	45	60 ³
Commercial	Hotel, Motel, Transient Lodging	45	60 ³
	Commercial Retail, Bank and Restaurants	50	--
	Office Building, R & D, Offices	45	65
	Amphitheater, Hall, Auditorium, Theater	45	--
Institutional	Hospital, School, Church, Library	45	65
Open Space	Park	--	65

1. Interior living environment excluding bathrooms, kitchens, toilets, closets, and corridors.
 2. Outdoor environment limited to private yards of single-family dwellings, multi-family private patios or balconies, mobile home parks, hospital/office building patios, park picnic areas, school playgrounds and hotel and motel recreation areas.
 3. An exterior noise level of up to 65 dB Ldn (or CNEL) will be allowed, provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposures does not exceed 45 dB Ldn (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed will necessitate the use of air conditioning or mechanical ventilation.
 Source: Yucaipa General Plan Noise Element, 2004.

4.11.3 - Project Impact Analysis

Construction Impacts

The development of the proposed project would require the use of heavy equipment for site preparation (i.e., land clearing, grading, excavation, and trenching) and construction of site improvements and residential units. This equipment would generate noise audible onsite and offsite. Required heavy equipment includes scrapers, graders, tractors, loaders, and concrete mixers. Various trucks would be required to transport equipment and building materials, and to haul away waste. Pneumatic tools, saws, hammers and other small equipment would also be required. Noise levels generated by this equipment can range from approximately 68 dBA to noise levels in excess of 100 dBA at a distance of 50 feet as shown in Table 4.11-3. These noises; however, would diminish rapidly at a rate of approximately 6 dBA per doubling distance. For example, a noise level of 68 dBA measured at 50 feet from the noise source would be reduced to 62 dBA at 100 feet from the source to the receptor.

Noise generated during the construction of the proposed project will be audible to the occupants of the single residence west of the site (approximately 1,000 feet). Residences north of the site would likely not be impacted much due to the spatial separation and background noise of the I-10. Homes south of the site are separated by the site by a hill and the residences are approximately 1/2 mile or

more from the site. Field measurements show that construction levels generated by commonly used grading equipment generate noise levels that typically do not exceed the middle ranges shown in Table 4.11-3. For a worst-case scenario, 90 dBA is assumed to be the maximum noise at 50 feet for construction of this project.

Table 4.11-3: Typical Construction Equipment Noise Levels

Type of Equipment	Maximum Noise Levels Measured (dBA at 50 feet)
Grader	89
Backhoe	90
Pneumatic Tools	88
Air Compressor	86
Crane	83
Plate Compactor	89
Concrete Vibrator	85
Trucks	87
Source: Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, BBN 1971.	

Using a drop-off rate of 6 dBA per doubling of distance, noise at 100 feet would be approximately 84 dBA and 78 dBA at 200 feet. The 65 dBA CNEL contour would occur approximately 800 feet away from the western most edge of the project site. The nearest residence is approximately 1,000 feet from the site, and; therefore, construction noise at the nearest residence would be less than 65 dBA. Based on the level of noise expected and the distance to sensitive residential receptors, construction noise is not expected to result in significant short-term noise impacts on existing residents (**thresholds a and d**).

The construction process is not anticipated to involve activities that would result in groundborne vibrations (i.e., rock blasting or pile driving) and would not create a significant impacts related to groundborne vibrations (**threshold b**).

Long-Term Impacts

Off-site Roadway Noise Levels

Long-term noise from the proposed project would be primarily associated to motor vehicles on the local roadways visiting and leaving the project site. The proposed project would result in additional vehicles on the local roadways and could potentially increase noise levels on and off the project site to a significant level. Concerns associated with noise from motor vehicles on surrounding roadways were analyzed using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model –

FHWA-RD-77-108 (FHWA Model). See the Noise Impact Analysis in Appendix M for more information. The analysis modeled future noise on the impacted roadways to determine what the noise levels would be at the nearest residences on each roadway segment. The results of the modeling are shown in Table 4.11-4. Table 4.11-4 shows the projected noise levels at project buildout along various road segments, and shows the distance to the nearest residence. Nine roadway segments were evaluated. Note that in several cases, future noise, both with and without the project, shows a noticeable drop in noise levels. This unusual event is caused by taking into account the construction of a proposed road (Oak Hills Parkway) to be built from the project area and finally connecting to I-10 (a new freeway interchange). This new road will divert a large portion of the project area traffic.

Noise impacts to offsite sensitive uses were determined by comparing future noise levels for the local vicinity, both with and without the proposed project during the buildout year for the project site (2009). Note that a planned new freeway interchange along I-10 will reduce traffic (and thus noise) in the project area. The future noise levels shown in Table 4.11-4, both with and without the project, take into account the new interchange that will reduce traffic and noise levels in the area.

The analysis indicates that the project would cause noise levels up to 73.2 dBA CNEL at nearby residences. This would occur at the Oak Glen Road from Colorado Street to Calimesa Boulevard road segment. Two other roadway segments are anticipated to exceed 60 dba CNEL at the nearest residences to the segment (Oak Glen Road between Colorado and Avenue E-64.5 dBA CNEL and Oak Glen Road between Arlington Road and Interstate 10-62.4 dBA CNEL). The project's contribution along these roadway segments are all less than 5 dBA CNEL. The proposed project would result in noise increases exceeding 5 dBA CNEL along two roadway segments (Outer Highway 10 from 16th Street to Live Oak Canyon Road [10.6 dBA CNEL increase] and Calimesa Boulevard from Oak Glen Road to Wildwood Canyon Road [12.3 dBA CNEL increase]); however, the overall noise levels at these locations do not exceed the 60 dBA CNEL threshold.

Because the proposed project would not cause a readily perceptible increase (i.e., +5 dBA CNEL) in the noise level where the City's exterior noise threshold of 60 dBA CNEL, the proposed project would not create a significant impact (**thresholds a and d**).

Table 4.11-4 – Existing and Future Year 2009 Noise Impacts at the Nearest Residences (dBA)

Street-Segment (Distance to Nearest Residence)	Existing	Future Without Project	Future With Project	Project Contribution	Significant Impact?
Outer Hwy 10 from 16 th Street to Live Oak Canyon Road (370 feet)	52.6	43.0	53.6	10.6	No
Live Oak Canyon Road from Outer Hwy 10 to Dunlap Boulevard (620 feet)	49.5	52.9	54.1	2.8	No
I-10 from Live Oak Canyon Road to Wildwood Canyon Road (830 feet)	58.6	58.2	59.8	1.6	No
I-10 from Oak Glen Road to Hilltop Drive (850 feet)	58.4	58.1	59.6	1.7	No
Calimesa Boulevard from Oak Glen Road to Wildwood Canyon Road (190 feet)	62.7	42.5	54.8	12.3	No
Oak Glen Road from I-10 to Outer Highway 10 (740 feet)	49.8	46.8	48.5	1.7	No
Oak Glen Road from Colorado Street to Calimesa Boulevard (50 feet)	70.6	72.3	73.2	0.9	No*
Oak Glen Road between Colorado and Avenue E (190feet)	61.9	63.6	64.5	0.9	No*
Oak Glen Road between Arlington Road and Highway 10 (300 feet)	61.3	60.9	62.4	1.5	No*
Noise levels decrease at several locations in the future due to traffic being diverted to the new interchange to the east. *The impact is not significant because the project contribution is less than the readily perceivable threshold of 5 dBA. Source: MBA Acoustical Analysis Report 2006					

On-site Roadway Noise

The noise impacts associated with the proposed project were analyzed to determine the effect that noise would have on visitors of the project. The proposed project is a retail commercial which does not have an outdoor noise standard or threshold under the City’s General Plan. It does have an

interior noise standard of 45 dB, but that level of noise reduction is expected to be able to be met using standard state and local building code, and materials for commercial buildings.

Other Onsite Noise

Other noises related to OHM include noise created onsite by the commercial areas. This includes parking areas, doors slamming, car alarms, landscape maintenance equipment, delivery trucks, etc. Sensitive land uses are not located adjacent to the site, and the noise levels generated by these sources are not expected to exceed the City standards and are typical to commercial areas of this nature.

Summary of Impacts

Where the noise levels exceed the City 60 dBA threshold, project-related traffic along local roadways is not expected to generate noise impacts that exceed 5 dB CNEL, and are therefore, not considered to represent significant noise impacts on the project area (**thresholds a and c**).

The project traffic and noise studies demonstrate that project traffic will not expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (**threshold a**). Similarly, OHM is not expected to produce a significant permanent increase in ambient noise levels in the project vicinity (**threshold c**).

No rock blasting or pile driving is anticipated to be needed during construction of the project site only grading. Therefore, the project is not expected to expose persons to or generation of excessive groundborne vibration or groundborne noise levels (**threshold b**).

Construction of the project will cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. However, because of the spatial separation to the nearest sensitive receptors, these impacts are not expected to be significant (**threshold d**).

The project is not located within 2 miles of a public airport, a private airfield, and is not within an airport land use plan. Therefore, the project will not expose people utilizing or working in the project area to excessive noise levels from these sources (**thresholds e and f**).

4.11.4 - Standard Conditions and Uniform Codes

The City's development review procedures require projects to be reviewed by the City staff, including the City's engineer. City inspectors will also assure that walls and other noise attenuation devices or improvements are installed as needed and proposed.

4.11.5 - Project Design Features

In accordance with the City of Yucaipa Municipal Code, all construction activity will be limited to between the hours of 7 a.m. to 6 p.m., Monday through Friday, and consistent with the City's Noise Ordinance.

4.11.6 - Mitigation Measures

While short-term noise impacts are not expected to be significant, the following measures are proposed to help assure that noise impacts from construction remain at less than significant levels:

- N-1** During all project site excavation and grading onsite, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufacturers' standards. This measure shall be implemented to the satisfaction of the City Community Development Director.

- N-2** The construction contractor shall stage all construction-related activities as far away from nearby residences to the greatest extent practical, and all stationary construction equipment shall be placed so that emitted noise is directed away from the sensitive receptors (residences) nearest the project site. This measure shall be implemented to the satisfaction of the City Community Development Director.

Long-term noise impacts are not anticipated to be significant and mitigation is not required.

4.11.7 - Level of Significance after Mitigation

With implementation of the City's standards and the mitigation measures as proposed, potential noise impacts of the proposed project will be reduced to less than significant levels.

4.12 - Population, Housing, and Economics

The following analysis is based on information, data, and/or projections from the 2000 US Census, the California Department of Finance, the SCAG, the City of Yucaipa General Plan, the Preliminary Development Plan for proposed OHM project prepared by Greenberg Farrow, and the Retail Impact Study (Urban Decay Analysis) for OHM prepared by Stanley Hoffman Associates. This analysis seeks to determine if the proposed project will have a significant effect on local population and housing.

4.12.1 - Existing Conditions

The City of Yucaipa is located in an area with rapid population growth. Population in the three-city area that includes Redlands, Calimesa, and Yucaipa grew from 97,865 in 1990 to 127,478 in 2005. Population in the City of Yucaipa grew from 32,824 in 1990 to 41,207 in 2000, an increase of 25.5 percent. According to the California Department of Finance (January 2006), the City's population has increased 22.7 percent since 2000. Yucaipa's population comprises 38.8 percent of the three Cities' total, and since 1990, 56 percent of the population growth in this area has occurred within the City of Yucaipa.

The 2000 US Census indicates that the City of Yucaipa had 16,115 housing units at the time of the census. The City of Yucaipa has roughly twice as many housing units than it does jobs, and housing will be substantially increased in the City as the Yucaipa General Plan is implemented.

Shopping center vacancies in the 5-mile trade area are quite low at 3 percent, and this is a characteristic of a strong market. There are no existing big-box retail developments within the 5-mile trade area of the proposed project. The nearest big-box retail developments are 8 to 10 miles from the proposed project. Wal-Mart recently opened in Beaumont and Moreno Valley.

NOP Comments

No comments were received during the scoping period on population, housing and economics.

4.12.2 - Thresholds of Significance

For use in this EIR, thresholds of significance have been derived to determine the level of the impact upon population and housing. These thresholds are drawn from the CEQA Checklist. The proposed project would be considered to have significant population and housing impacts if it resulted in any of the following:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

There is no standard methodology set forth in CEQA to assess the population and housing impacts of a proposed project. However, CEQA Section 15064(e) does offer guidance for the assessment of socio-economic impacts:

- *Economic and social changes resulting from a project shall not be treated as significant effects on the environment. Economic and social change may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment. Where a physical change is caused by economic or social effects of a project, the physical change may be regarded as a significant effect in the same manner as any other physical change resulting from the project. Alternatively, economic and social effects of a physical change may be used to determine that the physical change is a significant effect on the environment.*

Therefore, the following threshold will be used for the purpose of determining the significance of the economic impacts as a result of the proposed project:

- d) Create a physical change, either directly or indirectly, caused by economic or social effects.

4.12.3 - Project Impact Analysis

OHM will act as a sub-regional retail center that will provide goods, services, employment opportunities, and sales tax revenue not presently available in the City of Yucaipa.

Regional Growth Forecasts

The San Bernardino Association of Governments (SANBAG) analyzes population, housing, and employment in San Bernardino County. The SANBAG forecasts are shown in Tables 4.12-1 and 4.12-2.

Table 4.12-1: City of Yucaipa - Population, Housing, and Employment Forecasts

Yucaipa	2000	2005	2010	2015	2020	2025	2030
Population	41,394	47,042	49,689	53,361	56,984	60,456	63,786
Housing	15,236	16,591	17,659	19,638	21,866	23,738	25,824
Employment	7,874	8,824	10,130	11,290	12,468	13,657	14,862
Source: SANBAG Website							

Table 4.12-2: San Bernardino County - Population, Housing, and Employment Forecasts

SB County	2000	2005	2010	2015	2020	2025	2030
Population		1,919,215	2,059,420	2,229,700	2,397,709	2,558,729	2,713,149
Housing	530,498	567,172	618,782	686,584	756,640	826,669	897,739
Employment	594,923	669,028	770,877	870,491	972,243	1,074,861	1,178,890
Source: SANBAG Website							

As shown in the tables above, between 2005 and 2020, the County of San Bernardino population, housing, and employment are expected to increase substantially. Population is expected to increase from 1,919,215 in 2005 to 2,387,709 in 2020, for an increase of 24.9 percent in only 15 years. Housing units are expected to increase from 567,172 in 2005 to 756,640 in 2020 for an increase of 33.4 percent. Employment in the County is expected to increase even more rapidly from 669,028 in 2005 to 972,243 in 2020, for an increase of 45.3 percent.

Population, Employment and Housing

Yucaipa is expected to experience growth in population, housing, and employment in the coming years. The population of Yucaipa is expected to grow to about 59,448 by the year 2020. This equates to an increase from 15,236 households in 2000 to 22,341 households in 2020. Persons per household are expected to decline slightly from 2.87 in 2005 to 2.66 in 2020. Note that these figures are provided in the Retail Impact Study for this development, and are somewhat higher than the figures provided by the SANBAG.

The population of Yucaipa will increase to about 64,309 residents upon buildout of the City’s General Plan. This will cause a substantial increase in demand for public facilities and utilities such as sewage treatment, water infrastructure, school facilities, solid waste disposal, energy consumption, and recreational amenities. There will also be substantial increases in traffic, and increased impacts to biological resources, air quality, noise, and water resources.

According to Greenburg Farrow’s Preliminary Development Plan for OHM, approximately 1,000 new jobs will be provided by the proposed commercial development. SANBAG’s estimates indicate that employment in the City is projected to grow from about 7,874 in 2000 to 12,468 in 2020, with an average growth rate of 2.3 percent, and the jobs per household ratio is expected to increase slightly from 0.52 in 2000 to 0.56 in 2020. The new jobs being created by OHM will facilitate this increase in both part time and full time jobs in the area.

The proposed commercial development would not add any housing to the City’s housing stock. The project proponent has indicated that as many as 1,000 jobs could be created through the commercial development, thus providing additional employment opportunities for individuals who are already residing within the City of Yucaipa. It should be noted, however, that although employment

opportunities will be created in the City (at the OHM site), there is no guarantee that these jobs will be filled by individuals living within the City limits.

With respect to economic characteristics, the 2000 US Census indicates that 60 percent of City residents aged 16 and older were in the labor force. The average commute time to get to work was nearly 29 minutes—somewhat higher than the national average. However, the OHM project would provide jobs within the City limits and would help to decrease the commute time (and environmental impacts caused by vehicular transportation) of many future employees already living in the City.

Although the project will not directly generate any housing units or new residents; however, it will facilitate the development of the Freeway Corridor Specific Plan (contains a residential component) by installing infrastructure to the area (i.e., water lines). The impact in this regard is considered less than significant (**threshold a**).

The project site is currently in use for agriculture. As such, no housing will be removed and no individuals will be relocated. No residents will be displaced, and no need will arise to construct replacement housing elsewhere (**thresholds b and c**).

Economics

The proposed OHM project is regional in character and is expected to compete with centers located nearly 10 miles away in Beaumont, Redlands, and Moreno Valley. According to the Retail Impact Study, these centers currently draw retail spending away from the City of Yucaipa. There is a strong demand for retail outlets within the trade area of OHM, especially in the categories of apparel, general merchandise, home furnishings, and other retail sales. Total household expenditures in the 5-mile trade area (excluding auto sales) are expected to grow from \$706+ million in 2005 to \$1.0 billion in 2020. Similarly, the demand for non-automobile retail space is expected to grow from 2.05 million square feet in 2005 to 2.94 million square feet in 2020. With the Target, and other retail outlets planned for OHM, a significant proportion of these retail sales will remain in Yucaipa rather than leak to other municipalities.

The Retail Impact Study for the project indicates that there will be few persistent retail vacancies or job losses in the City of Yucaipa as a result of development of the OHM.

The City of Yucaipa's Uptown Business District is about 4.5 miles northeast of the proposed OHM site. It would experience some retail impact; however, this area does not serve a regional market and does not provide the same range of goods and services as the proposed project. The City of Yucaipa has a Redevelopment Plan. With respect to the downtown there will be an impact, but it will not be severe. Even without the OHM project, downtown Yucaipa will have significant challenges. In general, however, urban decay will not be an adverse impact resulting from the development of the OHM. The Retail Impact Study for this proposed development examines retail sales in a wide range of business sectors in Yucaipa, and compares these with retail sales in neighboring municipalities

(Banning and Redlands), as well as in San Bernardino County and Riverside County during 2004. Per capita retail sales in Yucaipa are lower than per capita retail sales in Banning with respect to apparel stores, general merchandise stores, food stores, eating and drinking places, home furnishings, auto dealers and auto supplies, and other retail stores.

Per capita retail sales in Yucaipa are lower than those in Redlands with respect to apparel stores, general merchandise stores, food stores, eating and drinking places, home furnishings and appliances, building materials and farm implements, auto dealers and auto supplies, and other retail stores.

When compared to the average of per capita sales in the greater San Bernardino County and Riverside County area, Yucaipa's per capita sales were significantly lower in all categories. Apparel sales in Yucaipa were only 5 percent of the two-county average per capita sales (\$22 versus \$454 per year). Yucaipa's general merchandise store sales were only 24 percent of the two-county average (\$410 versus \$1,692). Yucaipa's food store sales were only 83 percent of the two-county average (\$497 versus \$595). Yucaipa's sales at eating and drinking places were only 61 percent of the two-county average (\$657 versus \$1,080). Yucaipa's sales at home furnishings and appliances stores were only 19 percent of the two-county average (\$83 versus \$429 per year). Yucaipa's building materials and farm implements sales were only 27 percent of the two-county average (\$312 versus \$1,172). Yucaipa's auto dealers and auto supply sales were only 22 percent of the two-county average (\$502 versus \$2,318). Yucaipa's service station sales were 84 percent of the two-county average (\$955 versus \$1,132). Yucaipa's other retail store sales were only 23 percent of the two-county average (\$378 versus \$1,610).

The Yucaipa Valley Center would also compete with the proposed project; however, according to the Retail Impact Study, the projected increase in household retail spending from population growth in the 5-mile trade area would keep overall vacancies low.

In the longer term, the City of Yucaipa's Freeway Corridor Specific Plan, as well as the City of Calimesa's Summer Wind Specific Plan, may also include new retail space; however, both plans are fairly speculative at this time. The Retail Impact Study for this project indicates that the outflow of household retail expenditures, the current low retail vacancy rates, and the rapid leasing of new retail properties show that there is a strong potential for more retail market activity in the City of Yucaipa.

The Urban Decay Analysis for the OHM project indicates that this project fills a niche in the market that is not currently being served. Only \$3,816 in per capita retail sales is spent in Yucaipa versus \$10,482 per capita in the two-county area. This means that retail sales of \$6,666 each year are being spent outside the City by the average City resident. Sales at the proposed OHM should not adversely impact sales at already existing establishments in the City of Yucaipa, especially in currently under-retailed segments such as apparel, general merchandise, eating and drinking establishments,

home furnishings and appliances, building materials and farm implements, auto dealers and auto supplies, as well as other retail stores.

