



Initial Study Checklist/Mitigated Negative Declaration

County Line Transportation Corridor

Prepared for



October 2019



Initial Study Checklist/ Mitigated Negative Declaration

Cities of Calimesa and Yucaipa:

County Line Road Transportation Corridor



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Applicants:

City of Calimesa and City of Yucaipa
Public Works Department

Public Review Period
October 11, 2019 – November 12, 2019

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1.0 INTRODUCTION

1.1 Purpose of an Initial Study Checklist

The California Environmental Quality Act (CEQA) requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

The purpose of an Initial Study Checklist is to provide a preliminary analysis of a proposed action to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report should be prepared for a project. An Initial Study Checklist also enables an applicant or the City of Calimesa and the City of Yucaipa to modify a project, mitigating adverse impacts in lieu of preparing an Environmental Impact Report, thereby potentially enabling the project to qualify for a Negative Declaration or a Mitigated Negative Declaration.

The Initial Study Checklist provides a factual basis for a Negative Declaration, Mitigated Negative Declaration, or serves to focus an Environmental Impact Report on the significant effects of a project.

1.2 Purpose of a Mitigated Negative Declaration

A Negative Declaration is a written statement by the City of Calimesa and City of Yucaipa (Co-Lead Agencies) that the Initial Study Checklist identified potentially significant environmental effects of the project but with mitigation and conditions of approval incorporated, eliminate impacts to less than significant levels.

1.3 Initial Study Checklist/ Mitigated Negative Declaration Document

This document in its entirety is an Initial Study Checklist/Mitigated Negative Declaration prepared in accordance with the California Environmental Quality Act (CEQA), including all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

1.4 Public Review and Processing of the Initial Study Checklist/ Mitigated Negative Declaration

In the case of the proposed Project, the Initial Study Checklist determined that a Mitigated Negative Declaration is the appropriate form of CEQA compliance document, which does not require a Notice of Preparation. The Initial Study Checklist commenced the thirty (30) day circulation on, October 11, 2019.

This Initial Study Checklist/Mitigated Negative Declaration and a *Notice of Intent* to adopt the Negative Declaration was distributed to the following entities for a 30-day public review period:

- 1) Organizations and individuals who have previously requested such notice in writing to the City of Calimesa and the City of Yucaipa;

- 2) Responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed Project);
- 3) The Riverside County Clerk; and
- 4) The San Bernardino County Clerk.

The *Notice of Intent* also will be noticed to the general public in *Yucaipa-Calimesa News Mirror* which is a primary newspaper of circulation in the areas affected by the Project.

The *Notice of Intent* identifies the location(s) where the Initial Study Checklist/Mitigated Negative Declaration and its associated supporting documents are available for public review. During the 30-day public review period, comments on the adequacy of the Initial Study Checklist/Mitigated Negative Declaration document may be submitted to the City of Calimesa and the City of Yucaipa Planning Departments.

Following the 30-day public review period, the City of Calimesa and Yucaipa Planning Departments will review any comment letters received during the review period to determine whether any substantive comments were provided that may warrant revisions or recirculation of the Initial Study Checklist/Mitigated Negative Declaration document. If recirculation is not required (as defined by CEQA Guidelines §15073.5(b)), written and/or oral responses will be provided to the cities' City Councils for review as part of their deliberations concerning the Project.

For this Project, the cities' City Council's roles will be to approve, conditionally approve, or deny the Project. Accordingly, a public hearing will be held before each City Council to consider the proposed Project, any comments received and make a determination on the adequacy of this Initial Study Checklist/Negative Declaration.

At the conclusion of the public hearing process, the City Council will take action to approve, conditionally approve, or deny the proposed Project. If approved, the City Council will adopt findings relative to the Project's environmental effects as disclosed in the Initial Study Checklist/Mitigated Negative Declaration and a *Notice of Determination* will be filed with the Riverside and San Bernardino County Clerks.

1.5 Initial Study Checklist/Mitigated Negative Declaration Findings and Conclusions

Section 3.0 of this document contains the Environmental Checklist/Initial Study that was prepared for the proposed Project pursuant to CEQA and City of Calimesa requirements.

The Initial Study Checklist determined that implementation of the proposed Project would result in **less than significant, less than significant with mitigation** or **no impacts** to the environment under the following issue areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources

- Energy
- Geology and Soils
- Greenhouse Gas Emission
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems,
- Wildfire and,
- Mandatory Findings of Significant

The Initial Study Checklist determined that the proposed Project will not result in creating **significant environmental effects**. The Project incorporates conditions such that the Project will either avoid or mitigate effects to a point where clearly no significant environmental impacts on the environment would occur:

The Initial Study Checklist determined that, with the incorporation of conditions of approval and mitigation cited in the Initial Study, there is no substantial evidence, in light of the whole record before the Lead Agencies (City of Calimesa and City of Yucaipa), that the Project as revised may have a significant effect on the environment. Therefore, based on the findings of the Initial Study Checklist, the City of Calimesa and the City of Yucaipa determined that a Mitigated Negative Declaration is the appropriate CEQA determination for the Project pursuant to CEQA Guidelines § 15070(b).

2.0 ENVIRONMENTAL CHECKLIST FORM

2.1 Project Title

County Line Road Transportation Corridor

2.2 Lead Agencies Name and Address

City of Calimesa
908 Park Avenue
Calimesa, CA 92320

City of Yucaipa
34272 Yucaipa Blvd
Yucaipa, CA 92399

2.3 Contact Person Address, Phone Number, and Email

Lori Askew, Public Works Director
City of Calimesa
908 Park Avenue
Calimesa, CA 92320
(909) 795-9801 ext. 235

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Fermin Preciado, Public Works Director/Engineer
City of Yucaipa
34272 Yucaipa Blvd
Yucaipa, CA 92399
(909) 797-2489 ext. 240

email: fpreciado@yucaipa.org

2.4 Project Location

The proposed Project, County Line Road Transportation Corridor Project, is located along the Riverside and San Bernardino County line in the Cities of Calimesa and Yucaipa (Cities) within the southerly border of the City of Yucaipa and the northerly border of the City of Calimesa. The City of Calimesa covers approximately 23.2 square miles within the County of Riverside which is bordered by the City of Beaumont to the west, Morongo Band of Mission Indians to the east and County of Riverside to the south and County of San Bernardino to the north.

The City of Yucaipa covers approximately 27.8 square miles within the County of San Bernardino. The City of Yucaipa is bordered by the City of Redlands to the west, the unincorporated community of Oak Glen to the east, County of San Bernardino to the north, and the City of Calimesa to the south. Specifically, the proposed linear Project is located on County Line Road from Park Avenue to Bryant Street as depicted on the U.S. Geological Survey (USGS) YUCAIPA, TRS is T02S, R02W, Sect 11, 12, 13, and 14, and T02S R01W Sect. 7 and 18 (USGS

2013). Refer to **Figure 1 - Vicinity Map**, **Figure 2 - Aerial Map**, and **Figure 3 - USGS Topographical Map**.

2.5 Project Sponsor's Name and Address

City of Calimesa
908 Park Avenue
Calimesa, CA 92320

City of Yucaipa
34272 Yucaipa Blvd
Yucaipa, CA 92399
San Bernardino, CA 92415-0450

2.6 General Plan and Zoning Designation

Development activities that occur in the City of Calimesa are regulated by the City of Calimesa General Plan, adopted August 4, 2014, and the Zoning Code, referenced as Title 18 of the City of Calimesa Municipal Code. The General Plan is divided into a number of zoning districts that provide additional guidance for development and more specific land use designations under each category. Each property has a land use designation. For the City of Yucaipa, development is regulated by their General Plan, adopted in April 2016, and the Development Code of the City's Municipal Code. The City of Yucaipa utilizes a "one map system" in which the General Plan Land Use Designations and Zoning Categories are the same and combined onto one map.

Both Cities' GP General Circulation Elements designate County Line Road as a Secondary Arterial (Yucaipa GP, p. 6-5, Calimesa GP, p. 3-10). The City of Calimesa's GP designates the cross streets as follows.

- Park Avenue: no designation
- 5th Street: Secondary Arterial
- 4th Street: Collector
- 3rd Street: Collector
- 2nd Street: Collector
- California Street: Collector
- Bryant Street: Secondary Arterial

The only cross streets identified in the City of Yucaipa's GP are 5th Street and Bryant Street.

A summary of the existing City of Calimesa and City of Yucaipa's General Plan land uses and zoning designations for the Project site and surrounding properties is provided in **Table 2.6-A-Existing General Plan**, below and in **Figure 5a - City of Calimesa General Plan Land Use**, **Figure 5b - Yucaipa General Plan Land Use and Zoning**, and **Figure 6a - City of Calimesa Zoning**.

Table 2.6-A-Existing General Plan and Zoning Designations

Location	General Plan Designation	Zoning Designation
Site	Right-of-way; Secondary Arterial	City of Calimesa: Right-of-way, C-C - Community Commercial (FAR 50:1); C-N - Neighborhood Commercial (FAR 25:1); Community; R-R - Rural Residential (0-2 DU/AC), R-L - Residential Low (2-4 DU/AC) City of Yucaipa: Right-of-way, CG - General Commercial, RM-10M - Multiple Residential (8.7 DU/AC), RS-10M - Single Residential (6.1 DU/AC)
North ¹	General Commercial, Multiple Residential, Single Residential	CG - General Commercial, RM-10M - Multiple Residential (8.7 DU/AC), RS-10M - Single Residential (6.1 DU/AC)
South	RR - Residential Rural, RL - Residential Low, RH - Residential High, CN - Commercial Neighborhood, CC - Community Commercial	R-R - Rural Residential (0-2 DU/AC), R-L - Residential Low (2-4 DU/AC), R-H - Residential High (14-20 DU/AC), C-N - Neighborhood Commercial (FAR 25:1), C-C - Community Commercial (FAR 50:1)
East	RR - Residential Rural	R-R - Rural Residential (0-2 DU/AC),
West	RH- Residential High with Calimesa Creek Overlay	R-H - Residential High (14-20 DU/AC) with Calimesa Creek Overlay
<i>Source: City of Calimesa General Plan Land Use Map, City of Calimesa-Existing Zoning Map ¹ City of Yucaipa General Plan and Land Use Map, City Of Yucaipa Existing Zoning Map</i>		

2.7 Project Description

The Project Applicants, the City of Calimesa and the City of Yucaipa (Cities), submitted a grant application for the Local Partnership Program (LPP). The LPP grant is for construction of a roadway corridor, drainage, and related improvements on County Line Road from Park Avenue to Bryant Street consistent with LPP Eligible Project, subsection D guidelines. The County Line Road Transportation Corridor Project includes the improvement of approximately 4,942 linear feet (LF) along County Line Road and 2,142 LF on the cross streets for a total length of 7,084 LF. The Project boundary goes between the Counties of Riverside (to the south) and San Bernardino (to the north).

The Project is a multi-modal surface transportation enhancement project, which addresses traffic congestion and safety coupled with facilitation of growth and non-motorized

transportation systems. The existing County Line Road corridor does not have sufficient capacity to serve the current traffic volumes and utilizes multi-way stop control at every intersection, thus resulting in a Level of Service (LOS) below D, approaching unstable flow. The Project proposes to construct four (4) single-lane and one (1) multi-lane roundabouts, together with street, pedestrian, drainage (catch basins at each roundabout) and bicycle improvements, to improve safety and efficiency throughout the corridor. The use of roundabouts, in lieu of signalized intersections, provides adequate capacity and LOS for County Line Road to remain a two-lane street, thus significantly reducing right-of-way (ROW) and construction costs to construct a four-lane corridor. Roundabouts will be constructed at the intersections of 5th Street, 3rd Street, 2nd Street, California Street, and Bryant Street. In addition, street improvements will be implemented between Park Avenue and 5th Street, 5th Street East (Mid-Block) to 3rd Street, and California Street to Bryant Street. **Figure 7 – Proposed Project Exhibit** shows the project improvements along County Line Road, including the roundabouts.

The Project’s application materials are on file with the City of Calimesa Planning Department 908 Park Avenue, Calimesa, CA 92320 and the City of Yucaipa Planning Department 34272 Yucaipa Blvd, Yucaipa, CA 92399 and are hereby incorporated by reference.

The Project proposes to acquire approximately 1.3 acres of property. The acquisition is proposed for public right-of-way that includes roadway, drainage, gutter, and/or sidewalk features. The Project proposes to acquire certain property interests from approximately 20 parcels. The proposed Project would require the potential acquisition of sixteen of the following Assessor Parcel Numbers (APNs) and the acquisition in fee of four of the APNs:

- 0319-233-61-0000
- 0319-242-34-0000
- 0319-242-41-0000
- 0319-253-13-0000*
- 0319-253-26-0000
- 0319-271-58-0000*
- 0319-431-03-0000
- 0319-474-03-0000
- 409-002-001
- 410-020-001
- 410-030-041
- 410-040-001*
- 410-050-033
- 410-100-016
- 410-100-027
- 410-111-001*
- 410-111-020
- 410-112-001
- 410-112-015
- 410-111-001

*Indicates APNs that are subject to a potential full acquisition

The Project will be constructed in one phase and is expected to take approximately five months, and being balanced on site, starting no sooner than fall 2019.

Project Design and Construction Features

The Project will include design and construction features, identified below, that will avoid significant impacts to the environment. Because these design features have been or will be

incorporated into the design of the Project, or are required by law, they are not considered to be mitigation measures.

General Measures

- The Project will be designed and implemented in accordance with the provisions of the latest edition of the "GREENBOOK" Standard Specifications for Public Works Projects Construction, written and promulgated by Public Works Standards, Inc.
- The Project will comply with applicable federal, state, City of Calimesa and City of Yucaipa ordinances, standards (except where modifications are approved), and procedures for public facility design, construction, maintenance, and operation.
- The Project will comply with all requirements to notify utility companies of impending construction, obtain relevant information regarding existing subsurface utilities, and consult with the affected utility companies regarding the preservation or relocation of such utilities, if necessary.

Air Quality

- The Project will comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403 for Fugitive Dust.
- Construction equipment will be maintained and operated so as to minimize exhaust emissions. For example, during construction, trucks and vehicles on site will be parked with their engines off to reduce vehicle emissions.

Hazards

- Hazardous materials will be handled in accordance with federal, state, county, and local requirements.
- The Construction Contractor will have Construction Safety Orders and General Industry Safety Orders, which are issued by the State Division of Industrial Safety, along with other required forms and plans at the work site. The Construction Contractor(s) will comply with provisions of these and all other applicable laws, ordinances, and regulations.
- A Material Safety Data Sheet, as described in Section 5194 of the California Code of Regulations, will be retained by the Construction Contractor from the manufacturer of any hazardous products that may be used at the Project Site during construction activities.

Hydrology and Water Quality

- A Storm Water Pollution Prevention Plan (SWPPP) will be prepared and implemented during the construction phase of the Project in compliance with the requirements of the General Construction Permit. The SWPPP will identify the following types of BMPs to

reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the Project during construction:

- **Erosion Control:** Scheduling (EC-1), Soil Binders (EC-5)
- **Sediment Control:** Silt Fence (SE-1), Fiber Rolls (SE-5), Gravel Bag Berm (SE-6), Curb Opening Sediment Barrier (SE-10), Street Sweeping and Vacuuming (SE-7)
- **Tracking Control:** Stabilized Construction Entrance/Exit (TC-1), Entrance Outlet Tire Wash (TC-3)
- **Wind Erosion Control:** Wind Erosion Control (WE-1)
- **Non-Storm Water Control:** Water Conservation Practices (NS-1), Paving and Grinding Operations (NS-3), Illicit Connection/Illegal Discharge Detection and Reporting (NS-6), Vehicle and Equipment Cleaning (NS-8), Vehicle and Equipment Fueling (NS-9), Vehicle and Equipment Maintenance (NS-10), Concrete Curing (NS-12), Concrete Finishing (NS-13)
- **Waste Management and Materials Pollution Control:** Material Delivery and Storage (WM-1), Material Use (WM-2), Stockpile Management (WM-3), Spill Prevention and Control (WM-4), Solid Waste Management (WM-5), Concrete Waste Management (WM-8), Sanitary/Septic Waste Management (WM-9)

A copy of the SWPPP will be held by the Construction Contractor on the job site throughout the construction phase of the Project and will be available upon request by a state or county inspector.

Noise

- Project construction activities will adhere to the most restrictive hours set forth in Section 8.15.080 of the Calimesa Municipal Code and Section 87.0905(b)(2)(e)(1)(C) of the Yucaipa Municipal Code, which will restrict construction between the hours of:

- (1) Calimesa Municipal Code
 - (a) Monday through Friday, 7:00 a.m. through 7:00 p.m.
 - (b) Saturday and Sunday, 10:00 a.m. through 5:00 p.m.
 - (c) Holiday schedule set forth in 8.15.080(A)
- (2) Yucaipa Municipal Code
 - (a) Monday through Saturday, 7:00 a.m. through 7:00 p.m.
 - (b) Sunday, None
 - (d) Federal Holidays, None

Should the Project construction be conducted outside of these hours, it will be subject to associated code enforcement actions.

Transportation/Circulation

- Construction plans for the Project will include safety and circulation design requirements.
- Access to affected properties along the Project Boundary will be maintained throughout the construction process.

2.8 Surrounding Land Uses and Setting

CEQA Guidelines §15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as “the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Intent/Notice of Availability is published, or at the time the environmental analysis is commenced...” (CEQA Guidelines §15125[a]).

The Project site is along County Line Road from Park Avenue to Bryant Street in the City of Calimesa and portions of the City of Yucaipa as depicted in **Figure 2**. The Project site is a second arterial, mostly rural paved two-lane street, without curbs, gutter, or sidewalks. The Project site is characterized as generally flat. The Project site’s elevation is approximately 2,402 feet at the intersection of Park Avenue and County Line Road, and 2,604 feet at the intersection of Bryant Street and County Line Road. The Project site is generally surrounded by developed land as noted in this Section, including Calimesa Elementary School approximately 0.15 mile north of the County Line Road and 2nd Street intersection.

The Project site that is within the City of Calimesa is located within the western Riverside Multiple Species Habitat Conservation Plan (MSHCP) of which the City of Calimesa is a permittee; the City of Yucaipa is not part of any habitat conservation plan or natural community plan in the County of San Bernardino. The proposed Project site is not within a MSHCP Criteria Cell or Conservation Area.

The Project site provides residents with public transportation and serves as a school route for Calimesa Elementary School, in the City of Calimesa. The Project site relies on multi-way stop control at every intersection that does not provided sufficient capacity to serve current traffic volumes. This Project’s primary focus is to address traffic congestions, provide safe routes to schools, safe access to public transportation, and improve mobility for all residents, including students and seniors. During construction, detours will be provided for pedestrians to travel to and from their destination around the construction area(s).

Existing surrounding land uses along the Project site from approximately the intersection of Park Avenue to approximately the intersection of Bryant Street, consist of several existing commercial, single family residential units, mobile homes, single story apartments, empty lots, and a storage unit facility. See **Figure 4 – Site Photos** for views of the existing environmental setting and **Table 2.8-A - Existing Land Uses**.

Table 2.8-A – Existing Land Uses

Location	Existing Use
Site	Right-of-way, Residential
North	Residential, Calimesa Elementary School, Mobile Parks, Vacant Land, and the City of Yucaipa. (San Bernardino County)
South	Residential, Mobile Home Parks, Vacant Land
East	Residential
West	Commercial followed by Interstate 10

Source: WEBB site survey, May 2019

2.9 Other Public Agencies Whose Approval Is Required

(e.g., potential permits, financing approval, or participation agreement):

- US Army Corps of Engineers, Clean Water Act Section 404 Permit
- Regional Water Quality Control Board, Colorado Region, Clean Water Act Section 401 Water Quality Certification
- California Department of Fish and Wildlife, a Fish and Game Code Section 1602 Streambed Alteration Agreement

Federal Agencies

None

State Agencies

None

City/Counties Agencies

None

2.10 California Native American Tribes Affiliated with the Project Area

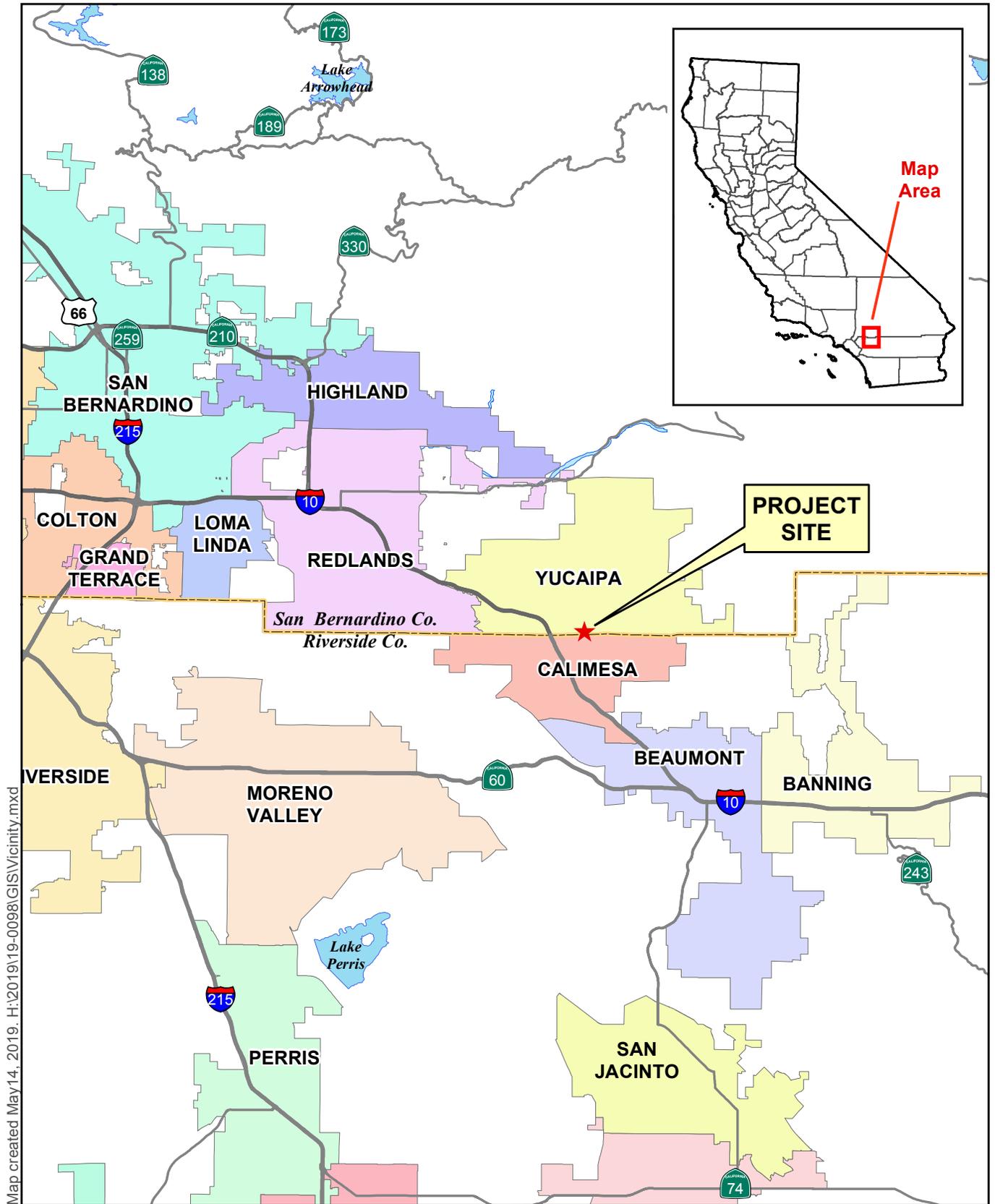
Have California Native American Tribes traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code section 21080.3.1? If so has consultation begun?