The project's impacts upon population, housing, and jobs are consistent with the long term projections of the City of Yucaipa and SANBAG. Statistics all show that the area is under-retailed, especially with respect to products sold in big box stores, and the impacts in this regard are considered less than significant (**threshold d**). The City should gain substantial additional annual sales tax revenues from the businesses at OHM without adversely impacting businesses already existing in the City.

City of Yucaipa General Plan Consistency

The City of Yucaipa General Plan lists a number of goals related to housing. The OHM development is a commercial rather than a residential development. Nevertheless, it is consistent with several of the goals and policies of the City Housing Element. Those that apply to the proposed project are as follows:

- Goal H-3:** Developing a balance between housing and employment opportunities for all residents.
- Goal H-4:** Developing sufficient infrastructure and services to accommodate existing and planned residential development.
- Goal E-1:** Encouraging commercial growth which respects the market demand for commercial development in order to provide a positive economic climate for the City.
- Goal E-4:** Capitalizing on commercial and industrial opportunities along the I-10 in balance with the demands of commercial development.

The OHM project is consistent with the Yucaipa General Plan, which estimated commercial acreage and building areas for the project's location as part of the Planned Development Land Use designation. In addition, the City is currently undertaking an effort to adopt a Specific Plan for the entire I-10 corridor area, which is intended to address future land uses and required infrastructure for the surrounding properties. Although the OHM project does not directly create housing units or add to the City's residential population, it does create jobs—many of which will be filled by residents of the City of Yucaipa.

4.12.4 - Standard Conditions and Uniform Codes

OHM is a proposed commercial development in an area that is designated for commercial development. The City's standards that apply to commercial development will apply to the OHM.

4.12.5 - Project Design Features

There are no design features of the project that reduce potential indirect impacts to population or housing.

4.12.6 - Mitigation Measures

The project will not produce any significant population, housing, or employment impacts. Therefore, no mitigation measures are required.

4.12.7 - Level of Significance after Mitigation

The proposed project's impacts in relation to population, housing and employment will be less than significant, even without mitigation.

4.13 - Public Services

This section evaluates potential impacts from the proposed project to public services, including fire, police and school service. The information contained in this section was collected from the local public agencies providing service to the planning area, as well as City documents and departments. The associated accumulation of data was the result of direct correspondence with the respective agencies via websites, email, and telephone.

4.13.1 - Existing Conditions

Fire Services

Fire protection and paramedic services are provided to the City through a contractual agreement with the California Department of Forestry and Fire Protection (CDF). The Yucaipa Fire Department (YFD) utilizes a combination of City, County and State owned facilities and staff via various contracts and mutual aid agreements. The YFD provides complete fire protection, including fire, public service and emergency medical aid response. A private ambulance company currently provides paramedic service and transportation to the City of Yucaipa. The YFD headquarters (Station 551) is located at 11416 Bryant Street; Station 552 is located at 32664 Yucaipa Boulevard. The YFD is in the process of building Station 553 which is located on the southwest corner of 5th and Wildwood Canyon Road. This third station should be operational by the summer of 2007. The YFD also owns the land on the southwest corner of Wildwood Canyon Road and Mesa Grande Drive which will eventually be used for Station 554.

According to the Fire Chief, the YFD currently has 26 firefighters, and maintains a minimum of 3 staff on duty at all times (this includes non-firefighters). Based on a population of 50,553 (California Department of Finance), the current firefighter to resident ratio is 0.51 firefighters per 1000 residents. This ratio exceeds the National Fire Protection Association recommendations of 1 firefighter per 3,000 residents. The City has an average response time of four to six minutes, but the response time to the project site currently exceeds that average.

The City also has the support of additional fire engine companies Oak Glen Station No. 39, Mentone Station No. 9, and two CDF and Riverside County Fire Department stations located in the City of Calimesa and the community of Cherry Valley (GP 2004). The City also has a mutual aid agreement with the City of Redlands.

According to the Hazards Overlay Districts Map in the 2004 General Plan, the OHM is located in Fire Hazard Zone 2 (FR2). This is an area where special fire protection measures must be taken, including, but not limited to special construction standards, building separation standards, project design requirements, and fuel modification control.

Police Services

The City of Yucaipa contracts with the San Bernardino County Sheriff's Department (SBCSD) to form the YPD. The SBCSD serves approximately half of the two-million residents in the County of San Bernardino, and the SBCSD offers full safety services including many specialized divisions which are not typically offered through municipal police departments. The SBCSD overall has approximately 1,625 sworn police officers, 1,242 general employees, and nearly 2,000 citizen volunteers. The YPD headquarters is located at 34282 Yucaipa Boulevard. The YPD currently has 19 sworn officers and answers approximately 28,000 calls per year (YPD website) for both crime and traffic related incidents. The current YPD officer to resident ratio is 0.55 to 1000, respectively.

School Services

The Yucaipa-Calimesa Joint Unified School District (YCJUSD) provides school facilities for the City of Yucaipa. YCJUSD serves approximately 9,130 students (effective September 2006) in the Cities of Yucaipa, Calimesa, and a small portion of Redlands. The YCJUSD currently operates seven elementary schools, two middle schools, one ninth grade campus and one high school.

NOP Comments

The YCJUSD sent the City a letter regarding the payment of development impact fees. According to the letter, there are no requirements for land uses other than residential to pay development impact fees to the YCJUSD. The NOP comment letters are compiled in Appendix A.

4.13.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts on public services resources were derived from Appendix G of the State CEQA guidelines. The proposed project would result in potentially significant impacts to public services if the following criteria are met if the project would:

- a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: fire protection, police protection, schools, parks, other public facilities.

4.13.3 - Project Impact Analysis

The proposed OHM project is a regional commercial center located at the gateway to the City. The project does not provide residential structures and would not directly induce population growth, however according to the California Department of Finance; the City's population in January 2006 was estimated at 50,553, which was an increase of 22.7 percent since 2000. The City requires all new developments to pay impact fees according to development type (residential, commercial, etc.) and

project size. The developer will be required to pay impact fees at the commercial rate for public facilities, fire facilities and the school facilities as follows.

Development Impact Fees

Impact Fee	Cost
Public Facilities	\$ 4,580.81 per net acre
Fire Facilities	\$ 0.3795 per building square foot
School Facilities	\$ 0.39 per building square foot
Source: City of Yucaipa Development Impact Fee Worksheet and Yucaipa-Calimesa Joint Unified School District. * Cost in effect as of December 2006. Costs subject to change at any time. The developer would be responsible to pay impact fees based on the most current fee schedule.	

Fire Services

Commercial use does not generate the same level of service calls as residential use does; however, the project is an intensification of development of over its current use and the project would incrementally increase the demand for fire services in this far portion of the City. The project would not likely require the need for new or physically altered facilities. However, the project may increase the need for more personnel and associated equipment. The project would generate approximately \$232,748 (613,304 square feet times \$0.3795) in fire facilities fees. The payment of these fees will offset the fiscal impact on the YFD. In addition to the fire facilities fees, the project will generate substantial recurring revenue (sales tax) for the City, which will allow the City to improve existing public services citywide. The impacts to fire services are considered less than significant.

Police Services

As with fire services, commercial use does not generate the same level of service calls as does residential use. However, the project is an intensification of development of over its current use and the project would substantially increase the demand for police services (criminal and traffic related). The project would not likely require the need for new or physically altered facilities. However, the project may increase the need for more personnel and associated equipment. The City does not have an impact fee specific to law enforcement, but the City does charge public facilities fees for new developments. The project would generate approximately \$280,941 (61.33 net acres times \$4,580.81) in public facilities fees. The payment of these fees will offset the fiscal impact on the YPD. Additionally, the OHM development will provide recurring revenue to the City through sales tax. This recurring revenue will allow the City to improve public services citywide. Therefore, the project will have a less than significant impact on police services.

School Services

The OHM will not directly impact school services, as the project does not include residential uses. However, the project may indirectly impact the YCJUSD by adding employment that may draw new

residents into the area. The project will also indirectly induce population growth by providing infrastructure (roads, utility lines, etc.) that will facilitate future development in the area. The project would generate approximately \$239,188 (613,304 square feet times \$0.39) in school facilities fees. The payment of these fees is considered full mitigation under the State CEQA Guidelines. The impacts to school services are considered less than significant.

4.13.4 - Standard Conditions and Uniform Codes

Fire Services

The City Fire Department requires that all land use proposals, including subdivisions, site plans, and use permits, be consistent with Uniform Fire Code and other site design requirements relative to fire safety such as water supply, fire hydrant number and location, etc. The OHM is located in Fire Hazard Zone 2 (FR2). This is an area where special fire protection measures must be taken, including, but not limited to special construction standards, building separation standards, project design requirements, and fuel modification control. The OHM circulation plan will allow emergency access to all portions of the project and to allow entry of emergency fire equipment. It is important to note that service levels and needs for additional staff or facilities are determined by the Fire Department as development is proposed.

Police Services

The Yucaipa Police Department reviews development plans to make sure they provide “defensible space” (e.g., areas visible at night to patrolling officers, unit numbers readily visible, etc.). It is important to note that service levels and needs for additional staff or facilities are determined by the Police Department as development is proposed.

School Services

The project will be required to pay development impact fees to the YCJUSD which is considered full mitigation under CEQA. However, service levels and needs for additional staff or school facilities are determined by the CJUSD as development is proposed.

4.13.5 - Project Design Features

Fire Services

The proposed project has three access points along Live Oak Canyon Road, and has immediate access to the I-10 Freeway, as outlined in the OHM circulation master plan. Therefore, the project will allow emergency vehicles unrestricted access to project land uses. The project also has a water master plan and will install a network of fire hydrants to protect the site. Project buildings and units will be constructed out of fire resistant materials as required by the City’s development code and fire department.

Police Services

The OHM has a circulation master plan that indicates the site will have efficient emergency access to the site, and will also incorporate principles of “defensible space” per the YPD requirements.

School Services

There are no design features of the project that specifically address school services or facilities other than the payment of development impact fees which are required of all new development.

4.13.6 - Mitigation Measures

The impact on public services can be mitigated with design features (circulation, fuel modification control, setbacks, etc.) and the required development impact fees; therefore, no project specific mitigation is necessary. No mitigation is recommended for public services.

4.13.7 - Level of Significance after Mitigation

With implementation of the design features and development impact fees, potential impacts to public services as a result of the proposed OHM would be less than significant.

4.14 - Recreation

This section will evaluate the potential impact of the proposed project on City and County parks and recreational facilities in the vicinity of the project site.

4.14.1 - Existing Conditions

The City of Yucaipa contains six city parks, a community center, a sports complex and an equestrian arena. City parks provide a total of nearly 200-acres of parkland, which represents roughly 3.9-acres per 1,000 residents. This compares with the City's goal of 3.5 acres of dedicated parkland per 1,000 residents specified on Page XII-2 of the City's General Plan. The City also hosts the County of San Bernardino Yucaipa Regional Park, an 885-acre facility that offers camping, fishing, boating and swimming, in addition to traditional park amenities.

The State has initiated the purchase of land for Wildwood Canyon State Park, which will ultimately provide several thousand acres of parkland and open space in the easternmost portion of the City.

The privately owned Yucaipa Valley Golf Club and Crafton Hills College provide local golf courses. Additionally, there are several golf courses located throughout the region including the Redlands Country Club, Calimesa Country Club, and the Oak Valley Golf Club in Beaumont.

According to the Proposed Multi Use Trails and Bike Path Map in the 2004 General Plan, Live Oak Canyon Road is designated as a Primary Bike Path.

NOP Comments

During the NOP period, no comments were received relative to recreational activities or parks.

4.14.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts on recreation were derived from Appendix G of the State CEQA guidelines:

- A significant impact would occur if the proposed project would increase the use of existing neighborhood and regional parks or other recreational facilities such that a substantial physical deterioration of the facility would occur or be accelerated, or if the project would require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.14.3 - Project Impact Analysis

When the County's Yucaipa Regional Park is included in the totals for recreational areas, the City easily exceeds its goal of 3.5 acres of park and recreation land per each one thousand residents. The OHM project would serve as a regional commercial center. The project would serve an existing

population and is not growth inducing. The City does not require commercial development to include open space and/or parkland into the site design. However, the OHM project does include 10.57 acres of improved open space, which will provide rest areas that will be shaded from the sun. The open space areas will be dispersed throughout the project site and some will tie into paved walkways that will facilitate pedestrian movement. The project will not displace any existing recreational facilities and will not generate greater use of expansion of existing parks. Note that mitigation measures in Section 4.15 *Transportation, Circulation, Parking* require bike path improvements along Live Oak Canyon Road and bicycle racks to be dispersed appropriately throughout the commercial center. These measures will lessen the impact to the existing bike path and will enhance the project's recreational component. The impacts to recreation would be less than significant.

4.14.4 - Standard Conditions and Uniform Codes

The City does not require commercial development to include/provide open space, parkland, or payment of equivalent in lieu park fees.

4.14.5 - Project Design Features

The OHM project includes 10.57 acres of improved open space that would be scattered in pockets throughout the site. The project will also provide a network of pedestrian trails and walkways to facilitate non-vehicular circulation.

The City's updated General Plan map for Proposed Multi-Use Trails and Bike Paths, November 2005, does include a future trail crossing the general project area east to west. The City has determined that this future trail will be implemented by using the relocated Wildwood Creek alignment. The channel and trail features will be incorporated into the project design through plazas, courtyards, and pedestrian pathways, as well as through circulation requirements.

4.14.6 - Mitigation Measures

The project will not impact recreation and; therefore, no mitigation is necessary.

4.14.7 - Level of Significance after Mitigation

The impacts to recreation caused by the development of the OHM project will be less than significant.

4.15 - Transportation, Circulation, and Parking

The following section examines the potential impacts of the project on the local and regional network of roads and intersections, area circulation, and parking. A comprehensive Traffic Impact Analysis (TIA) was prepared for the OHM project by Katz, Okitsu and Associates (KOA) dated October 20, 2006. The TIA was prepared according to CMP guidelines. The TIA incorporates the traffic counts for local roadways taken by KOA. The complete TIA is included in Appendix O of this EIR.

Traffic Study Methodology

Traffic along a roadway link (i.e., at a point between two intersections) is measured in Average Daily Traffic (ADT). In contrast, intersection traffic is measured by the Level of Service (LOS) based on vehicular delay at each leg of the intersection. The definitions of LOS for interrupted traffic flow (i.e., flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The project traffic study used the Intersection Delay Method as outlined in the Highway Capacity Manual (HCM) of 2000. This method translates to an LOS estimate which is a relative measure of the intersection performance for both signalized and unsignalized intersections. The six qualitative categories of LOS (A through F) have been defined along with the corresponding delay range as measured in seconds, as shown in Table 4.15-1. The peak weekday hours selected for this analysis are 7 to 9 a.m. (morning or a.m. peak) and 4 to 6 p.m. (afternoon or p.m. peak).

Table 4.15-1: Level of Service Definitions

Level of Service (LOS)	Description	Average Total Delay Per Vehicle (seconds)	
		Signalized	Unsignalized
A	Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 – 10.00	0 - 10.00
B	Occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average total delay.	10.01 - 20.00	10.01 - 15.00
C	Generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level, although many still pass through the intersection without stopping.	20.01 - 35.00	15.01 - 25.00
D	Generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 - 55.00	25.01 - 35.00

Level of Service (LOS)	Description	Average Total Delay Per Vehicle (seconds)	
		Signalized	Unsignalized
E	Considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 - 80.00	35.01 - 50.00
F	Considered to be unacceptable to most drivers. This condition often occurs with over-saturation (i.e., when arrive flow rates exceed the capacity of the intersection). It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

Source: Highway Capacity Manual, 2000.

4.15.1 - Existing Conditions

The project area is located immediately south of the I-10 Freeway east of Live Oak Canyon Road, in the City of Yucaipa, in San Bernardino County. Live Oak Canyon Road is the western extension of Oak Glen Road from Interstate 10 to the City’s southwestern limit. This roadway currently contains two undivided lanes, and is designated as a Secondary Highway in the City’s General Plan (Appendix C-3 of City’s General Plan). (Also, see pg VII-7 of Yucaipa General Plan.) The road network for the general project area is shown in Exhibit 4.15-1, *Roadway Vicinity Map*, and Exhibit 4.15-2, *Existing Roadway Configurations*.

In 2007 the City of Yucaipa is proposing to begin roadway improvements at the I-10 and Live Oak Canyon Road interchange. The improvements will widen the over crossing and the ramps at this interchange, and the eastbound on-ramp will be slightly realigned. These improvements are expected to be complete in the year 2008.

The project site contains an active farming operation that has traditionally grown squash, pumpkins, and Christmas trees. The project site also contains several dirt roads that allow access to the agricultural fields and undeveloped portions of the site. Regional access to the project site is available via the I-10 Freeway to the north and via Live Oak Canyon Road (San Timoteo Canyon Road) from Riverside County.

Exhibit 4.15-2 identifies the characteristics of the various roadways and intersections in the project area, while Exhibit 4.15-3 shows traffic volumes related to the proposed project.

The project area contains a number of local and regional roadways which provide access to the site or would be affected by the project. The study area for the TIA was determined through consultation

with the City of Yucaipa Planning Department and in compliance with the San Bernardino Associated Governments (SANBAG) Congestion Management Plan (CMP).

The following intersections were selected for study in the project TIA:

- 16th Street at Outer Highway 10 South;
- Live Oak Canyon Road at Outer Highway 10 South;
- Live Oak Canyon Road at I-10 Eastbound Ramps;
- Live Oak Canyon Road at I-10 Westbound Ramps;
- Live Oak Canyon Road at 14th Street/Calimesa Boulevard; and
- Oak Glen Road at Colorado Street.

Average Daily Traffic (ADT) volumes in the immediate project area, as measured by vehicles per day, are moderate to high (63,000 ADT). The majority of these trips, (88%), are north of I-10 and are primarily associated with the freeway access at Live Oak Canyon Road.

The San Bernardino County CMP requires that the City of Yucaipa maintains a minimum LOS standards at no worse than LOS E for freeway ramps and LOS D for intersections. The City of Yucaipa General Plan indicates that Level of Service C is the lowest acceptable LOS within the City. Based on the traffic study data, the existing seconds of delay and LOS at the local area intersections for both the morning (a.m.) and afternoon (p.m.) peak hours are currently within these standards, as shown in Table 4.15-2.

Table 4.15-2: Local Intersection Conditions

Intersection	Traffic Control*	Seconds of Delay		Level of Service	
		A.m. Peak ¹	P.m. Peak	A.m. Peak	P.m. Peak
Outer Hwy 10 S @ 16 th Street	CSS	9.1	10.4	A	B
Outer Hwy 10 S @ Live Oak Canyon Rd.	CSS	10.7	13.7	B	B
Live Oak Canyon Rd @ I-10 Eastbound Ramps	AWS	12.6 ²	39.7 ²	B	E
Oak Glen Road @ I-10 Westbound Ramps	CSS	20.2	34.0	C	D
Oak Glen Road @ Colorado Street	CSS	13.3	14.9	B	B
Oak Glen Road @ 14 th Street/Calimesa Blvd.	TS	24.1	19.5	C	B

Source: Table 2, Katz, Okitsu and Associates 2006

¹ Represents poorest movement

² Represents average, as poorest movement does not apply to four-way intersections.

AWS = all way stop
 CSS = cross street stop
 TS = traffic signal

As shown in Table 4.15-2, all of the study intersections currently operate within the City's LOS standards of LOS D or better, during a.m. and p.m. peak hours. San Bernardino County considers Level of Service E to be acceptable for on ramps and off-ramps. The worst of these is the eastbound ramp of Interstate 10 at Live Oak Canyon Road, where there is a 39.7 second delay during the evening peak hour, and where the level of service during the evening peak hour is E. The next worst ramp is at the intersection of Oak Glen Road and I-10 Westbound, where there is a 34 second delay at the westbound ramp during the evening peak hour and the level of service during the evening peak hour is D.

Parking

Some onsite parking is currently available at the site for the seasonal sale of pumpkins and Christmas trees. Other than for private use, there is presently no improved access for pedestrians, bicyclists, or equestrians on the site.

Mass Transit and Railroad Service

Omnitrans provides regional transit for the County of San Bernardino; however, there is currently no transit service south of I-10 or to the project area. The nearest route travels in an easterly direction along Sand Canyon Road and Yucaipa Boulevard. It passes by Crafton Hills College and Yucaipa Square on its way into downtown Yucaipa, before it turns around and heads to the west along the very same roads. (See the Omnitrans websites, 2006). There are no active railroad lines located in the vicinity of the project site and there are no public airports or private airstrips within two miles of the project site.

4.15.2 - NOP Comments

No traffic-related comments from the public or from interested agencies were received by the City as a result of issuing the NOP for this EIR.