Pursuant to Assembly Bill 52 (AB 52), the City of Calimesa provided “Notice of Opportunity to Consult” letters dated May 3, 2019 to Tribes as identified by the City of Calimesa as Native American tribes that have requested to be noticed of potential projects in the area. Letters were sent certified mail with return receipt requested from the City to four (4) Tribes: Morongo Band of Mission Indians, Pechanga Band of Luiseño Indians, San Manuel Band of Mission Indians, and Soboba Band of Luiseño Indians. Additionally, the City of Yucaipa sent a notice via email to the Torres Martinez Desert Cahuilla Indians on July 15, 2019.

The following Tribe(s) responded in writing to City of Calimesa's AB 52 request for input:

- Morongo Band of Mission Indians (MBMI)
- San Manuel Band of Mission Indians

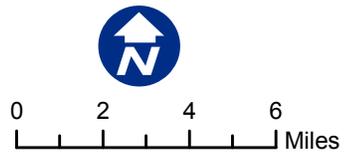
The MBMI requested to be consulted in the event of inadvertent finds during surveying and testing and provided standard language to use in the City of Calimesa' and the City of Yucaipa's conditions and/or mitigation measures. Mitigation measures **MM CR 1**, **MM CR 2**, and **MM TCR 1** through **MM TCR 6** are proposed herein and have incorporated the Tribe's requests.



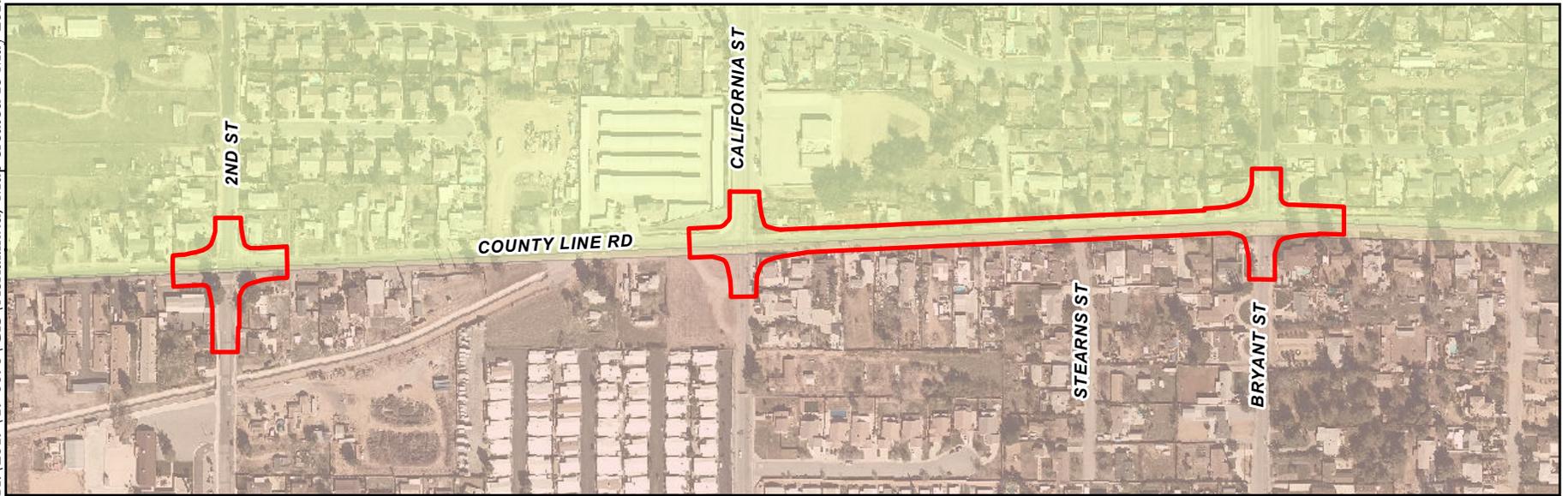
Map created May14, 2019. H:\2019\19-0098\GIS\Vicinity.mxd

Figure 1 – Vicinity Map

County Line Road Transportation Corridor



H:\2019\19-0098\GIS\Aerial.mxd; Map created 15 May 2019



Sources: San Bernardino Co. GIMS, 2019 (streets) and 2018 (imagery); Riverside Co. GIS, 2019.

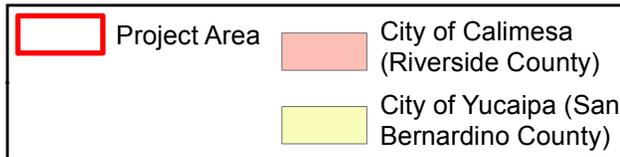
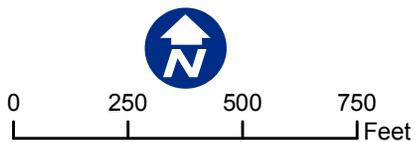
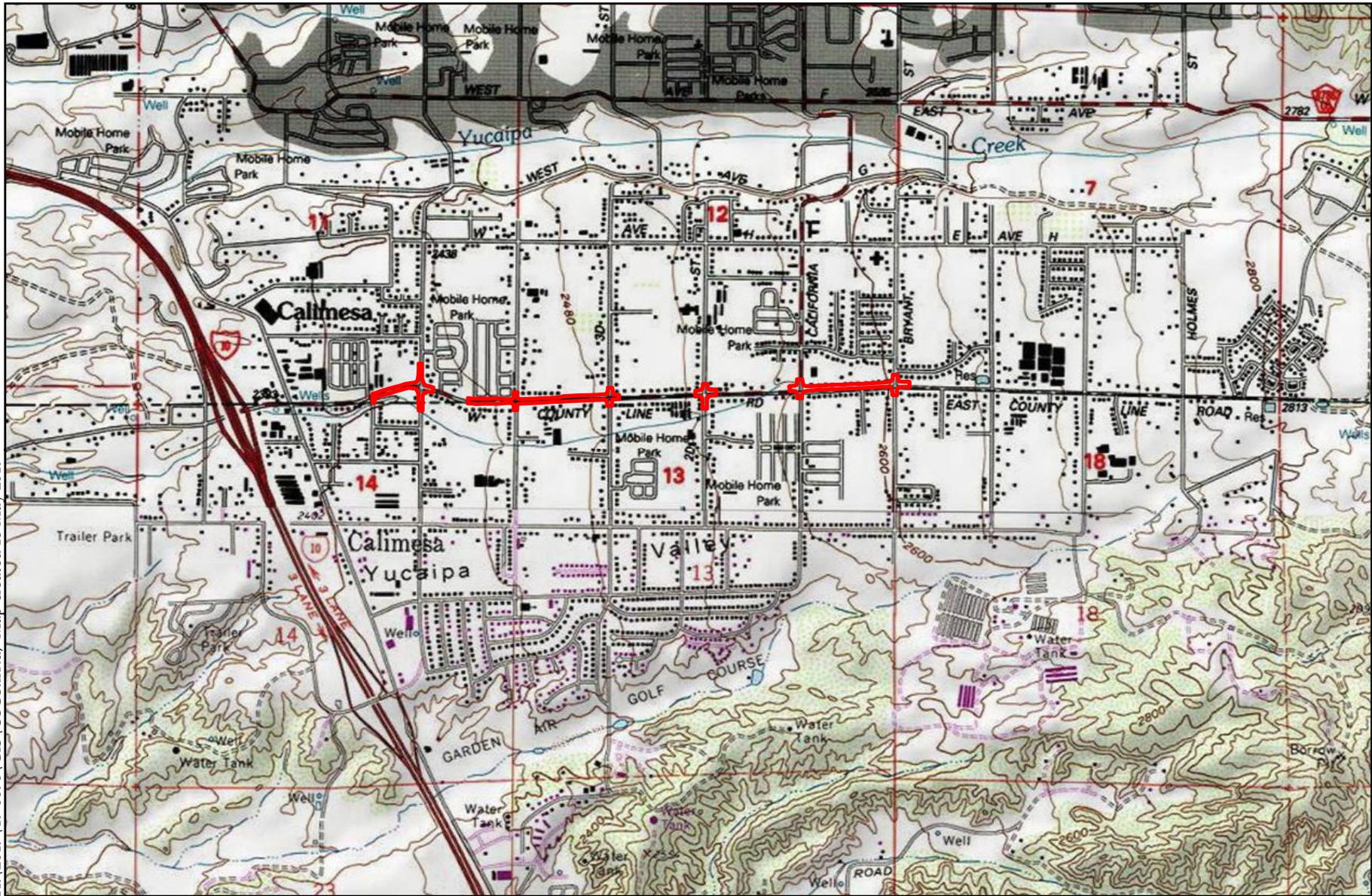


Figure 2 - Aerial Map
County Line Road Transportation Corridor



H:\2019\19-0098\GIS\USGS.mxd; Map created 15 May 2019



Sources: ESRI/USGS 7.5min Quads:
YUCAIPA/EL CASCO



0 1,000 2,000 3,000
| Feet

LEGEND

 Project Area

Figure 3 - USGS Topographical Map
County Line Road Transportation Corridor



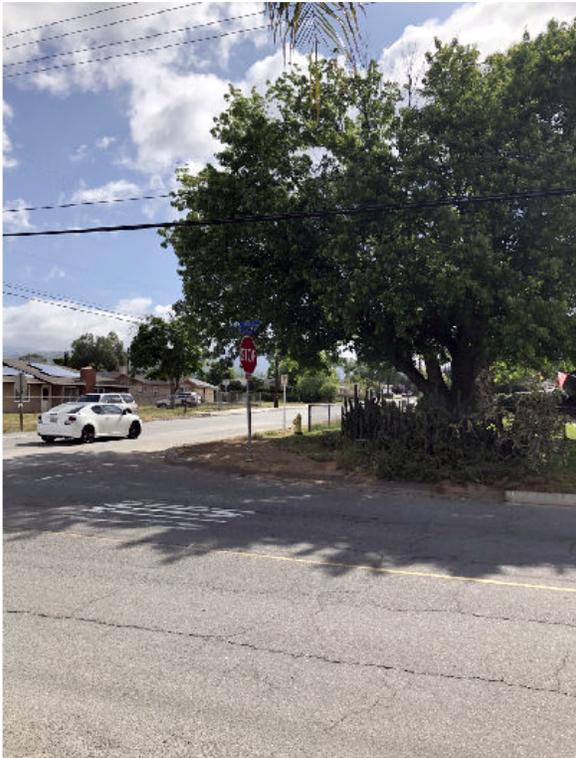
Photograph 1 - Park Avenue Intersection View Looking West



Photograph 2 - 5th Avenue Intersection Looking North from Southwest Corner



Photograph 3 - 3rd Street Intersection Looking East from Southeast Corner



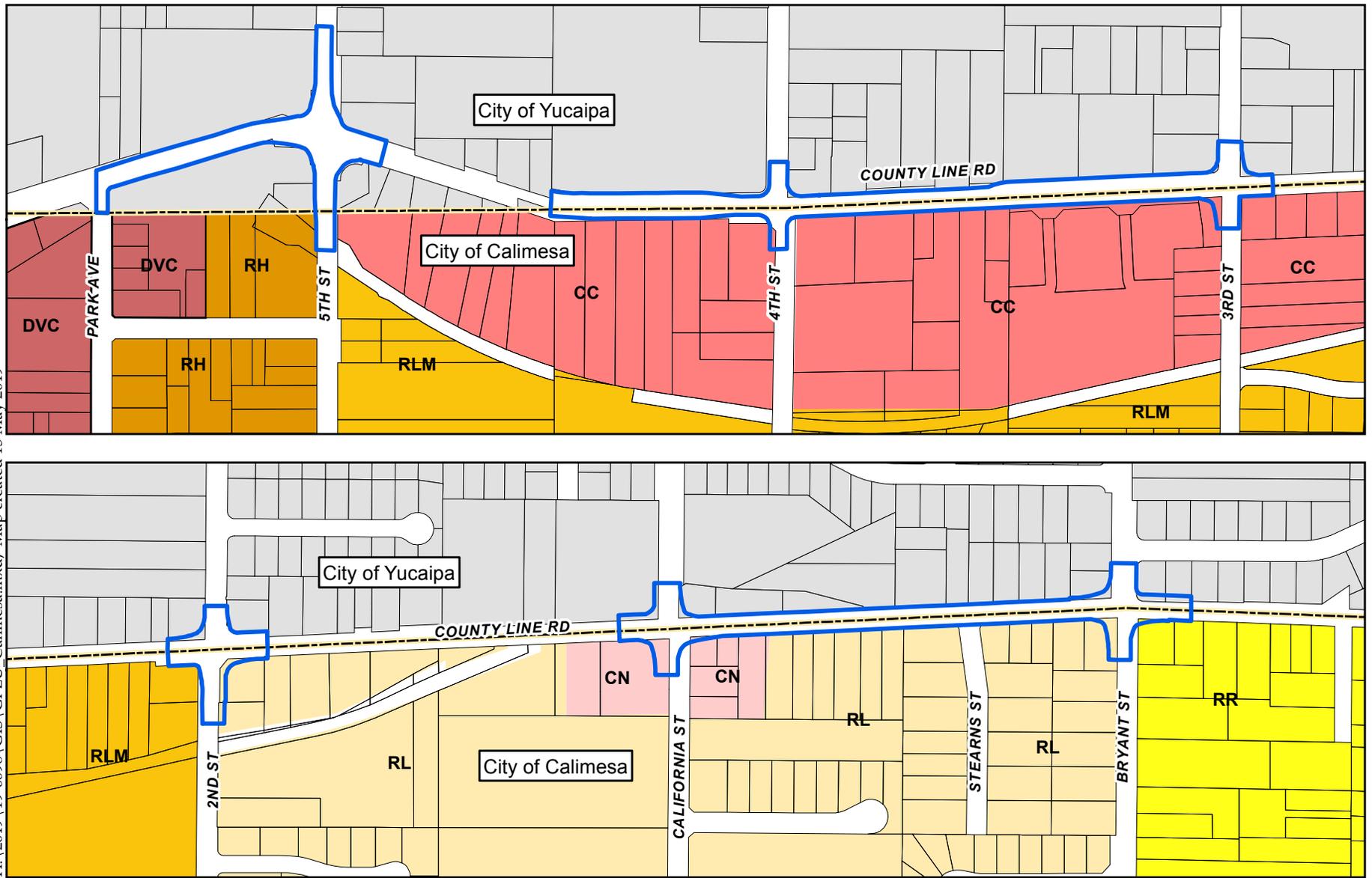
Photograph 4 - California Street Intersection Looking Northeast from Southwest Corner



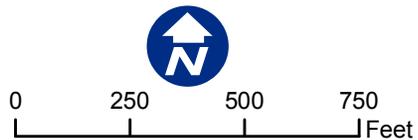
Map created 5/22/2019. H:\2019\19-0098\GIS\Site_Photos.mxd

Figure 4 - Site Photos
County Line Road Transportation Corridor

H:\2019\19-0098\GIS\GPLU_Calimesa.mxd; Map created 15 May 2019



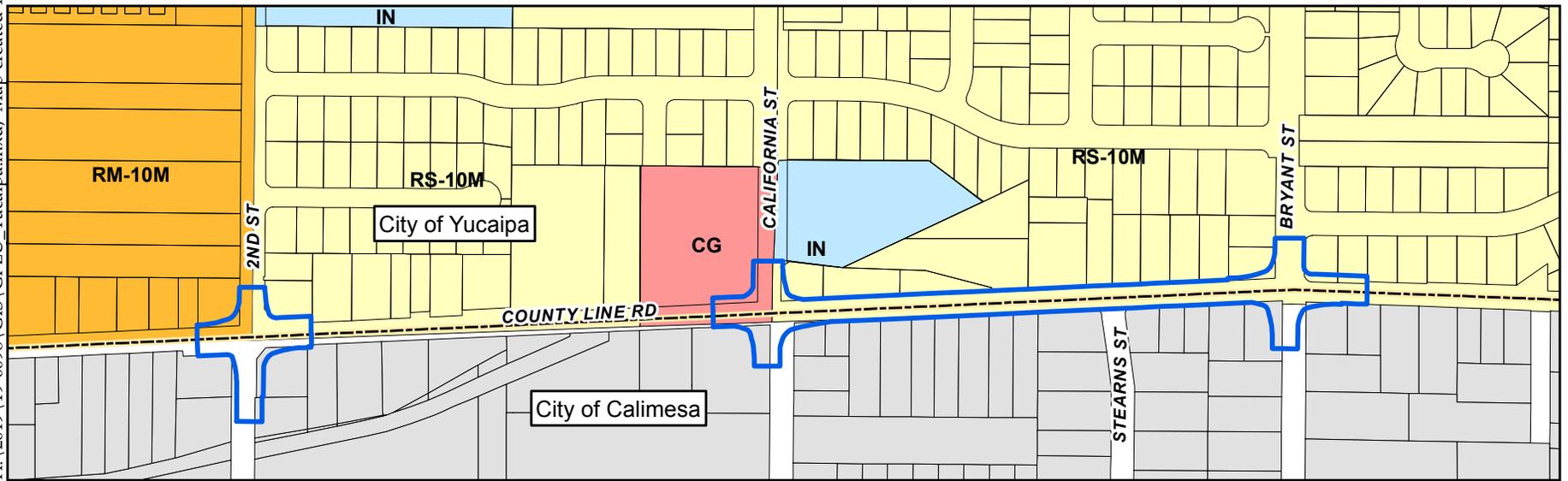
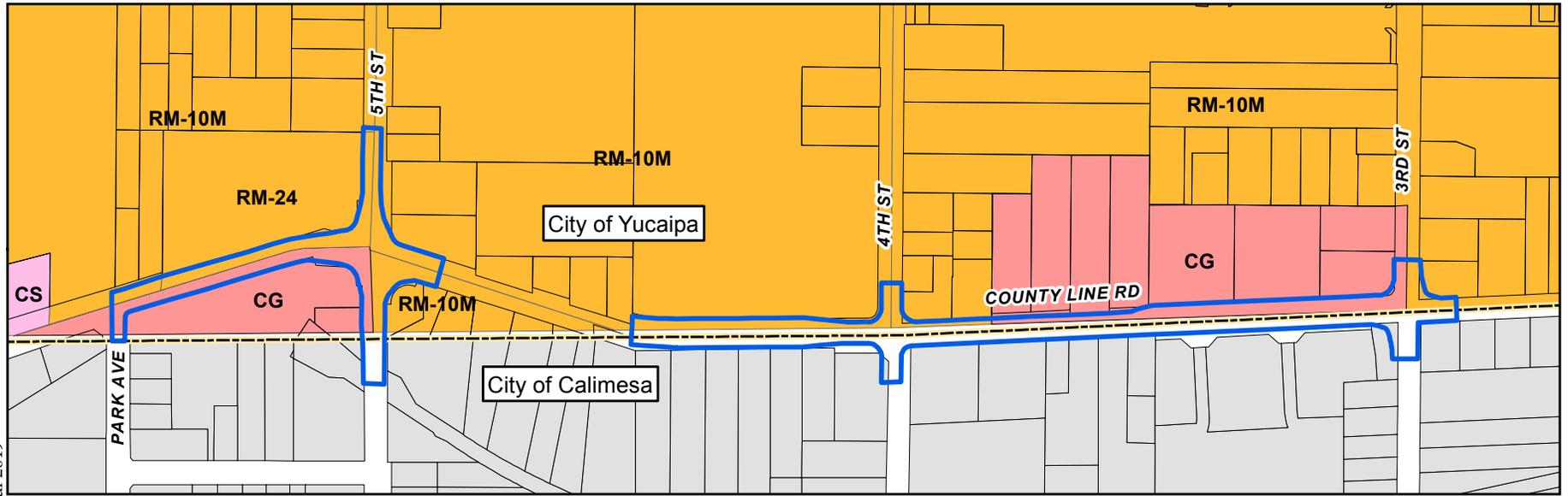
Sources: City of Calimesa, 2014;
Riverside Co. GIS, 2019.



**Figure 5a - City of Calimesa
General Plan Land Use
County Line Road Transportation Corridor**



H:\2019\19-0098\GIS\GPLU_Yucaipa.mxd; Map created 17 Jul 2019



Sources: City of Yucaipa, 2014;
S.B. Co. GIMS, 2019.

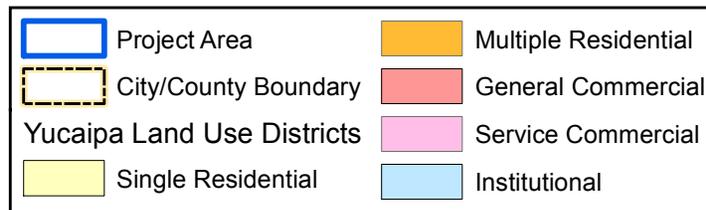
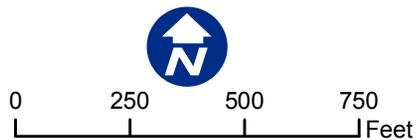
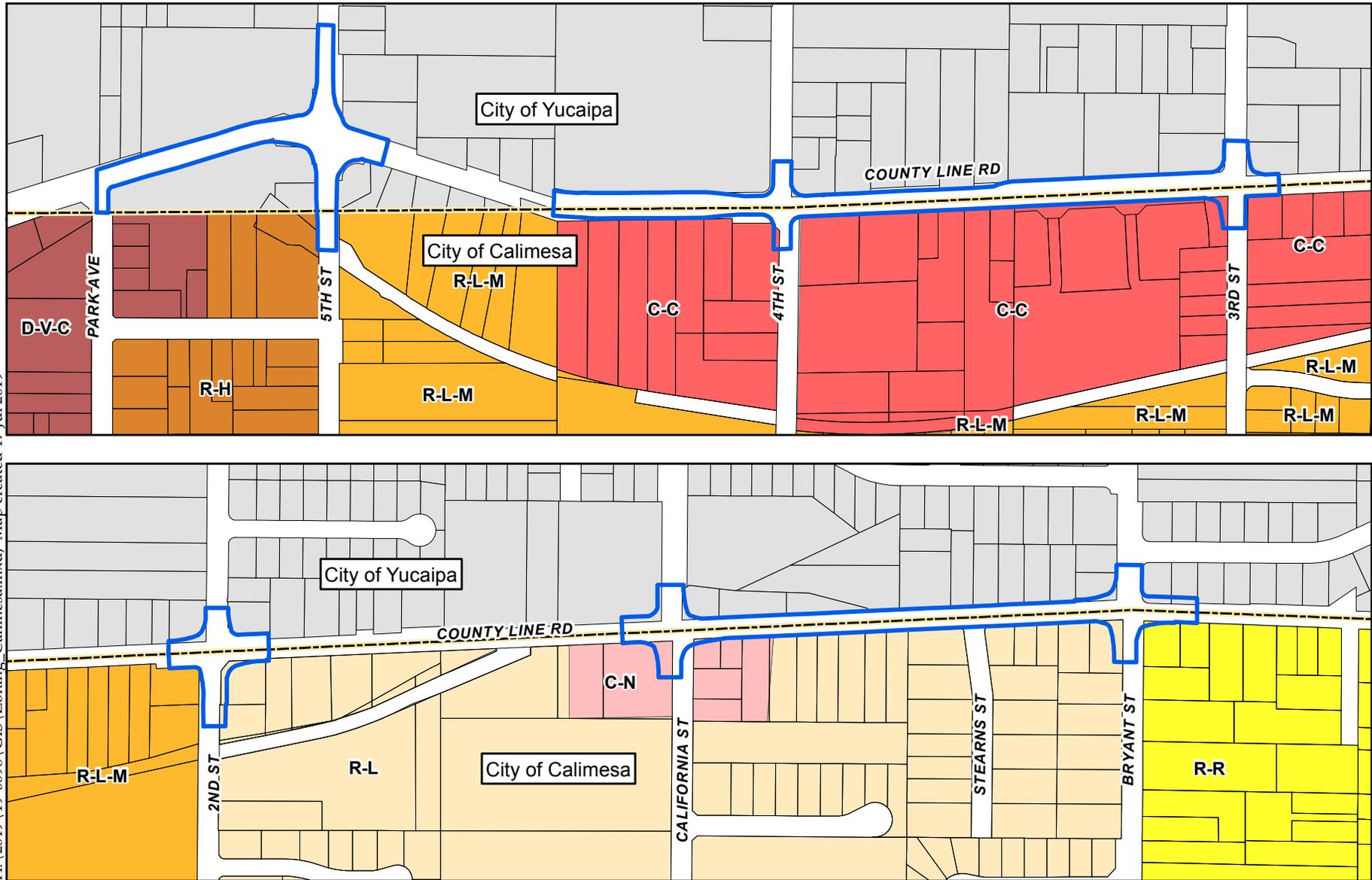


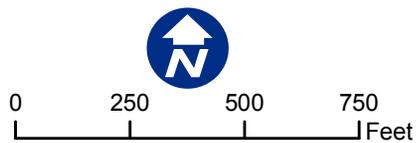
Figure 5b - Yucaipa General Plan Land Use and Zoning
County Line Road Transportation Corridor



H:\2019\19-0098\GIS\Zoning_Calimesa.mxd; Map created 17 Jul 2019



Sources: City of Calimesa, 2014;
Riverside Co. GIS, 2019.



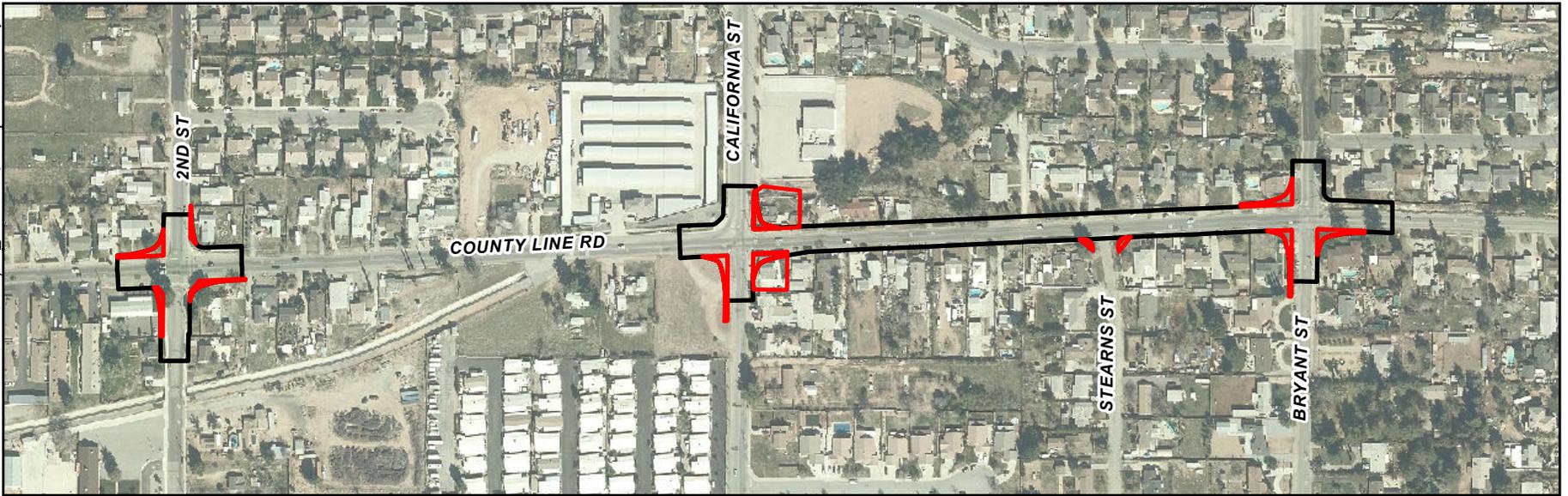
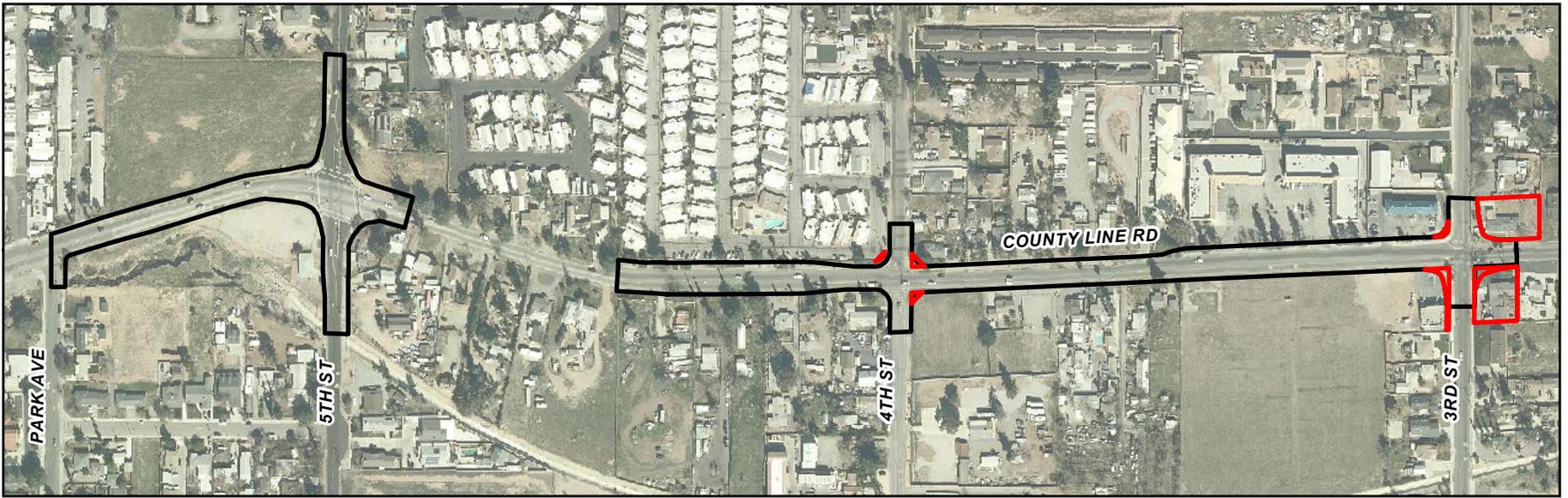
Project Area	Residential Low/Medium
City/County Boundary	Residential High
Calimesa Zoning Districts	
Rural Residential	Neighborhood Commercial
Residential Low	Community Commercial
	Downtown Village Commercial

Figure 6 - City of Calimesa Zoning

County Line Road Transportation Corridor



H:\2019\19-0098\GIS\Project_GIS.mxd; Map created 25 Jul 2019



Sources: TKE Engineering, April, 2019; San Bernardino Co. GIMS, 2019 (streets) and 2018 (imagery); Riverside Co. GIS, 2019.

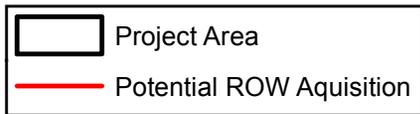
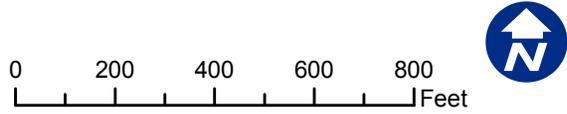


Figure 7 - Proposed Project
County Line Road Transportation Corridor



3.0 INITIAL STUDY/DETERMINATION

Evaluation Format

This Initial Study Checklist has been prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. The Project is evaluated based on its potential effect on twenty (20) environmental factors categorized as follows, as well as Mandatory Findings of Significance:

- | | |
|-------------------------------------|--|
| 1. Aesthetics | 11. Land Use & Planning |
| 2. Agriculture & Forestry Resources | 12. Mineral Resources |
| 3. Air Quality | 13. Noise |
| 4. Biological Resources | 14. Population & Housing |
| 5. Cultural Resources | 15. Public Services |
| 6. Energy | 16. Recreation |
| 7. Geology & Soils | 17. Transportation |
| 8. Greenhouse Gas Emissions | 18. Tribal Cultural Resources |
| 9. Hazards & Hazardous Materials | 19. Utilities & Service Systems |
| 10. Hydrology & Water Quality | 20. Wildlife |
| | 21. Mandatory Findings of Significance |

Each factor is analyzed by responding to a series of questions pertaining to the impact of the Project on the particular factor in the form of a checklist. This Initial Study Checklist provides a manner to analyze the impacts of the Project on each factor in order to determine the severity of the impact and determine if mitigation measures can be implemented to reduce the impact to less than significant without having to prepare an Environmental Impact Report.

CEQA also requires Lead Agencies to evaluate potential environmental effects based to the fullest extent possible on scientific and factual data (CEQA Guidelines §15064[b]). A determination of whether or not a particular environmental impact will be significant must be based on substantial evidence, which includes facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts (CEQA Guidelines §15064f[5]).

The effects of the Project are then placed in the following four categories, which are each followed by a summary to substantiate why the Project does not impact the particular factor with or without mitigation. If “Potentially Significant Impacts” that cannot be mitigated are determined, then the Project does not qualify for a Mitigated Negative Declaration and an Environmental Impact Report must be prepared:

Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Potentially significant impact(s) have been identified or anticipated that cannot be mitigated to a level of insignificance. An Environmental Impact Report must therefore be prepared.	Potentially significant impact(s) have been identified or anticipated, but mitigation is possible to reduce impact(s) to a less than significant category. Mitigation measures must then be identified.	No "significant" impact(s) identified or anticipated. Therefore, no mitigation is necessary.	No impact(s) identified or anticipated. Therefore, no mitigation is necessary.

Throughout the impact analysis in this Initial Study Checklist, reference is made to the following:

- **Plans, Policies, Programs (PPP)** – These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, state, or local law currently in place which effectively reduce environmental impacts.
- **Project Design Features (PDF)** – These measures include features proposed by the Project that are already incorporated into the Project’s design and are specifically intended to reduce or avoid impacts (e.g., water quality treatment basins).
- **Mitigation Measures (MM)** – These measures include requirements that are imposed where the impact analysis determines that implementation of the proposed Project would result in significant impacts. Mitigation measures are proposed to reduce impacts to less than significant levels. In accordance with the requirements of *CEQA*.

Plans, Policies, or Programs (PPP) and the Project Design Features (PDF) were assumed and accounted for in the assessment of impacts for each issue area.

Mitigation Measures (MM) were formulated only for those issue areas where the results of the impact analysis identified significant impacts that could be reduced to less than significant levels.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving “Less Than Significant Impact with Mitigation Incorporated”, “Less Than Significant Impact” or “No Impact” as indicated by the checklist on the following pages.

County Line Road Transportation Corridor
 Initial Study Checklist/Mitigated Negative Declaration
 October 2019

	Aesthetics		Land Use and Planning
	Agriculture and Forest Resources		Mineral Resources
	Air Quality		Noise
	Biological Resources		Population and Housing
	Cultural Resources		Public Services
	Energy		Recreation
	Geology and Soils		Transportation
	Greenhouse Gas Emissions		Tribal Cultural Resources
	Hazards and Hazardous Materials		Utilities and Service Systems
	Hydrology and Water Quality		Wildfire
			Mandatory Findings of Significance

Because none of the environmental factors above are “checked”, the Project does not require the preparation of an Environmental Impact Report.

Determination

On the basis of this initial evaluation:

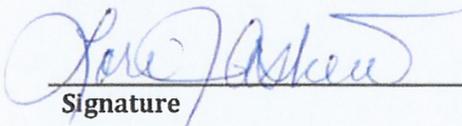
I find that the proposed use COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposal MAY have a "potential significant impact" or "potential significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

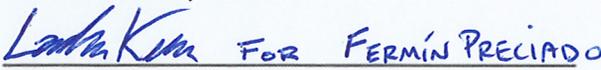
I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION, pursuant to all applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures are imposed upon the proposed Project, nothing further is required.



Signature

Lori Askew, Public Works Director

Printed Name/Title



Signature

Fermin Preciado, Public Works Director

Printed Name/Title

City of Calimesa

Agency

10/10/19

Date

City of Yucaipa

Agency

10/10/19

Date

3.1 AESTHETICS

<i>Except as provided in Public Resources Code Section 21099, would the project would the Project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				■
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				■
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			■	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			■	

3.1 (a) Have a substantial adverse effect on a scenic vista?

Determination: No Impact.

Sources: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), Project Description

Plans, Policies or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

Project Design Features (PDF)

Architecturally, there are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

The proposed Project would not affect scenic vista, as this is a multimodal transportation enhancement project which proposes street improvements including the construction of roundabouts, bicycle lanes, sidewalks, and drainage in portions of County Line Road from Park Avenue to Bryant Street. As such the Project would not obstruct any hillsides, canyons, ridgelines, and peaks defined as a scenic views by the City of Calimesa and the City of Yucaipa (CGP, p. 6-9: YCP, p. 4-21). Construction activities for the proposed Project could have visual impacts from construction equipment; however, this impact would be short-term during construction which is estimated to be

approximately five months. Therefore, implementation of the proposed Project would not obstruct any scenic views and there would be no impacts. No mitigation measures are required.

3.1 (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Determination: No Impact.

Sources: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

As referenced in *Threshold 3.1 (a)* above, the Project site will not impact a scenic vista. Moreover, there are no state scenic highways located near the Project site and no trees, rock outcroppings, or historic buildings within the Project site. There are no scenic highways in the Cities of Calimesa or Yucaipa. As such, implementation of the proposed Project would not damage scenic resources and there would be no impacts. No mitigation measures are required.

3.1 (c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Determination: Less than Significant.

Sources: US Census

Plans, Policies, or Programs (PPP)

There are no Project Design Features applicable to the Project related to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

Per the CEQA Guidelines Section 21071, the City of Calimesa and the City of Yucaipa meet the definition of an urbanized area. The Cities, or any two neighboring cities' to the south of City of Calimesa or the north of the City of Yucaipa have a combined population that adds up to more than 100,000 residents. As of 2010, the City of Calimesa, the City of Yucaipa, the City of Redlands, and the City of Beaumont have a population of 7,879, 51,376, 68,747, and 36,877, respectively (US Census). As an urbanized area, as defined in the CEQA Guidelines Section 21071, the proposed Project does not conflict with applicable zoning and other regulations governing scenic quality. As such, implementation of the proposed Project will be less than significant. No mitigation measures are required.

3.1 (d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Determination: Less than significant.

Sources: City of Calimesa Municipal Code (CMC), City of Yucaipa Municipal Code (YMC)

Plans, Policies, or Programs (PPP)

PPP 3.1-1 The Project is required to comply with the city of Calimesa's Municipal Code 18.120 Outdoor Lighting. A Lighting Plan, as part of a development application, shall be certified to its compliance with the requirements of this Section 18.120 by a qualified lighting engineer prior to submitting lighting plans to the city.

There are no applicable lighting standards for this threshold for the City of Yucaipa

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

The Project site is located in an area with existing outdoor lighting sources. Currently, sources of nighttime light originate from commercial and residential uses, parking lot lights, headlights from vehicles, and streetlights. New sources of light and glare may be present during Project construction, but would be temporary and would cease upon construction completion. During construction activities, construction equipment lighting will be hooded and directed downward toward the street and away from surrounding land uses to minimize light trespass and not obstruct driver's vision while maintaining an adequate and safe level of illumination at the construction site. In addition, Project construction equipment staging will be within a City of Calimesa-owned lot; the equipment will not remain lit beyond the cities allowable construction hours. As such, impacts to light and glare from the proposed Project be less than significant. No mitigation measures are required.

3.2 AGRICULTURE AND FORESTRY RESOURCES

<p><i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:</i></p>	<p>Potentially Significant Impact</p>	<p>Less Than Significant Impact With Mitigation Incorporated</p>	<p>Less Than Significant Impact</p>	<p>No Impact</p>
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>				<p>■</p>
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				<p>■</p>
<p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>				<p>■</p>
<p>d. Result in the loss of forest land or conversion of forest land to non-forest use?</p>				<p>■</p>
<p>e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>				<p>■</p>

3.2 (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?.

Determination: No Impact

Sources: California Department of Conservation (DOC-A and DOC-B)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

The site does not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the State Department of Conservation Farmland Mapping and Monitoring Program (DOC-A; DOC-B). As such, the Project has no potential to convert such lands to a non-agricultural use and no impact would occur. No mitigation measures are required.

3.2 (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Determination: No Impact.

Sources: California Department of Conservation (DOC-C and DOC-D)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

The proposed Project site is not under a Williamson Act Contract (DOC-C, DOC-D). As such, there is no impact. No mitigation measures are required.

3.2 (c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Determination: No Impact.

Sources: City of Calimesa General Plan and Zoning Map, City of Yucaipa, General Plan and Zoning Map

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

The Project site is not zoned for forest land, timberland, or timberland zoned for Timberland Production areas. Therefore, no impacts would occur and no mitigation measures are required.

3.2 (d) Result in the loss of forest land or conversion of forest land to non-forest use?

Determination: No Impact.

Source: City of Calimesa General Plan and Zoning Map, City of Yucaipa, General Plan and Zoning Map.

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

There is not forest land in proximity to the Project site. The proposed improvements are within street right-of-way, vacant lots, or part of existing developed parcels. Therefore, no impacts would occur and no mitigation measures are required.

3.2 (e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

Determination: No Impact.

Sources: City of Calimesa General Plan and Zoning Map, City of Yucaipa, General Plan and Zoning Map, California Department of Conservation (DOC-A and DOC-B)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project related to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

The Project site is designated “Urban and Built-Up Land” by the Department of Conservation, which is not a Farmland designation. The proposed Project does not include any component that would result in the conversion of Farmland or forest land to other uses. As such, no impacts would occur. No mitigation measures are required.

3.3 AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?				■
b. 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?			■	
c. Expose sensitive receptors to substantial pollutant concentrations?			■	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			■	

3.3 (a) Conflict with or obstruct implementation of the applicable air quality plan

Determination: No Impact.

Sources: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), South Coast Air Quality Management District, (SCAQMD-A), Project Description

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to air quality violations:

- PPP 3.3-1 City of Calimesa Policy AQ-2: Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas.
- PPP 3.3-2 City of Calimesa Policy AQ-16: Reduce fugitive dust emissions from construction activities.
- PPP 3.3-3 City of Calimesa Policy SUS-3: Promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by; encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly, and increasing opportunities for active transportation (walking and biking) and transit use.
- PPP 3.3-4 City of Calimesa Policy SUS-18: Encourage convenient bicycle, pedestrian, and transit access to new commercial and industrial development.
- PPP 3.3-5 City of Calimesa Policy AQ-8: Require use of energy and fuel-efficient equipment and low emission material in City of Calimesa facilities and infrastructure.

- PPP 3.3-6 City of Yucaipa Policy S-7.1 – Integrated Planning: Integrate air quality planning with land use, economic development, and transportation-related planning to allow for the control and management of air quality.
- PPP 3.3-7 City of Yucaipa Policy S-7.2 – Transportation Sources: Encourage the expansion of transit, buildout of the pedestrian and bicycle route network, support of regional ride-share programs, and other efforts to reduce vehicle miles travelled from Yucaipa and associated vehicle emissions.
- PPP 3.3-8 City of Yucaipa Policy S-7.6 – Greenhouse Gas Reductions: Reduce communitywide greenhouse gas emissions locally through the implementation of Yucaipa’s Climate Action Plan; actively support regional efforts to reduce greenhouse gases throughout the county.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

The Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB) sets forth a comprehensive program that will lead the SCAB into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections (SACQMD-A).

The proposed Project consists of improvements to approximately 7,084 LF of roadway, sidewalk, and associated drainage improvements. Since the proposed Project consists of road improvements that, in and of itself, will not result in any changes to the existing land use patterns in the Project area, and so the Project does not conflict with or obstruct implementation of the AQMP. Therefore, no impacts will occur. No mitigation measures are required.

3.3(b) 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?

Determination: Less than Significant Impact.

Sources: City of Calimesa General Plan, City of Yucaipa General Plan, South Coast Air Quality Management District (SCAQMD-B), CalEEMod Output Files (WEBB-A), California Air Resources Board (CARB-A)

Plans, Policies, or Programs (PPP)

The following Plans, Policies, or Programs apply to the Project and would reduce impacts related to a cumulatively considerable net increase of any criteria pollutant:

- PPP 3.3-2 City of Calimesa Policy AQ-16: Reduce fugitive dust emissions from construction activities.
- PPP 3.3-7 South Coast Air Quality Management District Rule 402 (Nuisance): This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- PPP 3.3-8 South Coast Air Quality Management District Rule 403 (Fugitive Dust): This rule requires fugitive dust sources to implement best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads.

Project Design Features (PDF)

The following are Project Design Features applicable to the Project related to this issue:

- PDF 3.3-1** The Project will comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403 for Fugitive Dust
- PDF3.3-2** Construction equipment will be maintained and operated so as to minimize exhaust emissions. For example, during construction, trucks and vehicles on site will be parked with their engines off to reduce vehicle emissions

Impact Analysis

The portion of the Basin within which the proposed Project site is located is designated as a non-attainment area for particulate matter less than 10 microns in diameter (PM-10) under state standards, and for ozone and particulate matter less than 2.5 microns in diameter (PM-2.5) under both state and federal standards (CARB-A). The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same (SCAQMD-B). Therefore, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Based on SCAQMD's regulatory jurisdiction over regional air quality, it is reasonable to rely on its thresholds to determine whether there is a cumulative air quality impact.