The following criteria for establishing the significance of potential impacts on transportation and circulation were derived from Appendix G of the State CEQA guidelines. A significant impact would occur if the proposed project would:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
- b) Exceeds, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.
- c) Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment).
- e) Result in inadequate emergency access.
- f) Result in inadequate parking capacity.
- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

4.15.3 - Project Impact Analysis

The proposed project site is adjacent to and will obtain access from Live Oak Canyon Road, which is currently a paved, undivided, two-lane roadway. Live Oak Canyon Road is the southwestern extension of Oak Glen Road from Interstate 10 the western City limit. Live Oak Canyon Road is designed as a secondary highway. Exhibit 4.15-5, *Average Daily Traffic at Buildout with the Project (2030)*, shows traffic levels around the project site. The internal parking arrangement will be designed to meet City standards and allow for Fire Department access.

Short-Term Impacts (Year 2008)

The Traffic Study for OHM completed by Katz Okitsu, Inc, in October 2006 indicates that the following intersections will operate at unacceptable levels of service in the near term with cumulative traffic including the proposed commercial developments during the peak morning or evening hours:

- Outer Highway 10S at 16th Street (p.m. peak hour);
- Outer Highway 10S at Live Oak Canyon (a.m. and p.m. peak hours);
- Live Oak Canyon Road/ I-10 Eastbound Ramps (a.m. and p.m. peak hours);
- Oak Glen Road/ I-10 Westbound Ramps (a.m. and p.m. peak hours);
- Oak Glen Road/ Colorado Street (p.m. peak hour); and
- Oak Glen Road at 14th Street/ Calimesa Boulevard (a.m. peak hour).

If these intersections are not improved, cumulative projects will impact these intersections. Traffic levels on local streets without the project are shown in Exhibit 4.15-6, *A.m. Peak Hour Traffic in 2008 Without the Project*. With respect to Live Oak Canyon Road at Outer Highway 10 South, this location would be deficient in the near term due to the existing lane configuration; the stop control on Outer Highway; and the future heavy traffic volumes. The Oak Hills Marketplace project will construct the new street called “Oak Hills Parkway” east of Live Oak Canyon Road and proceeding southeast into the proposed commercial center. This will align with a realigned Outer Highway 10 South to be located south of its current intersection with Live Oak Canyon Road.

Upgrades to the eastbound and westbound ramps of I-10 are already warranted by existing traffic levels, even without the Oak Hills Marketplace project, and these improvements are scheduled for construction by the City of Yucaipa and Caltrans. These improvements are outlined in Mitigation Measure T-3. These interchange improvements have been planned and funded by the City of Yucaipa, and construction will start in early 2007. Although the OHM development would impact this intersection in 2008/2009, traffic levels can be adequately handled as a result of these improvements.

The intersection of Oak Glen Road and Colorado Street is deficient in the near term due to the stop sign control on Colorado Street and the heavy traffic volumes on Oak Glen Road causing long delays for left turn traffic from Colorado Street.

Long-Term Impacts (2030)

Many of the study intersections will operate at unacceptable levels of service in build-out conditions with and without the proposed project unless additional improvements are provided. Improvements are expected at these intersections in the future and many of these roadways are designed for improvements in the County's General Plan. If these highways or intersections are not improved according to the County's General Plan, the project will impact these locations. Traffic levels on local streets at buildout are shown in Exhibit 4.15-5, *Average Daily Traffic at Buildout with the Project (2030)*, and Exhibit 4.15-8, *Project Trip Distribution at Buildout(2030)*.

The City of Yucaipa, in conjunction with Caltrans and SanBAG has planned the I-10 Freeway/Wildwood Canyon Interchange and expects that interchange to be completed sometime after the year 2015 and before projected buildout in the year 2030. The City is working to secure transportation funding from SanBAG and will construct the interchange as a part of the City's Circulation Plan. This interchange will allow traffic to be diverted from entering and exiting the freeway at Live Oak Canyon/Oak Glen Road. The intersections impacted in the long-term include:

- Live Oak Canyon Road at Outer Highway 10 South (a.m. and p.m. peak hours);
- Live Oak Canyon Road at I-10 Eastbound Ramps (a.m. and p.m. peak hours);
- Oak Glen Road at I-10 Westbound Ramps (a.m. and p.m. peak hours);
- Oak Glen Road at Colorado Street (p.m. peak hours); and
- Oak Glen Road at 14th Street and Calimesa Boulevard (a.m. and p.m. peak hours).

Mitigation measures needed for each of the intersections impacted in the long-term are discussed later in this chapter.

The following analysis is based on the *Traffic Impact Assessment* for the OHM, as presented in Appendix O. At buildout, the proposed project is expected to generate a total of 33,446 average daily

trips with 1,412 trips during the peak morning hour and 2,984 trips during the peak afternoon hour. This estimate is based on over 600,000 square feet of commercial and related uses in the OHM Development, as well as the most current Institute of Transportation Engineers (ITE) trip generation rates for peak hours, and the City of Yucaipa Public Works Traffic Study Report Policy trip generation for daily rates. In addition, the traffic generation and distribution assumptions in the TIA were based on no utilization of public transit which represents an additional “worst case” assumption in terms of project traffic impacts. See Table 4.15-3, *Project Trip Generation*, below.

Table 4.15-3: Project Trip Generation

Trip Rate/Land Use	A.m. Peak Hour			P.m. Peak Hour			Total Daily Trips
	In	Out	Total	In	Out	Total	
185,079 sq ft Target Store	174	167	341	351	365	716	9,108
160,000 sf Super Store	64	26	90	339	339	678	6,688
20,087 sq ft Pet Supply Store	0	0	0	50	50	100	863*
20,000 sf Office Supply Store	0	0	0	36	32	68	859*
22,562 sq ft Arts & Crafts Store	0	0	0	65	76	141	1,276
5,000 sf Drive-in Bank	35	27	62	114	114	228	1,232
29,000 sf Apparel Stores	0	0	0	56	56	112	1,926
84,347 sf General Shopping	53	34	87	152	164	316	3,622
<i>Subtotal:</i>	326	254	580	1,163	1,196	2,359	23,852
<i>Pass-by Trips: Retail (-11%)</i>	-36	-28	-64	-128	-132	-259	-2,624
26,100 sf High Turnover Sit-down Restaurants	156	144	300	174	111	285	3,319
16,000 Fast-food with Drive-thru	433	416	849	288	266	554	7,938
<i>Subtotal:</i>	589	560	1149	462	377	839	11,257
<i>Pass-by Trips: Restaurants (-22%)</i>	-130	-123	-253	-102	-83	-185	-2,476
44,835 sq ft Movie Theater	0	0	0	150	80	230	1,925*
TOTAL TRIPS	749	663	1,412	1,545	1,438	2,984	33,466
Source: Table 7 of Katz Okitsu Traffic Study for Oak Hills Marketplace, October 2006, page 28							
* Peak hours based on ITE 2003 standard trip generation rates, daily rates based on City of Yucaipa Public Works Traffic Study Report Policy.							

The TIA for the project estimated “short-term” traffic conditions in 2008 as a type of opening year assessment, and also estimated the “long-term” traffic impacts after buildout of the project for Year 2030 conditions by accounting for planned growth in the project area. By 2008, the proposed project will add considerable traffic to the area network, which could result in significant congestion that will require a number of improvements to local roadways and intersections. Without these planned improvements, all of the intersections studied would exceed the LOS standards as described in the Thresholds of Significance section above in either the peak a.m., peak p.m., or both peak hours. With the various improvements proposed in the project traffic study, traffic at the critical intersections studied will not exceed applicable LOS standards during either peak period.

Table 4.15-4: Level of Service Analysis of Mitigation for Short Term (2008) Conditions

Intersection				
	Short Term Without Project	Short Term With Project	Mitigation with Project	Significant Impact?
Weekday A.m. Peak Hour (Delay/ Level of Service)				
Live Oak Canyon Road at Outer Highway 10 South	14.4 B	Overflow F	54.8 D	No
Live Oak Canyon Road at I-10 East Ramp	20.0 C	199.5 F	22.0 C	No
Oak Glen Road at I-10 West Ramp	101.7 F	727.2 F	19.9 B	No
Oak Glen Road at 14 th Street and Calimesa Road	32.2 C	73.7 E	27.0 C	No
Weekday P.m. Peak Hour (Delay/ Level of Service)				
Outer Highway 10 S at 16 th Street	23.9 C	89.9 F	13.8 B	No
Live Oak Canyon Road at Outer Highway 10 South	32.7 D	Overflow F	30.2 C	No
Live Oak Canyon Road at I-10 East Ramp	80.3 F	632.2 F	23.9 C	No
Oak Glen Road at I-10 West Ramp	185.0 F	Overflow F	23.7 C	No
Oak Glen Road at Colorado Street	18.7 C	40.4 E	6.1 A	No
Source: Table 13 of Katz Okitsu Traffic Study for Oak Hills Marketplace, October 2006.				

Table 4.15-5: Level of Service Analysis of Mitigation Under Buildout (2030) Conditions

Intersection				
	Short Term Without Project	Short Term With Project	Mitigation with Project	Significant Impact?
Weekday A.m. Peak Hour (Delay/ Level of Service)				
Live Oak Canyon Road at Outer Highway 10 South	446.0 F	Overflow F	26.8 C	No
Live Oak Canyon Road at I-10 East Ramp	105.4 F	245.5 F	21.3 C	No
Oak Glen Road at I-10 West Ramp	1173.6 F	Overflow F	23.6 C	No
Oak Glen Road at 14 th Street and Calimesa Road	66.4 E	103.7 F	40.9 D	No
Weekday P.m. Peak Hour (Delay/ Level of Service)				
Outer Highway 10 South at Live Oak Canyon Road	Overflow F	Overflow F	38.3 D	No
Live Oak Canyon Road at I-10 East Ramps	294.7 F	Overflow F	51.3 D	No
Oak Glen Road at I-10 West Ramps	9850.9 F	Overflow F	30.3 C	No
Oak Glen Road at Colorado Street	77.7 F	415.5 F	5.3 A	No
Oak Glen Road at 14th Street/ Calimesa Boulevard	29.7 C	114.9 F	35.6 D	No
Source: Table 14 of Katz Okitsu Traffic Study for Oak Hills Marketplace, October 2006.				

As shown in the above table, all study intersections will operate at acceptable levels of service if the proposed improvements are provided, as shown in Exhibit 4.15-8, *Recommended Lane Geometries and Intersection Controls at Buildout (2030)*. In summary, project-related traffic will not exceed City LOS standards by either 2008 or 2030 as long as all of the improvements recommended in the project TIA are implemented as proposed. The data from the Circulation Element was used to help address cumulative traffic impacts in this area. For additional analysis of cumulative traffic impacts, see Section 5.0, *Cumulative Impacts*.

Trip Distribution

In Figure 9A, Near Term Project Trip Distribution, from the Katz Okitsu Traffic Study for this project, trip distribution resulting from the project will have the following characteristics:

- 10 percent of the traffic is expected to head southwestward from OHM along Live Oak Canyon Road;

- 30 percent is expected to head eastward along I-10 toward Calimesa;
- 20 percent is expected to head westward along I-10 toward the Redlands/San Bernardino areas;
- 10 percent is expected to head westward along Outer Highway 10 South, and half of these are expected to then go westward toward Redlands while the other half would split and go northward into Yucaipa along 16th Street; and
- Another 30 percent of the traffic from OHM would go northward over the I-10/Live Oak Canyon interchange. Of this 30 percent 5 percent of total trips (i.e., 5% of 100%) would go eastward along Calimesa Boulevard; 5 percent of total trips would go northward along 14th Street; 5 percent of total trips would proceed eastward along Colorado Street; and the remaining 15 percent of total trips would head northeastward along Oak Glen Road toward the center of the City of Yucaipa.

It is assumed that more trips will head eastward on I-10 (rather than westward) due to the relative abundance of competing retail establishments located in the Redlands/San Bernardino area, and the relative scarcity of competing retail establishments located in the Calimesa/Beaumont area; and due to the presence of Outer Highway 10 South that will bring trips westward into Redlands and northward into Yucaipa.

In Figure 9B, Buildout (2030) Project Trip Distribution, from the Katz Okitsu Traffic Study for this project, trip distribution resulting from the project will be significantly different from the near-term scenario due to the construction of the proposed Wildwood Interchange on I-10 (east of the site) and due to the construction of the proposed Oak Hills Parkway – a road that would run from Live Oak Canyon Road, through OHM (south of and somewhat parallel to I-10) and that would meet up with I-10 at the Wildwood Interchange.

The Southern California Association of Governments utilizes the CTP model to determine trip distributions for projects such as OHM. This model indicates that approximately 30 percent of the trips coming from OHM would utilize Oak Hills Parkway to exit the area. Although the proposed Oak Hills Parkway is not intended to serve as a second route to the OHM development, and is not being designed as an alternate route, it is likely that numerous users of OHM will use this proposed parkway, in addition to the future residents of the area, for whom the parkway is intended.

As a result of these proposed improvements, trip distribution from OHM would be as follows in 2030:

- 30 percent of trips would proceed southeast along Oak Hills Parkway to the Wildwood Interchange;

- 10 percent of trips would head eastward along I-10 from the Live Oak Canyon Interchange;
- 10 percent of trips would head southwestward from OHM along Live Oak Canyon Road;
- 25 percent of the traffic would head west from OHM along I-10;
- 5 percent of traffic would head west and north from OHM along Outer Highway 10 South; and
- 20 percent of the trips from OHM would proceed north over I-10 at the Live Oak Canyon Interchange where 5 percent (of the full 100%) would head north up 14th Street; 5 percent would head east along Calimesa Boulevard; 5 percent would head east along Colorado Street; and 5 percent would head northeastward up Oak Glen Road toward the center of Yucaipa.

The appendices for the OHM Traffic Study indicate that near term impacts of the project upon traffic at the Yucaipa Boulevard interchange of I-10 and the County Line interchange of I-10 will be insignificant. For the Eastbound ramps of Yucaipa Boulevard at I-10, near-term traffic with and without the project will be 2,086 vehicles in the evening peak hour; and for the westbound ramp of this same interchange will be 2,491 vehicles in the evening peak hour with or without the OHM project. At the County Line interchange of I-10, there will be 998 vehicles in the eastbound ramp during the evening peak hour with or without the project; and at the westbound ramp of the County Line interchange there will be 1,946 vehicles with or without the OHM project.

Parking

Parking spaces will be provided in a number that will be sufficient for the overall development. The July 31, 2006 Plan for Oak Hills Marketplace from Perkowitz + Ruth, indicates that 3,299 parking spaces are required for the development and that 3,563 parking spaces will be provided. This compares with a requirement in the Yucaipa Development Code of one parking space for each 250 square feet of commercial, office, business, and professional space; one parking space for every four seats for cinemas or amusement enterprises; and one parking space for every three seats at sit-down and drive-through restaurants. Assuming the largest square footage of the combined buildings at OHM would be 665,000 square feet; this would lead to a minimum parking space requirement of 3,299 spaces. The July 31, 2006 plan submitted by the developer indicates that 3,563 parking spaces will be provided, and this is significantly in excess of the requirement.

Emergency Access

All of the access to OHM will be from its western edge along Live Oak Canyon Road. The primary access will be approximately 300 feet southwest of the existing on and off ramps to I-10, and will be located at the proposed site of the Outer Highway South. OHM will also have access about 600 feet southwest of this primary entrance to the project and about 900 feet southwest of the primary

entrance. These additional accesses will be located on Live Oak Canyon Road to the west of the proposed multiplex cinema.

Summary of Traffic Impacts

The project is not expected to create an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on road, or congestion at intersections). The project will create approximately 33,466 new trips per day. This corresponds to a morning hour peak of 1,412 trips and an evening hour trip of 2,984 trips. This can be accommodated by implementing the mitigation measures recommended in this section, ensuring that levels of service at nearby intersections will be acceptable in the short-term and long-term horizons for this project: 2008 and 2030. Therefore, the project will not cause significant traffic impacts **(threshold a)**.

The project will temporarily increase traffic due to construction. According to the Preliminary Development Plan for OHM, the project will require the import of approximately 638,292 cubic yards of soil from land in the hills adjacent to the southern boundary of the project site, as well as the export of 65,390 cubic yards of soil. Soil import activity will require numerous truck trips each day for a period of several months, and grading operations will involve earthmoving equipment. Although soil moving and grading operations will consist mostly of off-road traffic, and much of it will be on the OHM site, this activity may create incremental impacts at Live Oak Canyon Road and other local routes. The impact caused by trucks hauling soil would be temporary and is considered to be less than significant, even in combination with other construction related traffic **(threshold a)**.

Based on the preceding analysis, the project, both individually and cumulatively, is not expected to exceed the level of service standard established by the City or the in the County's Congestion Management Plan for designated roads or highways. With the mitigation measures that have been identified for the project and by others, including a new Wildwood Canyon interchange to the east of the site, level of service standards will not be exceeded as a result of the project **(threshold b)**.

The OHM site is not within two miles of any airports (i.e., closest is the San Bernardino International Airport which is over nine miles from the proposed commercial development). The project will not also cause a change in air traffic patterns, nor will it cause a substantial increase in air traffic levels or in flight-related safety risks. The project will not result in a change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks **(threshold c)**.

The project is not expected to substantially increase hazards due to design features such as sharp curves or dangerous intersections. Although Live Oak Canyon Road is rural in nature away from I-10, and some farm vehicles may utilize this road, the great majority of the traffic that will be utilizing the proposed commercial development will do so from I-10 and from the City of Yucaipa.

The majority of traffic will therefore not compete with or cause safety hazards to farm vehicles to the southwest of OHM along Live Oak Canyon Road. Therefore, the project will not substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)(**threshold d**).

All of the access to Oak Hills Marketplace will be from its western edge along Live Oak Canyon Road. The primary access will be approximately 300 feet southwest of the existing on and off ramps to I-10, and will be located at the proposed site of the Outer Highway South. OHM will also have access about 600 feet southwest of this primary entrance to the project. This additional access will be closer to the west of the proposed cinema. Emergency access will be adequate for the site. Therefore, the project will not result in inadequate emergency access (**threshold e**).

The project provides parking for the commercial uses equal to or exceeding that required by the City's Development Code. Therefore, the project will not result in inadequate parking capacity (**threshold f**).

Figure VII-3 of the Yucaipa General Plan, Public Transportation Map, indicates that Omnitrans bus route #14 currently serves the City of Yucaipa. Bus #14 travels along Sand Canyon Road and Yucaipa Boulevard into downtown Yucaipa and then proceeds westward along these same roads toward the cities of Highland and San Bernardino. Sand Canyon Road and Yucaipa Boulevard are a mile or more from the OHM at any point along this route, however, the OHM project would be consistent with the City's 2004 General Plan policies on non-vehicular transportation as long as certain project design features and mitigation measures are implemented. Therefore, the project does not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks) (**criteria g**).

4.15.4 - Standard Conditions and Uniform Codes

The Transportation Element of the City's General Plan contains a number of transportation-related goals related to the proposed project. In addition, Sections 87.0605 and 87.0615 of the City's Development Code outlines parking requirements for business and commercial uses. The City's development review process will assure that future development within the OHM development meets City requirements as tract maps, grading plans, and other more detailed development plans are submitted to the City for review and approval. The City retains qualified staff, including engineers and plan checkers, to review these plans. In addition, the project will be required to pay various impact mitigation fees (i.e., for traffic improvements) established by the City.

4.15.5 - Project Design Features

The OHM development will be adjacent to the freeway onramp and provides three entrances into the site. Additionally, the proposed project will improve Live Oak Canyon Road adjacent to the project. The project will also include specific design features recommended by Omnitrans relative to

pedestrian access and bus transit. Construction of the project will be phased to be commensurate with the improvements to the interchange at Live Oak Canyon Road and I-10.

4.15.6 - Mitigation Measures

The following measures are recommended to mitigate potential traffic impacts from the OHM development to below a level of significance. Mitigation measures have been proposed for both the short-term (2008) as well as the long term (2030) build-out scenario. For the intersections of Live Oak Canyon Road at Outer Highway 10 South, Oak Glen Road at 14th Street and Calimesa Boulevard; and Oak Glen Road at Colorado Street, long term (build-out) deficiencies for the year 2030 will have been abated through the mitigation measures proposed for (and implemented) for the short-term (2008) scenario.

With respect to Live Oak Canyon/Oak Glen Road at the eastbound and westbound ramps of I-10, these intersections will become deficient in the Build-out Year (2030) if the currently scheduled improvements to the Live Oak Canyon Interchange are not implemented as described in the short-term scenario. However, a new full-access interchange is being planned at the point where Wildwood Canyon Road meets Calimesa Boulevard and is almost adjacent to I-10 -- at a point about 0.7 mile east of the eastern boundary of the OHM site. At this point, Oak Hills Parkway, the proposed east-west road that would travel through the OHM site, will extend eastward to connect with Wildwood Canyon Road at I-10. The proposed Oak Hills Parkway is a major east-west street within the Freeway Corridor Specific Plan.