Air quality impacts can be described in short-term and long-term perspectives. Short-term impacts relate to site grading/preparation and paving during Project construction. Long-term air quality impacts occur once the Project is in operation. The Project consists of constructing roadway and drainage improvements. Operational emissions would be from the infrequent visits by vehicles driven by maintenance personnel and are considered negligible.

The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities,

such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 or more acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of this Project’s disturbance area (approximately 10 acres total), a Fugitive Dust Control Plan or a Large Operation Notification Form would not be required.

The short-term construction emissions of criteria pollutants from this Project were modeled using the CalEEMod version 2016.3.2 program (WEBB-A). The estimated construction period for the proposed Project is five months, beginning no sooner than fall 2019. The off-road equipment to be used for each activity is shown in Appendix A. The default parameters within CalEEMod were used and these default values reflect a worst-case scenario, which means that Project emissions are expected to be equal to or less than the estimated emissions. To evaluate Project compliance with SCAQMD Rule 403 for fugitive dust control, the Project utilized the mitigation option of watering the Project site three times daily which achieves a control efficiency of 61 percent for PM-10 and PM-2.5 emissions. Two (2) one-way vendor trips were added to each activity to account for water truck trips and/or material delivery.

The results of this analysis are summarized in **Table 3.3-A – Unmitigated Estimated Maximum Daily Construction Emissions**, below and compared to the SCAQMD mass daily thresholds. ¹

Table 3.3-A – Unmitigated Estimated Maximum Daily Construction Emissions

Construction Activity	Peak Daily Emissions (lb/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	75	100	550	150	150	55
Grading 2019	2.81	30.78	15.44	0.03	4.24	2.69
Paving/Construction 2019	1.93	16.28	16.23	0.03	1.09	0.85
Grading 2020	2.64	28.64	15.08	0.03	4.12	2.57
Paving/Construction 2020	1.82	15.08	16.14	0.03	1.02	0.79
Maximum¹	4.74	47.06	31.67	0.06	5.33	3.54
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Output Files (WEBB-A, Appendix A)
 Notes: lb/day – pound per day; VOC – volatile organic compound; NO_x – oxides of nitrogen; CO – carbon monoxide; SO_x – sulfur oxides; PM-10 – particulate matter less than 10 microns in size; PM-2.5 – particulate matter less than 2.5 microns in size
¹ Maximum emission are either the sum of grading and paving/construction activities in 2019 or the sum of grading and paving/construction activities in 2020, since grading and construction activities overlap.

As shown in the table above, the emissions from construction of the Project are below the SCAQMD Daily Construction Thresholds for all criteria pollutants. Therefore, the potential impacts to air quality from construction of this Project will be less than significant. No mitigation is required.

¹ <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>

As stated above, operational emissions would be negligible and as such would have a less than significant effect on air quality.

Since the Project's short-term and long-term emissions do not exceed the SCAQMD established thresholds of significance, the Project will not result in a cumulatively considerable net increase in criteria pollutant emissions for which the Project region is non-attainment and thus impacts are considered less than significant. No mitigation measures are required.

3.3(c) Expose sensitive receptors to substantial pollutant concentrations?

Determination: Less Than Significant Impact.

Sources: CalEEMod Output Files (WEBB-A), South Coast Air Quality Management District (SCAQMD-A and SCAQMD-D)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to substantial pollutant concentrations to sensitive receptors:

PPP 3.3-2 City of Calimesa Policy AQ-16: Reduce fugitive dust emissions from construction activities.

PPP 3.3-7 South Coast Air Quality Management District Rule 402 (Nuisance): This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

PPP 3.3-8 South Coast Air Quality Management District Rule 403 (Fugitive Dust): This rule requires fugitive dust sources to implement best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

The LST thresholds are estimated using the maximum daily disturbed area (in acres) and the distance of the Project to the nearest sensitive receptors (in meters). Sensitive receptors include residential uses, school playgrounds, childcare facilities, athletic facilities, hospitals, retirement homes, and convalescent homes (SCAQMD-A).

The SCAQMD has developed localized significance threshold (LST) methodology(SCAQMD-D) that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short- and long-term). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The Project is located within SRA 28 (the City of Calimesa) and SRA 35 (the City of Yucaipa). For the forthcoming analysis, the most conservative emission threshold was used for each pollutant; SRA 28 for NO_x and CO, SRA 32 for PM-2.5. The LST is the same for PM-10 in both SRAs.

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with vendor and worker trips are mobile source emissions that occur off site. The emissions analyzed under the LST methodology are NO₂, CO, PM-10, and PM-2.5. SCAQMD has provided LST lookup tables to allow users to readily determine if the daily emissions for proposed construction or operational activities could result in significant localized air quality impacts for projects five acres or smaller. Although the Project disturbs approximately 10 acres, the Project is linear and will progress in a linear fashion and disturb a much smaller area per day. Based on SCAQMD guidance, it is assumed that the Project will disturb approximately 1.5 acres per day.²

The closest potential sensitive receptors are the scattered residences adjacent to the Project's roadway segments. The closest receptor on the LST look-up tables is 25 meters. According to LST methodology, projects with boundaries closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, a receptor distance of 25 meters (85 feet) was used. The results are summarized **Table 3.3-B – LST Results for Daily Construction Emissions**.

Table 3.3-B – LST Results for Daily Construction Emissions

Pollutant	Peak Daily Emissions (lb/day)			
	NO _x	CO	PM-10	PM-2.5
LST Threshold for 1.5-acres at 25 meters¹	144	925	6	4
Grading 2019	30.49	14.71	4.06	2.64
Paving/Construction 2019	15.98	15.28	0.85	0.79
Grading 2020	28.38	14.42	3.93	2.52
Paving/Construction 2020	14.80	15.27	0.78	0.72
Maximum²	46.47	29.99	4.91	3.43
Exceeds Threshold?	No	No	No	No
Source: CalEEMod Output Files (WEBB-A ,Appendix A) Note: ¹ SCAQMD LST for 1.5-acre site predicted using Appendix K of SCAQMD LST Methodology. ² Maximum emissions are either the sum of grading and construction activities in 2019 or the sum of grading and construction activities in 2020, since grading and construction activities overlap				

The localized short-term emissions that will be generated in the Project area during construction of the Project and have been found to be less than significant (WEBB-A). In addition, the operational emissions were also found to be less than significant, as indicated above, hence the Project will not

² <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf?sfvrsn=2>

expose sensitive receptors to substantial pollutant concentrations. The Project will include a traffic control plan to ensure the efficient movement of vehicular traffic on County Line Road and associated cross roads that are part of the Project. Impacts are considered to be less than significant. No mitigation measures are required.

3.3(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Determination: Less Than Significant Impact.

Sources: CalEEMod Output Files (WEBB-A), California Air Resources Board (CARB-B)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to other emissions, such as those leading to odors, adversely affecting substantial number of people:

PPP 3.3-2 City of Calimesa Policy AQ-16: Reduce fugitive dust emissions from construction activities.

PPP 3.3-7 South Coast Air Quality Management District Rule 402 (Nuisance): This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

PPP 3.3-8 South Coast Air Quality Management District Rule 402 (Nuisance): This rule requires fugitive dust sources to implement best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

The Project would not result in other emissions adversely affecting a substantial number of people. The Project presents the potential for generation of objectionable odors in the form of diesel exhaust during construction in the immediate vicinity of the Project site. Recognizing the short-term duration and quantity of emissions in the Project area, the Project will result in less than significant impact relating to objectionable odors. No mitigation measures are required.

Additionally, the California Air Resources Board (CARB-B) has developed an Air Quality and Land Use Handbook to outline common sources of odor complaints, including: sewage treatment plants, landfills, recycling facilities, and petroleum refineries. The Project is a roadway, which is not included on CARB's list of facilities that are known to be prone to generate odors. Therefore, impacts are less than significant.

3.4 BIOLOGICAL RESOURCES

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			■	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			■	
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				■
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				■

3.4(a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Determination: Less Than Significant

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), Regional Conservation Authority Multiple Species Habitat Conservation Plan (RCA)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to biological resources:

- PPP 3.4-1 City of Calimesa Policy RM-10: Local drainage courses should be retained in their natural condition to the extent feasible.
- PPP 3.4-2 City of Calimesa Policy OSPR-2.1: Implement the Western Riverside County Multiple Species Habitat Conservation Plan.
- PPP 3.4-3 City of Yucaipa Policy PR-5.1 – Resource Protection: Protect and conserve Yucaipa’s biological resources, with a special focus on sensitive, rare, or endangered plant and wildlife species in accordance with state and federal resource agency requirements.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

To determine whether the Project will exceed this threshold, the following factors are considered: whether listed species have been identified on or adjacent to the Project site, whether the Project site contains habitat suitable for listed species, and whether the Project site is located within a mapped area designated for focused surveys or other special conditions.

The proposed Project is located within the Pass Plan Area Plan of the MSHCP. The Project site is not located within an MSHCP Criteria Area Cell, Group, or Linkage Area; therefore, conservation of the Project site is not required pursuant to the MSHCP. The Project site does not occur within a predetermined MSHCP Survey Area for narrow endemic or criteria area plant species (RCA). Likewise, the Project site does not occur within a predetermined Survey Area for amphibians or mammals (RCA).

The Calimesa Channel, a concrete rectangular drainage channel, generally runs south of the Project site along County Line Road from California Street to Park Avenue, where it drains to the Calimesa Creek, which is a seasonal dry stream. Project road and sidewalk improvements and associated drainage, including catch basins, will be completed north of the Calimesa Channel, on existing roadway and small portions of parcels proposed to be acquired, which are either previously disturbed, portions of vacant lots, or portions of developed parcels. As such the implementation of the proposed Project would be less than significant impact to candidate, sensitive, or special status species. No mitigation measures are required.

3.4(b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

Determination: Less than Significant.

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to biological resources:

- PPP 3.4-1 City of Calimesa Policy RM-10: Local drainage courses should be retained in their natural condition to the extent feasible.
- PPP 3.4-2 City of Calimesa Policy OSPR-2.1: Implement the Western Riverside County Multiple Species Habitat Conservation Plan.
- PPP 3.4-3 City of Yucaipa Policy PR-5.1 – Resource Protection: Protect and conserve Yucaipa’s biological resources, with a special focus on sensitive, rare, or endangered plant and wildlife species in accordance with state and federal resource agency requirements.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

The Calimesa Channel is located south of and generally parallel to, County Line Road from California Street to Park Avenue, where it drains to the Calimesa Creek. The Project site construction will occur to the north of the Calimesa Channel and to the east of Calimesa Creek, existing roadway and small portions of proposed acquired parcels which are either previously disturbed, portions of vacant lots, or portions of developed parcels, including catch basins. The Project will avoid the Calimesa Creek, which at its closest point to the Project is adjacent to the southeast corner of County Line Road and 2nd Street. As such, Project impacts are considered to be less than significant. No mitigation measures are required.

3.4(c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Determination: No Impact.

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to biological resources:

- PPP 3.4-1 City of Calimesa Policy RM-10: Local drainage courses should be retained in their natural condition to the extent feasible.
- PPP 3.4-3 City of Yucaipa Policy PR-5.1 – Resource Protection: Protect and conserve Yucaipa’s biological resources, with a special focus on sensitive, rare, or endangered plant and wildlife species in accordance with state and federal resource agency requirements.

PPP 3.4-4 City of Calimesa Policy RM-11: The City will require the use of buffers, creative site planning, revegetation, and open space easements/dedications to conserve and protect important plant communities, including: Wildlife habitats; Riparian areas; Wetlands; Oak woodlands; Other significant tree stands; Rare or endangered plant/animal habitats’.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

As noted in *Threshold 3.4 (b)* above, the Project will avoid the Calimesa Channel; there is no riparian habitat or other sensitive natural wetland habitat within the Project site. As such, the Project is not anticipated to have any impacts upon these environments or other federally protected wetland sensitive habitat. No impacts are anticipated to occur and no mitigation measures are required.

3.4(d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Determination: No Impact.

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (CYP), Regional Conservation Authority Multiple Species Habitat Conservation Plan (RCA)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to biological resources:

- PPP 3.4-1 City of Calimesa Policy RM-10: Local drainage courses should be retained in their natural condition to the extent feasible.
- PPP 3.4-2 City of Calimesa Policy OSPR-2.1: Implement the Western Riverside County Multiple Species Habitat Conservation Plan.
- PPP 3.4-3 City of Yucaipa Policy PR-5.1 – Resource Protection: Protect and conserve Yucaipa’s biological resources, with a special focus on sensitive, rare, or endangered plant and wildlife species in accordance with state and federal resource agency requirements.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project related to this issue.

Impact Analysis

As noted in *Threshold 3.4 (a)* above, The Project site is not located within an MSHCP Criteria Area Cell, Group, or Linkage Area; therefore, conservation of the Project site is not required pursuant to the MSHCP. Additionally, as noted in *Threshold 3.4 (b)* above, the proposed Project will avoid the Calimesa Channel and Calimesa Creek, and will be within previously disturbed right-of-way, vacant land, and portions of existing developed parcels. The proposed Project will not interfere substantially with the movement of wildlife or impede the use of a native wildlife nursery site. Therefore, no impacts are anticipated and no mitigation measures are required.

3.4(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Determination: No Impact

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (CYP), RCA MSHCP Information Map (RCA)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to biological resources:

- PPP 3.4-1 City of Calimesa Policy RM-10: Local drainage courses should be retained in their natural condition to the extent feasible.
- PPP 3.4-2 City of Calimesa Policy OSPR-2.1: Implement the Western Riverside County Multiple Species Habitat Conservation Plan.
- PPP 3.4-4 City of Calimesa Policy RM-11: The City will require the use of buffers, creative site planning, revegetation, and open space easements/dedications to conserve and protect important plant communities, including: Wildlife habitats; Riparian areas; Wetlands; Oak woodlands; Other significant tree stands; Rare or endangered plant/animal habitats’.
- PPP 3.4-5 City of Yucaipa Policy HN-3.4 – Natural Environment: Require appropriate measures to protect hillsides, viewsheds, sensitive habitat, oak trees, and other environmental resources in the review of applications for the development, expansion, and improvement of housing.
- PPP 3.4-6 City of Calimesa Policy RM-13: Native oak trees should be preserved whenever feasible. If preservation is not possible, trees should be replaced with oak trees of the same species at a ratio of 1:1.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

Construction of the proposed Project will include potential removal of trees at multiple locations within the Project area. Per a site visit on May 17, 2019 by WEBB staff, the potential candidate trees for removal are Pinaceae (Pine Family), and are not candidates for the City of Calimesa's tree preservation ordinance per Chapter 18.80 of the Municipal Code, which details requirements for removal and replacement of oak trees, or the City of Yucaipa's oak tree conservation policy contained in Chapter 5, Oak Tree Conservation, in the Municipal Code. There are no oak trees that meet the either cities' oak tree preservation ordinances within the Project area. Therefore, no impacts will occur relevant to conflicting with a local ordinance or policy for tree preservation. No mitigation measures are required.

3.4(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Determination: No Impact

City of Calimesa General Plan (CGP), City of Yucaipa General Plan (CYP), RCA MSHCP Information Map (RCA)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to biological resources:

- PPP 3.4-1 City of Calimesa Policy RM-10: Local drainage courses should be retained in their natural condition to the extent feasible.
- PPP 3.4-2 City of Calimesa Policy OSPR-2.1: Implement the Western Riverside County Multiple Species Habitat Conservation Plan.
- PPP 3.4-7 City of Yucaipa Policy PR-5.6 – Interagency Coordination: Coordinate with the CDFW and USFWS in the review of biological resource assessments and surveys for land development applications in accordance with state and federal resource agency requirements.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

Portions of the Project site are located within the western Riverside Multiple Species Habitat Conservation Plan (MSHCP) of which the City of Calimesa is a permittee; the City of Yucaipa is not part of any habitat conservation plan or natural community plan in the County of San Bernardino. The proposed Project site is not within a MSHCP Criteria Cell or Conservation Area. Further, the proposed or proposed road and sidewalk improvements and associated drainage will be constructed on existing roadway and small portions of proposed acquired parcels which are either previously disturbed, portions of vacant lots, or portions of developed parcels. Based on the existing developed

nature of the Project site, the proposed Project will not impact riparian/riverine habitat (MSHCP Section 6.1.2), narrow endemic plant species survey area (MSHCP Section 6.1.3), criteria area species survey area (MSHCP Section 6.3.2), and Guidelines Pertaining to Urban/Wildlands Interface (MSHCP Section 6.1.4). The Project site is not located within the Stephen's kangaroo rat Core Reserve and is not located within other habitat conservation plans in Riverside or San Bernardino Counties. As such, no impacts would occur. No mitigation measures are required.

3.5 CULTURAL RESOURCES

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?		■		
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?		■		
c. Disturb any human remains, including those interred outside of formal cemeteries?		■		

3.5(a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Determination: Less Than Significant Impact with Mitigation Incorporated.

Source: Historical/Archaeological Resources Records Search (CRM Tech-A, CRM Tech-B)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to cultural resources:

- PPP 3.5-1 City of Calimesa Policy RM-16: Identify, protect, and preserve the historical and cultural resources of the city.
- PPP 3.5-2 City of Calimesa Policy RM-17: Seek to protect significant historical sites or structures by offering programs and/or incentives to preserve, restore, or reuse the structures while maintaining their historical significance and integrity.
- PPP 3.5-3 City of Yucaipa Policy HN-1.9 – Historic Preservation: Promote the preservation of historically and architecturally significant buildings and neighborhoods through land use, design, and housing policies; as needed, inventory and record historic structures as part of the development review process.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The State CEQA Guidelines state that the term “historical resources” applies to any such resources listed in or determined to be eligible for listing in the National Register of Historical Places (NHRP), included in a local register of historical resources or determined to be historically significant by the

Lead Agency. A cultural resources records search was conducted by CRM Tech, Inc. for Riverside and San Bernardino Counties at the Eastern information Center (EIC), located at the University of California, Riverside, and the South Central Coastal Information Center (SCCIC) of the California Historical Resources System, located at California State University, Fullerton, since both the EIC and SCCIC are the state of California's official repositories of cultural resources records for the two counties. CRM Tech conducted the search within one mile of the Project on May 2, 2019 and May 9, 2019, respectively (CRM Tech-A). According to their search and additional information gathered from historical resource files, 13 historical/archeological cultural resources within one mile radius of the Project were documented, 12 of which were formally documented, one of which is a "pending" site, and another of which is an isolate site. Among the 13 known cultural resources, five of the sites were of prehistoric—i.e., Native American—origin. All of these sites were concentrated in a cluster near Interstate 10, roughly 3/4 mile to the northwest of the westernmost portion of the Project site. The more notable sites among these included two possible habitation areas and the former location of a "mineralized skeleton" that was collected by the University of California, Riverside, but subsequently lost during the World War II era.

The other eight sites, including the "pending" site, and the isolate dated to the historic period, and consist of various buildings, infrastructure features, and refuse items. None of these known cultural resources was found in the immediate vicinity of the Project site, the nearest being Site 33-023900, recorded approximately a quarter-mile to the west of the western end of the Project site.

Subsequent to the initial cultural investigation, two existing residential structures on 295 West County Line Road and 907 South California Street in the City of Calimesa (APNs 410-040-001 and 410-111-001, respectively) were reviewed to determine if they are historical resources since they were built more than 50 years ago. These structures were evaluated as potential historical resources since they are on two of the four parcels that are listed in the Project Description as potential acquisitions for the Project. The other two parcels listed as potential acquisitions that have existing structures are within the City of Yucaipa and were constructed less than 50 years ago, therefore a historical evaluation was not required for APNs 0319-253-13-000 and 0319-271-58-000. A *Historic-Period Building Evaluation Report* was prepared in September 2019 by CRM Tech (Appendix B.1).

CRM Tech's reporting consisted of: an extensive records search, contacting the Yucaipa Valley Historical Society (YVHS), conducting a historical sources search, and conducting a field inspection on August 19, 2019. CRM Tech's records search included review of the EIC and SCCIC records, which determined that the residences had not been recorded or evaluated previously as potential historical resources (CRM Tech-B, p. 5). CRM Tech reached out to YVHS on August 23, 2019 and to date, no response has been received (CRM Tech-B, p. 5). CRM Tech consulted historical sources and conducted a field inspection. As a result of the search and field inspection, CRM Tech determined that the residential structures were constructed in 1946 and 1958, during the post-World-War II boom period; however, both have been altered and now do not demonstrate the potential to qualify as a historical resource (CRM Tech-B, pp. 5-7).

The older of the two residences at 907 South California Street has been completely altered on the exterior and is now essentially modern in appearance; as such it no longer retains sufficient historical integrity to relate to its 1940's origin (CRM Tech-B, p. 6). The newer of the two residences at 295 West County Line was built around 1958 and since has been altered; however, it retains sufficient level of historical characteristics to warrant formal historical evaluation for historical significance. However, since it has not been listed in the California Register of Historical Resources, formally determined

eligible for such listing, or designated in a local register established by the City of Calimesa, the building does not meet the definition of a “historical resource” (CRM Tech-B, p 9). Further, the 295 West County Line Road is a common specimen of the once-popular ranch-style suburban residences and it is not an important or particular remarkable example of architectural style, property type, period, region, or method of construction, nor is it an epitome of any aesthetic ideal, design concept, or engineering feat (CRM Tech-B, p. 9). As such, neither of the residential buildings qualified as a historical resource and implementation of the Project would not constitute a substantial adverse change in the significance of a historical resource.

Through the research and inventory methodologies described in the historical/archeological resources report, no historical resources, as defined by CEQA, or any historic properties, as defined by NHPA, were encountered within the Project site. Therefore, impacts to historical resources will be less than significant. However, in the event of an accidental discovery of a cultural and/or historical resource; implementation of mitigation measure **MM CR 1**, which requires the construction in the vicinity of the find be halted until a qualified archaeologist makes a determination as to the significance of the find is made and any find be recorded and curated. With implementation of mitigation measure **MM CR 1**, potential impacts to historical resources will be less than significant.

Mitigation Measure:

MM CR 1 If buried materials of historical, cultural, or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed Project, all work in the immediate vicinity (within a 60 foot buffer) shall cease until a qualified archaeologist meeting Secretary of Interior standards can evaluate the nature and significance of the finds. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines), avoidance or other appropriate measures shall be implemented. Additionally, the MBMI and San Manuel Band of Mission Indians shall be contacted, as detailed within **MM TCR 1**, if any such find occurs and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. If significant Native American cultural resources, as defined by CEQA, are discovered and cannot be avoided, a Monitoring and Treatment Plan shall be developed by the qualified Project archaeologist and provided to the Tribes for review and comment, as detailed within **MM TCR 1**. The qualified Project archaeologist shall monitor and implement the Monitoring and Treatment Plan accordingly.

3.5(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?

Determination: Less Than Significant Impact with Mitigation Incorporated

Source: Historical/Archaeological Resources Records Search (CRM Tech-A)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to cultural resources:

- PPP 3.5-1 City of Calimesa Policy RM-16: Identify, protect, and preserve the historical and cultural resources of the city.
- PPP 3.5-2 City of Calimesa Policy RM-17: Seek to protect significant historical sites or structures by offering programs and/or incentives to preserve, restore, or reuse the structures while maintaining their historical significance and integrity.
- PPP 3.5-3 City of Yucaipa Policy HN-1.9 – Historic Preservation.: Promote the preservation of historically and architecturally significant buildings and neighborhoods through land use, design, and housing policies; as needed, inventory and record historic structures as part of the development review process.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

As noted in *Threshold 3.5 (a)* above, a records search was conducted by CRM Tech on May 2nd and 9th, 2019 at EIC and SCCIC, respectively. The five prehistoric cultural resources sites discovered were outside of the Project site, clustered near Interstate highway 10, roughly $\frac{3}{4}$ mile to the western-most portion of the Project site. Because the Project will be constructed within ROW, vacant land, and portions of existing developed parcels and the proximity of the previously documented sources, the likelihood of subsurface cultural resources within the Project site is low to moderate. In the unlikely event that archaeological resources are unearthed during Project construction, implementation of mitigation measure **MM CR 1** will reduce potential impacts to less than significant.

Mitigation Measure:

For **MM CR 1**, see *Threshold 3.5(a)*, above.

3.5(c) Disturb any human remains, including those interred outside of formal cemeteries?

Determination: Less Than Significant Impact with Mitigation Incorporated.

Sources: California Health and Safety Code §7050.5, Public Resources Code §5097 et. seq. (CALaw)

Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts relating to disturbing human remains and cultural resources:

- PPP 3.5-1 City of Calimesa Policy RM-16: Identify, protect, and preserve the historical and cultural resources of the city.
- PPP 3.5-2 City of Calimesa Policy RM-17: Seek to protect significant historical sites or structures by offering programs and/or incentives to preserve, restore, or reuse the structures while maintaining their historical significance and integrity.

- PPP 3.5-3 City of Yucaipa Policy HN-1.9 – Historic Preservation.: Promote the preservation of historically and architecturally significant buildings and neighborhoods through land use, design, and housing policies; as needed, inventory and record historic structures as part of the development review process.
- PPP 3.5-4 The project is required to comply with the applicable provisions of California Health and Safety Code §7050.5, Public Resources Code §5097 et. seq., and provisions of AB 52 concerning consideration of Tribal Cultural Values in determination of project impacts and mitigation.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project is not located near any known formal cemeteries. The Project is within ROW, vacant land, and portions of existing developed parcels previously disturbed, and so the potential for uncovering human remains at the Project site is low. Nevertheless, in the unlikely event that human remains are encountered during Project construction, implementation of mitigation measure **MM CR 2** will reduce impacts to a less than significant level the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction.

Mitigation Measure:

- MM CR 2** Per State Health and Safety Code 7050.5, if human remains are encountered during construction, no further disturbance shall occur in the immediate vicinity (within a 100-foot buffer) until the San Bernardino County Coroner or Riverside County, depending on where remains were encountered, has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The San Bernardino County Coroner or Riverside County Coroner must be notified within 24 hours. If the County Coroner determines that the remains are not historic, but prehistoric, the Native American Heritage Commission (NAHC) must be contacted to determine the most likely descendent for this area. Once the most likely descendent is determined, treatment of the Native American human remains will proceed pursuant to Public Resources Code Section 5097.98

3.6 ENERGY

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			■	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				■

3.6(a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.*

Determination: Less than Significant Impact.

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), OmniTrans, Energy Tables (WEBB-B), California Air Resources Board (CARB-B), South Coast Air Quality Management District (SCAQMD-D)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to energy use:

- PPP 3.6-1 City of Calimesa Policy AQ-8: Require use of energy and fuel-efficient equipment and low emission material in City of Calimesa facilities and infrastructure.
- PPP 3.6-2 CalGreen Standards: AB32 establishes a comprehensive program of cost-effective reduction of greenhouse to 1990 levels by 2020.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The analysis in this section addresses each of the six potential energy impacts identified in Appendix F of the CEQA Guidelines and utilizes the assumptions from the CalEEMod evaluated in 5.3 Air Quality section of this Initial Study (IS), Air Quality and Greenhouse Gas Emissions, respectively. Because the CalEEMod program does not display the amount and fuel type for construction-related sources, additional calculations were conducted and are summarized below. These calculations are contained in Appendix C of this Initial Study.

Appendix F of the *CEQA Guidelines* provides for assessing potential impacts that a project could have on energy supplies, focusing on the goal of conserving energy by ensuring that projects use energy wisely and efficiently. Pursuant to impact possibilities listed in *CEQA Guidelines* Appendix F, an impact with regard to energy consumption and conservation will occur if implementation of the proposed Project will result in the wasteful, inefficient, or unnecessary consumption of energy. Impacts may include:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal;
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;
3. The effects of the project on peak and base period demands for electricity and other forms of energy;
4. The degree to which the project complies with existing energy standards;
5. The effects of the project on energy resources;
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The analysis below addresses each of the six potential energy impacts identified in Appendix F of the *CEQA Guidelines*.

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal.

The Project consists of the construction of roadway improvements. Thus, the long-term operational energy use from this Project would be limited to infrequent vehicle trips associated with maintenance of the road. As such, operational energy use would be negligible and would have a less than significant effect on energy resources.

Project construction would require the use of construction equipment for grading, and paving activities, as well as construction workers and vendors traveling to and from the Project site. Construction equipment requires diesel as the fuel source (see **Table 3.6-A – Construction Energy Use**).

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files in Appendix A of this IS. The total horsepower was then multiplied by fuel usage estimates per horsepower-hour included in Table A9-3-E of the SCAQMD *CEQA Air Quality Handbook* (SQAMD-D). Fuel consumption from construction worker and vendor/delivery trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using California Air Resources Board's (CARB-B) EMFAC 2014 model. EMFAC provides the total

annual VMT and fuel consumed for each vehicle type. Consistent with CalEEMod, construction worker trips were assumed to include 50 percent light duty gasoline auto and 50 percent light duty gasoline trucks. Construction vendor trucks were assumed to be medium-duty and heavy-duty diesel trucks. Please refer to Appendix C of the IS for detailed calculations.

As shown below in **Table 3.6-A – Construction Energy Use**, a total of 28,219 gallons of diesel fuel, and 2,382 gallons of gasoline, is estimated to be consumed during Project site construction.

Table 3.6-A – Construction Energy Use^a

Fuel	Fuel Consumption
Diesel	
On-Road Construction Trips ^b	440 Gallons
Off-Road Construction Equipment ^c	27,779 Gallons
Diesel Total	28,219 Gallons
Gasoline	
On-Road Construction Trips ^b	2,382 Gallons
Off-Road Construction Equipment ^d	-- Gallons
Gasoline Total	2,382 Gallons

Notes:

^a Source: Table 1 – Total Construction-Related Fuel Consumption, Appendix C of the IS.

^b On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod for construction in 2019 and fleet-average fuel consumption in gallons per mile from EMFAC2014 web based data for South Coast Air Basin. See Table 2 for calculation details. See Table 2 – On Road Construction Trip Estimates, Appendix C of the IS for calculation details.

^c Off-road mobile source fuel usage based on a fuel usage rate of 0.05 gallons of diesel per horsepower (HP)-hour, based on SCAQMD CEQA Air Quality Handbook, Table A9-3E.

^d All emissions from off-road construction equipment were assumed to be diesel.

Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Construction equipment is also required to comply with regulations limiting idling to five minutes or less (CCR Title 13 § 2449(d)(3)). Furthermore, there are no unusual Project site characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. For comparison, the State of California consumed 15.5 billion gallons of gasoline and 3.1 billion gallons of diesel fuel in 2017, which is the most recent published data.³ Thus, the fuel usage during Project construction would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in the State of California. Furthermore, it is expected that construction-related fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Based on the limited amount of construction energy consumption and compliance with regulatory programs would ensure that the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy. Therefore impacts to energy resources

³ California Energy Commission Fuel Data, Facts and Statistics available at <https://www.cdtfa.ca.gov/taxes-and-fees/MVF-10-Year-Report.pdf>. and <https://www.cdtfa.ca.gov/taxes-and-fees/Diesel-10-Year-Report.pdf>

during construction or operation will be less than significant. No mitigation measures are required.

2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.

The proposed Project is an infrastructure project and will not create a demand for local or regional gas or electricity energy supplies. Therefore impacts to local and regional energy supplies during construction or operation will be less than significant. No mitigation measures are required.

3. The effects of the project on peak and base period demands for electricity and other forms of energy.

As an infrastructure project, the construction and operation activities of the Project will not substantially affect peak and base period demands for electricity or other forms of energy, such as natural gas. Therefore impacts to local and regional energy supplies during construction or operation will be less than significant. No mitigation measures are required.

4. The degree to which the project complies with existing energy standards.

The proposed Project would be required to comply with City, state and federal energy conservation measures related to construction and operations. Although many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through energy conservation measures, as well as reducing water consumption, this Project will comply with applicable regulations. As such, the construction and operation activities of the Project will meet and/or exceed these regulatory requirements. No mitigation measures are required.

In addition, the Project will be consistent with applicable goals and polices within the GP. Through implementation of energy conservation measures and sustainable practices, the Project will not use large amounts of energy in a manner that is wasteful or otherwise inconsistent with adopted plans or policies.

5. The effects of the project on energy resources.

The effects of the Project on energy supplies and resources from a capacity standpoint are described above in the preceding analysis. In regard to the effects of the Project on energy resources, the Project is required to ensure that the Project does not result in the inefficient, unnecessary, or wasteful consumption of energy. Implementation of the Project will relieve congestion and improve efficiency of vehicles traveling on the roads, as well as promote the use of pedestrian and bicycle facilities, which improves energy efficiency.

6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

As stated above, energy impacts associated with transportation during construction and operation of the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy through adherence to existing regulations and GP policies. With regard to efficient transportation alternatives, the Project proposes to improve portions of

County Line Road including the intersection of County Line Road and 3rd Street, where the existing OmniTrans Bus Route 309 stops. Additionally, the Project proposes to add bicycle lanes to increase transportation alternatives.

Taken together, Implementation of the proposed Project will have less than significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. No mitigation measures are required.

3.6(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

Determination: No Impact.

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), OmniTrans

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The proposed Project would be required to comply with City, state and federal energy conservation measures related to construction and operations, as noted above. Implementation of the Project will relieve congestion and improve efficiency of vehicles traveling on the roads, as well as promote the use of pedestrian and bicycle facilities, which improves energy efficiency. Further, the Project will comply with all applicable regulations and policies as it pertains to road way improvement construction. As such, impacts to obstructing a state or local plan for renewable energy or energy efficiency during construction or operation will be less than significant. No mitigation measures are required.

3.7 GEOLOGY AND SOILS

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) 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 other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			■	
2) Strong seismic ground shaking?			■	
3) Seismic-related ground failure, including liquefaction?			■	
4) Landslides?			■	
b. Result in substantial soil erosion or the loss of topsoil?			■	
c. Be 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-site or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?			■	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			■	
e. Have 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?				■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?		■		

3.7 (a) (1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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 other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Determination: Less Than Significant Impact

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), Department of Conservation, EQ Zapp (DOC-E)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to geology and soil resources:

- PPP 3.7-1 City of Calimesa Policy SAF-: Discourage development near areas susceptible to potential seismic or geological hazards
- PPP 3.7-2 City of Yucaipa Policy S-1.8 – Natural Topography.: Limit grading for future developments to the minimum amount needed to preserve Yucaipa’s natural topography, preserve vegetation, and maintain soil and slope stability.

Project Design Features (PDF)

There are no Design Features relating to this issue.

Impact Analysis

Seismic activity is expected in Southern California; however, the Project is not located within an Alquist-Priolo zone. The Project site does not contain any known faults; therefore, the potential for on-site fault rupture is very low. The closest fault is El Casco Fault, located approximately 0.85 miles southwest from the Project site. As previously discussed, the proposed Project includes only roadway and drainage improvements to a partially paved road that is currently in use. The Project does not propose any structures, habitable or otherwise, that could pose a substantial risk to people or other structures in the event of strong seismic ground shaking. Therefore, the potential for impacts that would expose people or structures to substantial adverse effects associated with the rupture of a known earthquake fault is less than significant. No mitigation measures are required.

3.7 (a) (2) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?

Determination: Less than Significant Impact.

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), Department of Conservation, EQ Zapp (DOC-E)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

As discussed above, the Project site is not located within an earthquake fault zone boundary and the Project includes only roadway and drainage improvements to a partially paved road that is currently

in use. The Project does not propose any structures, habitable or otherwise, that could pose a substantial risk to people or other structures in the event of strong seismic ground shaking. Therefore, the potential for impacts that would expose people or structures to substantial adverse effects associated with strong seismic ground shaking is less than significant. No mitigation measures are required.

3.7 (a) (3) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?

Determination: Less Than Significant Impact.

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), Department of Conservation, EQ Zapp (DOC-E)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions. The factors controlling liquefaction are:

- Seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause soils to liquefy and temporarily behave as a dense fluid. For liquefaction to occur, the following conditions have to occur: Intense seismic shaking;
- Presence of loose granular soils prone to liquefaction; and
- Saturation of soils due to shallow groundwater.

According to the Department of Conservation, the City of Calimesa General Plan, and the City of Yucaipa General Plan, the Project site is not identified as having high liquefaction susceptibility (CGP, p.8-4; YGP, p. 7-6). As such, the potential for impacts that would expose people or structures to substantial adverse effects associated with seismic related ground failure including liquefaction is less than significant. No mitigation measures are required.

3.7 (a) (4) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?

Determination: Less Than Significant Impact.

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), Department of Conservation, EQ Zapp (DOC-E)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

Generally, a landslide is defined as the downward and outward movement of loosened rock or earth down a hillside or slope. Landslides can occur either very suddenly or slowly, and frequently accompany other natural hazards such as earthquakes, floods, or wildfires. Landslides can also be induced by the undercutting of slopes during construction, improper artificial compaction, or saturation from sprinkler systems or broken water pipes.

The Project site has been previously excavated, filled, graded, and leveled and due to its flat gradient and the absence of known landslides within or immediately adjacent to the site, the potential for land-sliding at the site is low. As such the potential for impacts associated with landslides are considered less than significant. No mitigation measures are required.

3.7(b) Result in substantial soil erosion or the loss of topsoil?

Determination: Less Than Significant Impact.

Sources: Project City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts related to soil erosion:

PPP 3.7-3 Prior to grading permit issuance, the Project Proponent shall prepare a *Stormwater Pollution Prevention Plan*. Project contractors shall be required to ensure compliance with the Stormwater Pollution Prevention Plan and permit periodic inspection of the construction site by City of Calimesa staff and the state water resources control board staff.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project would include road and sidewalk improvements and associated drainage, and will be constructed on existing roadway and along small portions of parcels that are proposed to be acquired, and which are either previously disturbed, portions of vacant lots, or portions of developed parcels. The Project roads are currently being used and are presently travelled upon; therefore, its remaining dirt-surfaced portions are heavily compacted. The Project will not involve extensive excavation, grading, and or fill. Ultimately, Project implementation will cause a reduction in the

potential for soil erosion as a result of the proposed on-site drainage improvements. Additionally, for compliance with the California General Permit for Stormwater Discharges Associated with Construction Activities, Project construction will be mandated to incorporate a Storm Water Pollution Prevention Plan (SWPPP) to manage soil disturbance, non-storm water discharges, construction materials, and construction waste during its construction phase. Project-related construction could involve cut and fill during the grading phase; however, a substantial loss of topsoil is not anticipated given the short duration of construction time (approximately four months). Thus, the construction phase of the Project would not be exposed to extensive rain during the rainy season. Therefore, impacts related to substantial soil erosion or the loss of topsoil, are considered less than significant. No mitigation measures are required.

3.7(c) Be 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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

Determination: Less Than Significant Impact.

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to an unstable geologic unit:

PPP 3.7-4 The project is required to comply with the California Building Standards Code and City of Calimesa and Yucaipa Building Codes to preclude significant adverse effects associated with seismic hazards.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

As noted in *Threshold 3.7 (a)(4)* above, the Project site has been previously excavated, filled, graded, and leveled and due to its flat gradient and the absence of known landslides within or immediately adjacent to the site, the potential for land-sliding at the site is low. Implementation of the Project would include roadway and drainage improvements to a partially paved road that is currently being used and is presently travelled upon. Implementation of the Project will not contribute to or expose people or structures to substantial adverse effects associated with on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant. No mitigation measures are required.

3.7(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Determination: Less than Significant Impact.

Source: City of Calimesa General Plan EIR (CGP EIR), City of Yucaipa General Plan EIR (YGP EIR)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to expansive soils:

- PPP 3.7-4 The project is required to comply with the California Building Standards Code and City of Calimesa and Yucaipa Building Codes to preclude significant adverse effects associated with seismic hazards.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

Expansive soils expand when wet and shrink when dry. The amount or type of clay present in soil determines its shrink-potential. The proposed Project involves improvements to an existing roadway. The soils that occur within the Project site are not considered to be expansive soils and the installation of the road base would eliminate any potential for such soils to adversely impact the roadway (CGP EIR, p. 5.6-8, YGP EIR, p. 3.6-9). Therefore, potential impacts related to being located on expansive soils that would create substantial risks to life or property, are considered less than significant. No mitigation measures are required.

3.7(e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

Determination: No Impact.

Source: Project Description

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The proposed Project involves the construction of roadway and drainage improvements to a partially paved road that is currently being used and is presently travelled upon. The Project will not require septic tanks or alternative waste water disposal systems. As such no impacts will occur. No mitigation measures are required.

3.7(f) *Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*

Determination: Less than Significant Impact with Mitigation Incorporated.

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The proposed Project involves the construction of roadway and drainage improvements to a partially paved road that is currently being used and is presently travelled upon. Only the western part of the City of Calimesa has a high potential to produce significant paleontological resources, which is outside of the Project site. However the City of Yucaipa identifies the southern area of Yucaipa as a paleontological resources sensitive area. Therefore to ensure that that potential impacts to paleontological resources are avoided or reduced to a less than significant level, implementation of mitigation measure, **MM GEO 1**, will reduce impacts to a less than significant level.

Mitigation Measure:

MM GEO 1 If any paleontological resources are exposed during ground excavation disturbance, ground disturbance activities in the vicinity of the discovery will be terminated immediately and a qualified paleontological resources specialist will be retained to evaluate the resources. If the find is determined to be significant, avoidance or other appropriate measures as identified by the paleontologist shall be implemented. Appropriate measures would include that a qualified paleontologist be permitted to recover, evaluate and curate the find(s) in accordance with current standards and guidelines.

3.8 GREENHOUSE GAS EMISSIONS

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			■	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			■	

3.8(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Determination: Less Than Significant Impact.

Source: CalEEMod Output Files, (WEBB-A), South Coast Air Quality Management District (SCAQMD-B and SCAQMD-D)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to greenhouse gas:

- PPP 3.3-1 City of Calimesa Policy AQ-2: Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas.
- PPP 3.3-3 City of Calimesa Policy SUS-3: Promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by; encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly, and increasing opportunities for active transportation (walking and biking) and transit use.
- PPP 3.3-4 City of Calimesa Policy SUS-18: Encourage convenient bicycle, pedestrian, and transit access to new commercial and industrial development.
- PPP 3.3-5 City of Calimesa Policy AQ-8: Require use of energy and fuel-efficient equipment and low emission material in City of Calimesa facilities and infrastructure.
- PPP 3.3-6 City of Yucaipa Policy S-7.1 – Integrated Planning: Integrate air quality planning with land use, economic development, and transportation-related planning to allow for the control and management of air quality.
- PPP 3.3-7 City of Yucaipa Policy S-7.2 – Transportation Sources: Encourage the expansion of transit, buildout of the pedestrian and bicycle route network, support of regional ride-

share programs, and other efforts to reduce vehicle miles travelled from Yucaipa and associated vehicle emissions.

- PPP 3.3-8 City of Yucaipa Policy S-7.6 – Greenhouse Gas Reductions: Reduce communitywide greenhouse gas emissions locally through the implementation of Yucaipa’s Climate Action Plan; actively support regional efforts to reduce greenhouse gases throughout the county.
- PPP 3.8-1 City of Calimesa Policy AQ-8: Require use of energy and fuel-efficient equipment and low emission material in City of Calimesa facilities and infrastructure.
- PPP 3.8-1 City of Calimesa Policy AQ-18: Support local, regional, and statewide efforts to reduce greenhouse gas emissions.
- PPP 3.8-2 City of Yucaipa Policy T-2.5 – Environmental Concerns: Minimize environmental impacts from the construction, use, and improvement of roadways on air and water quality, heat island effects, noise levels, view sheds, street-level aesthetics, drainage, and stormwater runoff whenever feasible.
- PPP 3.8-3 City of Yucaipa Policy T-3.1 – Bicycle Network.: Complete bicycle infrastructure improvement projects that close gaps in the City’s bicycle plan illustrated in Figure T-3 and those providing connections to adjacent communities and counties to enhance regional connectivity.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The City of Calimesa does not have an adopted threshold of significance for GHG emissions. The City of Yucaipa adopted a Climate Action Plan (CAP) on September 14, 2015. The CAP included a number of measures to be implemented by the City of Yucaipa to meet its reduction requirements, which includes performance standards for new development. However, the proposed Project is limited to roadway-related improvements along County Line Road, which would add pedestrian and bicycle amenities and also improve the efficiency of the roadway and would therefore not be in conflict with the City’s CAP.

For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. The SCAQMD’s recommended draft numerical threshold of 3,000 metric tons carbon dioxide equivalent (MTCO₂E) per year for non-industrial projects is selected as the significance criterion (SCAQMD-B). As shown in Appendix A, the estimated amount of emissions from Project construction of 295.40 MTCO₂E/year. Operational emissions would be negligible and result from infrequent operational emissions from maintenance vehicles. Therefore, the proposed Project will not generate a significant amount of GHG emissions and the impact is considered less than significant. No mitigation measures are required.

3.8(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Determination: Less Than Significant Impact.