With the planned construction of the Wildwood Canyon Interchange, some of the traffic from OHM may be diverted to enter and exit the freeway at this location. Therefore the Wildwood Canyon Interchange will act as mitigation for traffic congestion at the interchange of Live Oak Canyon Road and I-10. Although this interchange is not currently funded, the City is working to secure such funding, and the interchange is expected to be constructed sometime after the year 2015 and prior to buildout in the year 2030. Construction of the I-10 Freeway/Wildwood Canyon Interchange as planned by the City and by Caltrans is recommended to relieve congestion at the on and off-ramps of I-10 with Live Oak Canyon Road and Oak Glen Road. Even with the mitigation measures at the Live Oak Canyon/Oak Glen interchange with I-10, traffic conditions at this interchange will be deficient at buildout in 2030 without construction of the Wildwood Interchange.

To assure that potential traffic impacts of the proposed project remain at less than significant levels, the following mitigation measures are proposed:

- T-1** By 2009 or prior to issuance of building permits, whichever comes first, in the event such improvements are not completed by others, the developer shall complete the following improvements:

- a) Outer Highway 10 South at 16th Street - The intersection will retain its T-shape and shall be converted to an all-way stop (in this case, a three-way stop); the roadway east and west of the intersection shall be widened and striped to provide one dedicated left and one through lane eastbound, and the roadway shall be re-striped to provide one left turn lane and one through lane eastbound, one right turn lane, and one westbound through lane; at the south approach, the roadway shall be widened and striped for 200 feet north of the intersection to provide one right turn lane and one left turn lane;
- b) Live Oak Canyon Road at Outer Highway 10 South - At the eastbound approach, the roadway will be realigned southward and widened and re-striped to provide one left turn lane, two through lanes, and one right-turn lane. The through lanes would provide access to the future Oak Hills Parkway. At the westbound approach, Oak Hills Parkway shall be constructed to a major arterial width and shall provide one left-turn lane, two through lanes, and one right-turn lane. This will transform the intersection from a T-intersection to a four-way intersection and serve the commercial development. In addition, the intersection control shall be upgraded from a stop sign to a full traffic signal with protected left turn phasing.
- c) Live Oak Canyon/Oak Glen Road at the I-10 Eastbound and I-10 Westbound Ramps-- Both eastbound and westbound ramps shall be realigned and widened to provide one dedicated left and one right turn lane with a middle shared left-through-right lane. For northbound and southbound approaches, Live Oak Canyon Road and Oak Glen Road shall be widened and striped with one left turn lane and two through lanes from each approach to the interchange. This will require modification of the I-10 Freeway Bridge. Traffic signals shall be installed at each on/off ramp.
- d) Oak Glen Road at Colorado Street (2008): At the westbound approach, the roadway shall be re-striped to provide one dedicated left turn lane and one right-turn lane. In addition, the intersection shall be signalized when a traffic signal becomes warranted.
- e) Oak Glen Road at 14th Street and Calimesa Boulevard (2008): At the east and west approaches, Oak Glen Road shall be re-striped to provide two through lanes, one left turn lane, and one right turn lane. At the north and south approaches, this intersection shall be widened to General Plan width to provide two through lanes northbound and two through lanes southbound.

- f) Live Oak Canyon Road adjacent to the project area should be widened to four lanes per the Circulation Element of the General Plan.

This measure shall be implemented to the satisfaction of the City Public Works Director.

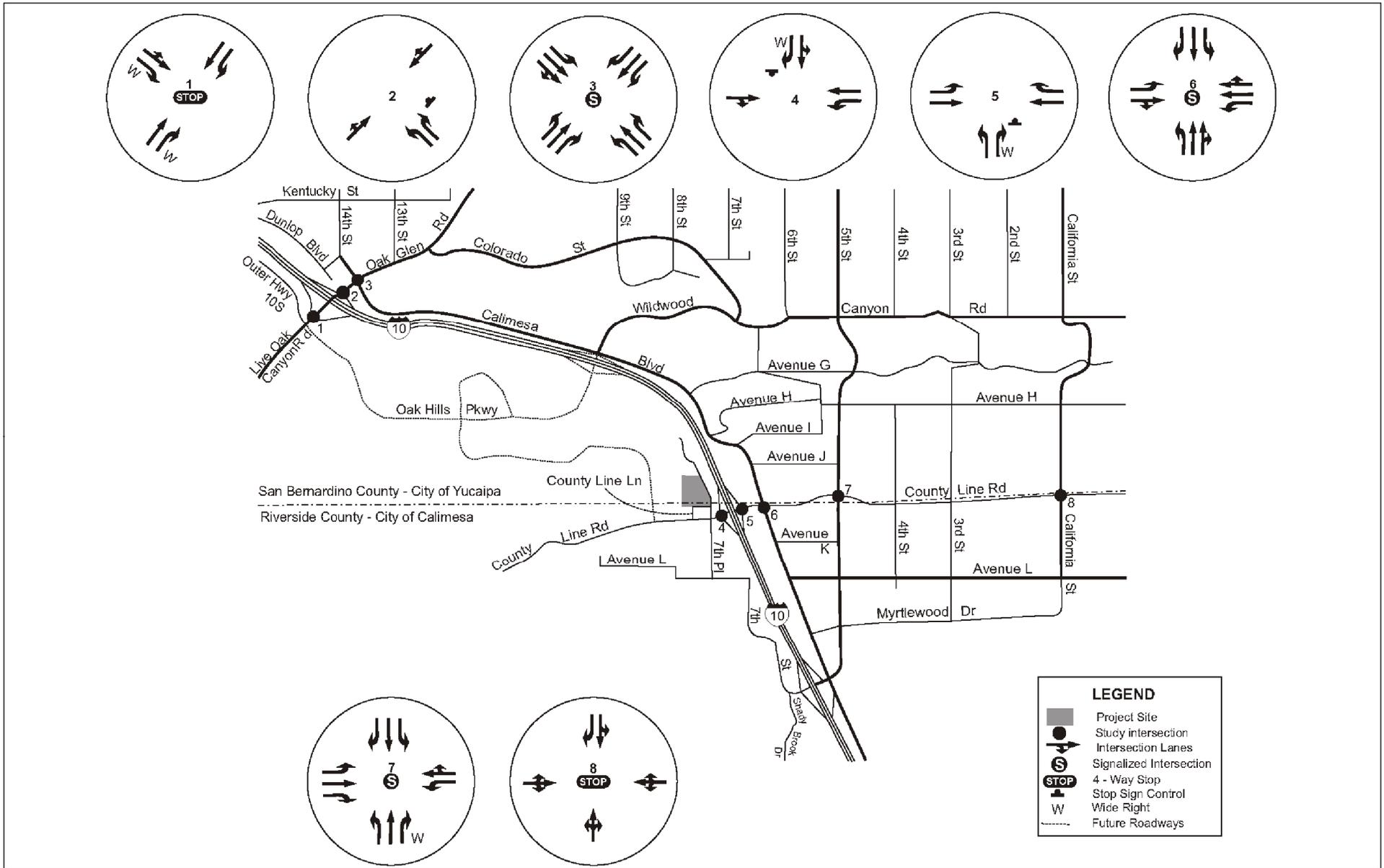
- T-2** Prior to issuance of the first occupancy permit, the developer shall participate in the phased construction of the following roadway improvements through payment of an established City of Yucaipa impact fee and participation in the County’s transportation mitigation fee program, as appropriate, or construction of offsite facilities under appropriate fee credit agreements for improvements deemed appropriate by the City. This measure shall be implemented to the satisfaction of the City Public Works Director.
- T-3** Prior to issuing occupancy permits, the developer shall submit plans that show non-vehicular transportation improvements (i.e., bicycle racks) for the proposed project to Omnitrans for review and recommendations. The developer shall install these and other reasonable improvements, to the satisfaction of the City Public Works Director.
- T-4** In order to preserve the existing bike path along Live Oak Canyon Road, the project related roadway improvements along Live Oak Canyon Road shall be constructed in such a way as to include and delineate the bike path adjacent to the project site. The bike path delineation shall be continued 500 feet along Live Oak Canyon Road on either side of OHM. This measure shall be implemented to the satisfaction of the Public Works Director.

The following mitigation is proposed to assure the internal design of the commercial center does not create significant traffic impacts:

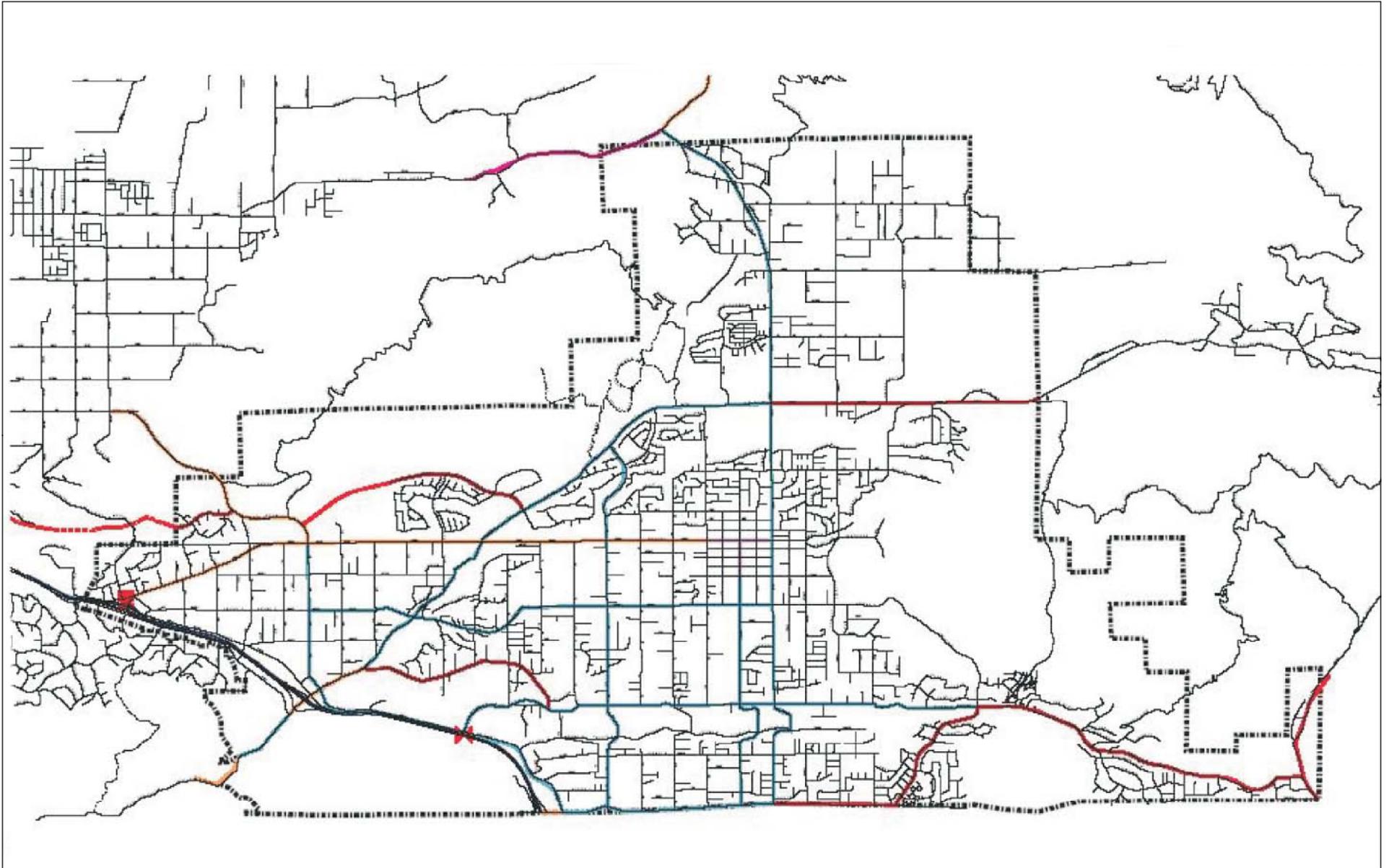
- T-5** Prior to approving the final site plan, the developer shall demonstrate that any unloading areas are located so they do not impede traffic (i.e., behind the buildings). This measure shall be implemented to the satisfaction of the Community Development Director.

4.15.7 - Level of Significance after Mitigation

With implementation of local guidelines and the recommended mitigation measures, the proposed OHM project would not have significant short- or long-term impacts related to traffic, circulation, or parking. In addition, mitigation listed in other sections of this document (i.e., for noise, and air quality) will also help reduce impacts related to traffic caused by construction.



Source: Katz, Okitsu & Associates.



Source: Katz, Okitsu & Associates.

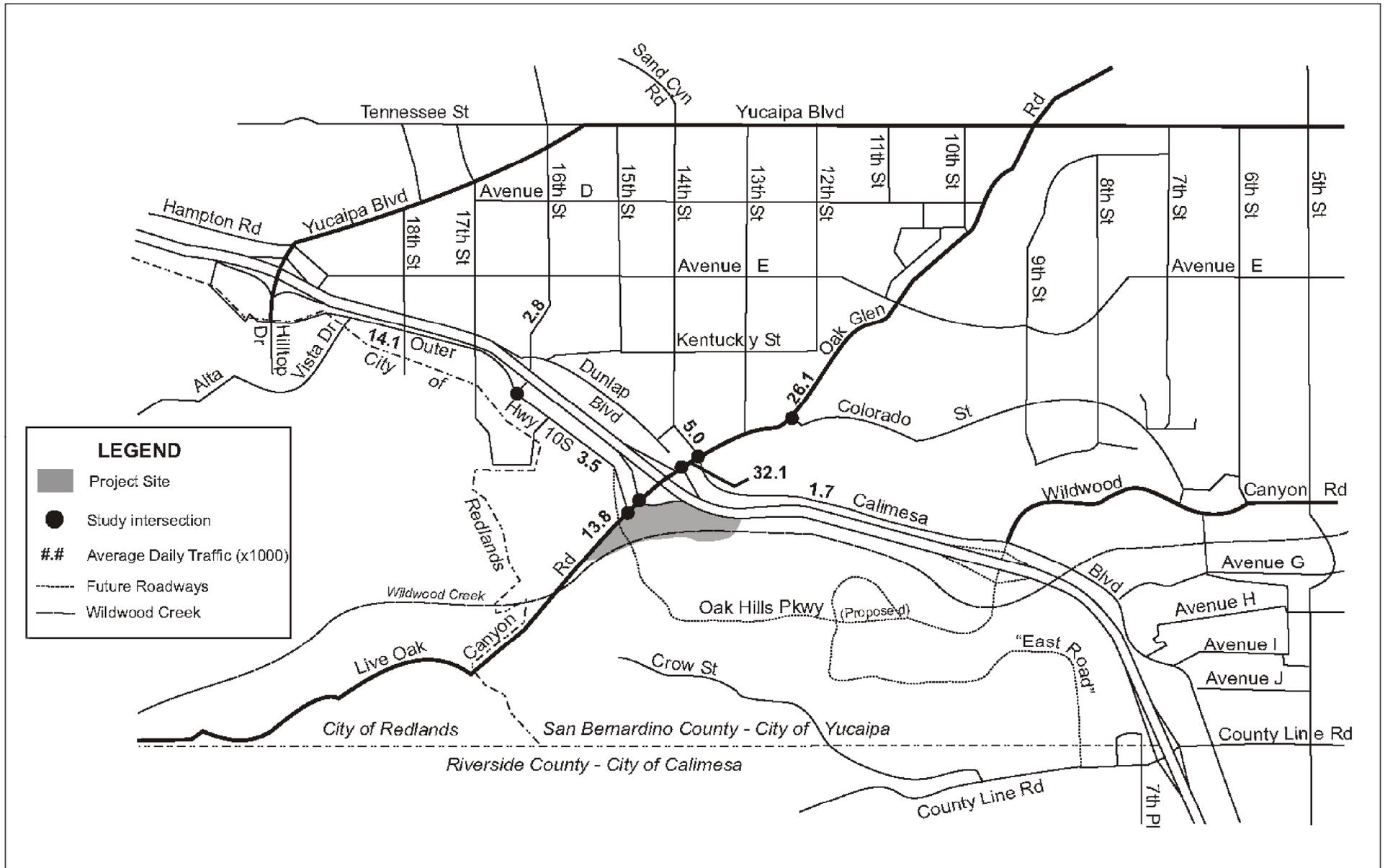


Michael Brandman Associates

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Exhibit 4.15-4 General Plan Circulation Map

CITY OF YUCAIPA • OAK HILLS MARKETPLACE



Source: Katz, Okitsu & Associates.

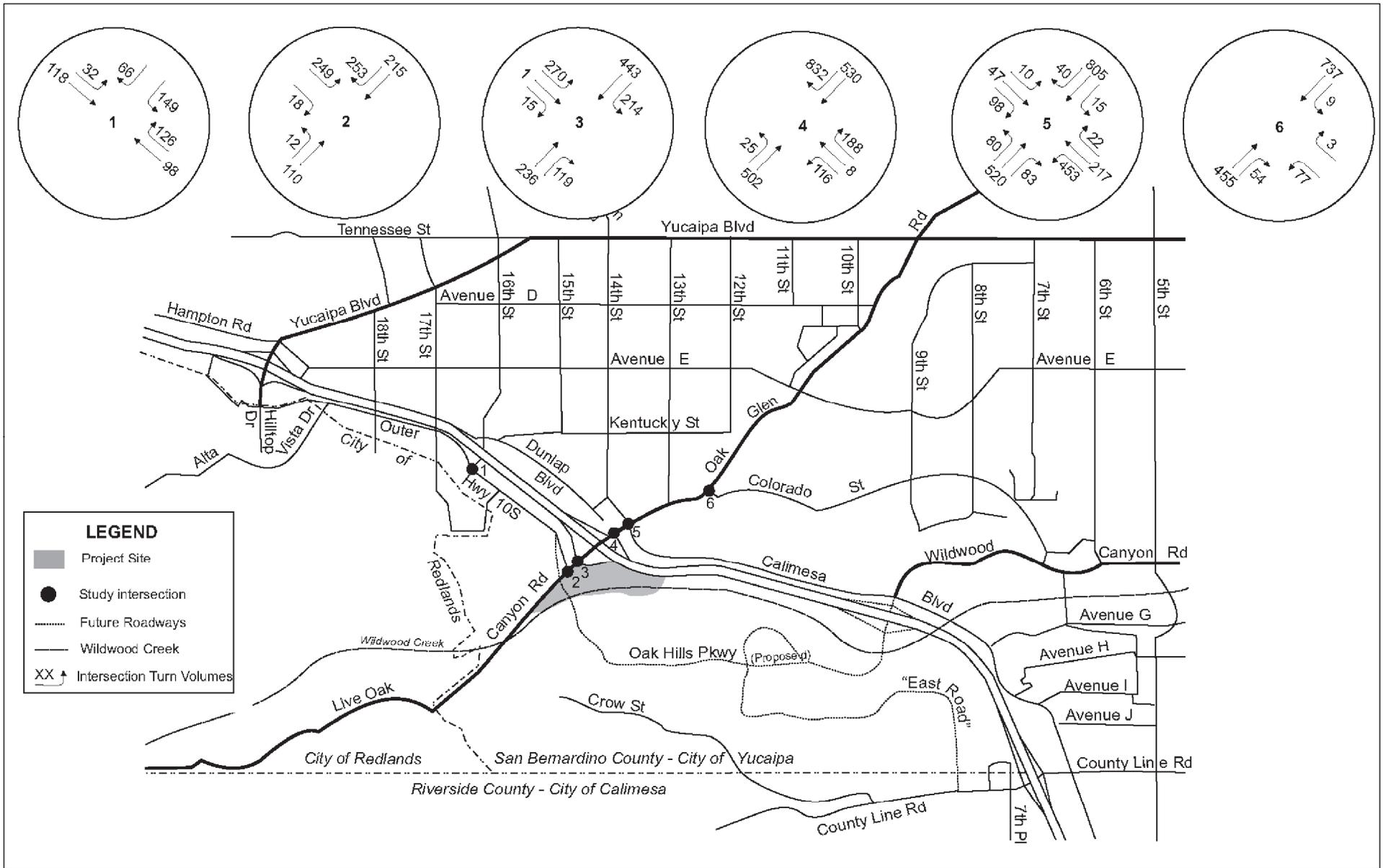


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Exhibit 4.15-5 Average Daily Traffic at Buildout with the Project (2030)

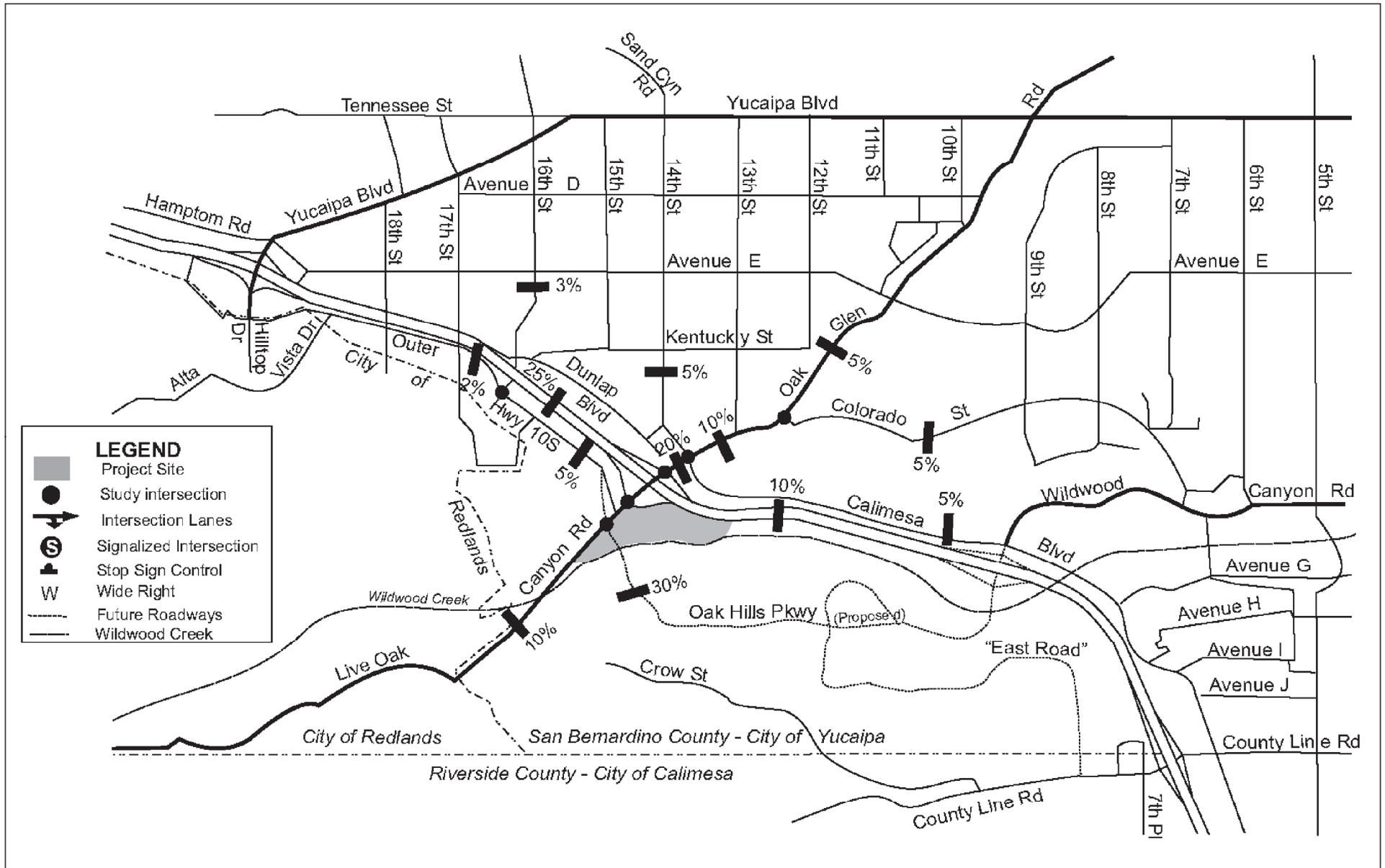
CITY OF YUCAIPA • OAK HILLS MARKETPLACE



Source: City of Yucaipa, GIS (2005) & Katz, Okitsu and Associates.