Source: CalEEMod Output Files, WEBB-A)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to greenhouse gas:

- PPP 3.3-1 City of Calimesa Policy AQ-2: Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas.
- PPP 3.3-3 City of Calimesa Policy SUS-3: Promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by; encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly, and increasing opportunities for active transportation (walking and biking) and transit use.
- PPP 3.3-4 City of Calimesa Policy SUS-18: Encourage convenient bicycle, pedestrian, and transit access to new commercial and industrial development.
- PPP 3.3-5 City of Calimesa Policy AQ-8: Require use of energy and fuel-efficient equipment and low emission material in City of Calimesa facilities and infrastructure.
- PPP 3.3-6 City of Yucaipa Policy S-7.1 – Integrated Planning: Integrate air quality planning with land use, economic development, and transportation-related planning to allow for the control and management of air quality.
- PPP 3.3-7 City of Yucaipa Policy S-7.2 – Transportation Sources: Encourage the expansion of transit, buildout of the pedestrian and bicycle route network, support of regional ride-share programs, and other efforts to reduce vehicle miles travelled from Yucaipa and associated vehicle emissions.
- PPP 3.3-8 City of Yucaipa Policy S-7.6 – Greenhouse Gas Reductions: Reduce communitywide greenhouse gas emissions locally through the implementation of Yucaipa’s Climate Action Plan; actively support regional efforts to reduce greenhouse gases throughout the county.
- PPP 3.8-1 City of Calimesa Policy AQ-8: Require use of energy and fuel-efficient equipment and low emission material in City of Calimesa facilities and infrastructure.
- PPP 3.8-1 City of Calimesa Policy AQ-18: Support local, regional, and statewide efforts to reduce greenhouse gas emissions.
- PPP 3.8-2 City of Yucaipa Policy T-2.5 – Environmental Concerns: Minimize environmental impacts from the construction, use, and improvement of roadways on air and water

quality, heat island effects, noise levels, view sheds, street-level aesthetics, drainage, and stormwater runoff whenever feasible.

PPP 3.8-3 City of Yucaipa Policy T-3.1 – Bicycle Network: Complete bicycle infrastructure improvement projects that close gaps in the City’s bicycle plan illustrated in Figure T-3 and those providing connections to adjacent communities and counties to enhance regional connectivity.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

As discussed in *Threshold 3.8 (a)* above, the Project’s GHG emissions are below the recommended draft thresholds, and is consistent with the City of Yucaipa CAP. Therefore, the Project will not conflict with any plan, policy, or regulation adopted for the purpose of reducing GHG emissions and impacts are considered less than significant. No mitigation measures are required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			■	
b. Create 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. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			■	
d. Be 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. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?				■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			■	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			■	

3.9(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Determination: Less than Significant Impact.

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP).

Plans, Policies, or Programs (PPP)

The transport, use or disposal of hazardous materials in the unlikely event these materials are uncovered shall adhere to the regulations pertaining regulating the handling and transport of these items. The following PPP applies to the Project and would reduce impacts relating to this issue:

PPP 3.9-1 The Project is subject all applicable federal, state, and local laws and regulations regarding hazardous materials, including but not limited requirements imposed by the Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project involves improvements to an existing ROW, vacant land, and portions of existing developed parcels. During construction there is a potential for accidental release of petroleum products in sufficient quantities to pose a hazard to people and the environment. Because construction equipment can contain enough petroleum products to damage the environment or expose people to hazardous emissions, the Project will comply with applicable federal, state and local policies to manage clean-up of potential spills of hazardous materials during construction. The transport, use, and disposal of hazardous materials during Project construction will be conducted in accordance with applicable State and federal laws. Any spills or leakages of petroleum products or other hazardous materials will be remediated in compliance with applicable federal state and local regulations regarding clean-up and disposal of the released contaminant. All contaminated waste will be collected and disposed of at an appropriately licensed disposal treatment facility. Compliance with applicable laws and regulations will ensure impacts associated with the routine transport, use, or disposal of hazardous material during construction.

Based on the analysis above impacts would be less than significant and no mitigation measures are required.

3.9(b) Create 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?

Determination: Less than Significant Impact.

Sources: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP).

Plans, Policies, or Programs (PPP)

There are numerous regulations pertaining to the accidental release of hazardous materials. The following PPP applies to the Project and would reduce impacts relating to this issue:

PPP 3.9-1 The Project is subject all applicable federal, state, and local laws and regulations regarding hazardous materials, including but not limited requirements imposed by the Environmental Protection Agency, California Department of Toxic Substances Control, South Coast Air Quality Management District, and the Santa Ana Regional Water Quality Control Board.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project will not create 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, because the storage, handling, and disposal of any hazardous materials will be done in accordance with applicable best management practices (BMPs) to manage clean-up of potential spills of hazardous materials during construction. Once completed, motorists using the Project's road may transport small quantities of household hazardous materials, such as cleaning supplies, paints, pool chemicals, or pesticides/herbicides for landscape maintenance for home use, which is also currently done with the existing conditions. If these products are transported in accordance with manufacturer's recommendations, potential impacts will be less than significant.

Based on the analysis above, impacts would be less than significant and no mitigation measures are required.

3.9(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Determination: Less than Significant Impact.

Sources: Yucaipa-Calimesa Joint Unified School District

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The closest school to the Project site is Calimesa Elementary School, which is located 0.15 miles north of the County Line Road and 2nd Street intersection. However as noted earlier, the Project is a roadway improvement project and does not propose the use of hazardous materials. During construction activities, the Project would be subject to all applicable existing Federal, State and local laws. As such, impacts related to hazardous emissions or the handling of hazardous materials near schools resulting from implementation of the Project, would be less than significant. No mitigation measures are required.

3.9(d) Be 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?

Determination: No Impact.

Sources: Department of Toxic Substance

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project site is not included on a list of hazardous materials sites identified by the California Department of Toxic Substances Control (DTSC) EnviroStor database. No impact would occur and no mitigation measures are required.

3.9(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?

Determination: No Impact.

Source: Riverside County Airport Land Use Commission, Redlands Municipal Airport, City of Calimesa General Plan EIR (CGP EIR), City of Yucaipa, General Plan EIR (YGP EIR)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

There are no public airports, public use airports, or private airstrips in the City of Calimesa or the City of Yucaipa. The closest airport is the Redlands Municipal Airport, located approximately 7 miles north of the Project Site. As such, implementation of the Project would not result in a safety hazard or excessive noise for hazard for people residing or working in the Project site. No impact would occur and no mitigation measures are required.

3.9(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Determination: Less Than Significant Impact.

Sources: Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

PPP 3.9-2 The City of Calimesa identified the following evacuation routes: Interstate 10 and California Street for north-south movement of traffic; County Line Road for east-west movement of traffic. Additional streets that can augment the routes include Calimesa Boulevard, 3rd Street and 5th Street for north-south traffic flow, as well as Avenue L and Singleton Road for east-west traffic movement.

PPP 3.9-2 The City of Yucaipa identified the following evacuation routes: Bryant Street, Oak Glen Road, Yucaipa Boulevard, 14th Street, Wildwood Canyon Road, County Line Road , Calimesa Boulevard, and Mesa Grande Drive, all of which are arterials streets.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project would not interfere with the City of Calimesa or the City of Yucaipa’s emergency response or evacuation plans since the Project involves roadway improvements to an existing segment of County Line Road that is currently congested and does not have sufficient capacity to serve current traffic volumes.

Implementation of the Project would ultimately better facilitate the transportation network in the event of an emergency response or evacuation. Temporary construction activities and staging areas will generally be confined to the Project site and a City of Calimesa-owned lot and will not physically impair access to other existing roadways within the Project vicinity. Access to local residences will be maintained at all times. The traffic control plan that will be submitted with the Project’s design drawings will include an emergency access plan. The roundabout design for the Project also provides adequate access for emergency vehicles. Therefore, the potential for impacts that could impair implementation of or physically interfere with an adopted emergency response or evacuation plan is less than significant. No mitigation measures are required.

3.9 (g) Expose people or structures either directly or indirectly, 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?

Determination: Less than Significant.

Source: Calimesa General Plan, City of Yucaipa General Plan, California Department of Forest and Fire Protection (CAL)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies or Programs applicable to the project relating to this issue

Project Design Features (PDF)

PPP 3.9-3 The City of Calimesa identified the following evacuation routes: Interstate 10 and California Street for north-south movement of traffic; County Line Road for east-west movement of traffic. Additional streets that can augment the routes include Calimesa Boulevard, 3rd Street and 5th Street for north-south traffic flow, as well as Avenue L and Singleton Road for east-west traffic movement.

Impact Analysis

In November 2007, the California Department of Forestry and Fire Protection (Cal Fire) adopted Fire Hazard Severity Zone (FHSZ) maps for State Responsibility Areas. The currently adopted map identifies the Project Site as non-very high fire hazard severity (Non-VHFHS) zone (CAL). Further, as noted in the City of Calimesa and the City of Yucaipa General Plans, the Project is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected. The Cities' General Plans do not designate the Project site to be a risk from wildland fires. As noted in the Project description, the Project involves roadway and drainage improvements. Temporary construction activities will require workers to be present along the Project; however, these workers will not be at significant risk to wildland fires since they will not be confined within structures, as the construction will be outside, mostly in ROW. Therefore, the potential for impacts that would expose people or structures to a significant risk or loss, injury or death involving wildland fires is less than significant. No mitigation measures are required.

3.10 HYDROLOGY AND WATER QUALITY

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		■		
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			■	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			■	
1) Result in substantial erosion or siltation on- or off-site;			■	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			■	
3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			■	
4) Impede or redirect flood flows?			■	
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				■
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				■

3.10(a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Determination: Less Than Significant Impact With Mitigation Incorporated.

Source: Calimesa Municipal Code, Yucaipa Municipal Code, Order No. 2009-0009-DWQ, Technical Guidance Document for Water Quality Management Plans in County of San Bernardino Areawide Stormwater Program (June 2013), Water Quality Management Plan A Guidance Document for the Santa Ana Region of Riverside County (October 2012), Project description.

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating water quality and waste discharge requirements.

- PPP 3.10-1 Prior to grading permit issuance, the Project proponent shall have a Storm Water Pollution Prevention Plan (SWPPP) prepared pursuant to the statewide Construction General Permit by a Qualified SWPPP Developer (QSD). Also, a receipt of fees paid with the SWPPP Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) shall be provided to the City of Calimesa and the City of Yucaipa. The SWPPP shall be implemented onsite by a Qualified SWPPP Practitioner (QSP). Project contractors shall comply with the SWPPP and allow inspection of the construction site by staff from the Regional Water Quality Control Board and Cities of Calimesa and/or Yucaipa or their designee(s) to confirm compliance.
- PPP 3.10-2 The Project shall comply with Chapter 16.10 of the Calimesa Municipal Code – Stormwater/Urban Runoff Management and Discharge Controls.
- PPP 3.10-3 The Project shall comply with Chapter 13.04 of the Yucaipa Municipal Code – Storm Drain Systems.

Project Design Features (PDF)

The following is incorporated into the Project by the applicant, and would reduce impacts related to water quality and discharge requirements.

- PDF 3.10-1 Catch basins will be constructed for each roundabout and tied into the existing drainage system.

Impact Analysis

Construction of the proposed Project may result in the discharge of sediment and other construction-related pollutants to surface waters and groundwater. The proposed Project will disturb more than one acre of land, therefore, a Storm Water Pollution Prevention Plan (SWPPP) is required from the project proponent to comply with the statewide Construction General Permit (CGP) (Order 2009-0009-DWQ). The SWPPP must be developed by a Qualified SWPPP Developer (QSD) and implemented onsite for the duration of the Project by a Qualified SWPPP Practitioner (QSP). The focus of a construction SWPPP is to minimize soil disturbance, non-stormwater discharges, construction materials, and construction wastes during the construction phase of the Project to prevent discharge of polluted runoff from the construction site. Coverage under the CGP requires submittal of a Notice of Intent (NOI) and payment of fees and annual reporting to the State Water Resources Control Board (SWRCB). Staff from the Santa Ana Regional Water Quality Control Board (RWQCB) may inspect the construction site periodically to ensure compliance with the SWPPP.

The proposed Project lies partly within the City of Calimesa and partly within the City of Yucaipa, split between the counties of Riverside and San Bernardino, respectively. The City of Calimesa is a co-permittee of the Riverside County Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) permit issued by the RWQCB, and are bound to

comply with all aspects of the permit requirements. Likewise, the City of Yucaipa is a co-permittee of the San Bernardino County MS4 NPDES permit. Both MS4 permits provide “Transportation Project Guidance” (TPG) documents to ensure an analysis is conducted for transportation projects that is functionally equivalent to a Water Quality Management Plan (WQMP). Certain transportation projects are required to prepare a TPG to guide the application of Low Impact Development (LID) Best Management Practices (BMPs) to the Maximum Extent Practicable (MEP) to reduce the discharge of pollutants to receiving waters. However, this Project does not meet the criteria to prepare a TPG and is considered exempt.

Existing surface drainage features are located close to the Project footprint (e.g., the open v-ditch at the intersection of Bryant Street and County Line Road) The Project will avoid these features. However, in the event avoidance becomes infeasible, a jurisdictional delineation will be conducted and regulatory permits obtained by the Project proponent pursuant to mitigation measure **MM HYDRO 1**.

As such, impacts are considered to be less than significant. Based on the analysis above, with implementation of PPP 3.10-1 through PPP 3.10-3, PDF 3.10-1, and **MM HYDRO 1**, impacts to water quality will be less than significant with mitigation incorporated.

Mitigation Measure:

MM HYDRO 1

The Project will avoid all impacts to surface drainage features. In the event total avoidance of surface drainage features becomes infeasible, the Project proponent will have a Jurisdictional Delineation (JD) Report prepared by a qualified delineator. The JD Report will identify the limits of potentially jurisdictional waters of the U.S. and waters of the State, including wetlands, pursuant to Sections 401 and 404 of the Clean Water Act, and Fish and Game Code section 1602. The JD Report will follow the current U.S. Army Corps of Engineers’ minimum standards for acceptance of aquatic resources delineation reports. If the JD Report determines that regulatory permits are needed, the Project proponent will obtain the necessary approvals from the Regional Water Quality Control Board, U.S. Army Corps of Engineers, and/or California Department of Fish and Wildlife (collectively referred to as “regulatory agencies”). Project construction that will impact the potentially jurisdictional surface drainage features will not commence until authorizations from the regulatory agencies are obtained and any compensatory mitigation that the regulatory agencies have required of the applicant is secured.

3.10(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin

Determination: Less Than Significant Impact.

Source: Project description.

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The proposed Project consists of roadway improvements to an existing roadway and will not cause in and of itself an increase in the production of groundwater, or cause a significant change to the groundwater recharge potential of the pervious portions of the Project site. Therefore, the Project will not impede with sustainable groundwater management of the underlying groundwater basin. Impacts to groundwater supplies will be less than significant and no mitigation measures are required.

3.10(c) (1) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

Determination: Less Than Significant Impact.

Source: Project description.

Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts relating to soil erosion.

PPP 3.10-1 Prior to grading permit issuance, the Project proponent shall have a Storm Water Pollution Prevention Plan (SWPPP) prepared pursuant to the statewide Construction General Permit by a Qualified SWPPP Developer (QSD). Also, a receipt of fees paid with the SWPPP Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) shall be provided to the City of Calimesa. The SWPPP shall be implemented onsite by a Qualified SWPPP Practitioner (QSP). Project contractors shall comply with the SWPPP and allow inspection of the construction site by staff from the Regional Water Quality Control Board and Cities of Calimesa and/or Yucaipa or their designee(s) to confirm compliance.

PPP 3.10-2 The Project shall comply with Chapter 16.10 of the Calimesa Municipal Code – Stormwater/Urban Runoff Management and Discharge Controls.

PPP 3.10-3 The Project shall comply with Chapter 13.04 of the Yucaipa Municipal Code – Storm Drain Systems.

Project Design Features (PDF)

The following is incorporated into the Project by the applicant, and would reduce impacts related to soil erosion.

PDF 3.10-1 Catch basins will be constructed for each roundabout and tied into the existing drainage system.

Impact Analysis

The proposed Project consists of roadway improvements to an existing paved roadway, including the addition of curb and gutter and sidewalks. The Project area will continue to drain to the Calimesa Channel and Calimesa Creek. The Project will not substantially alter the existing drainage pattern, nor directly impact any existing surface drainage features. The Project will construct curb and gutter that will reduce the amount of sediment coming off adjoining properties and entering County Line Road. With implementation of PPP 3.10-1 through PPP 3.10-3 and PDF 3.10-1, impacts to water quality will be less than significant and no mitigation measures are required.

3.10(c) (2) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Determination: Less Than Significant Impact.

Source: Calimesa Creek Master Plan (July 2012), Project description.

Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts relating to flooding.

PPP 3.10-1 Prior to grading permit issuance, the Project proponent shall have a Storm Water Pollution Prevention Plan (SWPPP) prepared pursuant to the statewide Construction General Permit by a Qualified SWPPP Developer (QSD). Also, a receipt of fees paid with the SWPPP Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) shall be provided to the City of Calimesa. The SWPPP shall be implemented onsite by a Qualified SWPPP Practitioner (QSP). Project contractors shall comply with the SWPPP and allow inspection of the construction site by staff from the Regional Water Quality Control Board and Cities of Calimesa and/or Yucaipa or their designee(s) to confirm compliance.

PPP 3.10-2 The Project shall comply with Chapter 16.10 of the Calimesa Municipal Code – Stormwater/Urban Runoff Management and Discharge Controls.

PPP 3.10-3 The Project shall comply with Chapter 13.04 of the Yucaipa Municipal Code – Storm Drain Systems.

Project Design Features (PDF)

The following is incorporated into the Project by the applicant, and would reduce impacts related to flooding.

PDF 3.10-1 Catch basins will be constructed for each roundabout and tied into the existing drainage system.

Impact Analysis

The proposed Project consists of roadway improvements to an existing paved roadway. The additional impervious area created by the Project will be negligible. After construction is complete, the Project area will continue to drain to the Calimesa Channel which becomes Calimesa Creek just downstream of Park Avenue. This channel and creek drain an area of approximately 890 acres and are known to the City of Calimesa to have unstable creek banks and undersized culverts, and will also address the flooding hazard that currently exists downstream of the Project area in Calimesa Creek due west of Park Avenue. Calimesa has a separate project underway to address these issues that is part of the City of Calimesa's *Calimesa Creek Master Plan*, July 2012 (CCMP). The Project does not include alteration of the existing drainage pattern of the area, nor direct impacts to any existing surface drainage features. In the event that avoidance of surface drainage features becomes infeasible, **MM HYDRO 1** will mitigate for Project impacts to potentially jurisdictional waters.

The proposed roadway improvements are of such a limited size compared to the overall watershed area tributary to Calimesa Channel and Calimesa Creek, that the proposed improvements will not cause a significant increase in the existing surface runoff such that flooding would be exacerbated downstream. With implementation of PPP 3.10-1 through PPP 3.10-3, PDF 3.10-1, and **MM HYDRO 1**, impacts to flooding will be less than significant with mitigation.

3.10(c) (3) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Determination: Less than Significant Impact.

Source: Calimesa Creek Master Plan (July 2012), Project description.

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to drainage capacity and additional sources of polluted runoff.

- PPP 3.10-1 Prior to grading permit issuance, the Project proponent shall have a Storm Water Pollution Prevention Plan (SWPPP) prepared pursuant to the statewide Construction General Permit by a Qualified SWPPP Developer (QSD). Also, a receipt of fees paid with the SWPPP Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) shall be provided to the City of Calimesa. The SWPPP shall be implemented onsite by a Qualified SWPPP Practitioner (QSP). Project contractors shall comply with the SWPPP and allow inspection of the construction site by staff from the Regional Water Quality Control Board and Cities of Calimesa and/or Yucaipa or their designee(s) to confirm compliance.
- PPP 3.10-2 The Project shall comply with Chapter 16.10 of the Calimesa Municipal Code – Stormwater/Urban Runoff Management and Discharge Controls.
- PPP 3.10-3 The Project shall comply with Chapter 13.04 of the Yucaipa Municipal Code – Storm Drain Systems.

Project Design Features (PDF)

The following is incorporated into the Project by the applicant, and would reduce impacts related to drainage capacity and additional sources of polluted runoff. This measure will be included in the project's Mitigation Monitoring and Reporting Program:

- PDF 3.10-1 Catch basins will be constructed for each roundabout and tied into the existing drainage system.

Impact Analysis

As described previously in *Threshold 3.10(c)(2)*, due to undersized culvert and unstable creek beds, a flooding hazard currently exists downstream of the Project area in Calimesa Creek due west of Park Avenue. The City has prepared a Master Plan to address this problem. The amount of surface runoff, and thus, the amount of pollutants entering Calimesa Channel and Calimesa Creek will not substantially change from the existing condition as a result of this Project. Therefore, impacts to stormwater drainage systems will be less than significant and no mitigation measures are required.

3.10(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Determination: Less Than Significant Impact.

Sources: Flood Insurance Rate Map no. 06065C0118G, Effective Date August 28, 2008.

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to water quality.

- PPP 3.10-1 Prior to grading permit issuance, the Project proponent shall have a Storm Water Pollution Prevention Plan (SWPPP) prepared pursuant to the statewide Construction

General Permit by a Qualified SWPPP Developer (QSD). Also, a receipt of fees paid with the SWPPP Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) shall be provided to the City of Calimesa. The SWPPP shall be implemented onsite by a Qualified SWPPP Practitioner (QSP). Project contractors shall comply with the SWPPP and allow inspection of the construction site by staff from the Regional Water Quality Control Board and Cities of Calimesa and/or Yucaipa or their designee(s) to confirm compliance.

PPP 3.10-2 The Project shall comply with Chapter 16.10 of the Calimesa Municipal Code – Stormwater/Urban Runoff Management and Discharge Controls.

PPP 3.10-3 The Project shall comply with Chapter 13.04 of the Yucaipa Municipal Code – Storm Drain Systems.

Project Design Features (PDF)

The following is incorporated into the Project by the applicant, and would reduce impacts related to water quality.

PDF 3.10-1 Catch basins will be constructed for each roundabout and tied into the existing drainage system.

Impact Analysis

The Project segment along 2nd Street between Calimesa Channel and County Line Road is identified by the Federal Emergency Management Agency (FEMA) as Zone X, or “Areas of 0.2% Annual Chance Flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainages areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.”

In addition, Calimesa Channel and Calimesa Creek is identified as a Floodway Area in FEMA Zone AE, or “The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.” The Project limits in 5th Street and Park Avenue abut this floodway.

There are no Project elements that would become a source of pollutants that would be at risk of release in the event of a flood. Based on the previous analysis, impacts to water quality will be less than significant and no mitigation measures are required.

3.10(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Determination: Less Than Significant Impact.

Source: Department of Water Resources “GSA Map Viewer,” Water Quality Control Board Santa Ana River Basin (Feb. 2016).

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to water quality.

- PPP 3.10-1 Prior to grading permit issuance, the Project proponent shall have a Storm Water Pollution Prevention Plan (SWPPP) prepared pursuant to the statewide Construction General Permit by a Qualified SWPPP Developer (QSD). Also, a receipt of fees paid with the SWPPP Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) shall be provided to the City of Calimesa. The SWPPP shall be implemented onsite by a Qualified SWPPP Practitioner (QSP). Project contractors shall comply with the SWPPP and allow inspection of the construction site by staff from the Regional Water Quality Control Board and Cities of Calimesa and/or Yucaipa or their designee(s) to confirm compliance.
- PPP 3.10-2 The Project shall comply with Chapter 16.10 of the Calimesa Municipal Code – Stormwater/Urban Runoff Management and Discharge Controls.
- PPP 3.10-3 The Project shall comply with Chapter 13.04 of the Yucaipa Municipal Code – Storm Drain Systems.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Water Quality Control Plan for this watershed requires the SWPPP that is described in PPP 3.10-1. With implementation of PPP 3.10-1, the Project is consistent with the Water Quality Control Plan. The Project overlies the Upper Santa Ana Valley Groundwater Basin, Yucaipa Sub-Basin. Currently there is no sustainable groundwater management plan for the Yucaipa Sub-Basin. The San Bernardino Valley Municipal Water District has organized the formation of a Yucaipa Basin Groundwater Sustainability Agency (GSA) which will be developing a Groundwater Sustainability Plan (GSP) by 2022 pursuant to the Sustainable Groundwater Management Act of 2014 (SGMA). Thus, impacts to the implementation of the Water Quality Control Plan and groundwater management plan will be less than significant and no mitigation measures are required.

3.11 LAND USE AND PLANNING

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				■

3.11(a) Physically divide an established community?

Determination: No Impact.

Sources: Project Description

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project will not physically divide an established community because the Project involves roadway and drainage improvements. Implementation of the Project will potentially enhance existing transportation connections for existing and future communities. Therefore, with regards to physically dividing an established community, no impacts are anticipated. No mitigation measures are required.

3.11(b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Determination: No Impact.

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), Southern California Association of Governments Local Profile Report – Calimesa (SCAG, Calimesa), Southern California Association of Governments Local Profile Report – Yucaipa (SCAG, Yucaipa)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project proposes road and sidewalk improvements and associated drainage on existing roadway and small portions of proposed acquired parcels which are either previously disturbed, portions of vacant lots, or portions of developed parcels. The Project will construct roundabouts, bicycle lanes, sidewalks, and drainage (catch basins at each round about) in portions of County Line Road from Park Avenue to Bryant Street and is considered to be planned infrastructure consistent with the General Plan Circulation Element. Therefore, with regards to conflicts with any applicable land use plan, policy or regulation, no impacts are anticipated. No mitigation measures are required.

3.12 MINERAL RESOURCES

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				■
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?				■

3.12(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?

Determination: No Impact.

Sources: City of Calimesa General Plan EIR (CGP EIR), City of Yucaipa General Plan EIR (YGP EIR)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project will not 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, because there are no known valuable mineral resources in City of Calimesa, the City of Yucaipa, and in Project site. Given the linear alignment of the Project, the small size of the Project, and that the Project is primarily within existing rights-of-way, it is highly unlikely that any surface mining or mineral recovery operation could feasibly take place on the Project site. Therefore, potential impacts related to the loss of a mineral resource are less than significant. No mitigation measures are required.

3.12(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?

Determination: No Impact.

Sources: City of Calimesa General Plan EIR (CGP EIR), City of Yucaipa EIR (YGP EIR)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

As discussed in *Threshold 3.12 (a)* above, the 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, because no mining operations or other resource recovery sites exist on or near the Project site. Therefore, no impact will occur. No mitigation measures are required.

3.13 NOISE

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		■		
b. Generation of excessive groundborne vibration or groundborne noise levels?		■		
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two 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?				■

3.13(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

Determination: Less Than Significant Impact With Mitigation Incorporated.

Sources: City of Calimesa Municipal Code, City of Yucaipa Municipal Code.

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to noise:

PPP 3.13-1 City of Calimesa Municipal Code Noise Abatement and Control Regulations Chapter 8.15.080 Construction Equipment: Construction equipment can operate Monday through Friday from 7:00 am to 7:00 pm, Saturday and Sundays from 10:00 am to 5:00pm, and holidays, as set forth in section 8.15.080(A). No equipment, or a combination of equipment regardless of age or date of acquisition, shall be operated so as to cause noise at a level in excess of 75 decibels for more than eight hours during any 24-hour period when measured at or within the property lines of any property which is developed and used either in part or in whole for residential purposes. Should the Project exceed the standards of the Municipal Code, it is under the jurisdiction of Code Enforcement to respond to any complaints regarding noise from the Project construction.

PPP 3.13-2 City of Yucaipa Municipal Code Chapter 87.0905 Noise. Exempt Noises (e)(1): Construction, repair, or demolition activities between 7:00 am and 7:00 pm, except Sunday and Federal Holidays, are exempt from noise standards.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The proposed Project is improving existing roadway by constructing roundabouts at five intersections, bicycle lanes, sidewalks, and associated drainage. It is not increasing the number of existing vehicular lanes, instead it's designed to improve existing congestion and circulation of the roadway. Therefore the Project will not increase permanent ambient noise in the vicinity from the existing noise.

Construction-related noise is temporary in nature. The construction of a linear project like that of County Line Road is not considered a stationary noise source; however, the center point of the noise generation will vary according to construction activities and progress made along the Project alignment, as portions are completed. The total duration for the Project's construction is estimated at five months.

Existing sensitive receivers along the Project are located adjacent to the right-of-way where construction activities are likely to take place. Attenuation is provided to interior areas of the potentially impacted structures via building materials, including windows. Typical building construction provides a minimum 12 dBA interior noise reduction with windows open and a minimum 20 dBA interior noise reduction with windows closed (FHWA). Additionally, as noted in mitigation measure **MM NOISE 4**, should it be necessary, the construction contractor shall implement measures that could include portable sound attenuation walls, use of quieter equipment, etc., to reduce noise levels.

Implementation of mitigation measures **MM NOISE 1** through **MM NOISE 4** will ensure that construction equipment is located as far as is practicable from sensitive receivers, construction activities are limited to the daytime hours (7:00 a.m. to 7:00 p.m. Monday-Friday, during which sensitivity to noise is reduced substantially), mandated noise control features are in place on noise generating equipment (such as mufflers), and procedures in the event the City of Calimesa or the City of Yucaipa receive noise complaints related to construction.

Therefore, as a result of distance, and the interior noise-reducing properties of structural building materials, and implementation of **MM NOISE 1** through **MM NOISE 4**, potential impacts related to a substantial temporary or periodic increase in ambient noise levels above levels existing without the Project are considered less than significant with mitigation incorporated

Mitigation Measures:

MM NOISE 1: During Project construction, stockpiling, stationary noise-generating equipment and vehicle staging areas shall be located as far as is practicable from any existing structure designed for human occupancy.

- MM NOISE 2:** Construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday. Construction during other periods, including Sundays and holidays, shall be limited to emergencies and activities determined to be in the interest of the general public.
- MM NOISE 3:** All construction equipment shall be operated with mandated noise control equipment (i.e., mufflers or silencers).
- MM NOISE 4:** The City of Calimesa and the City of Yucaipa shall respond to any noise complaints received for this Project by measuring noise levels at the affected receptor site. If the monitored noise level exceeds the City of Calimesa noise standards, in accordance with Chapter 8.15 Noise Abatement and Control, or with the City of Yucaipa noise standards, in accordance to Chapter 9, 87.0905 Noise, the construction contractor shall implement adequate measures (which may include portable sound attenuation walls, use of quieter equipment, shift of construction schedule to avoid the presence of sensitive receptors, etc.) to reduce noise levels to the greatest extent feasible. Any monitoring shall be conducted by a qualified acoustical firm under contract with the construction contractor and responsible to the City of Calimesa and the City of Yucaipa.

3.13(b) Generation of excessive groundborne vibration or groundborne noise levels?

Determination: Less Than Significant Impact With Mitigation Incorporated.

Source: City of Calimesa Municipal Code, City of Yucaipa Municipal Code.

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to noise:

- PPP 3.13-1 City of Calimesa Municipal Code Noise Abatement and Control Regulations Chapter 8.15.080 Construction Equipment: Construction equipment can operate Monday through Friday from 7:00 am to 7:00 pm, Saturday and Sundays from 10:00 am to 5:00pm, and holidays, as set forth in section 8.15.080(A). No equipment, or a combination of equipment regardless of age or date of acquisition, shall be operated so as to cause noise at a level in excess of 75 decibels for more than eight hours during any 24-hour period when measured at or within the property lines of any property which is developed and used either in part or in whole for residential purposes.
- PPP 3.13-2 City of Yucaipa Municipal Code Chapter 87.0905 Noise. Exempt Noises (e)(1): Construction, repair, or demolition activities between 7:00 am and 7:00 pm, except Sunday and Federal Holidays, are exempt from noise standards.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project proposes the construction of roadway, sidewalk, and associated drainage improvements existing roadway and small portions of proposed acquired parcels which are either previously disturbed, portions of vacant lots, or portions of developed parcels. Groundborne vibration and noise are not typically associated with roadways unless they are utilized as heavy truck routes. County Line Road is not located in an area with intensive industrial uses whereby heavy trucks would utilize it on a regular basis that could create excessive groundborne vibration or noise levels. Therefore, the potential for impacts resulting from the exposure of persons to or generation of excessive groundborne vibration or noise levels is considered less than significant.

The proposed improvement Project would increase noise and groundborne vibration in the Project vicinity during the construction phase that would be short-term. Construction activities would be temporary in nature and would occur during the hours of 7 a.m. and 7 p.m., Monday to Friday, in accordance with the Cities of Calimesa and Yucaipa's Noise Ordinance. With implementation of **MM NOISE 1** through **MM NOISE 4**, potential impacts related to excessive groundborne vibration or groundborne noise levels during the construction phase are considered less than significant with mitigation incorporated.

Mitigation Measures:

For **MM NOISE 1**, **MM NOISE 2**, **MM NOISE 3**, and **MM NOISE 4**, see *Threshold 3.13(a)*, above.

3.13(c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two 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?*

Determination: No Impact.

Source: Riverside County Airport Land Use Commission, Redlands Municipal Airport, City of Calimesa General Plan EIR, City of Yucaipa, General Plan EIR.

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project is not located in the vicinity of a public airport or public use airport land use plan. Additionally, the Project does not propose any habitable structures that would expose people, whether working or residing, in the Project area to excessive noise levels. Therefore, regarding the exposure of people to excessive noise levels sourced from airports, no impacts are anticipated.

3.14 POPULATION AND HOUSING

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?				■

3.14(a) *Induce substantial unplanned 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)?*

Determination: Less than Significant Impact.

Sources: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP).

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project proposes the construction of road and sidewalk improvements and associated drainage on existing roadway and small portions of parcels that are proposed to be acquired, which are either previously disturbed, portions of vacant lots, or portions of developed parcels. The Project will construct roundabouts, bicycle lanes, sidewalks, and drainage in portions of County Line Road from Park Avenue to Bryant Street consistent with the General Plan Circulation Element. The Project itself does not require an extension of utilities or services. The needs of existing and projected population, as anticipated by each City’s respective General Plans, will be partially met via Project implementation. Since the Project serves existing and forecasted needs, potential impacts related to the inducement of a substantial population growth are considered less than significant. No mitigation measures are required.

3.14(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Determination: No Impact.

Sources: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The project includes the potential acquisition in fee of four parcels, two in each city that each have a single family dwelling unit. Each City will provide relocation assistance and benefits to those displaced by the proposed Project in accordance with applicable relocation assistance laws and guidelines. According to the Southern California Association of Governments (SCAG) Local Profile Report – Calimesa, in 2018 there were 4,013 housing units and in 2018 the City issued permits for 90 residential units and had a higher rate of permits issued per 1,000 residents than the County of Riverside (SCAG, Calimesa).

For the City of Yucaipa, SCAG’s Local Profile Report – Yucaipa, in 2018 there were 20,176 housing units and 108 permits issued for residential development. The City of Yucaipa’s issuance of building permits for residential units also surpassed the County of San Bernardino’s overall residential permits issued per 1,000 residents (SCAG, Yucaipa).

Given the small number of potential full acquisitions and the number of building permits issued by the cities, impacts to displacing a substantial number of people or housing is less than significant. Therefore, with regards to conflicts with any applicable land use plan, policy or regulation, no impacts are anticipated. No mitigation measures are required.

3.15 PUBLIC SERVICES

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the Project 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 public services:				
1) Fire protection?			■	
2) Police protection?			■	
3) Schools?				■
4) Parks?				■
5) Other public facilities?				■

3.15(a) *Would the Project 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 public services:*

FIRE PROTECTION

Determination: Less Than Significant Impact.

Sources: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

Being a roadway, the Project itself is not a fire hazard and it will provide improved access for emergency vehicles. It is not expected that any new facilities for fire protection will be required to serve the Project. Moreover, the Project is a roadway improvement intended to improve circulation for existing and future traffic and does not propose any structures or other development that would

increase demand for fire protection services. Therefore, the potential for substantial adverse physical impacts related to a need for increased fire protection services resulting from Project implementation is considered less than significant. No mitigation measures required.

POLICE PROTECTION

Determination: Less Than Significant Impact.

Sources: City of Calimesa General Plan, Police and Fire Protection Element, 2018 Local Partnership Program, Application-Calimesa Yucaipa

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to maintaining acceptable service ratios, response times, or other performance objectives of the public service for police protection:

- PPP 3.15-1 City of Yucaipa Policy PSF-4.1 – Service Standards: Maintain appropriate response times to crime, traffic accidents, and other public safety incidents, consistent with community expectations and professional industry standards.
- PPP 3.15-2 City of Yucaipa Policy PSF-4.7 – Traffic Safety: Prioritize traffic safety plans and programs to ensure motorists, bicyclists, pedestrians, and transit users of all ages can safely and conveniently move around the community.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project would be required to meet the Cities' General Plan policies and design standards that optimize public safety on its roadways. The proposed roundabouts and striped medians provide reduction in both fatalities and injury accidents that occur along traditional two-lane roadways, which may decrease demand for police services in response to local traffic accidents. Therefore, the potential for substantial adverse physical impacts related to a need for increased police protection services resulting from Project implementation is considered less than significant. No mitigation measures required.

SCHOOLS

Determination: No Impact.

Sources: Project Description

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

Since the Project is a roadway improvement, it will not result in the generation of additional school age children and will not create a demand for additional school capacity. No school facilities will be displaced as a result of Project implementation. Therefore, with regards to potential substantial adverse physical impacts related to a need for additional schools or increased school capacity resulting from Project implementation, no impacts are anticipated. No mitigation measures required.

PARKS

Determination: No Impact.

Source: Project Description

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project will not result in an increase in population and will therefore not place any demand on existing local or regional park and recreation facilities. Construction of the Project will not displace any existing or known proposed recreational facilities. Therefore, with regards to potential substantial adverse physical impacts related to a need for additional parks, recreational facilities or the expansion of existing parks or recreational facilities resulting from Project implementation, no impacts are anticipated. No mitigation measures required.

OTHER PUBLIC FACILITIES

Determination: No Impact.

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), Project Description

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project proposes the construction of road and sidewalk improvements and associated drainage on existing roadway and small portions of proposed acquired parcels which are either previously disturbed, portions of vacant lots, or portions of developed parcels. The Project will construct roundabouts, bicycle lanes, sidewalks, and drainage in portions of County Line Road from Park Avenue to Bryant Street consistent with the General Plan Circulation Element. Implementation of the Project will facilitate and ease circulation, and enhance public safety. Additionally, the Project would not result in an increase in population that would cause an increased demand for medical or library services. Therefore, with regards to potential substantial adverse physical impacts related to a need for additional public facilities or the expansion of existing public facilities resulting from Project implementation, no impacts are anticipated. No mitigation measures required.

3.16 RECREATION

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				■
b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				■

3.16(a) *Would the proposed Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Determination: No Impact.

Sources: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

No public or private recreation facilities currently exist within the Project’s vicinity. Additionally, the Project would not develop or impact any areas potentially planned for recreational uses. Therefore, there would be no impact with regard for the potential for adverse impacts related to an increase in the use of existing parks or other recreational facilities as a result of Project implementation. No mitigation measures required.

3.16(b) *Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?*

Determination: No Impact.

Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project proposes the construction of road and sidewalk improvements and associated drainage on existing roadway and small portions of proposed acquired parcels which are either previously disturbed, portions of vacant lots, or portions of developed parcels. The Project will construct roundabouts, bicycle lanes, sidewalks, and drainage in portions of County Line Road from Park Avenue to Bryant Street consistent with the General Plan Circulation Element. The Project would not include the development of recreational facilities, or create or increase demand for new recreational facilities or parks. Therefore, there would be no impact with regard to the potential for adverse impacts related to the development of or need for expansion of recreational facilities as a result of Project implementation. No mitigation measures required.

3.17 TRANSPORTATION

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			■	
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			■	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			■	
d. Result in inadequate emergency access?		■		

3.17(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Determination: Less Than Significant Impact.

Sources: City of Calimesa General Plan EIR (CGP EIR), City of Yucaipa General Plan EIR (YGP EIR), 2018 Local Partnership Program Application (LPP)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to transportation and traffic:

- PPP 3.3-1 City of Calimesa Policy AQ-2: Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas.
- PPP 3.3-3 City of Calimesa Policy SUS-3: Promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by; encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly, and increasing opportunities for active transportation (walking and biking) and transit use.
- PPP 3.3-4 City of Calimesa Policy SUS-18: Encourage convenient bicycle, pedestrian, and transit access to new commercial and industrial development.
- PPP 3.3-6 City of Yucaipa Policy S-7.1 – Integrated Planning: Integrate air quality planning with land use, economic development, and transportation-related planning to allow for the control and management of air quality.

- PPP 3.3-7 City of Yucaipa Policy S-7.2 – Transportation Sources: Encourage the expansion of transit, buildout of the pedestrian and bicycle route network, support of regional ride-share programs, and other efforts to reduce vehicle miles travelled from Yucaipa and associated vehicle emissions.
- PPP 3.17-1 City of Calimesa Policy TM-3: Strive to construct streets in accordance with the City's standard street classifications.
- PPP 3.17.2 City of Calimesa Policy TM-4: Maintain and rehabilitate roadways to preserve and improve the quality of city streets and thoroughfares that promote access and mobility between residential neighborhoods, employment centers, shopping, and health services.
- PPP 3.17-3 City of Calimesa Policy TM-5: Design each roadway with sufficient width to accommodate projected traffic at acceptable service levels, based on the intensity or density of planned land uses.
- PPP 3.17-4 City of Calimesa Policy TM-7: Seek to maintain level of service C on all City-maintained roads. A peak-hour level of service of D, or lower, may be allowed on City-maintained road segments in commercial and employment areas or any combination of major highways.
- PPP 3.17-5 City of Calimesa Policy TM-11: Reduce vehicle trips through design and changes in operations.
- PPP 3.17-6 City of Calimesa Policy AQ-3: Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas.
- PPP 3.17-7 City of Yucaipa Policy T-1.5 – Multimodal Access: Assess roadway operations for new development and infrastructure projects so that roadways can accommodate safe and convenient access and travel for all users, including motorists, bicyclists, pedestrians, and transit users.
- PPP 3.17-8 City of Yucaipa Policy T-2.1 – Level of Service: To promote the safe and efficient movement of vehicular traffic, maintain a minimum level of service (LOS) C on all intersections and road segments except for two conditions: at roadway intersections where traffic movements are controlled by roundabouts, LOS D shall be acceptable (e.g., average control delay of 30 seconds per vehicle or better); on roadway segments where a roundabout controls at least one of the intersections at the ends of the segment, the lower half of LOS D shall be acceptable (e.g., V/C ratio of 0.849 or better); or on-street parking, improvement levels, roundabouts, and infrastructure may be considered in furthering acceptable levels of service, safety, and other priorities.
- PPP 3.17-9 City of Yucaipa Policy T-2.5 – Environmental Concerns: Minimize environmental impacts from the construction, use, and improvement of roadways on air and water quality, heat island effects, noise levels, view sheds, street-level aesthetics, drainage, and stormwater runoff whenever feasible.

- PPP 3.17-10 City of Yucaipa Policy T-3.1 – Bicycle Network: Complete bicycle infrastructure improvement projects that close gaps in the City’s bicycle plan illustrated in Figure T-3 and those providing connections to adjacent communities and counties to enhance regional connectivity.
- PPP 3.17-11 City of Yucaipa Policy T-3.2 – Bicycle and Pedestrian Connectivity: Identify redesign opportunities to create dedicated bicycle lanes and pedestrian sidewalks that connect neighborhoods and commercial areas to community services.
- PPP 3.17-12 City of Yucaipa Policy T-3.4 – Accessibility Standards: Minimize: environmental impacts from the construction, use, and improvement of roadways on air and water quality, heat island effects, noise levels, view sheds, street-level aesthetics, drainage, and stormwater runoff whenever feasible.
- PPP 3.17-13 City of Yucaipa Policy T-3.5 – Biking and Pedestrian Amenities: Provide supporting bicycle and pedestrian facilities, such as traffic control devices, bike racks or other parking accommodations, crosswalks, benches, and other infrastructure where feasible.
- PPP 3.17-14 City of Yucaipa Policy T-4.7 – Street Improvements: Ensure that roadway improvements allow for easier, safer, and more efficient transit operations and improved passenger safety and accessibility to transit.

Project Design Features (PDF)

- PDF 3.17-1 Construct roundabouts at the intersections of County Line Road and 5th Street, 3rd Street, 2nd Street, California Street, and Bryant Street.
- PDF 3.17-2 Construct Class II Bike Lanes along County Line Road.
- PDF 3.17-3 Construct six feet wide sidewalks on unimproved sections along County Line Road, and portions of Park Avenue, 5th Street, 3rd Street, California Street, and Bryant Street.

Impact Analysis

To measure the effectiveness of the circulation system, the City of Calimesa and the City of Yucaipa General Plans define five categories of Level of Service (LOS). LOS is a common qualitative measurement of the effects that various factors such as speed, travel time, traffic interruptions, freedom to maneuver and safety have on traffic operations from the perspective of the driver. Intersection and roadway segment LOS criteria range from A, representing the best conditions, to F representing overcapacity conditions. LOS E represents “at capacity” operations (CGP EIR, p. 3.2-4; YGP EIR, p. 5.15-1).

In its current condition, the Project, a secondary arterial roadway and public transit service route, is a two-lane road with partially paved sidewalks that offers no contiguous pedestrian or bicycle pathways. The Project alignment does not have sufficient capacity to serve the current traffic

volumes and unitizes multi-way stop control at every intersection, thus resulting in a LOS below D (LPP).

The purpose of the Project is to improve the condition of the Project alignment by adding roundabouts, sidewalks, and bicycle lanes. The Project will provide an acceptable LOS (at least LOS C or better) for both existing and future traffic volumes, provide safe access to existing routes, and provide safe and efficient bicycle and pedestrian facilities. Therefore, the Project does not include any factor that would cause a conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, including all modes of transportation, taking into account mass transit and non-motorized methods of travel; Impacts will be less than significant and no mitigation measure are required.

3.17(b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)*

Determination: Less Than Significant Impact.