Exhibit 4.15-6 AM Peak Hour Traffic in 2008 Without The Project



Source: Katz, Okitsu & Associates.

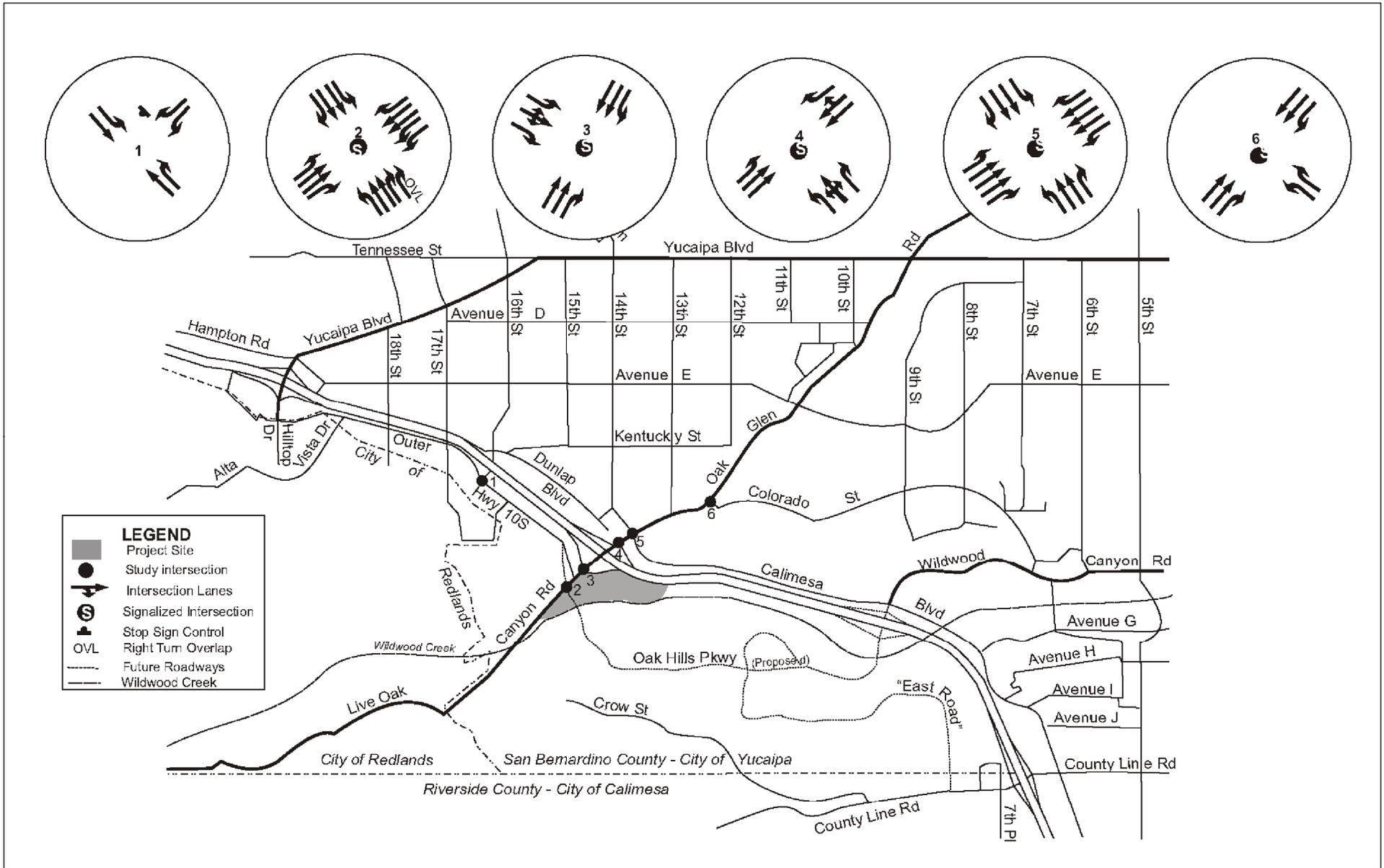


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Exhibit 4.15-7 Project Trip Distribution at Buildout (2030)

CITY OF YUCAIPA • OAK HILLS MARKETPLACE



Source: Katz, Okitsu & Associates.



Michael Brandman Associates

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Exhibit 4.15-8 Recommended Lane Geometries and Intersection Controls at Buildout (2030)

CITY OF YUCAIPA • OAK HILLS MARKETPLACE

4.16 - Utilities

The following section evaluates potential impacts of the proposed project on local water, sewer, and solid waste services. Note that water quality is discussed in Section 4.8, *Hydrology and Water Quality*.

4.16.1 - Existing Conditions

The project site is currently used for agriculture, primarily for the cultivation of pumpkins and Christmas trees. The site also contains a private petting zoo. Relative to its size, the site currently utilizes minimal utilities, with the exception of water to irrigate the crops. The existing farming operation receives water from an on site well that is located on the northeastern most corner of the property.

Water

There are three water purveyors which provide water service to the City of Yucaipa: the Yucaipa Valley Water District, South Mesa Mutual Water Company, and Western Heights Mutual Water Company. Water is supplied to the project area by the Yucaipa Valley Water District (YVWD); However, the YVWD does not currently serve the OHM site, as water is currently drawn from onsite wells to support the agricultural use. A portion of the site located within APN 301-201-15 and APN 301-211-09 is not currently within the YVWD, and would require annexation into the YVWD, prior to project implementation. This annexation would be processed via the San Bernardino County Local Agency Formation Commission (LAFCO) procedures.

The YVWD currently provides water, wastewater and recycled water services to the Cities of Yucaipa and Calimesa and portions of San Bernardino and Riverside Counties. The YVWD has multiple sources of water, including, unadjudicated and adjudicated basins, surface water, recycled water and non-potable ground water sources. The District operates an extensive water distribution system of over 180 miles of water main lines, 22 pressure zones, 15 booster stations, and 26 million gallons of water storage capacity. The overall water use for the District is shown in the General Plan as being 250 gallons per capita per day, and this figure is thought to be declining. System water demands vary seasonally and from day to night. Maximum system demands generally occur during summer months. Water requirements for the City are expected to increase dramatically, with the area requiring about 23,000 acre feet of water annually by 2010.

Although the Yucaipa water table has dropped due to drought and continued use, the Yucaipa Valley Water District is not in an overdraft condition, as it has multiple water sources it can draw from. Table 2-2 of the UMWP evaluates the YVWD water supply sources for the buildout year 2020. The UWMP does not include State Water Project water as a source even using a worst case scenario (dry year). The table illustrates that the YVWD will rely on water from local groundwater, recycled water, the Santa Ana River and imported groundwater that together represent nearly 28,000 acre-feet per

year. To augment existing water sources, the YVWD is developing initiatives that will capture stormwater flows in Wildwood Creek and deliver the stormwater flows to percolation basins for recharge of groundwater basins.

Sewer

The YVWD provides wastewater services to the City of Yucaipa; however, there is no existing sanitary sewer service to the project site. According to the District, YVWD collects and conveys wastewater through a network of sewer mainlines which range in size from 8 inches to 24 inches. Approximately 160 miles of pipelines are maintained by nearly 3,000 manholes within the District's service area. The collection system also has five lift stations that collect wastewater from various low lying areas and pump the wastewater to an elevation whereby the wastewater flows by gravity to the water recycling facility. The YVWD wastewater treatment facility is in the process of being upgraded to increase capacity to 8 million gallons per day (MGD), and has a potential capacity for 11 MGD (GP 2004).

Solid Waste

At present, the farm produces a minimal amount of solid waste. The majority of waste is recyclable plant trimmings (i.e. grass and shrubs). The solid waste for the City of Yucaipa is handled by the Yucaipa Disposal Company and is dumped in the San Timoteo Canyon Landfill in the City of Redlands. This landfill has a maximum capacity of 20.4 million cubic yards, and is currently at roughly 60 percent of capacity. This landfill has a cease operation date of 2016.

NOP Comments

During the NOP period, no letters were received regarding utility systems. The County of San Bernardino Public Works did comment on drainage and flood zones, but both of these issues are discussed in Section 4.8, *Hydrology and Water Quality*.

4.16.2 - Thresholds of Significance

The following criteria for establishing the significance of potential impacts on utilities were derived from Appendix G of the State CEQA guidelines. A significant impact would occur if the proposed project will:

- a) exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- b) require or results in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;

- c) require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- d) have insufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed;
- e) result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- f) be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and
- g) not comply with federal, state, and local statutes and regulations related to solid waste.

4.16.3 - Project Impact Analysis

Water

A project specific Water Quality Management Plan (WQMP) was prepared by Development Resource Consultants, Inc. (Appendix L), and the Yucaipa Valley Water District prepared a Water Supply Assessment for the entire Freeway corridor Specific Plan, including the OHM (Appendix P).

The current water use within the District's service area is between 17 and 18 MGD. The YVWD is constructing a water filtration plant in order to use State Water Project water provided by the Pass Water Agency. The water treatment plant will be built in phases, with an initial phase of 12 MGD. The initial phase will be completed by mid 2007. The use of state project water will allow the basin to replenish itself and provide the YVWD with a greater ability to meet future service needs.

Historically, commercial use has accounted for approximately 3 percent of the District's water use, based on the District's Urban Water Management Plan (UMWP). In addition, the proposed project will require less water than the current agricultural uses on site. It is estimated that the project could consume 244,200 gallons of water per day, based on an average daily consumption for retail commercial uses of 200 gallons per day per employee ("worst case" estimate of 1,221 employees at the center). According to the WSA, sufficient water is available from Yucaipa Valley Water District to serve the OHM. The YVWD WSA concludes that there are sufficient water supplies to meet the demand of the project in addition to other planned demands expected by the District during normal, single dry and multiple dry years for the next twenty years.

The District has agreed to provide water service to the project site subject to the installation of a 2.0 MG storage reservoir and a 16" transmission pipeline, and other on-site facilities. New water

mains and storage facilities will be installed as part of the infrastructure necessary for the proposed development of the site. The cost of the infrastructural improvements will be provided through private financing. The cost is subject to the YVWD area master planning and regional facilities reimbursement and participation schedule. The following YVWD requirements apply to the Freeway Corridor Specific Plan (including the OHM):

- Potable water, non-potable water, recycled water and wastewater services shall be bundled and supplied to each parcel within the FCSP;
- Any parcel not currently within the YVWD boundaries shall annex into the District;
- Non-potable water shall be used to irrigate all greenbelt areas, commercial landscaped areas, and roadway medians;
- Construction of soft-bottom channels/detention basins located throughout the Specific Plan area to capture and promote percolation and groundwater recharge.

In addition, the YVWD charges connection fees, and monthly user fees to support ongoing water services. See the WSA in Appendix P for a list of all YVWD requirements. Exhibit 4.16-1 illustrates the conceptual master water plan for the Freeway Corridor Specific Plan, including the OHM.

The proposed project will result in a substantial increase in the amount of storm water runoff from the property. On-site facilities required by the City will ensure storm water flows are adequately conveyed through the site and discharged downstream. The City requires registered civil engineers and other qualified professional personnel to plan, design, and monitor development projects to assure that all projects have appropriate drainage to minimize impacts on local groundwater or surface waters. The relocation of the Wildwood Creek channel proposed by the project would improve the existing storm drainage facility. The City requires the payment of development impact fees to fund the construction of new storm drain facilities. Roadway improvements will also be designed to accommodate stormwater drainage. For more on drainage see Section 4.8, *Hydrology and Water Quality*.

There are and will be sufficient water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection to meet the needs of the OHM, in addition to existing and planned future uses. Therefore, the impacts in this regard are considered less than significant.

Sewer

The proposed project is expected to generate approximately 122,100 gallons (0.12 MGD) of wastewater each day, based on a “worst case” estimate of 1,221 employees generating 100 gallons of wastewater per day. Upon annexation into the YVWD, the OHM will connect to a sanitary sewer

system operated by the YVWD, and the effluent will be routed to the YVWD Sewage Treatment Plant located south of the project site in the Oak Hills. The YVWD processes approximately 4.5 million of gallons of waste water per day (MGD) and will be expanding their treatment plant to eight (8) MGD. This sewer treatment plant has the ultimate potential for processing 11 MGD. Even without the proposed project, the YVWD has been required to increase their capacity, as the Regional Water Quality Control Board requires treatment plant expansions when a plant reaches 75 percent capacity. The OHM project will not trigger an expansion over the wastewater treatment plant expansion project that is currently underway.

The proposed system will connect to an existing 21 inch force main that runs in a northeast to southwest direction along Live Oak Canyon Road adjacent to the site. Sanitary sewer infrastructure construction costs are estimated at \$290,000, and would be provided through private financing.

The developer will fund the initial cost of installing wastewater infrastructure, and the YVWD also requires the payment of fees upon connection to District services. The ongoing cost of wastewater treatment will be offset via monthly fees charged to the businesses within the OHM. Exhibit 4.16-2 illustrates the conceptual master sewer plan for the entire Freeway Corridor Specific Plan, including the OHM. Based upon consultation with the YVWD, they have the ability to meet the increased demand represented by this project, and the impacts in this regard are considered less than significant.

Solid Waste

According to the Estimated Solid Waste Generation Rates for Commercial Establishments located on the California Integrated Solid Waste Management Board website, shopping centers generate an average of 2.5 pounds of solid waste per day for every 100 square feet of floor space. Based on this projection and 610,254 square feet of floor space, the project could generate 15,263 pounds or 7.6 tons of solid waste per day. Note that this figure includes a substantial portion of materials that will in actuality be recycled (cardboard), and therefore this projection is a worst case scenario.

Solid waste collection will be provided by a City approved waste disposal service: the Yucaipa Disposal Company. The Yucaipa Disposal Company provides trash pick up services to Yucaipa and some nearby County of San Bernardino areas. The disposal company will be required to comply with all appropriate regulations, including recycling. The solid waste is delivered to the San Timoteo Sanitary Landfill. According to the California Integrated Waste Management Board website, this landfill has a maximum daily capacity of 1,000 tons per day and has a cease operation date of May 1, 2016. Fees are charged for refuse collection services; therefore, increased service levels can be expanded and funded through user fees. The amount of solid waste generated by the OHM can be accommodated by the area's existing landfill, and no significant impacts are anticipated with regard to solid waste collection or disposal.

Summary of Impacts

The project will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, and the impacts in this regard are considered less than significant **(threshold a)**. The proposed project, in and of itself, will not require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, therefore the impacts in this regard are considered less than significant **(threshold b)**. The proposed project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, however it will alter existing drainage channels, therefore, the impacts in this regard are considered potentially significant **(threshold c)**. The proposed project will have sufficient water supplies available from existing entitlements and resources, and no new or expanded entitlement is needed, therefore the impacts in this regard are considered less than significant **(threshold d)**. With the wastewater treatment plant improvements that are currently underway, the wastewater treatment provider will have sufficient capacity to serve both the proposed project and its existing commitments. Therefore, the impacts in this regard are considered less than significant **(threshold e)**. The amount of solid waste generated by the OHM can be accommodated by the area's existing landfill, and no significant impacts are anticipated with regard to solid waste collection or disposal **(threshold f)**. The project will comply with federal, state, and local statutes and regulations related to solid waste, and the impact in this regard is considered less than significant **(threshold g)**.

The commercial development of the OHM will initiate a decrease in the consumption of water, yet an increase in the production of wastewater and solid waste. The proposed project will require annexing a portion of the site into the YVWD service district. Implementation of the OHM project, in and of itself, will not result in the need for new utility systems, or substantial alterations to existing systems. Although, the project will require construction (on- and offsite) to install underground pipes for water, sewer, and drainage. The offsite construction impacts are temporary and are not considered significant. The proposed project will not have any significant utility impacts **(thresholds a-g)**. Note that impacts related to storm water drainage and flood control are specifically addressed in Section 4.8, *Hydrology and Water Quality*.

4.16.4 - Standard Conditions and Uniform Codes

All utility improvements constructed as part of the proposed project will meet applicable uniform codes (i.e., plumbing, fire, building) including potable water and sewer systems, electrical cables and wiring, natural gas lines, solid waste containers and enclosures, and telephone lines. The City's development review process and construction inspection program will assure that these improvements are constructed according to appropriate standards.

Water conservation measures recommended by the California Department of Water Resources will be incorporated as appropriate, including but not limited to: (a) low flush toilets of no greater than

1.6 gallons per flush; (b) insulation of hot water lines to provide hot water faster with less waste; and (c) keeping water pressure at 55 pounds per inch or less. Some portion of the landscaping, especially shrubs and trees, may be native species or species that are adapted to drought conditions.

The project will be required to comply with energy conservation standards contained in Titles 20 and 24 of the California Code of Regulations, Section 2-5307(b), which is the California Energy Conservation (CEC) Standard for New Buildings. These regulations prohibit the installation of fixtures unless the manufacture has certified to the CEC compliance with the flow rate standards. Title 24, California Code of Regulations Sections 2-5452(I) and (j) addresses pipe installation requirements, which can reduce water use before hot water reaches equipment or fixtures. Title 20, California Code of Regulations Section 1604(f) and 1606(b) are Applicable Efficiency Standards that set the maximum flow rates of all plumbing fixtures and prohibit the sale of non-conforming fixtures.

The project will also pay applicable utility impact fees charged by various service providers. Payment of these fees helps the local agencies anticipate future demand and establish plans and construct new facilities to serve growth.

4.16.5 - Project Design Features

The master water and sewer plans of the OHM will provide comprehensive water and sewer systems that will be installed to the satisfaction of the City Public Works Department. YVWD, Edison, and the SCGC will maintain their respective utility lines within the public right-of-way, as appropriate. The project includes using non-potable water to the maximum extent practicable. In addition, the project will comply with the City's recycling program which will help minimize the amount of solid waste generated by the project.

4.16.6 - Mitigation Measures

City Standards and Guidelines will minimize impacts related to utilities. Furthermore, the following measures are recommended to help assure that potential impacts related to water consumption, energy use, and solid waste generation, and will remain at less than significant levels:

- U-1** The developer shall submit plans for water and sewer service systems to the Yucaipa Valley Water District (YVWD). These plans shall include the YVWD requirements as outlined in the February 2007 Water Supply Assessment and must be approved by the City Public Works Director and the YVWD Director, prior to issuing building permits. This measure shall be implemented to the satisfaction of the Community Development Director.

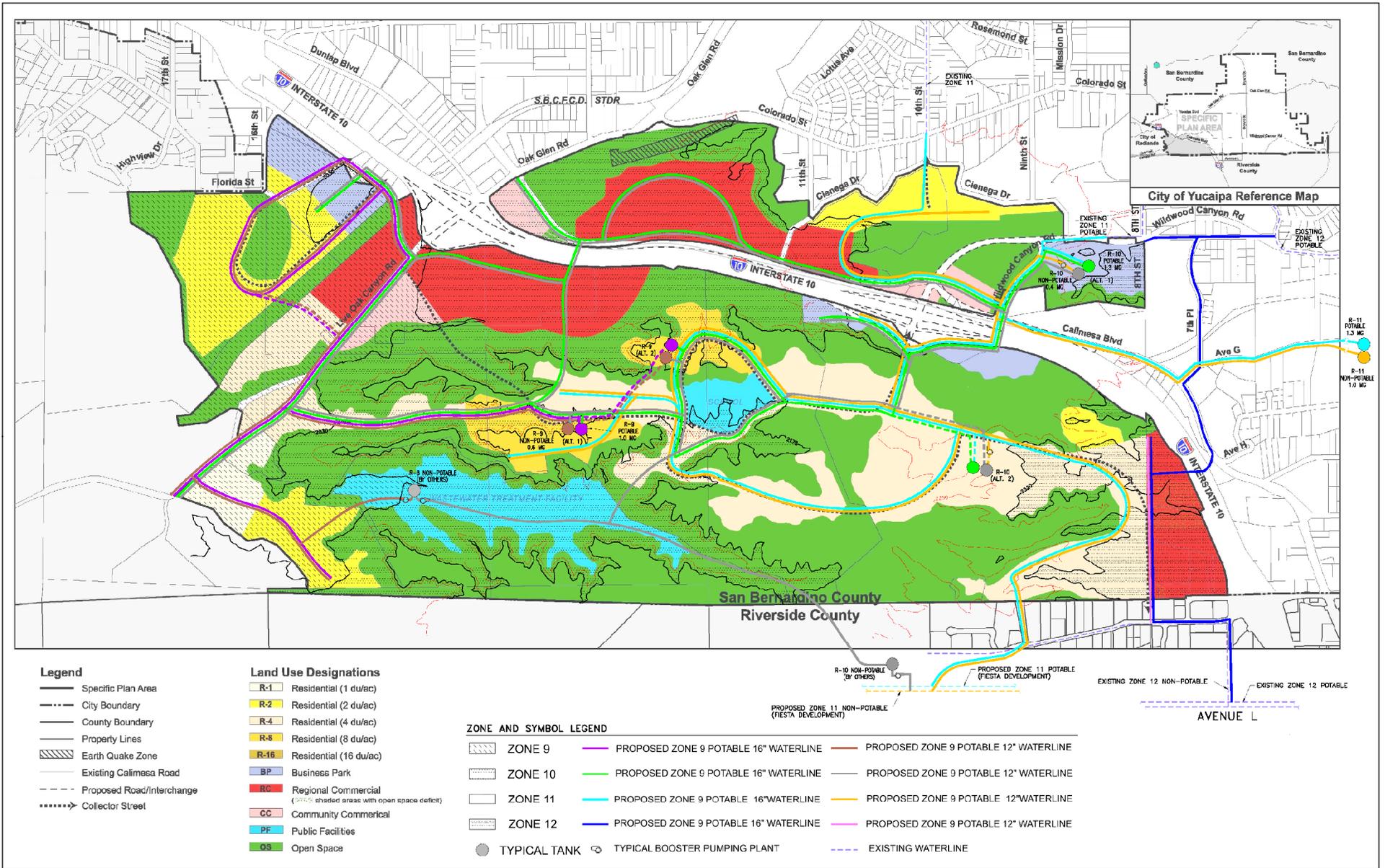
- U-2** Prior to the issuance of building permits, the applicant shall submit landscape plans to and receive approval from the City Public Works Department. These plans shall demonstrate the project will have state-of-the-art water conservation devices in all project

parkways and buildings, including, but not limited to, ultra-low-flow toilets. These plans shall also include state-of-the-art water conservation devices for landscape irrigation, including electronic sprinkler systems controlled by hygrometers installed in planter areas to deliver water when actually needed by the plants. These systems shall be maintained on a regular basis, to the satisfaction of the City Public Works Department.

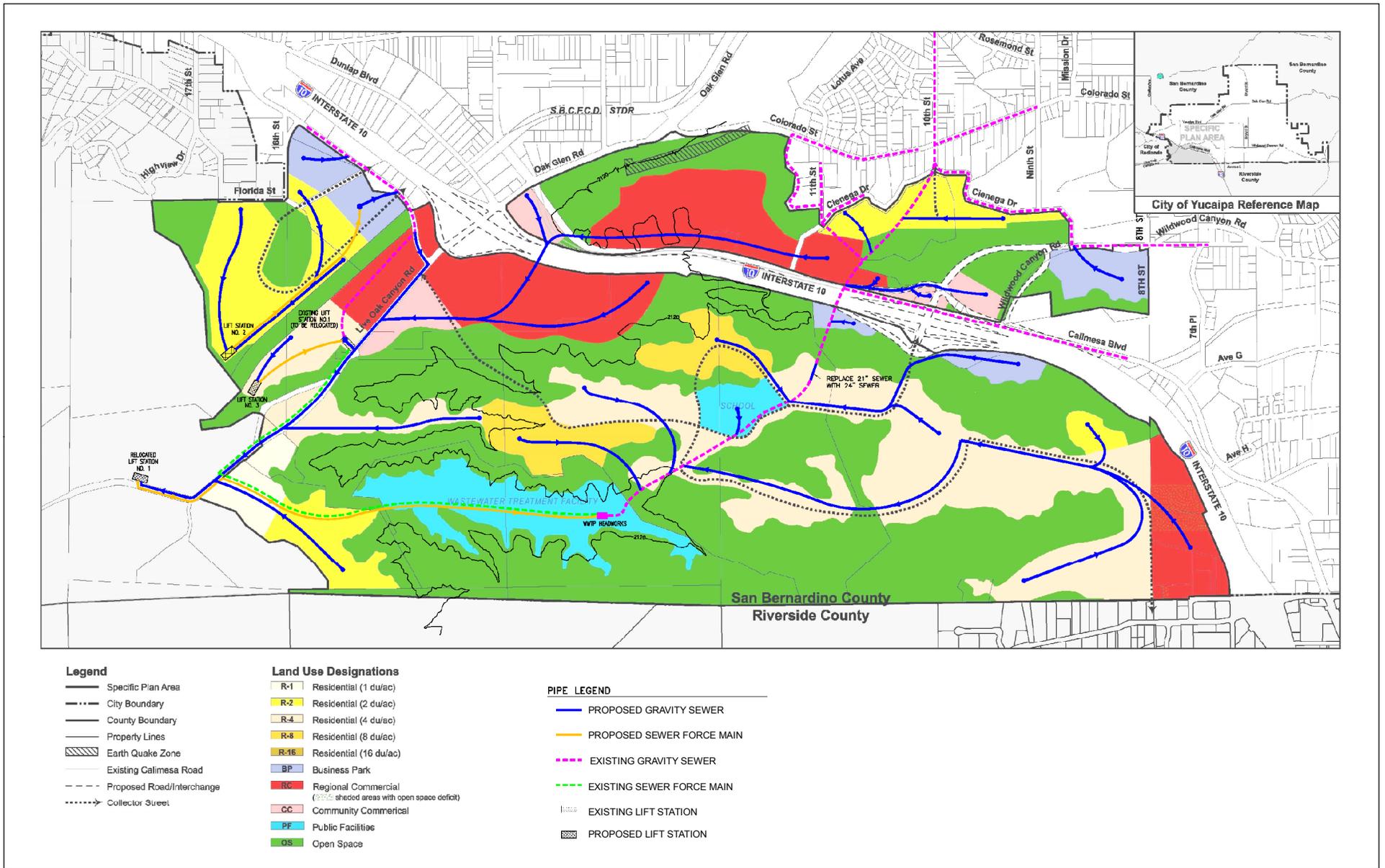
- U-3** Prior to issuing the first building permit, the developer must provide landscaping plans that demonstrate that wherever practicable, the landscaping will incorporate drought resistant plants in place of turf and/or higher water-consuming vegetation (i.e. use low-lying drought resistant shrubs in place of turf for long narrow parking lot islands). This measure shall be implemented to the satisfaction of the Public Works Director.
- U-4** In order to reduce the amount of solid waste, each tenant of the OHM shall recycle to the maximum extent practicable. The developer shall consult with the Yucaipa Disposal Company to determine the appropriate number of recycle bins that shall be placed onsite. This measure shall be done early in the design process, prior to issuing grading permits, as to facilitate proper site design and adequate space for the necessary recycle bins. This measure shall be implemented to the satisfaction of the Planning Director.
- U-5** Prior to the issuance of building permits, development plans shall be provided to Southern California Edison, the Southern California Gas Company, and other local utilities as they become available in order to facilitate engineering, design and construction of improvements necessary to provide electrical, natural gas, and telephone service to the project site. In addition, the applicant shall coordinate planned construction activities with local utility agencies and companies in regard to easement restrictions, construction guidelines, protection of pipeline easements, and potential amendments to right-of-way in the areas of any existing easements of these companies to prevent impacts from construction on existing utility lines. This measure shall be implemented to the satisfaction of the Public Works Director.

4.16.7 - Level of Significance After Mitigation

Implementation of the standard conditions and compliance with system requirements of the City and other utility providers, along with execution of the aforementioned mitigation measures, the project will have less than significant impacts on utilities and utility systems.



Source: Krieger & Stewart, Inc.



Source: Krieger & Stewart, Inc.



Michael Brandman Associates

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Exhibit 4.16-2 Freeway Corridor Specific Plan Draft Sewer Master Plan

OAK HILLS MARKETPLACE • CITY OF YUCAIPA

SECTION 5: CUMULATIVE IMPACTS

5.1 - Cumulative Projects

The CEQA Guidelines Section 15130 requires identification of related projects, both public and private, that together with the proposed project could have cumulative impacts on the environment. The City of Yucaipa Planning Department has identified 20 specific development projects, including the proposed project, that are either pending or recently approved, or in process of being constructed within the project area, including approximately a 2-mile radius, or projects that could contribute traffic to a major project area. These “cumulative” projects represent a total of 1,409 residential units and roughly 2.88 million square feet of new commercial, retail and office space. Table 5-1, *Cumulative Projects*, summarizes the identified projects that are within the general development area of the proposed project. The locations of these proposed projects are shown in Exhibit 5-1, *Cumulative Projects*.

These projects will eventually introduce an additional four-thousand residents into this portion of the County. This estimate is based on an average size of 2.67 persons per household based on composite household size data from the federal census. All of these planned development projects will contribute incrementally to community-wide and area-wide cumulative impacts such as traffic, noise, and air quality, in addition to various impacts on each specific site. The proposed OHM will not directly induce growth, but it will facilitate growth by providing infrastructure that other development projects may build upon.

Table 5-1: Cumulative Projects

Project Number	Land Use	Size
1	Town Homes	71 Dwelling Units
2	Town Homes Single-Family Homes	42 Dwelling Units 16 Dwelling Units
3	Tire Shop/Auto Repair	5,000 square feet (estimated)
4	Single-Family Homes	4 Dwelling Units
5	Vons Shopping Center	35,000 square feet
6	Retirement Home	118 Dwelling Units
7	Single-Family Homes	13 Dwelling Units
8	Mini Storage Retail/Restaurant Town Homes	100,000 square feet 15,000 square feet 110 Dwelling Units
9	Single-Family Homes	51 Dwelling Units
10	Single-Family Homes	17 Dwelling Units
11	Town Homes	33 Dwelling units
12	Town Homes	218 Dwelling Units
13	Retail/Restaurant	50,000 square feet
14	Office Building	10,000 square feet
15	Office Building	15,000 square feet
16	Office Building	6,000 square feet
17	Restaurant	2,500 square feet
18	Car Wash/Auto Service	10,000 square feet
19	Retail/Restaurant	20,000 square feet
20	Freeway Corridor Specific Plan Single-Family Homes Non-Residential Uses*	1,409 Dwelling Units 2 million square feet**
OHM	Regional Commercial Center	613,304 square feet
Total	Residential	2,102 Units (all types)
	Non-residential	2.88 million square feet
* Non-residential uses include Business Park, Commercial and Quasi-Public facilities. ** Projection based on 10 percent of acreage Source: KOA TIA 2006, Freeway Corridor Specific Plan Initial Study, and City of Yucaipa.		

5.2 - Cumulative Impact Analysis

The following analysis is consistent with the recent CEQA court case *Communities for a Better Environment v. California Resources Agency* (2002) which also relied on *San Franciscans for Reasonable Growth vs. City and County of San Francisco* (1984) for guidance.

The CEQA Guidelines (Section 15130) require identification of related projects, both public and private, that together with the proposed project could have cumulative impacts on the environment. The majority of the projects in the vicinity are moderate in size; however, there are a few large projects in the general vicinity that may produce a cumulative impact to the community. These

projects may produce community-wide and area-wide cumulative impacts related to traffic, noise, and air quality, in addition to various site-specific impacts.

The new CEQA Guidelines Section 15604(i), which is the same as CEQA Statute Section 21083(b), includes a vague definition of “cumulatively considerable.” Project contributions to cumulative impacts are “considerable” when viewed in connection with the effects of past, current, and “probable future projects.” This information will be used as guidance in evaluating the cumulative impacts of planned growth and the proposed project’s contributions to those impacts. For all environmental issues, the universe of potential cumulative impacts will be specified so the contribution of the proposed project to cumulative impacts can be clearly identified.

5.2.1 - Aesthetics

The potential universe for aesthetic impacts is the Freeway Corridor Specific Plan area. This area is bisected by the I-10 freeway and Live Oak Canyon Road. The area is currently primarily vacant land and/or agricultural land. The residential neighborhoods in the general area range from relatively rural in character to more traditional track housing. Continued development will incrementally increase ambient light and glare, and incrementally degrade “dark skies” conditions.

These changes will eventually result in cumulative aesthetic impacts to the immediate area, especially with the implementation of the Freeway Corridor Specific Plan. The proposed commercial project is typical of freeway development, as commercial is the most typical use along a highly visible roadway. The EIR concluded that the proposed OHM project would create significant impacts related to a change in views. However, any development on the site would generate this impact, and the site is designated for Planned Development. Therefore, development on the site is probably inevitable. In addition, the OHM will be an attractive shopping center that will meet the local planning and design guidelines, and will also be cohesive in style and design with the Freeway Corridor Specific Plan. Although the OHM development is consistent with the General Plan land use designations and will be a high quality commercial center, the cumulative impacts in regard to aesthetics are considered significant due to fundamental changes in views. Therefore, if the City approves this project, they must make a Statement of Overriding Considerations in regard to cumulative aesthetic impacts.

5.2.2 - Agriculture

The potential universe for agricultural resources impacts is the City of Yucaipa and the easternmost portion of the City of Redlands. The general project area has slowly transitioned from agricultural and open space to a wide mixture of uses, including residential, commercial and industrial. As the area continues to grow, the few remaining agricultural uses will soon be displaced by suburban and urban land uses. In the most recent City of Yucaipa General Plan, the City in essence has eliminated the agricultural land use designation, and maintained just a few hundred acres of land with an

agriculture overlay—areas that are designated for another land uses, but that may also include agricultural use.

Because nearly all of the project site is categorized as some type of agricultural land according to the FMMP (i.e. Prime Farmland), the State’s LESA model has determined that the statewide impacts of converting that land to non-agricultural use are considered significant. The general area also contains land that is in these same FMMP categories that would likely generate similar agricultural impacts, and the development of any type other than agricultural use, would be considered cumulatively significant. In a pattern typical throughout Southern California, rural and agricultural areas eventually transition to suburban and urban uses as cheaper land closer to more developed urban areas (e.g., San Bernardino, Orange County, Riverside, etc.). The I-10 Corridor has been experiencing tremendous growth in recent years, and it appears that this trend will continue until it eventually leads to the loss or total isolation of any remaining agricultural uses in this area. Unfortunately, there is no feasible long-term mitigation for agricultural resources, and agricultural use is no longer a highly functional land use in this region. Therefore, if the City approves this project, they must make a Statement of Overriding Considerations in regard to cumulative agricultural impacts. Note that the loss of agricultural resources would happen regardless of whether or not the proposed project is approved because using the remaining available land in the Inland Empire for agricultural use is typically not economically viable.

5.2.3 - Air Quality

Section 15130(b)(1) indicates that analysis of cumulative impacts should include either: A) a list of past, present, and probable future projects producing related or cumulative impacts; or B) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact. This cumulative analysis applies the “summary” approach.

The universe for air quality impacts is the South Coast Air Basin (Basin) because it is the limit in which the air pollutants generated by the sources within the basin circulate and are often trapped. The cumulative air quality impacts analysis for this document are based on compliance with the 2003 Air Quality Management Plan (AQMP).

The area is expected to grow with both residential and non-residential uses. These uses will have cumulative air quality impacts, far exceeding the daily or quarterly thresholds established by the SCAQMD for ongoing emissions. Air quality will be temporarily degraded during construction that will occur separately and simultaneously. However, the greatest cumulative impact on regional air quality will be the addition of incremental pollutants from increased vehicular emissions from truck and automobile trips in the area and increased energy consumption from the planned projects. This will be a significant air quality impact both on a project level and on a regional basis.

Ultimate development of the area will generate thousands of additional trips per day based on standard trip generation conditions, and area development will produce air pollutants that exceed SCAQMD thresholds. Continued growth would produce incremental but cumulatively considerable amounts of additional air pollutants from increased traffic, mainly NO_x and ROG. This will be the eventual result of cumulative residential, commercial, and industrial development in the community.

According to the CEQA Guideline 15064(h)(3), “a lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.” Since the Basin, including the project area, is currently out of the attainment for both ozone and PM₁₀ particulate matter, the SCAQMD has determined that construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the Basin.

In accordance with SCAQMD methodology, any project that produces a significant air quality impact in an area that is out of attainment adds to cumulative impacts, and these cumulative impacts are considered potentially significant. In the case of the OHM, the project makes a significant contribution to cumulatively considerable impacts on air quality, both over the short-term from construction and over the long-term during project occupancy. Proposed mitigation will help reduce the project’s contribution to these impacts to the greatest extent feasible, but still not to less than significant levels on a cumulative basis.

The project will result in a cumulatively considerable net increase of ozone during construction and operation of the project because 1) the Basin is in nonattainment for ozone and 2) the project exceeds the SCAQMD regional thresholds for NO_x and VOC during construction and operation of the project. NO_x and VOCs from the project could form ozone and may not occur in the localized project area, but has the potential to mix with the ambient air and form downwind of the project site. Therefore, the project could cumulatively contribute to a significant health impact for ozone. The relevant effects from ozone include: (a) Short-term exposures: (1) Pulmonary function decrements and localized lung edema in humans and animals. (2) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (b) Long-term exposures: Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (c) Vegetation damage; and (d) Property damage. The greatest risk is to those who are more active outdoors during smoggy periods, such as children, athletes, and outdoor workers.

Global Climate Change

Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. Gases that trap heat in the atmosphere are often

called greenhouse gases, analogous to a greenhouse. Greenhouse gases are emitted by natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. Without these natural greenhouse gases, the Earth's surface would be about 61°F cooler. Greenhouse gases can include the following: water vapor, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The project will emit carbon dioxide, methane, and nitrous oxides from natural gas combustion and from the motor vehicles that will access the project site.

The California Environmental Protection Agency Climate Action Team developed a report that “proposes a path to achieve the Governor’s targets that will build on voluntary actions of California businesses, local government and community actions, and State incentive and regulatory programs” (CA 2006). The report indicates that the strategies will reduce California’s emissions to the levels proposed in Executive Order S-3-05. One of the strategies in the report is to increase building efficiency standards. Therefore, the following mitigation measure is recommended:

AQ-13 Prior to the issuance of occupancy permits, the developer shall demonstrate that all buildings are built in such a way as to exceed the minimum statewide energy Title 24 construction requirements.

Mitigation measure AQ-13 includes increasing energy efficiency beyond that required by Title 24. In this way, the project is in compliance with State strategies to reduce greenhouse gas emissions and the project’s impact with regard to global climate change is less than significant with mitigation.

This DEIR includes stringent mitigation for lessening the impacts to air quality (see Section 4.3, *Air Quality*), and there are no other feasible mitigation measures that can be imposed to reduce the cumulative impacts. Therefore, if the City approves this project, they must make a Statement of Overriding Considerations in regard to cumulative air quality impacts.

5.2.4 - Biological Resources

The universe for this issue is the general project area (Freeway Corridor Specific Plan), but any potential impacts must be viewed in the context of available natural areas/habitat, and any planned regional habitat preservation programs such as the Multi-Species Habitat Conservation Plan (MSHCP) for Western Riverside County. San Bernardino County has not yet developed a similar type MSHCP for this portion of the County.