Sources: Project Description

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

Senate Bill 743 (SB 743) was passed by the California State Legislature and signed into law by Governor Brown in 2013. SB 743 required the Office of Planning and Research and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under the California Environmental Quality Act (CEQA). In December 2018, the California Natural Resources Agency finalized updates to the CEQA Guidelines, which included SB743. Section 15064.3 of the 2019 CEQA Guidelines provide that transportation impacts of projects are, in general, best measured by evaluating the project's vehicle miles traveled (VMT). Automobile delay (often called Level of Service) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts.

The provisions of this section are not mandatory until July 1, 2020; however, local agencies may choose to opt in before that date. At the time of preparation of this report, the City of Calimesa and the City of Yucaipa had not updated their procedures to analyze VMT; thus, this Project is not currently subject to section 15064.3 of the 2019 CEQA Guidelines. Impacts would be less than significant.

3.17(c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Determination: Less Than Significant Impact.

Source: Source: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), US Department of Transportation (US DOT)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts relating to transportation and traffic:

PPP 3.17-1 City of Calimesa Policy TM-3: Strive to construct streets in accordance with the City's standard street classifications.

PPP 3.17-8 City of Yucaipa Policy T-1.5 – Multimodal Access: Assess roadway operations for new development and infrastructure projects so that roadways can accommodate safe and convenient access and travel for all users, including motorists, bicyclists, pedestrians, and transit users.

Project Design Features (PDF)

PDF 3.17-1 Construct roundabouts at the intersections of County Line Road and 5th Street, 3rd Street, 2nd Street, California Street, and Bryant Street.

Impact Analysis

Implementation of the Project would include roadway, sidewalk, and associated drainage improvements in an area that has been previously disturbed, in portions of vacant lots, or portions of developed parcels. Implementation of the Project would result in safer conditions than what currently exists, and the Project will be built to meet City of Calimesa and the City of Yucaipa design standards that are deemed to be sufficient so as not to create traffic flow hazards. Per the US Department Transportation, roundabouts, as the types proposed, improve safety for all users including pedestrian and bicycles. Further, the roundabouts reduce the types of crashes where people are seriously hurt or killed when compared to conventional stop-controlled and signalized intersections (US DOT). The Project will also meet City of Calimesa and City of Yucaipa design standards based on their General Plan Circulation Elements. Based upon the proposed design, the Project is not anticipated to pose any significant hazards to pedestrians, bicyclists or motor vehicles once completed. Therefore, potential impacts that could substantially increase hazards due to a design feature or incompatible use are less than significant. No mitigation measures are required.

3.17(d) Result in inadequate emergency access?

Determination: Less Than Significant Impact With Mitigation Measures Incorporated.

Source: Project Description, City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

Once completed, the Project will supplement emergency access to the area by providing improved travel routes for emergency response vehicles. However, during construction, adequate emergency access and control must be accomplished by implementing a traffic management plan that can ensure safe, albeit, slower traffic flow on the adjacent streets. The following mitigation measures will be implemented to address this potentially significant impact. Therefore, with the implementation of **MM TRANS 1**, potential impacts related inadequate emergency access are considered less than significant with mitigation incorporated.

Mitigation Measure:

MM TRANS 1: The construction contractor shall provide adequate traffic management resources, as determined by the City of Calimesa and the City of Yucaipa, to ensure adequate access to all occupied properties on a daily basis, including emergency access. A construction traffic management plan shall be prepared and approved by the City of Calimesa and the City of Yucaipa, for their appropriate jurisdiction, prior to initiation of construction within the Project. The plan can include the following components: protective devices, flag person(s) or police assistance for traffic control, to maintain safe traffic flow on local streets affected by construction at all times.

3.18 TRIBAL CULTURAL RESOURCES

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		■		
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		■		

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public resources Code section 5020.1(k)?*

Determination: Less than Significant Impact with Mitigation.

Source: Historical/Archaeological Resources Records Search (CRM Tech-A)

Plans, Policies, or Programs (PPP)

The following apply to the Project and would reduce impacts related to tribal cultural:

PPP 3.18-1 City of Calimesa Policy PR-6.6 Native American Consultation: Native American Consultation. Continue to offer and conduct consultations with the Native American Heritage Commission on development proposals in accordance with state and federal law.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

As noted in *Threshold 3.5(a)* and *Threshold 3.5 (b)*, a records search was conducted within a one-mile radius of the Project site by CRM Tech on May 2nd and 9th, 2019 at the EIC and SCCIC, respectively. According to their search, no archaeological resources meet the requirements to be listed under the NRHP, CRHR, or local policies were identified within the Project site. Therefore, impacts to historical resources will be less than significant. However, in the event of an accidental discovery of a cultural and/or historical resource; implementation of mitigation measure **MM CR 1**, which requires the construction in the vicinity of the find be halted until a qualified archaeologist determination as to the significance of the find is made and any find be recorded and curated. With implementation of **MM CR 1**, potential impacts to historical resources will be less than significant.

Mitigation Measure:

MM CR 1 For **MM CR1**, see *Threshold 3.5(a)*, above.

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Determination: Less than Significant Impact with Mitigation.

Source: Historical/Archaeological Resources Records Search (CRM Tech-A)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

As of July 1, 2015, Assembly Bill 52 (AB52), signed into law in 2014, amends CEQA and establishes new requirements for tribal consultation. The law applies to all projects that have a notice of preparation or notice of negative declaration/mitigated negative declaration. It also broadly defines

a new resource category of "tribal cultural resource" and establishes a more robust process for meaningful consultation that includes: prescribed notification and response timelines, consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures, and documentation of all consultation efforts to support CEQA findings.

The City of Calimesa, as one of the lead agencies, is required to coordinate with Native American tribes through the Assembly Bill 52 Tribal Consultation process. On May 3, 2019, the City of Calimesa sent a letter notification to four tribes of the proposed Project in accordance with AB52 as follows: Morongo Band of Mission Indians, Pechanga Band of Luiseño Indians, San Manuel Band of Mission Indians, and Soboba Band of Luiseño Indians. Additionally, the City of Yucaipa sent a notice via email to the Torres Martinez desert Cahuilla Indians on July 15, 2019. As of October 8, 2019 two tribes responded: Morongo Band of Mission Indians (MBMI) and the San Manuel Band of Mission Indians (SMBMI). **Table 5.18-A – AB 52 Response Log** notes the correspondence conducted between the Tribes and the City of Calimesa and Yucaipa.

Table 5.18-A – AB 52 Response Log

Native American Group (Individual Responding)	Comment
Morongo Band of Mission Indians Travis Armstrong, Tribal Historic Preservation Officer	<p><u>AB52 Consultation Request</u></p> <p>In a letter dated May 14, 2019, the Morongo Band of Mission Indians requested AB52 consultation, copies of records search, and a copy of a Phase I Study, or other cultural resources assessments.</p> <p>In May 2019, the City of Calimesa mailed Morongo Band of Mission Indians a hard copy of the Historical/Archeological Resources Records Search Report dated May14, 2019 prepared by CRM Tech.</p> <p>In May 2019 the City of Calimesa has a scheduled a teleconference AB 52 Consultation with the Morongo Band of Mission Indians.</p>
Pechanga Band of Luiseño Indians	<p>To date, the tribe has not responded for AB52 consultation. However, the opportunity for consultation will extend throughout the CEQA process per Public Resources Code § 21080.3.2 (b) (1) and (2).</p>
San Manuel Band of Mission Indians	<p><u>AB52 Consultation Request</u></p> <p>In an email dated June 4, 2019, the San Manuel Band of Mission Indians requested copies of the Project's Cultural Report, Paleontological report, Geotechnical Report, and project plans that show the vertical extent of the Project.</p> <p>On June 20, 2019, the City of Calimesa responded with the associated project reports, including the records search.</p>

Native American Group (Individual Responding)	Comment
	<p>On June 20, 2019, San Manuel Band of Mission Indians responded to the City of Calimesa’s email stating the tribe may want monitors at the project site during project implementation.</p> <p>On June 25, 2019, the City of Calimesa sent their standard tribal mitigation measures to San Manuel Band of Mission Indians.</p> <p>On June 26, 2019, San Manuel Band of Mission Indians sent the City of Calimesa an email with their requested tribal mitigation measures to be included in the Initial Study/Mitigated Negative Declaration.</p>
Soboba Band of Luiseño Indians	To date, the tribe has not responded for AB52 consultation. However, the opportunity for consultation will extend throughout the CEQA process per Public Resources Code § 21080.3.2 (b) (1) and (2).
Torres Martinez Desert Cahuilla Indians	To date, the tribe has not responded for AB52 consultation generated by the City of Yucaipa. However, the opportunity for consultation will extend throughout the CEQA process per Public Resources Code § 21080.3.2 (b) (1) and (2).

Four tribes, the Pechanga Band of Luiseño Indians, San Manuel Band of Mission Indians, Soboba Band of Luiseño Indians and the Torres Martinez Desert Cahuilla Indians have not responded for AB52 consultation. However, the opportunity for consultation will extend throughout the CEQA process per Public Resources Code § 21080.3.2 (b) (1) and (2). Further, in the event of an accidental discovery of a cultural and/or historical resource; implementation of mitigation measures **MM TCR 1** through **MM TCR 6** will ensure impacts remain less than significant. Therefore, impacts are less than significant with mitigation.

Mitigation Measures

MM- TCR-1 The MBMI and the San Manuel Band of Mission Indians shall be contacted, as detailed in **MM CR 1**, of any Native American cultural resources discovered during any earth-moving operations associated with the proposed Project, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the MBMI and the San Manuel Band of Mission Indians, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents MBMI and the San

Manuel Band of Mission Indians for the remainder of the Project, should MBMI and/or the San Manuel Band of Mission Indians elect to place a monitor on-site. As outlined in **MM TCR-2**, MBMI will monitor the entire Project site regardless if any Native America Cultural resources is discovered. Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the appropriate County for dissemination to MBMI and the San Manuel Band of Mission Indians. The appropriate County shall, in good faith, consult with MBMI and the San Manuel Band of Mission Indians throughout the life of the Project.

MM- TCR-2 Tribal Monitoring: Prior to the issuance of a grading permit, the applicant shall contact the Morongo Band of Mission Indians and the San Manuel Band of Mission Indians. The applicant shall coordinate with MBMI to develop a Tribal Monitoring Agreement. Should the Morongo Band of Mission Indians be unable to provide a Tribal monitor for any portion of the project, the applicant shall contact the San Manuel Band of Mission Indians to retain the services of a tribal monitor. A copy of the Tribal Monitoring Agreement/proof of hire shall be provided to the City of Calimesa Planning Department prior to the issuance of a grading permit.

MM- TCR-3 Archaeological Monitoring: At least 30-days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities on the site take place, the Project Applicant shall retain a Secretary of Interior Standards-qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

MM- TCR-4 The Project Archaeologist, in consultation with consulting Tribes and the City, shall develop an Archaeological Monitoring and Treatment Plan that outlines the process for monitoring, as well as the process for dealing with the inadvertent discovery of cultural resources. The Plan shall include:

- a) The project grading and development schedule;
- b) A monitoring schedule that includes the presence of an archaeologist and Tribal Monitor at each location of ground disturbing activity that will occur on site;
- c) The safety requirements, duties, scope of work, and authority of the Tribal monitor and archaeologist to stop and redirect grading activities; and
- d) The protocols and stipulations that the City, Tribes, and Project archaeologist will follow in the event of inadvertent cultural resource discoveries, assessment and evaluation of the discoveries, and treatment/disposition of discoveries.

MM- TCR-5 Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this Project, the following procedures will be carried out as follows:

- a) Discovery and Assessment of Non-Funerary Cultural Resources: In the case of inadvertent discoveries of non-funerary artifacts, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and the project Archaeologist, in tandem with the project Tribal monitor, shall assess the find.

Additionally, all points of contact representing the consulting Tribes, the Morongo Band of Mission Indians and the San Manuel Band of Mission Indians, will be contacted to discuss the nature and significance of the resource, as well as the culturally appropriate treatment and final disposition of the resource. Work on the other portions of the project outside of the buffered area may continue during this assessment period with the presence of an archaeological monitor and Tribal monitor.

- b) Treatment and Final Disposition: Should a resource be discovered during project implementation and be recommended significant, the resource shall be assessed as a candidate for avoidance. Should avoidance not be feasible, the resource shall be subject to data recovery and be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any cultural material from the project site shall be thoroughly inventoried with Tribal monitor oversight of the process. Final disposition of the material shall be conducted as follows:
- i. The applicant shall accommodate the process for onsite reburial of the discovered items, as outlined by the consulting Tribes, and enter into a reburial agreement with the Tribes, which shall include measures and provisions to protect the reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed.
 - ii. Should reburial not be feasible, the landowner(s) shall relinquish ownership of all cultural resources and enter into a curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79. The collections and associated records shall be transferred, including title, and accompanied by payment of the fees necessary for permanent curation.
 - iii. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default. Proof of final disposition, whether reburial or curation, shall be submitted to the City of Calimesa Planning Department.
 - iv. At the completion of grading, excavation, and ground disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project Archaeologist and Tribal monitor(s) within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Calimesa, Eastern Information Center, and consulting Tribes.

MM- TCR-6 If human remains are encountered, a 100-ft buffer shall be created around the discovery and, pursuant to California Health and Safety Code Section 7050.5, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. Work on the other portions of the project outside of the buffered area may continue during this assessment period with the presence of an archaeological monitor and Tribal monitor.

If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" for purposes of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

3.19 UTILITIES AND SERVICE SYSTEMS

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				■
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				■
c. Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?				■
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			■	
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			■	

3.19(a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Determination: No Impact.

Sources: Project Description

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project proposes to construct road and sidewalk improvements, and associated drainage on existing roadway and portions of proposed acquired parcels, which are either previously disturbed, portions of vacant lots, or portions of developed parcels. The proposed Project is an infrastructure project and will not create a demand for water, electricity, gas, or telecommunication facilities. Existing utility poles and underground facilities will be relocated within the proposed Project footprint (as shown in Figure 2 of this IS/MND) as part of the construction, where necessary. Thus, the potential for adverse impacts related constructing or relocating facilities are considered less than significant. No mitigation measures are required.

3.19(b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Determination: No Impact.

Sources: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project proposes to construct road and sidewalk improvements, and associated drainage on existing roadway and portions of proposed acquired parcels, which are either previously disturbed, portions of vacant lots, or portions of developed parcels. The proposed Project is an infrastructure project and will not create a demand for water, and water usage during construction activities will be provided by construction water trucks. As such, no new or expanded water supply entitlements will be required. No impact will occur.

3.19(c) *Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?*

Determination: No Impact.

Sources: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The proposed Project is not required to have a determination from the wastewater treatment provider serving the Project because the use of wastewater treatment is not required. No impact will occur. No mitigation measures are required.

3.19(d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Determination: Less Than Significant Impact.

Sources: City of Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP)

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, Programs, or Standard Conditions applicable to the Project relating to this issue

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The Project proposes to construct road and sidewalk improvements, and associated drainage on existing roadway and portions of proposed acquired parcels, which are either previously disturbed, portions of vacant lots, or portions of developed parcels. The implementation of the Project would not result in excess solid waste. Construction waste, debris and/or scattered waste would be removed from the Project and delivered to the waste disposal system. However, this limited quantity of waste would not contribute significantly to the exceedance of landfill capacity, or breach statutes and regulations related to solid waste. Thus, the potential for adverse impacts related to landfill capacity and regulations for solid waste are considered less than significant. No mitigation measures are required.

3.19(e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Determination: Less Than Significant Impact.

Sources: Project Description

Plans, Policies, or Programs (PPP)

The following applies to the Project and would reduce impacts relating to solid waste:

PPP 3.19-1 The California Waste Management Act (AB 939) requires municipalities to reduce the amount of waste it sends to landfills by 50%. The Project shall participate in established recycling programs in response to AB 92.

Impact Analysis

The waste that could be generated from construction of the Project, which will be hauled off and disposed of in an appropriately licensed facility by the construction contractor, will be to the satisfaction of the Project engineer. For these reasons, the potential for adverse impacts related to landfill capacity and regulations for solid waste are considered less than significant. No mitigation measures are required.

3.20 WILDFIRE

<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			■	
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			■	
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			■	
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			■	

3.20(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Determination: Less Than Significant Impact.

Sources: Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), California Department of Forest and Fire Protection (CAL)

Plans, Policies, or Programs (PPP)

PPP 3.20-1 The City of Calimesa identified the following evacuation routes: Interstate 10 and California Street for north-south movement of traffic; County Line Road for east-west movement of traffic. Additional streets that can augment the routes include Calimesa Boulevard, 3rd Street and 5th Street for north-south traffic flow, as well as Avenue L and Singleton Road for east-west traffic movement.

PPP 3.20-2 The City of Yucaipa Policy CDL-2.6 Road Access. Design roads to meet fire safety and access regulations. Locate and design new roads to follow the existing natural slope contours, minimizing impacts to prominent topographical features.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

According to California Department of Forest and Fire Protection (Cal Fire), the proposed Project is not within a state responsibility area (SRA) or land classified as very high fire hazard severity zone (CAL). Further, the proposed Project site is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected or in an area designated to be at risk from wildland fires. Further the Project involves roadway improvements to an existing segment of County Line Road that is currently congested and does not have sufficient capacity to serve current traffic volumes. The Project would ultimately facilitate the transportation network in the event of an emergency response or evacuation. Temporary construction activities and staging areas will generally be confined to the Project site and will not physically impair access to other existing roadways within the Project vicinity. Access to local residences will be maintained at all times. Therefore, since the Project is not within the state responsibility areas or lands classified as very high hazard severity zones, implementation of the Project would not impact an adopted emergency response plan or emergency evacuation plan will be less than significant. No mitigation measures are required.

3.20(b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Determination: Less Than Significant Impact.

Sources: Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), California Department of Forest and Fire Protection

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

As discussed in *Threshold 3.9 (g)* and *Threshold 3.20(a)*, the Project is not in or near a state responsibility area or lands classified as very high fire hazard severity zones. The proposed Project site is a generally flat area at an elevation approximately 2,402 feet above mean sea level. The proposed roadway, sidewalk, and associated drainage improvements will not contribute to the spreading of wildfire. Since the Project will not exacerbate wildfire risks, the impacts to exposing occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire is less than significant. No mitigation measures are required.

3.20(c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Determination: Less Than Significant Impact.

Sources: Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), California Department of Forest and Fire Protection

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

As noted above in *Threshold 3.9 (g)* and *Threshold 3.20(a)*, the Project is not in or near a state responsibility area or lands classified as very high fire hazard severity zones. The Project proposes roadway roundabout improvements to improve traffic flow, sidewalks, and associated drainage. These improvements will mostly occur on existing County Line Road roadway. As such, the impacts associated with the Project would be less than significant. No mitigation measures are required.

3.20(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Determination: Less Than Significant Impact.

Sources: Calimesa General Plan (CGP), City of Yucaipa General Plan (YGP), California Department of Forest and Fire Protection

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs applicable to the Project relating to this issue.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Impact Analysis

The proposed Project is not in or near a state responsibility area or lands classified as very high fire hazard severity zones. Further the Project site is on relatively flat area, does not pose a risk to a downslope or downstream flooding or landslides, and the Project did not change existing drainage patterns. Therefore impacts to exposing people or structures to significant risk including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, are less than significant. No mitigation measures are required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the Project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		■		
b. Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			■	
c. Does the Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			■	

Impact Analysis

3.21(a) *Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Determination: Less Than Significant Impact with Mitigation Incorporated.

Source: This Initial Study Checklist.

As noted in the analysis throughout this Initial Study Checklist/Mitigated Negative Declaration document, the following apply to the Project and would reduce impacts relating to this issue.

Plans, Policies, or Programs (PPP)

There are no Plans, Policies, or Programs related to degradation of the environment.

Project Design Features (PDF)

There are no Project Design Features applicable to the Project relating to this issue.

Mitigation Measures (MM)

MM CR 1, MM CR 2, MM Geo 1, and MM TCR 1

Impact Analysis

All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study Checklist and found to be less than significant and no mitigation measures are necessary. For impacts to California history, **MM CR 1** and **MM TCR 1** through **MM TCR 6** will ensure impacts remain less than significant.

In instances where impacts have been identified, the Plans, Policies, or Programs, Project Design Features, or Mitigation Measures listed above are required to reduce impacts to less than significant levels. Therefore, the Project would not substantially degrade the quality of the environment.

3.21(b) *Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Determination: Less Than Significant With Mitigation Incorporated.

Source: This Initial Study Checklist.

As noted in the analysis throughout this Initial Study Checklist/Mitigated Negative Declaration document, the following apply to the Project and would reduce impacts relating to this issue:

Plans, Policies, or Programs (PPP)

All Plans, Policies, or Programs (PPP) identified in this Initial Study Checklist/Mitigated Negative Declaration shall apply.

Project Design Features (PDF)

All Project Design Features (PDF) identified in this Initial Study Checklist/Mitigated Negative Declaration shall apply.

Mitigation Measures (MM)

All Project Mitigation Measures (MM) identified in this Initial Study Checklist/Mitigated Negative Declaration shall apply.

Impact Analysis

As discussed throughout this Initial Study Checklist, implementation of the proposed Project has the potential to result in effects to the environment that are individually limited, but may be cumulatively considerable. In instances where those impacts have been identified, the Plans, Policies, or Programs, Project Design Features, or Mitigation Measures, listed above are required to reduce impacts to less than significant levels. Therefore, the implementation of those measures for the Project would not contribute to environmental effects that are individually limited, but cumulatively considerable.

3.21(c) *Does the Project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?*

Determination: Less Than Significant Impact.

As noted in the analysis throughout this Initial Study Checklist/Mitigated Negative Declaration document, the following apply to the Project and would reduce impacts relating to this issue. These measures will be included in the Project's Mitigation Monitoring and Reporting Program:

Plans, Policies, or Programs (PPP)

The following shall apply:

PPP 3.3-1 through PPP 3.3-8
PPP 3.4-1 through PPP 3.4-7
PPP 3.5-1 through PPP 3.5-4
PPP 3.6-1 and 3.6-2
PPP 3.7-1 through PPP 3.7-4
PPP 3.8-1 through PPP 3.8-3
PPP 3.9-1 through 3.9-2
PPP 3.10-1 through PPP 3.10-3
PPP 3.13-1 through 3.13-2
PPP 3.15-1 through 3.15-2
PPP 3.17-1 and 3.17-14
PPP 3.18-1
PPP 3.19-1

Project Design Features (PDF)

The following shall apply:

PDF 3.1-1 and 3.1-2
PDF 3.8-1
PDF 3.9-1

Mitigation Measures (MM)

The following shall apply:

MM CR 1 and MM CR 2

MM GEO 1

MM HYDRO 1

MM NOISE 1 through MM NOISE 4

MM TRANS 1

MM TCR 1 through TCR 6

Impact Analysis

The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Initial Study Checklist/Mitigated Negative Declaration.

In instances where impacts have been identified, the Plans, Policies, or Programs, Project Design Features and Mitigation Measures are required to reduce impacts to less-than-significant levels. Therefore, the Project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

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CRM Tech-B	CRM Tech, <i>Historical-Period Building Evaluation Report</i> , September 19, 2019. (Appendix B.1)
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