The general area contains upland areas and hills that contain native vegetation, and the area contains several creeks, including Wildwood Creek that bisects the project site. These areas contain significant regional biological resources. Continued development in this portion of the County may cause cumulative impacts to local flora and fauna mainly through the incremental loss of native vegetation and habitat, but also encroachment along the waterways. Additionally, the contribution of sediments and other urban pollutants into the river from local runoff will further impact biological

resources. Planned development on the project site and in the surrounding area may have a cumulatively considerable impact on the area's biological resources. However, the impacts of each individual project can likely be mitigated to less than significant levels, though long-range planning programs such as mitigation banks, an MSHCP or a General Plan. Therefore, the cumulative impacts related to biological resources are considered less than significant.

5.2.5 - Cultural Resources

The universe for this issue is the southwestern Yucaipa and southeastern Redlands area.

Development in the area has the potential to impact archaeological and/or paleontological resources because excavation activities will disturb native soils. It is possible the area contains undiscovered archaeological, paleontological, or historical resources. It is expected the City of Yucaipa and County of San Bernardino will continue to require developers to retain qualified personnel to conduct surveys of land to be developed, and are retained to be present during grading of approved developments. In addition, recent state laws are strengthening the awareness and protection of cultural resources, with special procedures like consultation with Native American tribes (SB-18). Because of the heightened awareness for protecting cultural resources, and project specific mitigation measures like those proposed for the OHM, the impacts to cultural resources will not be cumulatively considerable.

5.2.6 - Geology and Soils

The universe for this issue is the City of Yucaipa, southeastern Redlands, and the southwestern San Bernardino County, within the larger context of Southern California due to regional seismicity. The project area has potential geotechnical and soils constraints, as the entire Southern California area contains a number of major regional and local faults, including the San Andreas, San Jacinto, and Chicken Hill faults.

The presence of regional faults creates the potential for damage caused by major earthquakes. These constraints increase the general risk to future area residents, plus thousands of local employees with the additional non-residential uses. However, The City, County, and State law provides guidelines for development in areas with liquefaction, earthquake faults, or other earth-related hazards. Proper building design can reduce potential property damage and human safety risks to less than significant levels. Anticipated development in the project and surrounding area in general will not have a cumulatively considerable impact on earth resources, nor will regional geotechnical constraints have a cumulatively considerable impact on the proposed project or cumulative projects, as long as proper design and engineering are implemented based on available seismic and other geotechnical data. The proposed project represents an incremental portion of this potential impact, so the project will not have cumulatively considerable impacts in this regard.

5.2.7 - Hazards

The universe for this issue is the project area but within a context of southwestern San Bernardino County in terms of transport of hazardous materials and fire danger. As development of the identified

projects occurs, the area will experience an increase in the use of hazardous materials, mainly from industrial uses but incrementally from domestic sources (i.e., household cleaners, gardening chemicals, automotive fluids, etc.) as well. It is expected that these materials will be handled, transported, and disposed of properly, according to existing regulations. However, growth may also increase the amount of illegal dumping of these materials in the area, which may be especially destructive to natural waterways. Additional growth will also increase the risks due to fire, especially where new development is proximate to native hillsides.

The area is served by the I-10 Freeway, which can provide routes for evacuation out of the area. If the area were to experience a major disaster (e.g., major flood, fire, or earthquake), evacuation of several thousand residents via the current road system would probably take several hours, which is marginal even assuming there is adequate warning. The CalTrans Roadway improvements will improve these evacuation times. Based on available information, evacuation routes for this area appear to be adequate for planned growth, so the project will not create any cumulatively considerable impacts related to hazards.

5.2.8 - Hydrology and Water Quality

The universe for this issue is the Santa Ana river watershed. As development occurs, local surface and groundwater resources will be incrementally impacted as native soils are covered over, which will decrease percolation and increase runoff and urban pollutants.

Urban Water Management Plans are now required by recent changes in state law. In addition, the City requires that all projects implement Best Management Practices (BMPs) consistent with the newly adopted County Municipal Small 4 (MS4) permit to control runoff from construction sites. BMPs include but are not limited to revegetation, temporary measures, or development on newly graded sites to control erosion; limits on grading operations during the rainy season; and a soil erosion control plan may be required in conjunction with grading plans.

The City requires registered civil engineers and other qualified professional personnel to plan, design, and monitor development projects to assure that all projects have appropriate drainage to minimize impacts on local groundwater or surface waters. Water service and connections are coordinated through the City during the development review process. All project applicants shall also be required to obtain all necessary permits from the County for drainage improvements and drainage-related construction activities prior to the issuance of a grading permit.

Furthermore, the City requires proposed grading and drainage improvements to conform with applicable sections of the Uniform Building Code (UBC) and minimum FEMA standards which require 100-year flood protection for all habitable dwellings located within the floodplain. New developments are now required to have grassy swales, detention basins, or other improvements to treat “first flush” urban pollutants (e.g., parking lots). It is anticipated that the City and County will

continue to require developers to decrease onsite runoff and to properly plan flood control improvements for new developments. As long as growth continues according to established plans, no cumulatively considerable impacts to water resources, mainly flood control and water quality are expected, and the proposed project will only make incremental contributions to cumulative water-related impacts.

5.2.9 - Land Use and Planning

The potential universe for this issue ranges from the local project area (Freeway Corridor Specific Plan) and the southeastern portion of the City of Redlands to the southwestern valley portion of the County of San Bernardino. Development of the area will eventually modify hundreds of acres of vacant land into additional non-residential and suburban-type neighborhoods. The OHM project is generally consistent with regional plans, such as the Sub-regional Comprehensive Plan of the Southern California Association of Governments and the County's Congestion Management Plan. The OHM and other planned development projects will eventually change the fundamental character of the area. This type of change has been anticipated by the City of Yucaipa and the County of San Bernardino General Plans, and the cumulative impacts are considered less than significant.

5.2.10 - Mineral Resources

The universe for this issue is the general project area of Yucaipa, Redlands and Calimesa, but any potential impacts must be viewed in the context of available mineral resources within San Bernardino County, and the City of Yucaipa. As population levels increase in the Inland Empire, greater demand will be placed on mineral resources, especially sand and gravel from areas along local drainages. However, no significant impacts to mineral resources are expected to occur because adequate supplies are available and local sources have been designated for preservation (i.e., in Resource Conservation Zones). Because the project site does not contain any identified mineral resources, its development will not create cumulatively considerable regional impacts to energy and mineral resources.

5.2.11 - Noise

The universe for this issue is the southwestern Yucaipa and southeastern Redlands area, including the I-10 Freeway corridor and Live Oak Canyon Road. Construction activities of the various development projects will cause temporary impacts on the ambient noise environment. It is expected that any cumulative construction noise impacts can be mitigated at the project level. The I-10 CalTrans roadway improvements will cause temporary increases in noise levels due to construction. The major long-term cumulative noise impacts in the area would result from increased traffic volumes due to build out of the Freeway Corridor Specific Plan. Cumulative noise levels are expected to increase existing noise levels. However, because of the planned improvements to local roadways, the distribution of traffic will change. This will redistribute the cumulative noise levels and will actually reduce the existing noise levels along many of the roadways in the project area. Noise impacts to planned residential areas that are not yet developed are expected to be mitigated mainly by the particular developer at the time of design. Existing residences would not be exposed to

significant noise impacts, even with the general increase in area-wide noise levels, as the lots are rural in character and the homes are not located immediately adjacent to the subject roadways. Area roadways will eventually experience significant cumulative noise impacts due to regional growth. However, the project noise study indicated the proposed project would not make a significant contribution to cumulatively considerable noise impacts, and will mitigate those impacts to the greatest extent feasible. The cumulative impacts are considered less than significant.

5.2.12 - Population and Housing, and Economics

On the local scale, the potential “universe” for this issue includes the Cities of Redlands, Yucaipa and Calimesa, while the larger universe encompasses the areas of western San Bernardino and northwestern Riverside County. The proposed project does not contain residential use, however the OHM will provide employment for residents in the general area. The proposed project is estimated to provide 1,000 jobs, and will therefore improve the jobs/housing balance for the City or County, as encouraged by the Regional Comprehensive Plan and the Compass Plan prepared by the SCAG in conjunction with the San Bernardino Association of Governments (SANBAG). The project is not expected to induce significant growth into the area. Additional development anticipated under the City General Plan may indirectly result in increases in population and housing in the local area. The impact discussion contained in Section 5.10.3 examined the proposed project within a local and county-wide context based on growth forecasts developed by the SCAG and found no significant population or housing impacts. The Retail Impact Study for the project determined that the region has an overall deficit in commercial uses and that the OHM will not have a cumulative adverse impact on the areas population, housing or economy. The OHM is a commercial use that will improve the City’s jobs to population balance. Additional housing may be constructed in other portions of Yucaipa as an indirect result of this proposed commercial project; however, the project’s impacts upon population, housing, and jobs are consistent with the long term projections of the City of Yucaipa and SANBAG. Therefore, the cumulative impacts relative to regional population, housing, or growth management are expected to be less than significant.

5.2.13 - Public Services

The universe for public services is the entire City of Yucaipa, as the service area typically extends to the city limits and public funding for these services is shared city wide. The City of Yucaipa requires new development projects to pay their share of development impact fees, which offsets the cost of increased service needs as a result of new development. With this funding, the City Police and Fire Departments are expected to have adequate facilities and staffing allotted to accommodate the OHM project and continued growth in the surrounding areas. In addition to the development impact fees, the commercial projects will generate tax revenue for the City. This revenue will benefit the City across the board and will facilitate public services improvements. The impacts to public services are not considered cumulatively considerable.

5.2.14 - Recreation

The universe for this issue is the City of Yucaipa and the neighboring Cities of Redlands and Calimesa. As the area continues to grow, the increased population will require additional parkland and recreational opportunities. Each municipality creates its own guidelines for what is considered sufficient amounts of parkland for its residents. At a minimum, they will base the standard on the State Quimby Act. The City of Yucaipa goal is to provide a minimum of 3.5 acres of dedicated parkland per one thousand residents. The City is currently meeting this goal. The City of Yucaipa does not require commercial development to provide parkland, nor does it require paying in-lieu-of fees in this regard. As residential development is proposed, the City will require developers to provide the appropriate amount of parkland or pay the in-lieu-of fees, which will contribute to future recreational facilities. Since every jurisdiction is required to comply with the Quimby Act by either providing open space or paying in-lieu-of fees, the population growth and corresponding development should keep pace with the public's recreational needs and no cumulatively considerable impacts are expected in this regard.

5.2.15 - Traffic and Circulation

The universe for this issue is generally the City of Yucaipa, including the I-10 freeway and the roadway connections to neighboring cities. The traffic analysis for the proposed project includes an analysis of cumulative traffic impacts. As growth occurs, there will be cumulatively considerable traffic impacts and congestion on the I-10 and its feeder roads. Table 5-1 identified local development projects that could contribute traffic onto local roads, most of which is in the Freeway Corridor Specific Plan. Extrapolation from the project traffic study indicates that planned growth could generate almost 165,000 total average daily trips (ADT) with approximately 16,000 peak hour trips. As development occurs, area intersections and roadways will experience increasing congestion, especially during peak hours. Except for freeway congestion caused by commuter traffic, the Circulation Element for the City of Yucaipa and San Bernardino County indicate that local streets and intersections will operate at acceptable levels of service by 2030 as long as planned improvements are constructed as proposed and when needed. This data indicates that traffic from the proposed project will not cause any local intersections to exceed LOS D through 2030 with planned improvements. To assist in this effort, the project will be required to make a fair share contribution to help reduce regional traffic congestion, as outlined in the County's Congestion Management Program. As long as the proposed project provides the road and intersection improvements outlined in the project traffic study, and contributes to the County's traffic mitigation fee program, the project will not create cumulatively considerable traffic impacts.

5.2.16 - Utilities

Utilities are generally provided on an area-wide basis and each utility universe is defined by the providers district boundaries. The project area is served by several public and private water purveyors and suppliers, and each water purveyor is required by recent changes in state law to

maintain an Urban Water Management Plan. At present, residents no longer have individual wells but rather have piped water supplies. Continued growth will require expansion of existing water systems and additional hook-ups. There should be no significant short-term impacts as long as water lines are extended, and new development complies with new state laws regarding water supply assessments (SB 221 and SB 610).

Cumulative residential and non-residential development in the general area alone is expected to add thousands of new residents and employees who will consume several millions of gallons of water per day. The Metropolitan Water District of Southern California (MWD) currently provides 1.7 billion gallons of water per day to 17 million people in 26 cities and water districts over an area of 5,200 square miles in Southern California (MWD website, 2005). If current consumption patterns continue, the region's population could consume almost 3 billion gallons of water per day by 2020. Over the long-term, the County and the region will have to increase dependence on imported water to prevent over-drafting of local sources. This shift will make the area more dependent on non-local water, which in turn could require more water facilities to be built, with additional environmental impacts.

The proposed project will contribute incrementally to these water-related impacts; however, it has provided a water supply assessment per the requirements of SB 221 and SB 610 and has a guaranteed water supply for a 20-year period, including multiple drought years. Furthermore, the local groundwater basin has been adjudicated. The projected number of employees and residents generated from planned growth will consume thousands of acre-feet of additional water. Until all local water serving agencies have guaranteed water supplies for 20 years for all planned growth, regional growth will make a significant contribution to cumulatively considerable impacts on water resources. However, the proposed development has its own WSA, so the project is not expected to create cumulatively considerable impacts relative to water consumption.

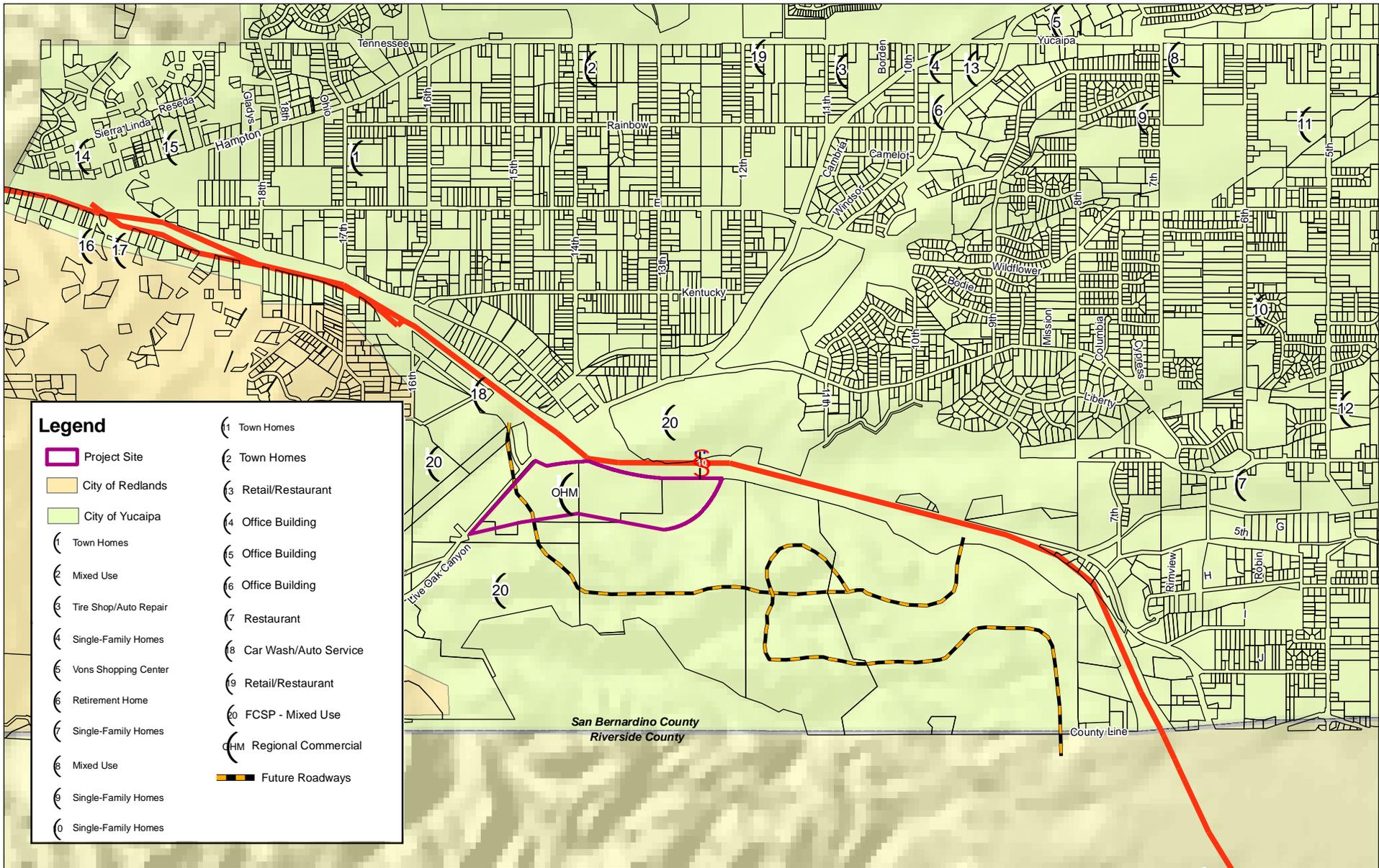
The area is primarily served by sewers, and those that use septic are encouraged by the Regional Water Quality Control Board to convert to sewers in order to preserve water quality (septic systems can leak into the ground water). The projected additional employees and residents from planned growth will generate millions of gallons per day of additional wastewater. No major impacts to sewer systems are expected as a result of continued growth, as long as treatment capacity is increased in advance of new development.

The area will also continue to generate more solid waste as development occurs, however recycling programs are becoming more prevalent as each municipality must comply with mandatory waste reduction. Nonetheless, the County expects to have adequate landfill capacity for this area and the County through at least 2030, so no cumulative impacts are expected in this regard. Developers must coordinate new service requirements with each utility provider. As long as utility systems continue to

be expanded and upgrade as needed, growth is not expected to create cumulatively considerable impacts to utility systems.

5.3 - Summary

Planned residential and non-residential growth in the project area is expected to be considerable. The proposed project represents approximately 21 percent of the non-residential development. Growth will continue the transition from vacant and agricultural to a mixture of commercial and suburban residential uses. While this is a continuation of historical land use development patterns in the area, this change need not be adverse (i.e., cumulatively considerable) as long as development complies with County and City land use and planning standards. Long-term growth will create cumulatively considerable impacts relative to air quality, as the Basin is already in non-attainment. Several mitigation measures have been proposed for project-related impacts that will also help reduce the project's incremental contributions to regional cumulative impacts related to air quality. Long-term planning, engineering, and construction practices will help assure that future development projects comply with local and regional plans and help minimize potential cumulatively considerable impacts from growth.



Source: City of Yucaipa, Traffic Study & Freeway Corridor Specific Plan.

SECTION 6: GROWTH-INDUCING IMPACTS

6.1 - Factors that Induce Growth

The CEQA and CEQA Guidelines require the evaluation of growth-inducing impacts of the proposed project, as well as the cumulative impacts of the project plus other reasonably foreseeable public or private projects planned in the same area.

CEQA Guidelines Section 15126 requires the evaluation of growth-inducing impacts of a proposed project. This discussion must address ways the project could encourage economic and population growth, or construction of additional housing in the surrounding area, either directly or indirectly. Also required is a discussion of project characteristics, which may encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively.

Growth inducement can take many forms. A project can remove barriers, provide access, or eliminate other constraints, which encourage growth that has already been approved and anticipated through the General Plan process. The “planned” growth would be reflected in land use plans that have been developed and approved with underlying assumptions that adequate supporting infrastructure will be built. This is perhaps best described as accommodating or facilitating growth, but for the purpose of this section, the term “inducing” is used.

The purpose of this analysis under CEQA is to identify and acknowledge potential growth-inducing impacts of a proposed project so that the public and its decision-makers will be aware of these impacts and take them into consideration in its decision-making processes. This will allow the lead agency to adequately plan for future needs, such as infrastructure or new services, as a result of approving a project with growth-inducing consequences.

6.2 - Oak Hills Marketplace

Growth in the Inland Empire is a direct result of the area’s increasing desirability, as a place to live, work, and enjoy recreation. People by the thousands move to southern California each year, and many of them come to the Inland Empire to find inexpensive housing relative to more coastal areas in Orange and Los Angeles Counties. In addition, existing residents raising their own families increase the population. Local population growth also occurs as residents from other countries come to this area to live and work. This desirability has created a regional population increase in the Inland Empire, including the Cities of Yucaipa, Redlands and Calimesa. Commercial/retail projects such as the OHM project are a market-driven reaction to the existing/expected population, and are not typically growth inducing.

SCAG regularly publishes growth predictions for use in traffic growth management and planning purposes. SCAG has predicted the population growth forecast for the County of San Bernardino for

the upcoming decades. They estimate the population of the County will increase by nearly one-million residents from 1,718,311 in 2000 to 2,713,149 by 2030. SCAG was contacted during the NOP period, and they did not respond as to whether or not the project was considered regionally significant.

The project will require some offsite construction to install underground pipes for water, sewer, and drainage. Although the project is commercial in nature, the project may have growth inducing impacts because the required project infrastructure will facilitate growth for future developments in the area. For example, Oak Hills Parkway will lead to an area that is currently undeveloped and planned for residential use. The Inland Empire, including the City of Yucaipa, has been experiencing considerable growth pressure, and the OHM will indirectly accelerate growth in this area.

6.3 - Consistency with SCAG Growth Policies

The Southern California Association of Governments (SCAG) monitors growth in Southern California and has developed a number of policies that address potential impacts of regional growth. Even though SCAG did not comment during the NOP period, the following compares the proposed project to SCAG's regional goals and policies regarding population, housing, transportation, and air quality:

SCAG's Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) which contains the following policies:

3.01 *“The population, housing, and jobs forecasts, which are adopted by SCAG’s Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.”*

Analysis: As outlined in Section 3.2, *Population, Housing, and Employment*, the project is consistent with SCAG's growth projections for this area. The project is not expected to generate any new housing or new population, but will make a substantial contribution to new employment in the City of Yucaipa, as shown in Section 4.12, *Population, Housing, and Economic Impacts*.

3.03 *“The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region’s growth policies.”*

Analysis: Construction of the proposed commercial uses will not require construction or installation of extensive new infrastructure.

The following GMC policies are related to the RCPG Goal to improve the regional standard of living:

3.05 *“Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.”*

- 3.09** *“Support local jurisdiction’s efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.”*
- 3.10** *“Support local jurisdictions’ actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.”*

Analysis: The developer will be required to install the necessary roads, and no other major infrastructure will be required to be installed for this project.

The following GMC policies are related to the RCPG goal to improve the regional quality of life:

- 3.12** *“Encourage existing or proposed local jurisdictions’ programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.”*
- 3.14** *“Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.”*
- 3.17** *“Support and encourage settlement patterns which contain a range of urban densities.”*
- 3.18** *“Encourage planned development in locations least likely to cause environmental impact.”*
- 3.19** *“SCAG shall support policies and actions that preserve open space areas identified in local, state, and federal plans.”*
- 3.20** *“Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.”*
- 3.21** *“Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.”*
- 3.22** *“Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.”*
- 3.23** *“Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.”*

Analysis: The proposal to develop this vacant parcel into a commercial center to reduce commuting for shopping and is consistent with the stated regional quality of life policies.

The following GMC policies are related to the RCPG goal to provide social, political, and cultural equity:

3.24 *“Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.”*

3.27 *“Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.”*

Analysis: The proposed project will provide a variety of shopping and employment opportunities for this area which is dominated by residential development, so it is consistent with creating sustainable communities as outlined in these RCPG goals.

The following GMC policies are related to the Regional Transportation Plan (RTP):

4.01 *“Transportation investments shall be based on SCAG’s adopted Regional Performance Indicators:*

Mobility – Transportation systems shall meet the public need for improved access, and for safe, comfortable, convenient, faster, and economical movements of people and goods.

- * Average Work Trip Travel Time in Minutes – 25 minutes (Auto)*
- * PM Peak Freeway Travel Speed – 45 minutes (Transit)*
- * PM Peak Non-Freeway Travel Speed*
- * Percent of PM Peak Travel in Delay (Fwy)*
- * Percent of PM Peak Travel in Delay (Non-Freeway).*

Accessibility – Transportation system should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.

- * Work Opportunities within 45 Minutes door to door travel time (Mode Neutral)*
- * Average transit access times*

Environment – Transportation systems should sustain development and preservation of the existing system and the environment (all trips).

* *CO, ROG, NOx, PM10, PM2.5 – Meet the applicable SIP Emission Budget and the Transportation Conformity requirements.*

Reliability – *Transportation system should have reasonable and dependable levels of service by mode. (All Trips)*

* *Transit – 63%*

* *Highway – 76%*

Safety – *Transportation systems provide minimal accident, death and injury. (All Trips)*

* *Fatalities Per Million Passenger Miles – 0*

* *Injury Accidents – 0*

Equity/Environmental Justice – *The benefits of transportation investments should be equitably distributed among all ethnic, age, and income groups. (All trips)*

* *By Income Groups Share of Net Benefits – Equitable Distribution of Benefits among all Income Quartiles*

Cost Effectiveness – *Maximize return on transportation investment (All Trips). Air Quality, Mobility, Accessibility, and Safety*

* *Return on Total Investment – Optimize return on Transportation Investments*

4.02 *“Transportation Investments shall mitigate environmental impacts to an acceptable level.”*

4.04 *“Transportation Control Measures shall be a priority.”*

4.16 *“Maintaining and operating the existing transportation system will be priority over expanding capacity.”*

Analysis: The proposed project is adjacent to the I-10 Freeway and will provide park and ride spaces for commuters. This center will provide a variety of shopping and employment opportunities for area residents, and will encourage use of alternative transit by eventually having bus stops on Live Oak Canyon Road, as needed by the local transit agency. Therefore, this project is consistent with these transit and other transportation-oriented RTP policies.

The following policies are related to the Air Quality Chapter Core Actions:

5.07 *“Determine specific programs and associated actions... so that options to command and control regulations can be assessed.”*

- 5.11** *“Through the environmental document review process, ensure that plans at all levels of government...consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.”*

Analysis: The analysis in Section 4.3, *Air Quality*, determined the project would produce significant long-term air pollutant emissions; however, project-related impacts were mitigated to the extent feasible, and the analysis in the EIR indicates the project is generally consistent with this goal because it did examine air quality, land use, and transportation impacts of the project.

The following policies are related to the Open Space Chapter Ancillary Goals:

Outdoor Recreation

- 9.01** *“Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.”*
- 9.02** *“Increase the accessibility to open space lands for outdoor recreation.”*
- 9.02** *“Promote self-sustaining regional recreation resources and facilities.”*

Analysis: The project is commercial but does propose 10.57 acres of improved open space. Therefore, the project is consistent with these policies.

Public Health and Safety

- 9.04** *“Maintain open space for adequate protection of lives and properties against natural and man-made hazards.”*
- 9.05** *“Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildlife and other known hazards, and areas with limited access for emergency equipment.”*

Analysis: The analyses in Section 4.6, *Geology and Soils*, on geotechnical constraints, and Section 4.8, *Hydrology*, on flooding determined that potential impacts could be reduced to less than significant levels, so the project is consistent with these policies.

Resource Production

- 9.07** *“Maintain adequate viable resource production land, particularly lands devoted to commercial agriculture and mining operations.”*
- 9.08** *“Maintain well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.”*

Analysis: The project is vacant and contains largely disturbed vegetation. The project site does contain Wildwood Creek which will be realigned and preserved in this site. The project will not preserve existing agricultural uses, but the City’s General Plan indicates agriculture is a “holding zone” until suburban development is proposed. There is also no County-wide Multiple Species Habitat Conservation Plan yet. Therefore, the proposed project is partially consistent with these policies.

The following policy is related to the Water Quality Chapter Recommendations and Policy Options:

11.07 *“Encourage water reclamation throughout the region where it is cost effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.”*

Analysis: Reclaimed water is available in the vicinity of the project. Development of the site may require incrementally increased reliance on imported water until the local groundwater basin overdraft is eliminated. However, the project will install required water conservation devices and implement water conservation policies as required by the City of Yucaipa and/or the Yucaipa Valley Water District. The project will also install a dual irrigation system so it can eventually take advantage of reclaimed water when it is available. Therefore, the proposed project is consistent with this policy.

SECTION 7: ALTERNATIVES TO THE PROPOSED PROJECT

7.1 - Development of Alternatives

The CEQA Guidelines Section 15126.6 requires consideration of alternatives to the proposed action in the EIR. More specifically, Section 15126.6 prescribes the following:

Alternatives to the Proposed Action - Describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.

Purpose - Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21001.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objective, or would be more costly.

Selection of a Range of Reasonable Alternatives - The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination.

Evaluation of Alternatives - The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed but in less detail than the significant effects of the project as proposed.

Rule of Reason - The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. The EIR need examine in detail only those alternatives that the lead agency determines could feasibly attain most of the basic objectives

of the project while reducing one or more potential significant environmental impacts of the project to less than significant levels.

Project Impacts – Sections 4.1 through 4.16 of the EIR determined that the proposed project would produce significant and unavoidable impacts to aesthetics from the fundamental change of views, loss of agricultural land, and air quality, both short- and long-term. Note that because of the existing poor air quality of the South Coast Air Basin (SCAB), the impacts to air quality would be significant under any commercial development scenario, and the only way to reduce air quality impacts would be to not do a project. The project would also create impacts to biological resources, geotechnical, hazards, hydrology and water quality, noise, traffic, and utilities. However, each of these impacts can be mitigated to less than significant levels.

Based on the aforementioned guidelines, several alternatives were developed to reduce or eliminate these significant impacts. In addition to a “No Project” alternative, several different land use alternatives are evaluated in this section. Each plan is intended to reduce potential project impacts that are of greatest concern to local residents and local governing agencies.

The CEQA Guidelines state that the alternatives analysis should discuss “predictable actions by others, such as the proposal of some other project” (Section 15126.6). These “predictable actions” are to be assessed based on current plans (General Plan) and consistent with available infrastructure and community services. In this case, the proposed OHM project is consistent with the City’s General Plan, as it calls out the Palmer property by name and zoned the project site for of commercial use (under the Planned Development land use designation).

7.2 - Alternative 1 – No Project, No Development Alternative

CEQA requires a specific “No Project” alternative shall be evaluated along with its impacts compared to the proposed project. The “No Project” analysis essentially evaluates existing conditions on the site. Under this alternative, existing uses on the property would remain and it would not be developed into a commercial center. Assuming that the site remains undeveloped, all significant project specific impacts will be avoided. However, any benefits of the project related to convenience, employment, or economics would not be realized. A No Project, No Development alternative is equivalent to allowing continued agricultural use and vacant land to remain on the site. According to CEQA, if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

7.2.1 - Evaluation of Impacts

This alternative would eliminate adverse environmental consequences associated with any land development. It would eliminate the significant and unavoidable impacts identified for the proposed project (aesthetics, loss of agriculture land and short- and long-term air emissions). However, this

alternative would create land use inconsistencies with the City's Planned Development designation and the proposed regional commercial zone (Freeway Corridor Specific Plan), which completely encompasses the project site. Additionally, the project owner indicates that alternative is infeasible because agricultural operation is no longer the best use of his property. Additionally, the No Project alternative does not meet the project's basic objectives or the City's objectives for a commercial use on this property as defined in the General Plan.

7.3 - Alternative 2 – Modified Site Plan, Increased Intensity

Although impacts of the project on biological resources and drainage were not determined to be significant, this alternative is aimed at reducing the impacts related to realignment of Wildwood Creek. The Reduced Site Plan alternative would restrict development to the area between Wildwood Creek and the I-10 freeway (i.e., no creek realignment). This alternative would reduce the overall developed acreage of the project to approximately 50 acres, but not reduce the ultimate number of building square footage. This alternative would make the development more compact and reduce the spacing between buildings. This alternative would also increase the floor area ratio (FAR) to 28 percent. This alternative would likely require a multi-story parking structure to provide adequate parking for the center, as compacting and rearranging the retail structures would reduce the available amount of ground-level parking. This alternative could allow some form of agriculture, park or open space use on the south side of the creek channel adjacent to the hillside.

7.3.1 - Evaluation of Impacts

This alternative is environmentally superior compared to the proposed project in some aspects, yet it creates environmental impacts in other areas. This alternative land plan would still result in unavoidable impacts to agricultural resources, because once the site is developed, the potential for agricultural use is gone. This alternative would eliminate the need for realigning Wildwood Creek and would therefore reduce, but not eliminate, the impacts to biological resources and hydrology associated with the creek realignment. The impacts would not be completely eliminated because the project will still be in close proximity to the creek and would introduce substantial activity into the area that would to some degree interrupt the ecosystem. It is possible that this alternative could reduce potential short-term air quality impacts to less than significant levels, due to the smaller footprint of disturbance. However, long-term air quality impacts would likely remain. Leaving the creek in its natural state would avoid the need for stringent mitigation since the project impacts would be less intense. The multi-story parking structure included with the Modified Site Plan Alternative would still create significant impacts to aesthetics. Parking structures in general are unattractive and not usually as well received in suburban communities by the public as surface parking. The City of Yucaipa wants to maintain a rural and rustic atmosphere. The parking structure aesthetic impacts could be remedied by building an underground parking structure, but the costs associated with underground construction make this an infeasible option. This alternative will over-urbanize the project and make it difficult to retain the rural and rustic characteristics that the City desires.

This alternative would also allow existing flooding conditions and lack of downstream flood protection to continue, which could be considered a significant impact of this alternative. This alternative would reduce overall impacts of the project, however, this alternative would not alter the impacts on agriculture, as the entire area will still be rendered useless for agricultural use, and the adverse aesthetic impacts would be even greater. This is not the environmentally superior alternative.

7.4 - Alternative 3 – Reduced Development

This alternative is also aimed at reducing the impacts related to the creek realignment. This alternative would restrict the development to the area between Wildwood Creek and the I-10 freeway (no creek realignment). This alternative would reduce the overall acreage of the project to approximately 50 acres, and reduce the ultimate number of building square footage at the same ratio to maintain 23 percent FAR, as with the proposed project. This alternative would not substantially change the site layout, but it would require eliminating some of the buildings/retail establishments from the site plan.

7.4.1 - Evaluation of Impacts

This alternative would incrementally reduce overall impacts of the project, however, this alternative would not alter the aesthetic impacts, loss of agriculture or short-term air quality impacts. This alternative would reduce the biological and hydrological impacts related to the creek realignment, however both of these environmental issues can be mitigated to less than significant levels with the proposed project. This alternative would generate slightly less traffic than the proposed project, however, traffic was not identified as a significant impact after mitigation. This alternative would generate slightly less long-term air pollutant emissions, but it would not reduce short-term construction-related emissions to less than significant levels due to the amount of land that would be disturbed.

This alternative is environmentally superior compared to the proposed project. It would still meet most of the overall project's objectives, except that it will not generate maximum economic benefit for both the developer and the City, therefore it is infeasible for economic reasons. This alternative would incrementally reduce the overall impacts, and will not meet the project objectives to the same degree.

7.5 - Alternative 4 – Mixed Use Site Plan

This alternative is aimed at reducing the impacts to agriculture. This alternative would split the project site to use part of the site for commercial use and part of the site for agricultural use. This alternative land use plan would allow a portion of the site to remain for agricultural production. The creek would still be realigned to maximize the project size, however the northeastern portion of the site (approximately a third of the site) would be used for agriculture. Either the pumpkin patch or the

Christmas trees could still be cultivated (there may not be enough room for both), and there may be space left over to maintain the petting zoo. The FAR is consistent with that of the proposed project.

7.5.1 - Evaluation of Impacts

This alternative is environmentally superior to the proposed project in regards to agriculture, however this alternative would generate new impacts to land use. This alternative would place inconsistent land uses within close proximity to each other (commercial and agriculture) and may require a General Plan Amendment to allow for this mixed use. This alternative would not reduce the impacts related to realigning the creek. This alternative would not reduce the impacts related to aesthetics. This alternative would probably not substantially reduce air quality, as the SCAB is already impacted and given the size of the project site, nearly any development would surpass the emissions threshold. Because this project would reduce the amount of commercial use to 65 percent of the size of the proposed project, this alternative may not warrant the cost of needed capital improvements and infrastructure, and would not provide the City or the developer with financial benefits equivalent to those of the proposed project. Because this alternative creates new impacts to land use, this is not the environmentally superior alternative.

7.6 - Alternative Sites

CEQA requires the evaluation of alternative sites if moving the proposed project to another site would eliminate or avoid one or more significant impacts of the proposed project. The impacts to air quality would occur regardless of location, but the impacts to agricultural could be avoided if the project site did not contain prime agricultural soils, and the aesthetic impacts could be reduced if the site was not within a scenic highway. However, the project has to be in an easily accessible and highly visible location along the freeway, or it will not meet the needs of the developer and those of the City (regional shopping center at the gateway to the City). There are no other vacant sites of this size in Yucaipa along the freeway that do not contain prime agricultural soils, and that would support a regional shopping center. Furthermore, the project site and the surrounding Freeway Corridor Specific Plan Area has been designated for commercial development in the City's General Plan and the site will likely be developed with another commercial development if it were not this OHM project. The impacts of another commercial development would be similar to those of OHM. Therefore, an alternative location is not a viable option.

7.7 - Comparison of Alternatives

Table 7-1 summarizes and compares the project characteristics and anticipated impacts of the alternatives compared to those of the proposed project. The proposed project has significant and unavoidable impacts to air quality, both short- and long-term, aesthetics, and loss of agriculture. It should be noted that the No Project - General Plan alternative is the OHM project.

Table 7-1: Comparison of Alternatives

Issue	Proposed Project (No Project - General Plan)	Alternative 1 No Project/No Development	Alternative 2 Reduced Site Plan, Increased Intensity	Alternative 3 Reduced Development	Alternative 4 Mixed Use Site Plan
Project Description	± 61-acres, with 613,304 sq. ft of commercial use; realigning Wildwood Creek	There is no project. The site continues to be used for agricultural, FCSP is built out and surrounds the site.	Reduce site to 50 acres, but not reduce the building square footage. The creek is not realigned, but an elevated parking structure is required.	Reduce site to 50 acres, and reduce the building square footage. The creek is not realigned. BSF is reduced to maintain a FAR is equivalent to the OHM project.	Split the site for 1/3 agricultural use and 2/3 commercial use. The creek is realigned, and FAR is consistent with the proposed project.
Aesthetics	Significant	Not Significant	Significant	Significant	Significant
Air Quality					
Construction	Significant	Not Significant	Not Significant	Significant	Significant
Occupancy	Significant	Not Significant	Significant	Significant	Significant
Agriculture	Significant	Not Significant	Significant	Significant	Significant
Biology	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant
Cultural Resources	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant
Geology	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant
Hazards	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant
Hydrology	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant
Land Use	Not Significant	Significant	Not Significant	Not Significant	Significant
Mineral Resources	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant
Noise	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant
Pop., Housing, and Economics	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant
Public Services	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant
Recreation	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant
Traffic	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant
Utilities	Not Significant	Not Significant	Not Significant	Not Significant	Not Significant
Achieves Project Objectives?	Yes	No	Yes	Possibly, but not to same degree	Possibly, but not to same degree
Feasible?	Yes	Probably not (mixed land uses)	Yes	Probably not (financially)	Probably not (financially and mixed land uses)
Note: the No Project - General Plan alternative is the proposed project. FCSP = Freeway Corridor Specific Plan; BSF = building square feet; FAR = floor area ratio					

7.8 - Environmentally Superior Alternative

Based on the analysis of each alternative, the No Project – No Development alternative is the most environmentally superior alternative because it reduces all of the significant impacts of the proposed project to less than significant levels. However, CEQA Guidelines Section 15126.6 (e)(2) states the following:

If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Although the OHM project will have significant impacts to aesthetics, agriculture, and short- and long-term air quality, the alternatives also have impacts that are equal to or greater than the proposed project or are infeasible for another reason. The City has chosen the OHM as it is consistent with the General Plan and the Freeway Corridor Specific Plan; it will meet their needs (regional shopping center at the gateway to the City); it will meet the needs of the developer and those of the property owner, and the impacts that it will have on the environment are generally the same as would be generated with any other commercial project. Therefore, the City has decided that the proposed OHM project is the environmentally superior project.

SECTION 8: REPORT PREPARATION SOURCES

8.1 - Organizations and Persons Contacted

8.1.1 - City of Yucaipa

John McMains	Community Development Director
Paul Toomey	Associate Planner
Ray Casey, P. E.	Engineer
Dave Copley	Recreation and Community Services Dept.
Fermin Preciado	Traffic Analyst
Bart Gray	Police Chief
Clyde Chittenden	Fire Chief
Scott Magorien, C.E.G	Geologist

8.2 - EIR Preparation Personnel

8.2.1 - Michael Brandman Associates

Kent Norton, AICP	Project Director
Mark Latour	Project Manager
Joan Valle	Assistant Project Manager
Cori Wilson	Air Quality Specialist
Michael Dice	Archaeologist
Steve Hongola	Biologist
Max Reese	Environmental Analyst
Ricardo Marquez	GIS Analyst
Doreen Draper	Project Administrator

8.2.2 - Technical Subconsultants and Development Plan Team

Dan Jankly	Leighton Consultants – Geotechnical
David Palmer	Palmer General Corporation
Doug Couper	Greenberg Farrow
Frank Yeh	Katz, Okitsu, Inc. – Traffic Study
Lawrence M. Gates, P.E.	Development Resource Consultants, Inc.
Greg Palaski	Nadel Retail Architects
Mike Ma	Fusco Engineering – Hydrology Analysis
Stan Hoffman	Stanley Hoffman Associates – Retail Impact Study
Steve LaBonge	Regency

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